ADDRESSING TITLE VI AND ENVIRONMENTAL JUSTICE IN LONG-RANGE TRANSPORTATION PLANS

Activities from the National Capital Region Transportation Planning Board

Sergio Ritacco
Transportation Planner

2017 Association of Metropolitan Planning Organizations Annual Conference
October 18, 2017
Purpose

• Through recent work of the Transportation Planning Board, provide an understanding of various approaches MPOs can take to meeting Title VI Nondiscrimination and Environmental Justice outreach and analysis requirements.
About the TPB and its Planning Area

- Federally designated Metropolitan Planning Organization (MPO) for the Washington region
- 3,000 square miles in area
- Home to more than 5 million people and 3 million jobs
- Members include:
  - State transportation agencies
  - 23 local jurisdictions
  - State and DC legislatures
  - WMATA
  - Others
TPB Policy Framework

Think Regionally, Act Locally: Consider regional needs when developing local projects and programs for funding and implementation.

- Provide a Comprehensive Range of Transportation Options
- Promote Dynamic Activity Centers
- Ensure System Maintenance, Preservation, and Safety
- Maximize Operational Effectiveness and Safety
- Protect and Enhance the Natural Environment
- Support Interregional and International Travel and Commerce
TPB Long-Range Planning Approach

**TOP-DOWN/BOTTOM-UP PROCESS**

**Transportation Planning Board**
- Transportation Planning Goals
- Regional Transportation Priorities Plan
- Scenario Analysis
- CLRP Performance Analysis including Environmental Justice
- Congestion Management Reports

**State/Local Governments**
- Land use, Economic, and Environmental Policies and Priorities
- Needs assessment
- Transportation Plans and Programs
- Capital Budget Priorities
TPB Compliance with Title VI and EJ

Title VI Plan and Program*

Complaint Process

Accommod. Policy

Language Assistance Plan

Public Involvement

EJ Analysis of Long-Range Plan

Title VI and EJ Requirements

*Includes Equal Employment Opportunity and Disadvantage Business Enterprise Policies
Background

• Federal Certification review
• Scan of best practices
• **FINDING:** TPB previous approach compliant with requirements but could be enhanced.
  • Identifying EJ Areas (“Equity Emphasis Areas”)
  • Analysis of multiple accessibility and mobility measures
    • Access to Jobs, Retail Jobs, Educational Institutions, and Hospitals
    • Average travel time to work
Two Phase Approach to LRP Environmental Justice Analysis

**Phase 1:** Identification of concentrations of low-income and/or minority populations ("Equity Emphasis Areas").

**Phase 2:** Using the travel demand model, analyze the 2016 CLRP amendment using multiple accessibility and mobility measures.
Phase 1: Identify Equity Emphasis Areas

- Collect data
- Identify a methodology
- Staff analysis
- Reach regional consensus
- Communicate and promote
Phase 1: Collect data and analyze

- Identify geographic scale:
  Tract vs. Block Group vs. Block

- Most recent U.S. Census demographic and income data:
  - S1701: Poverty Status in the Past 12 Months
  - DP05: ACS Demographic and Housing Estimates
Phase 1: Collect data and analyze

Source: U.S. Census 2010-2014 American Community Survey; Demographic categories are not discrete and therefore do not total 100%.
Phase 1: Identify a Methodology

- Informed by demographic characteristics, staff expertise, and stakeholder input process.

- Iterative process:
  - Simple thresholds vs. Indexing vs. Other approaches

### RATIO OF CONCENTRATION (ROC or times the regional average)

<table>
<thead>
<tr>
<th>Low-Income*</th>
<th>4.5 to 9.0</th>
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</thead>
<tbody>
<tr>
<td>Greater than 3.0</td>
<td>9.0</td>
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</tbody>
</table>

- Equity Emphasis Area (Total Index ≥ 4.00)
- Not an Equity Emphasis Area (Total Index < 4.00)

### INDEX SCORE

- Total Index Score
  - Index scores are totaled (ranging from 0 to 10.49)

- Equity Emphasis Area (EEA) (Total Index ≥ 4.00)
- Not an Equity Emphasis Areas (EEA) (Total Index < 4.00)
Phase 1: Staff Analysis

- Analyze results and reach staff consensus
Phase 1: Reach regional consensus

- Stakeholder roadshow
  - Planning Directors in the region
  - Access for All Advisory Committee
  - Technical Committee
  - Transportation Planning Board

- Webinars

- Individual meetings

Interactive: http://gis.mwcog.org/webmaps/tpb/clrp/ej/
Phase 1: Reach regional consensus

- Low-Income Population
- African American
- Asian
- Latino or Hispanic
- American Indian Alaskan Native
- Native Hawaiian Pacific Islander
- Other alone
- Two or more alone
- Limited English Proficiency
- People with Disabilities
- Older Adults

**Percent of Populations Represented in the Modified Equity Emphasis Areas**

- Low-Income Population: 55%
- African American: 47%
- Asian: 38%
- Latino or Hispanic: 41%
- American Indian Alaskan Native: 24%
- Native Hawaiian Pacific Islander: 16%
- Other alone: 30%
- Two or more alone: 28%
- Limited English Proficiency: 42%
- People with Disabilities: 39%
- Older Adults: 18%

**Percent of Populations Represented in the Original Equity Emphasis Areas**

- Low-Income Population: 47%
- African American: 47%
- Asian: 21%
- Latino or Hispanic: 20%
- American Indian Alaskan Native: 24%
- Native Hawaiian Pacific Islander: 16%
- Other alone: 28%
- Two or more alone: 28%
- Limited English Proficiency: 30%
- People with Disabilities: 28%
- Older Adults: 12%
Phase 1: Communicate and promote

• Keep momentum by communicating and promoting

• Make available as a regional tool

• Use internally for analysis, project selection criteria, etc.
Phase 2: Analysis of the CLRP

- Compare forecast changes in accessibility and travel times for Equity Emphasis Areas versus the rest of the region.
Phase 2: Analysis of the CLRP

• **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: 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: Determination

**TEST**

Are the Benefits and Burdens fairly distributed between Equity Emphasis Areas and the rest of the region?

*Between 2016, 2040 (Plan Build) and 2040 (No Build)*
*By Transit and Auto*
Sergio Ritacco
TPB Transportation Planner
(202) 962-3232
sritacco@mwcog.org

mwcog.org/tpb

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002