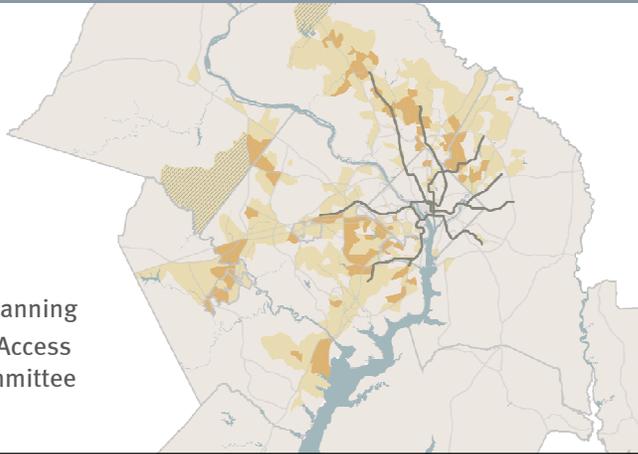


IMPACTS OF THE 2010 LONG-RANGE TRANSPORTATION PLAN (CLRP) ON MINORITY AND DISADVANTAGED POPULATION GROUPS IN THE WASHINGTON REGION

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Dept. of Transportation Planning
Presentation to the TPB Access
For All (AFA) Advisory Committee
October 27, 2011



FEDERAL REGULATIONS

OF IMPACTS ON MINORITY AND DISADVANTAGED GROUPS

TITLE VI OF THE 1964 CIVIL RIGHTS ACT

“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

1994 EXECUTIVE ORDER (“ENVIRONMENTAL JUSTICE”)

Federally-funded agencies must identify and address “disproportionately high and adverse human health and environmental effects, including social and economic effects, of their programs, policies and activities on minority populations and low-income populations.”

WE WILL ANSWER:

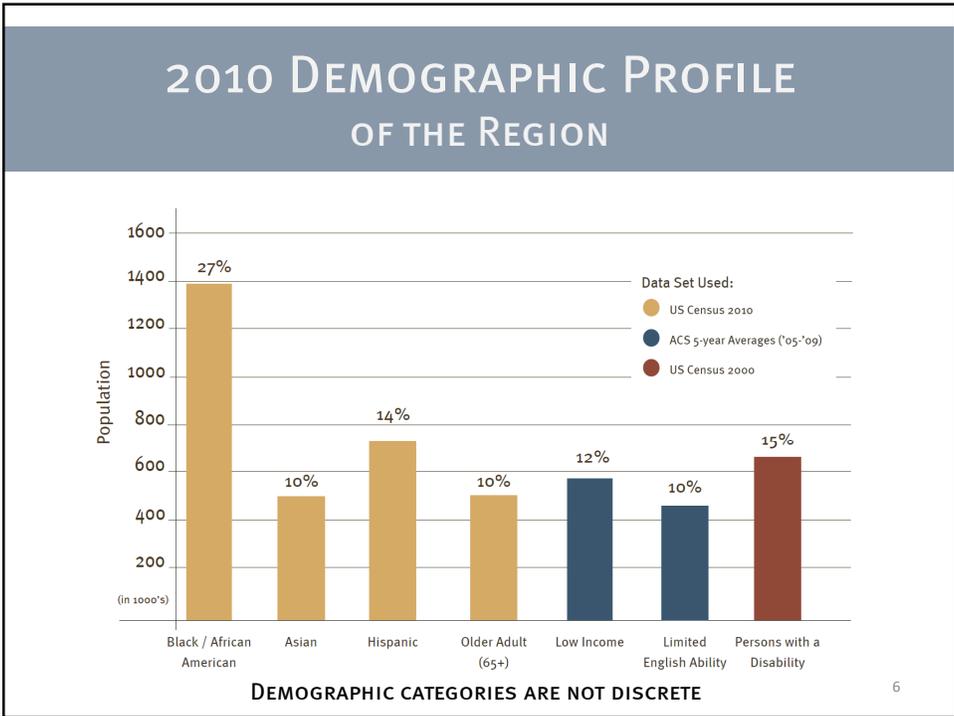
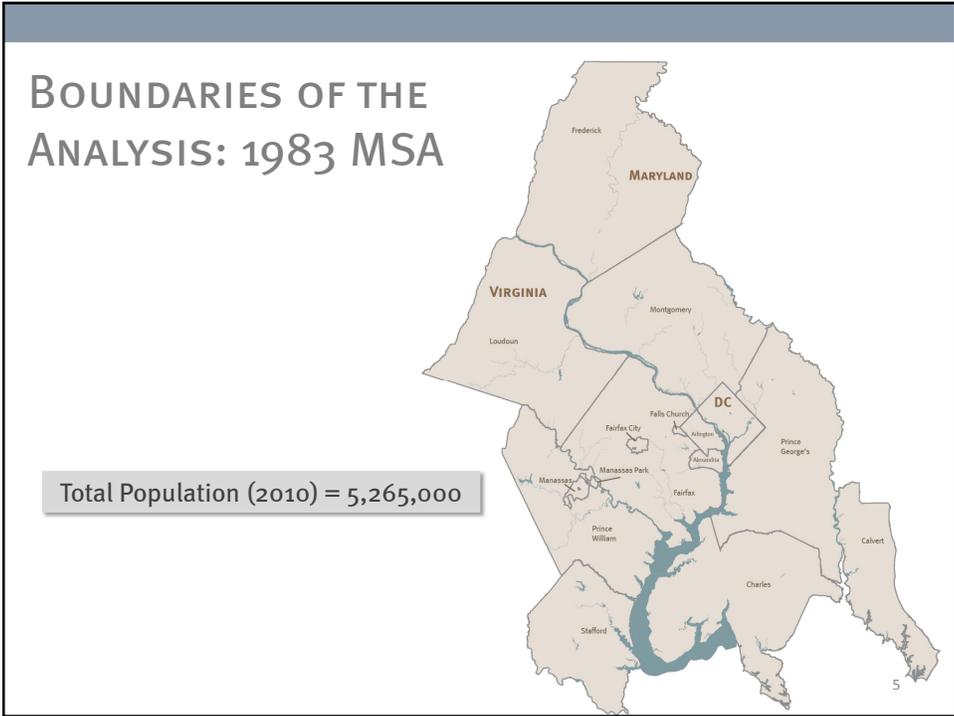
1. What is the size of minority, low-income, limited English speaking, and disabled population groups in the region?
2. What is the geographic distribution of these population groups throughout the region?
3. How do these population groups travel to work?
4. How are the benefits and burdens of the long range transportation plan distributed across these population groups in 2040.

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METHOD AND CAVEATS

- The analysis uses Census data from various data sets:
 - **U.S. Census 2010:** General Population, Black/African American, Asian, White, Hispanic/Latino, Older Adult
 - **American Community Survey 2005-09 5-year Rolling Aggregates:** Low income, Limited English
 - **U.S. Census 2000:** Persons with disabilities
- The population distributions of these groups in the future are not known, so population distributions are assumed to follow current data.
- This analysis considers proximity to bus and rail transit and travel time to work.

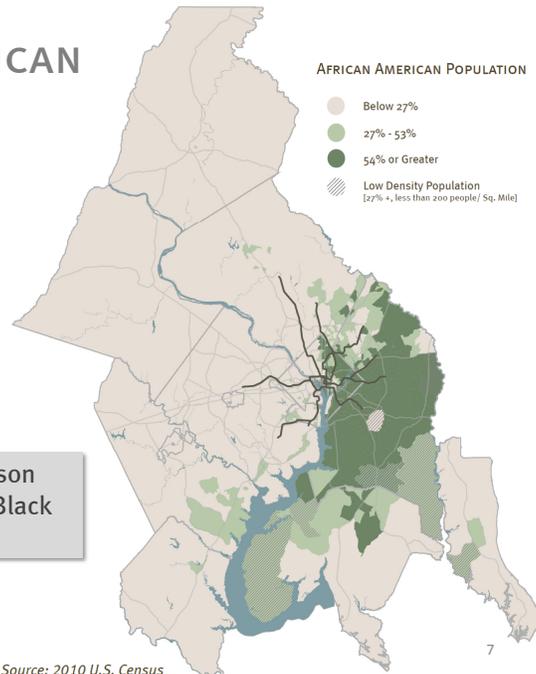
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THE AFRICAN AMERICAN POPULATION

- 1,403,000 total population (2010)
- 13% increase since 2000
- 27.4% of total population
- Live predominantly in the eastern half of the region.

AFRICAN AMERICAN – A person having origins in any of the Black racial groups of Africa.

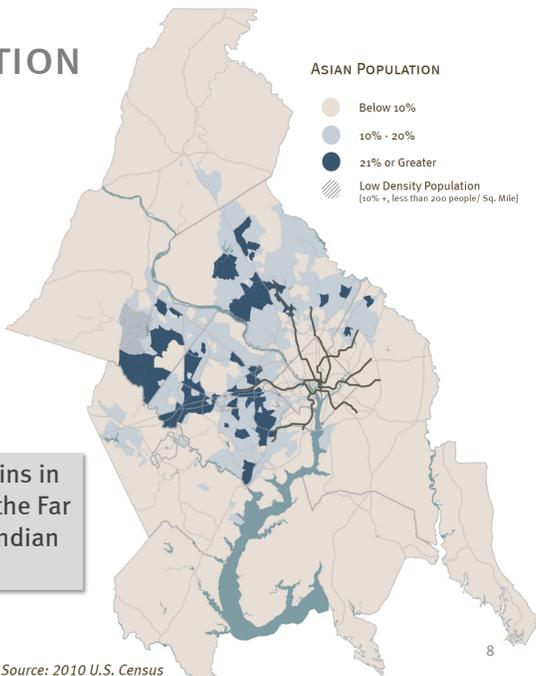


Source: 2010 U.S. Census

THE ASIAN POPULATION

- 512,000 total population (2010)
- 57% increase since 2000
- 9.7% of total population (up from 7.2% in 2000)
- Live predominantly in the western half of the region.

ASIAN – A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian Subcontinent.

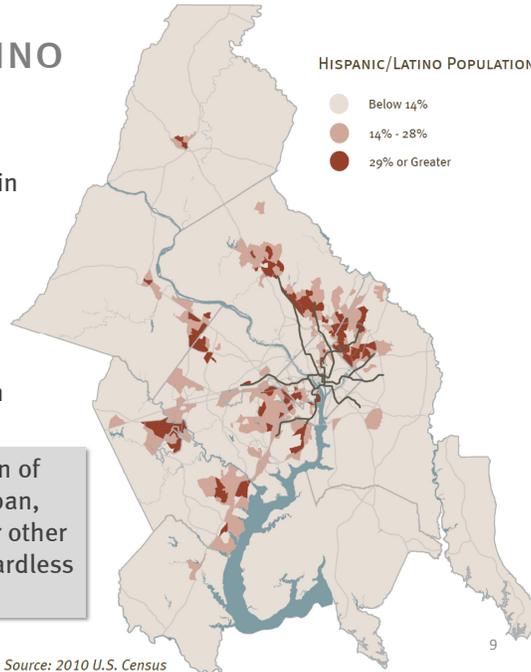


Source: 2010 U.S. Census

THE HISPANIC/ LATINO POPULATION

- 750,000 total population in the Region (2010)
- 77% increase since 2000
- 14.3% of total population (up from 9.3% in 2000)
- Live predominantly along transportation corridors in the region.

HISPANIC/LATINO– A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race

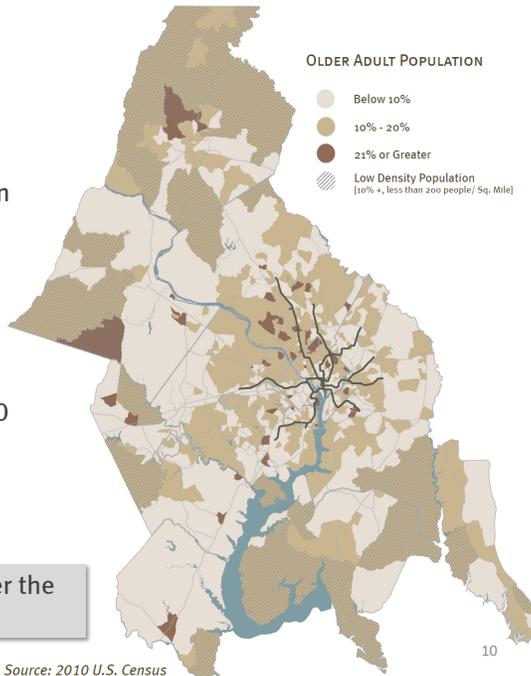


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THE OLDER ADULT POPULATION (65+)

- 522,000 total population in the Region (2010)
- 29% increase since 2000
- 9.9% of total population (up from 8.9% in 2000)
- Dispersed throughout the region, but some concentrate along the I-270 corridor in Maryland, as well as lower density communities on the western side of the region.

OLDER ADULT – A person over the age of 65 years old

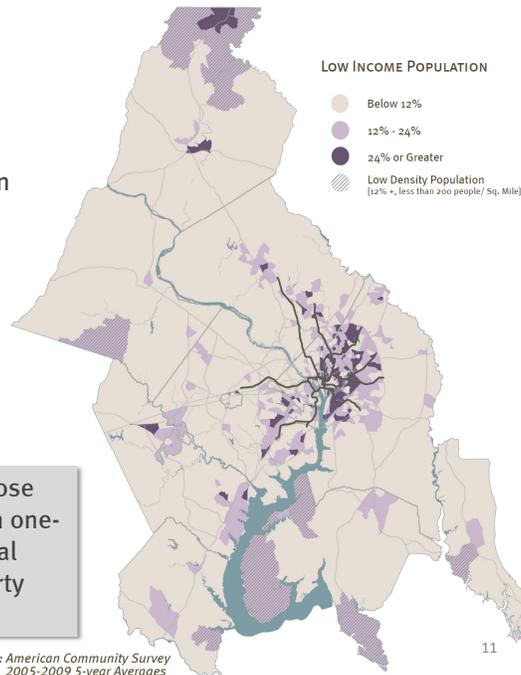


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THE LOW INCOME POPULATION

- 376,000 total population in the Region ('05-'09 avg.)
- 6% increase since 2000
- 11.5% of total population for which poverty is determined
- Predominantly in the eastern half of the central core of the region.

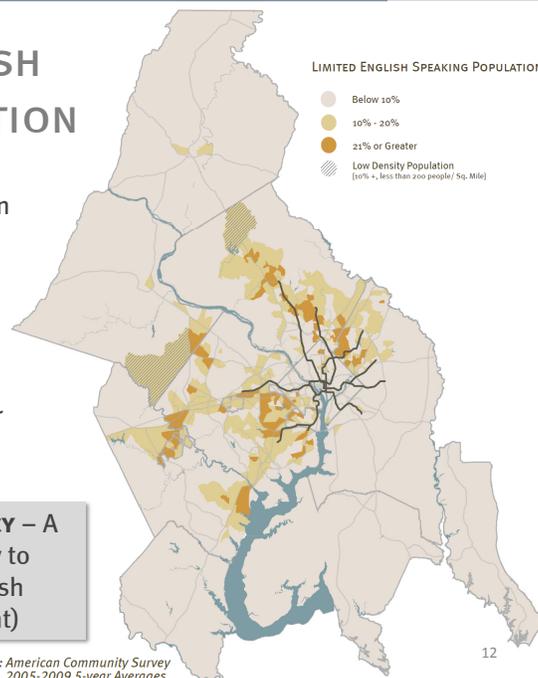
LOW INCOME – A person whose household income is less than one-and-a-half times the federal government's official poverty threshold

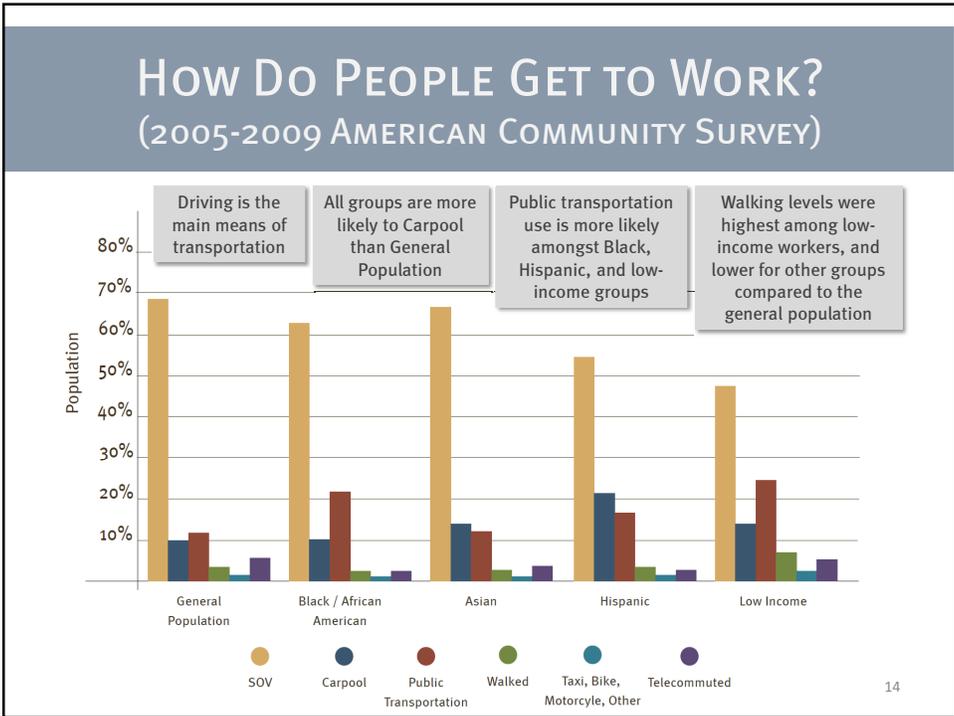
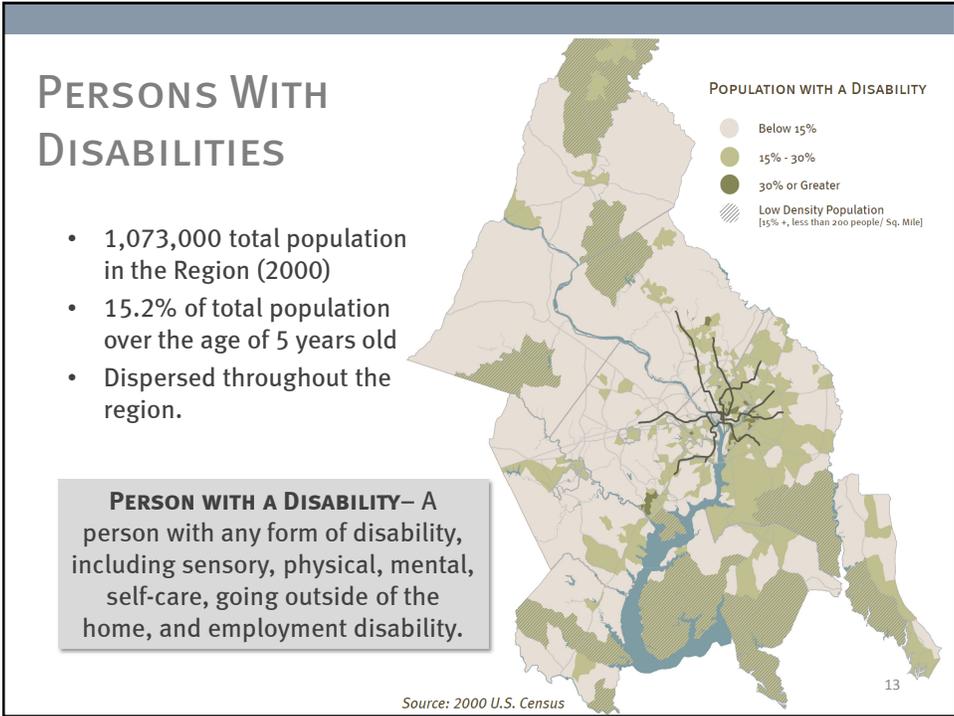


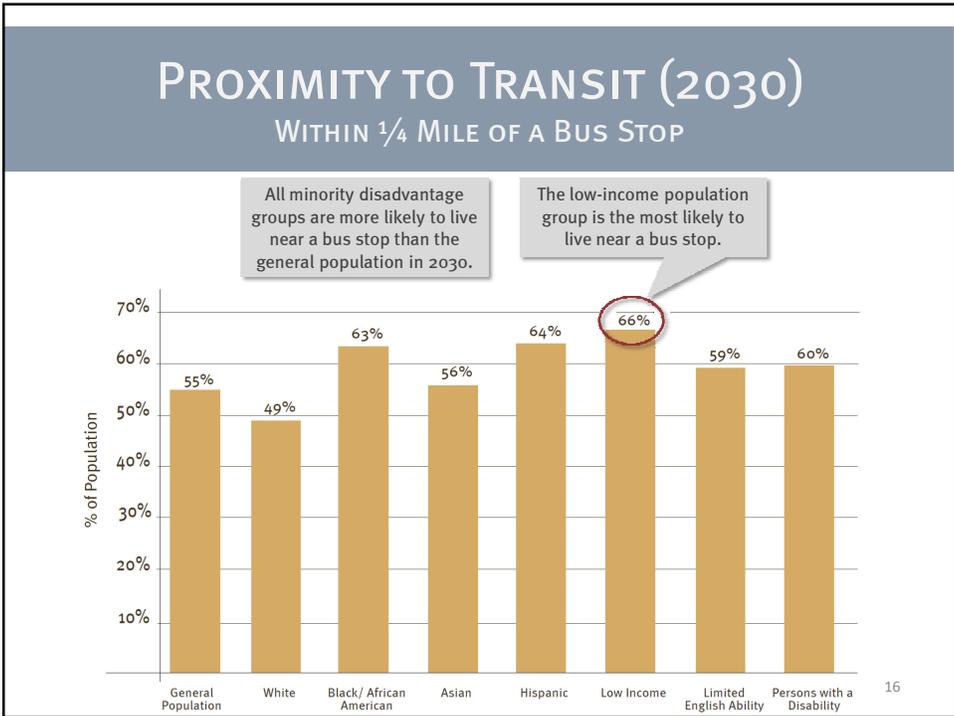
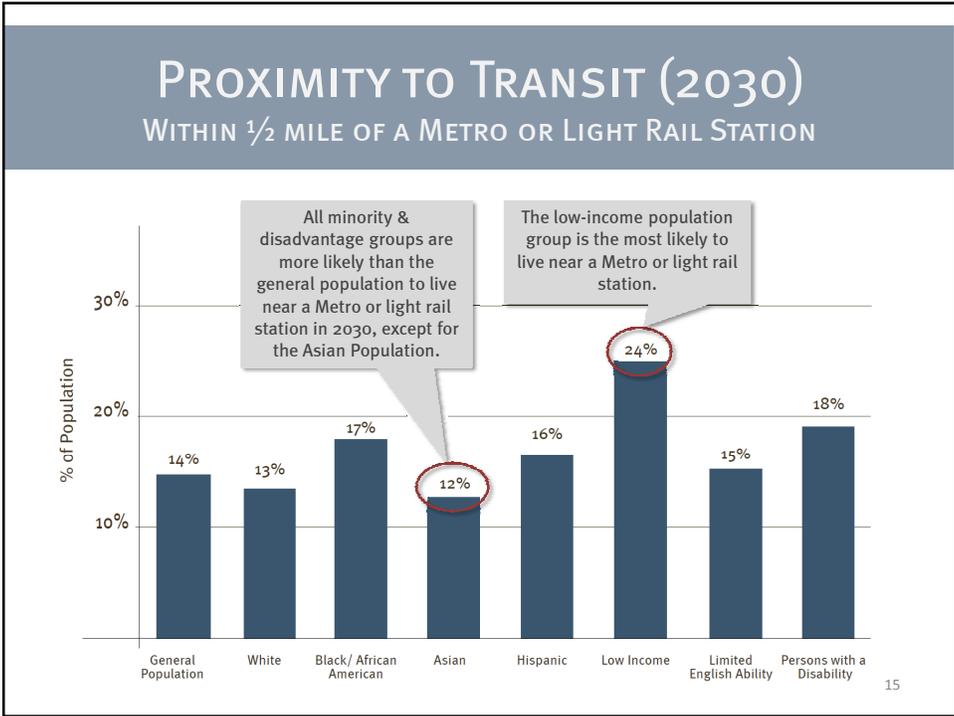
THE LIMITED ENGLISH SPEAKING POPULATION

- 404,000 total population in the Region ('05-'09 avg.)
- 18% increase since 2000
- 10.4% of total population over the age of 5 years old (up from 9.6% in 2000)
- Predominantly along major transportation corridors in Maryland and Virginia.

LIMITED ENGLISH PROFICIENCY – A person with limited ability to communicate in the English language (less than fluent)







CLRP BENEFITS AND BURDENS

JOB ACCESSIBILITY

What is Job Accessibility?



LOCATION OF JOBS

+



TRAVEL TIME
(BY AUTO OR TRANSIT)

=

ACCESSIBILITY

[NUMBER OF JOBS
WITHIN 45 MINUTE
COMMUTE]

JOBS ARE CONSIDERED TO BE **ACCESSIBLE** IF THEY ARE
WITHIN A 45 MINUTE COMMUTE.

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CLRP BENEFITS AND BURDENS

JOB ACCESSIBILITY

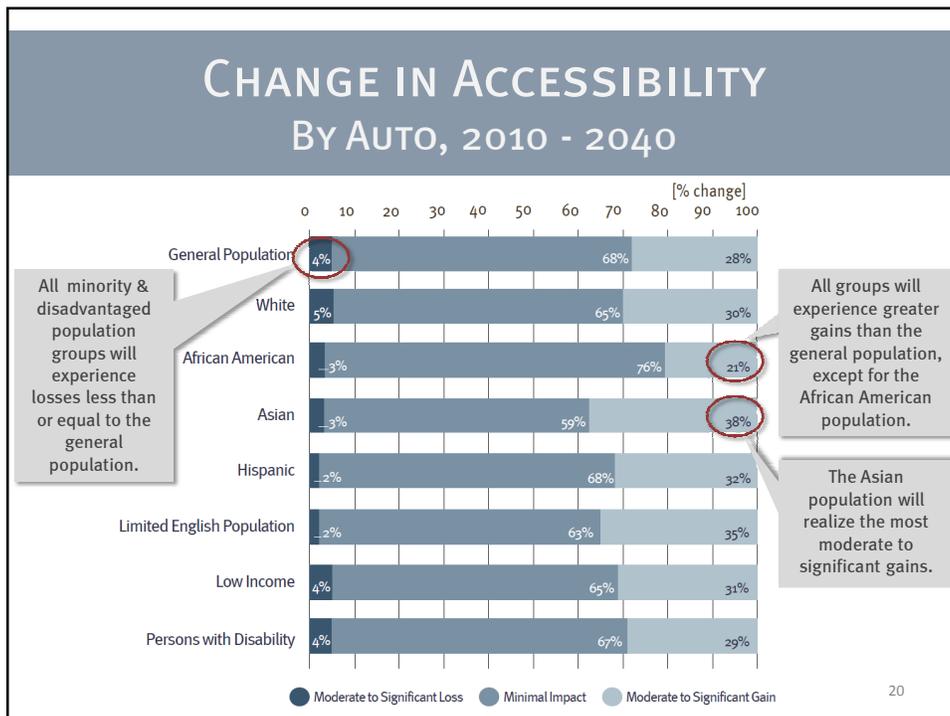
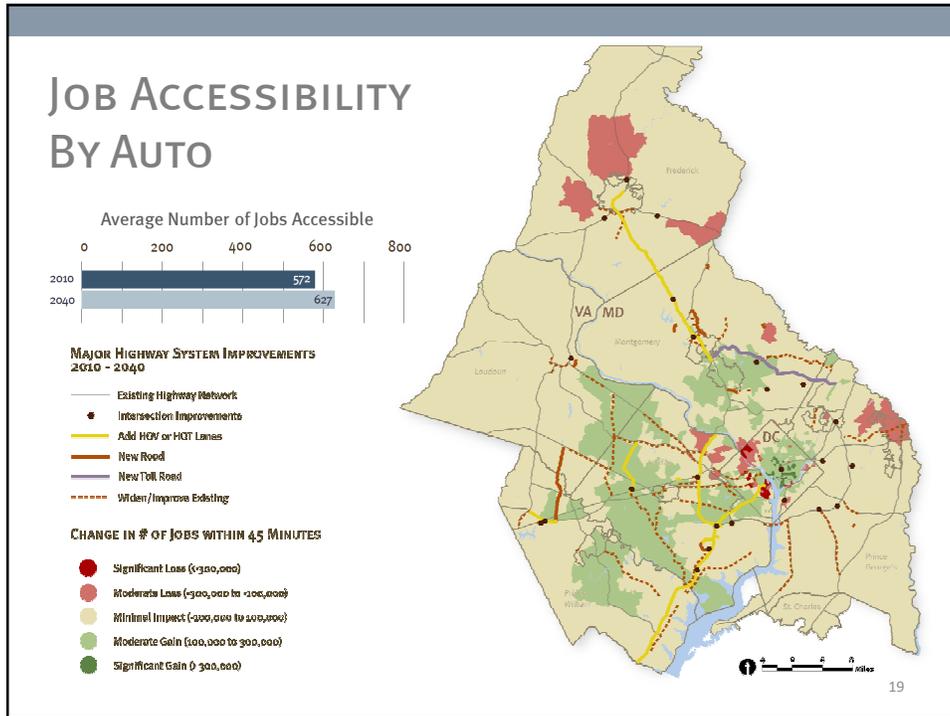
BENEFIT:

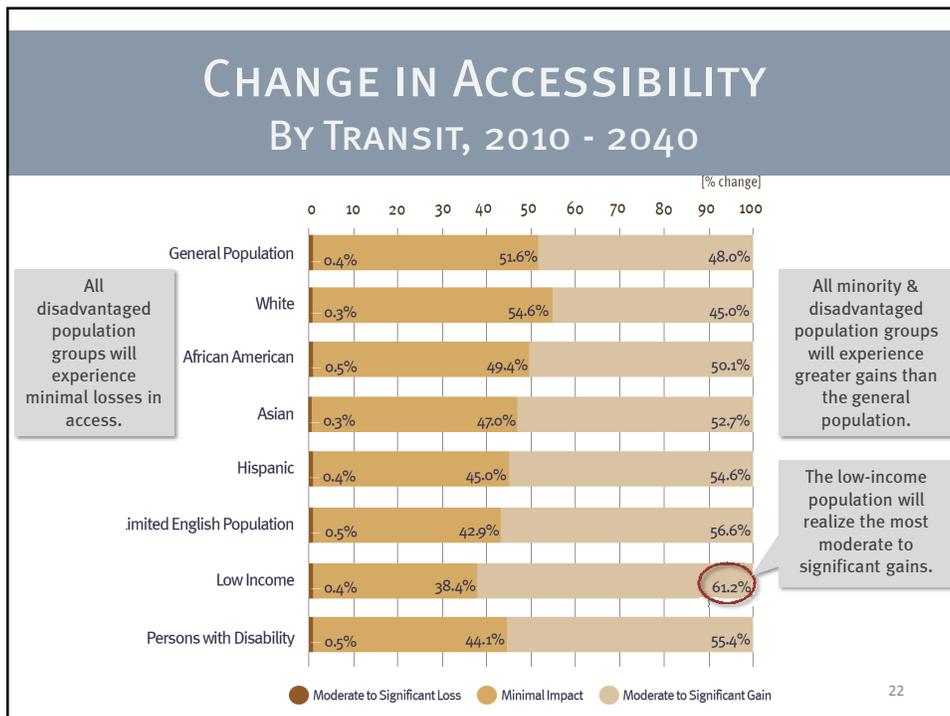
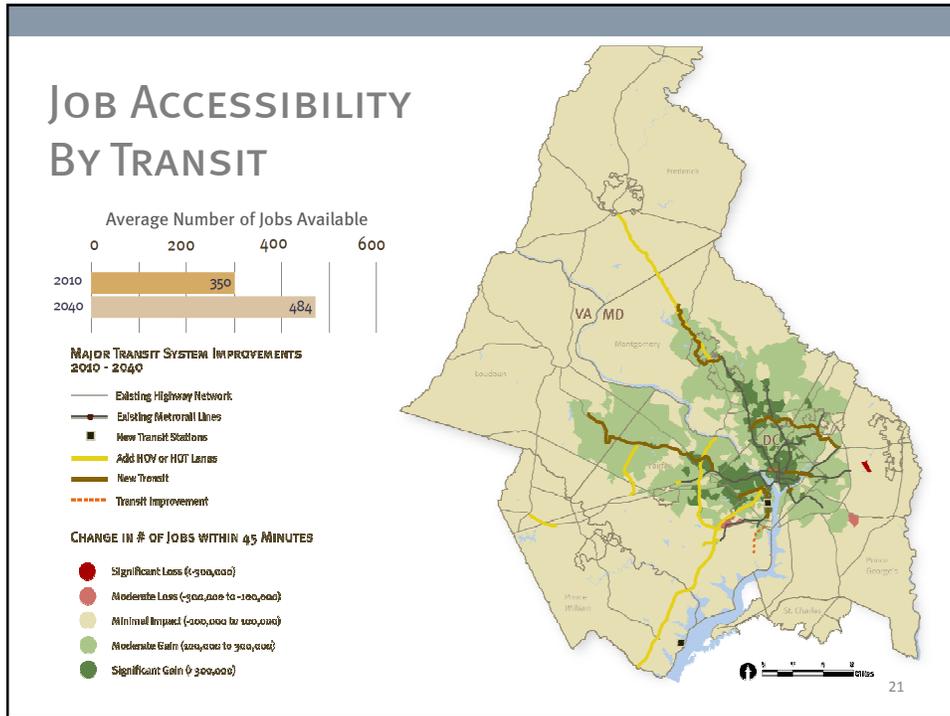
Increase in the number of jobs that are accessible
within 45 minutes compared to 2010.

BURDEN:

Decrease in the number of jobs that are accessible
within 45 minutes compared to 2010.

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RESULTS

- Changes in job accessibility due to the 2010 CLRP do not disproportionately effect minority and disadvantaged population groups.
- The benefits and burdens of the 2010 CLRP are evenly distributed.
- The geographic distribution of each population group varies.
- Larger proportions of minority and disadvantaged groups will live close to bus and rail transit compared to the general population.

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QUESTIONS?

