

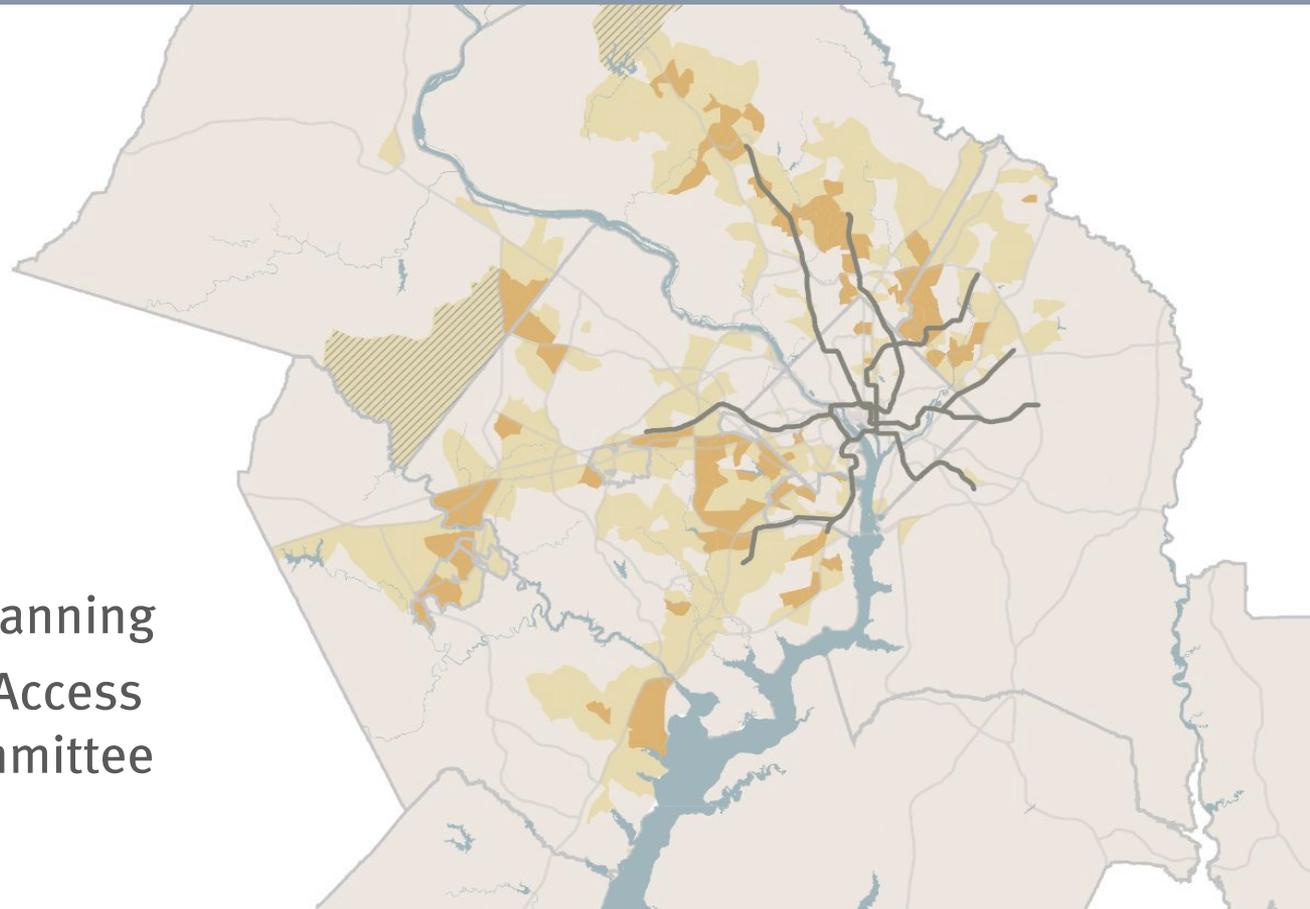
# IMPACTS OF THE 2010 LONG-RANGE TRANSPORTATION PLAN (CLRP) ON MINORITY AND DISADVANTAGED POPULATION GROUPS IN THE WASHINGTON REGION

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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.”

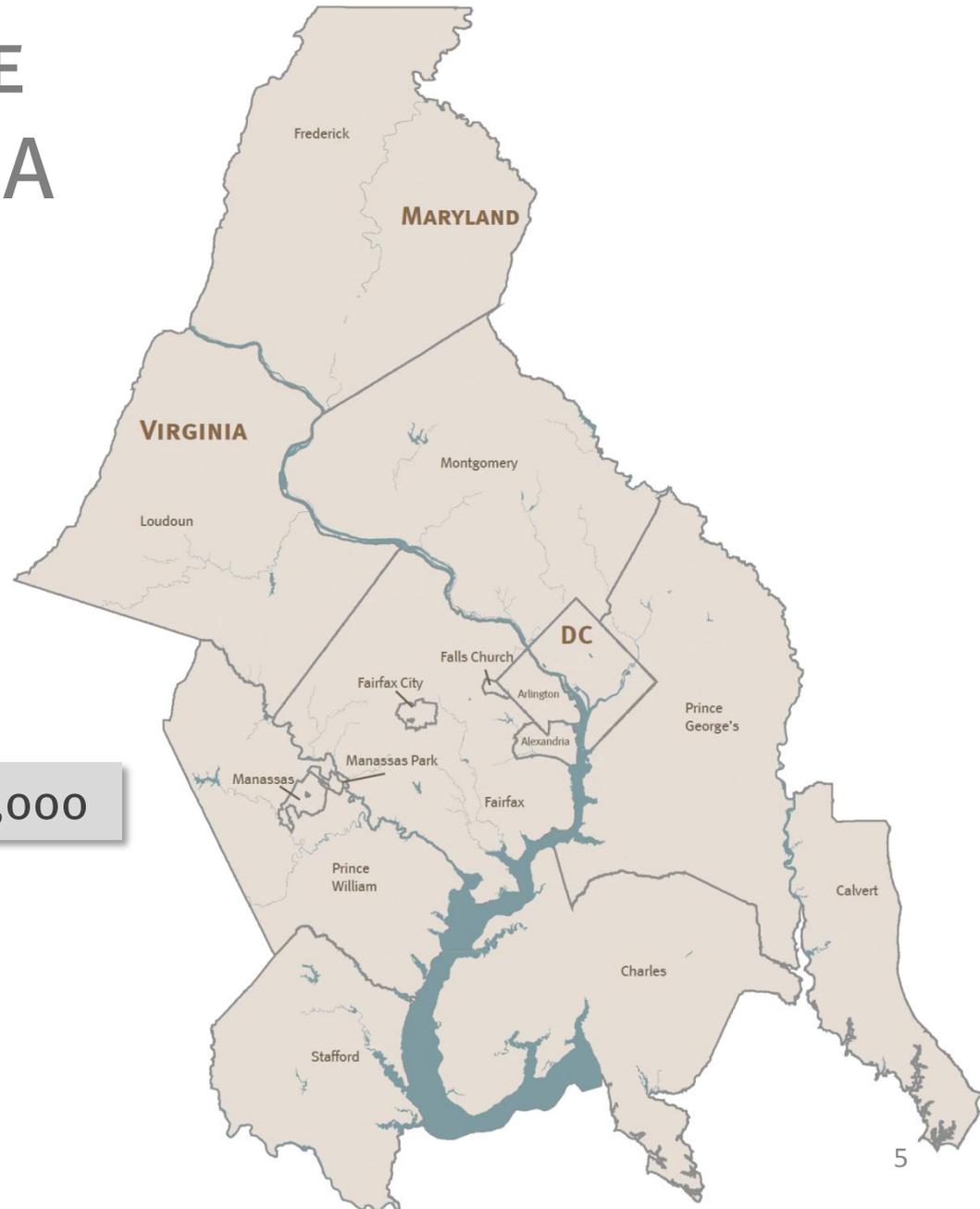
# THE ANALYSIS WILL ANSWER:

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?

# METHOD AND CAVEATS

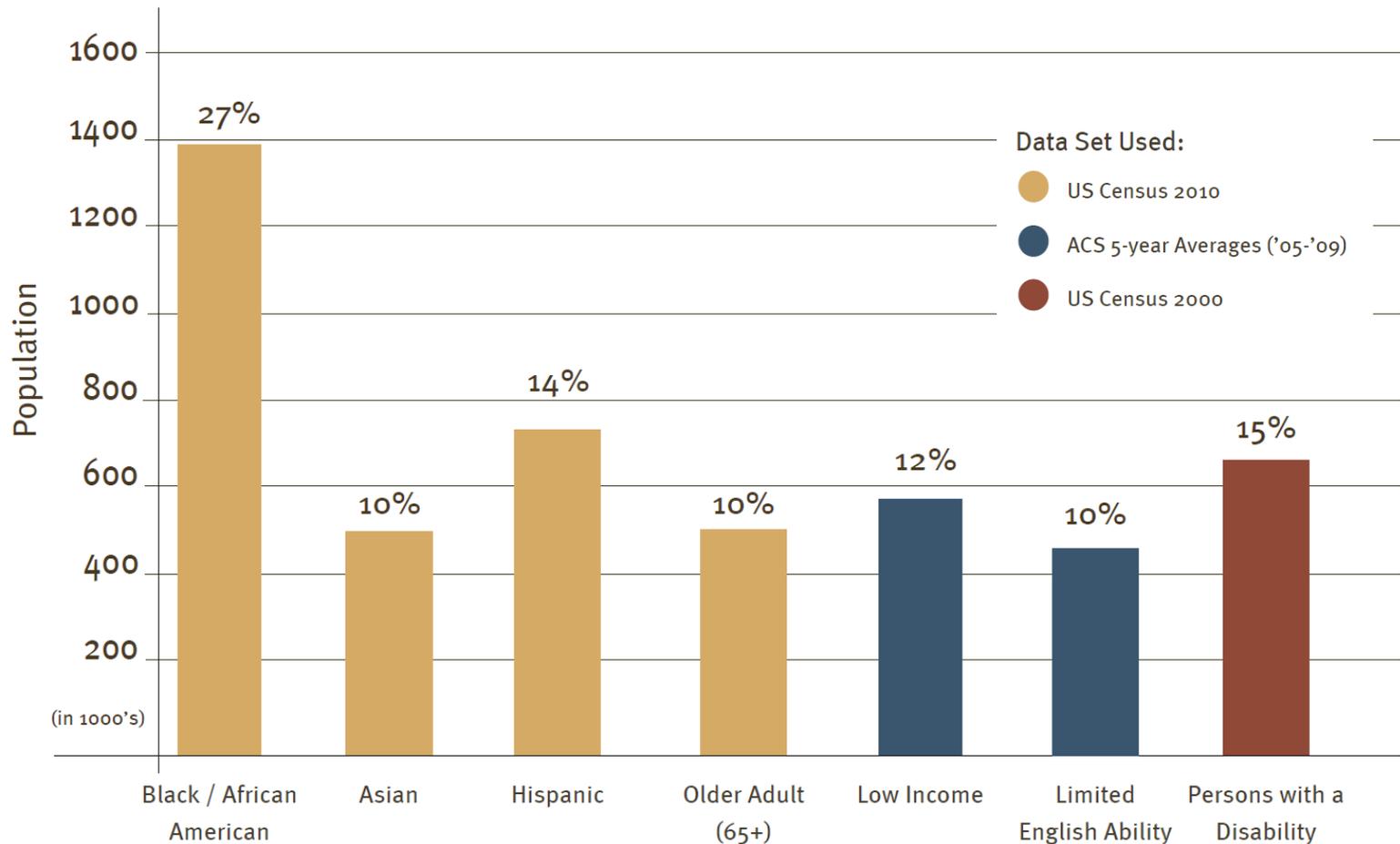
- The analysis uses Census data from various data sets:
  - **U.S. Census 2010:** General Population, Black/African American, Asian, White, Hispanic/Latino, Older Adult
  - **American Community Survey 2005-09 5-year Rolling Aggregates:** Low income, Limited English
  - **U.S. Census 2000:** Persons with 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.

# BOUNDARIES OF THE ANALYSIS: 1983 MSA



Total Population (2010) = 5,265,000

# 2010 DEMOGRAPHIC PROFILE OF THE REGION

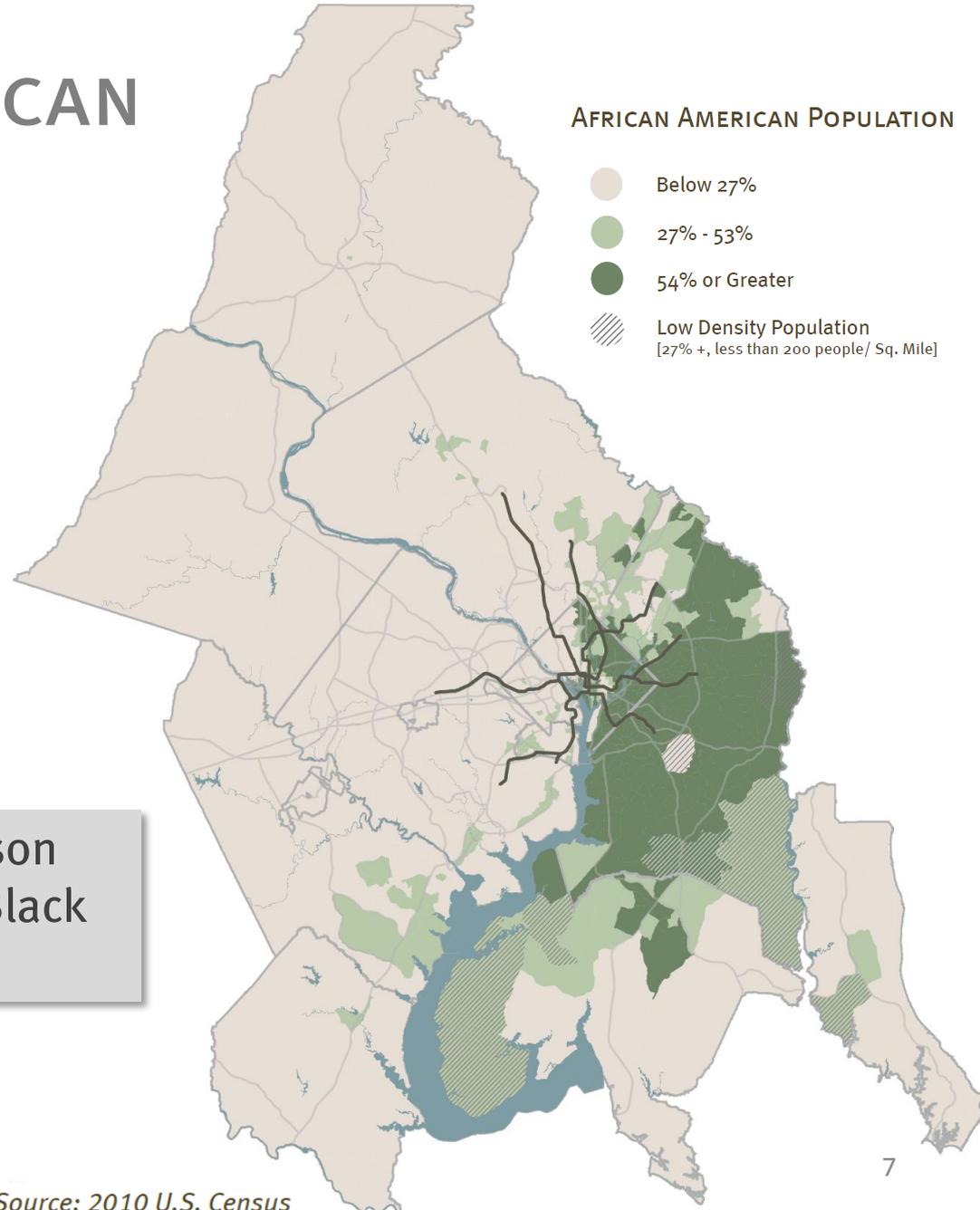


**DEMOGRAPHIC CATEGORIES ARE NOT DISCRETE**

# 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.

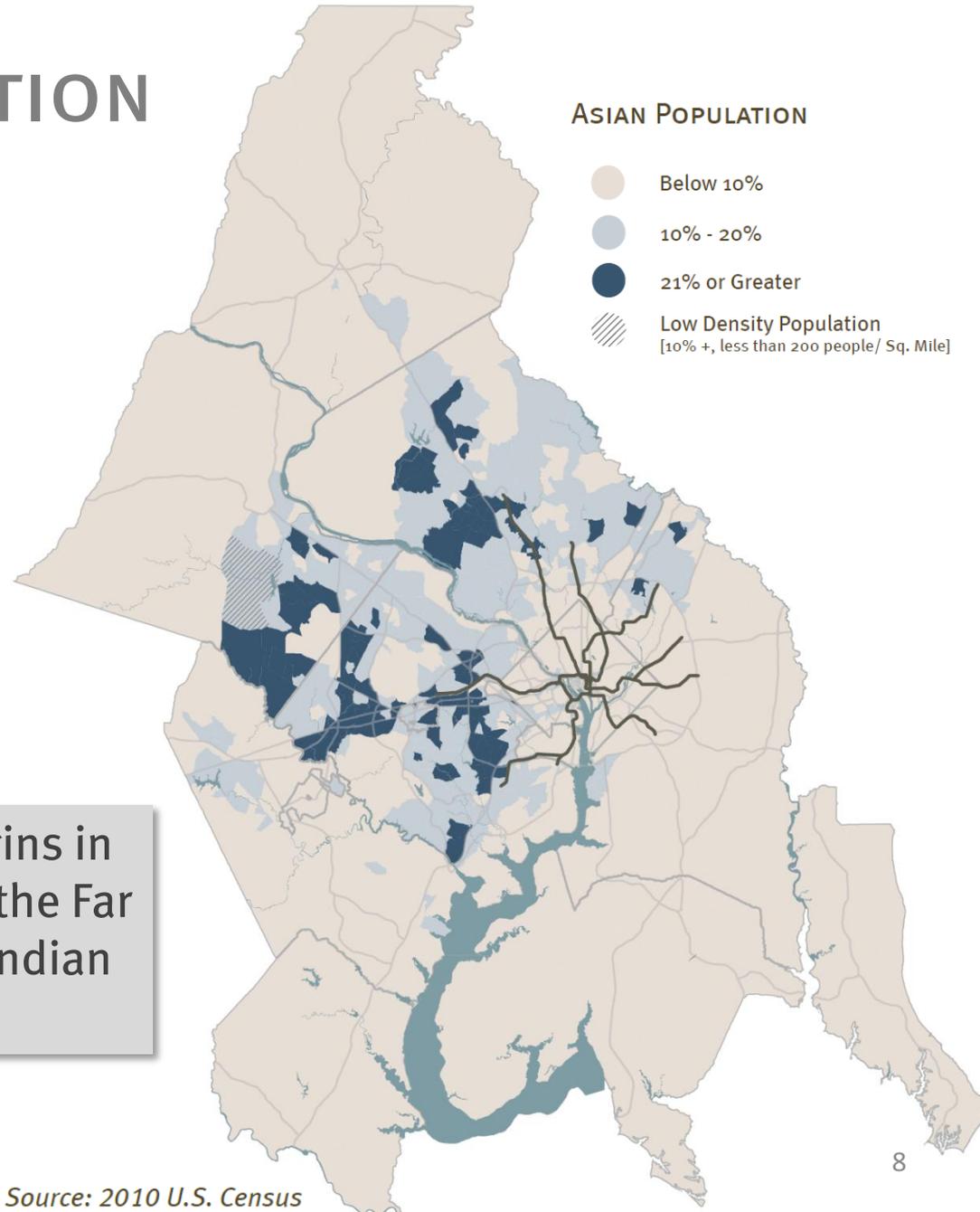
**AFRICAN AMERICAN** – A person having origins in any of the Black racial groups of Africa.



# 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.

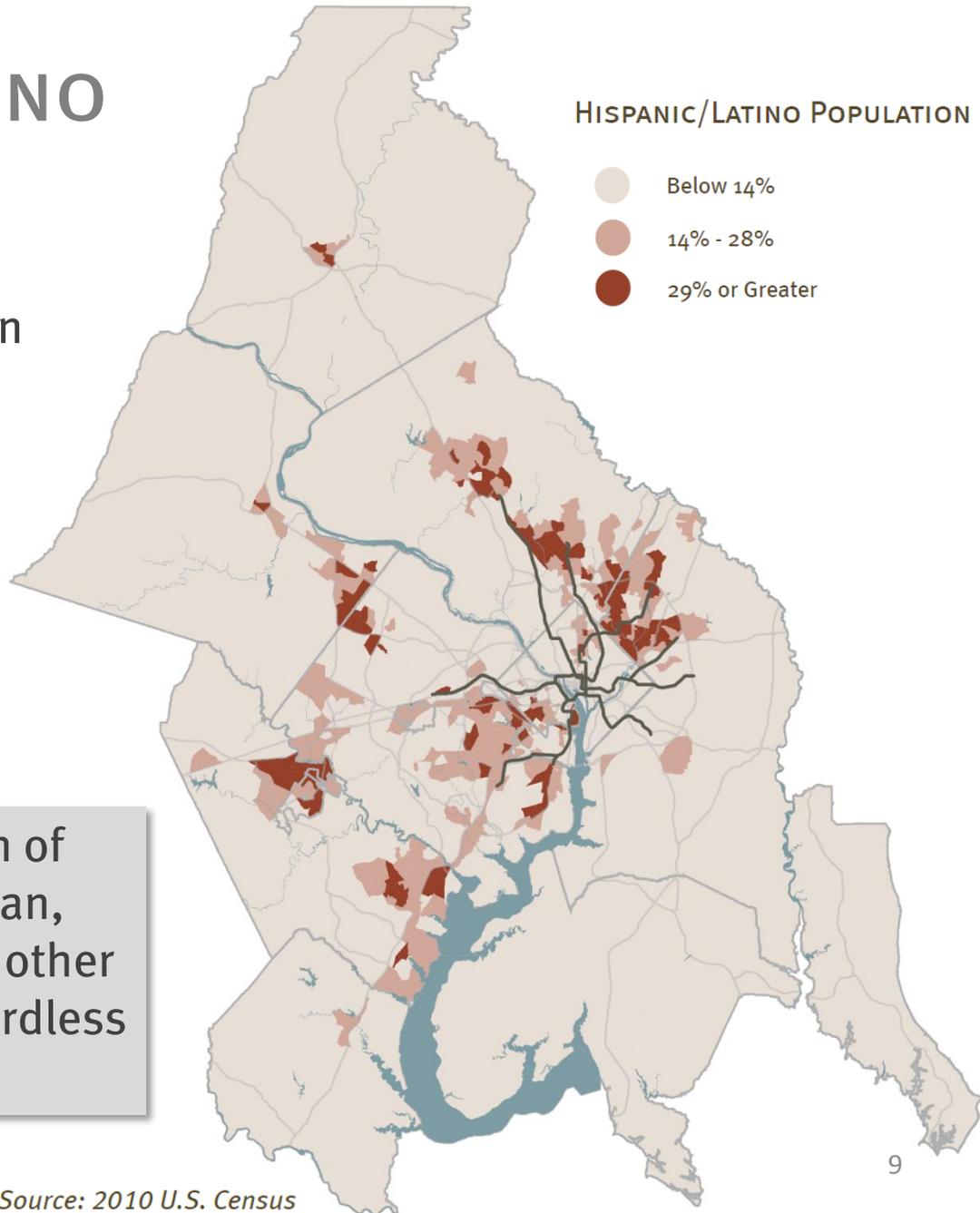
**ASIAN** – A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian Subcontinent.



# 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.

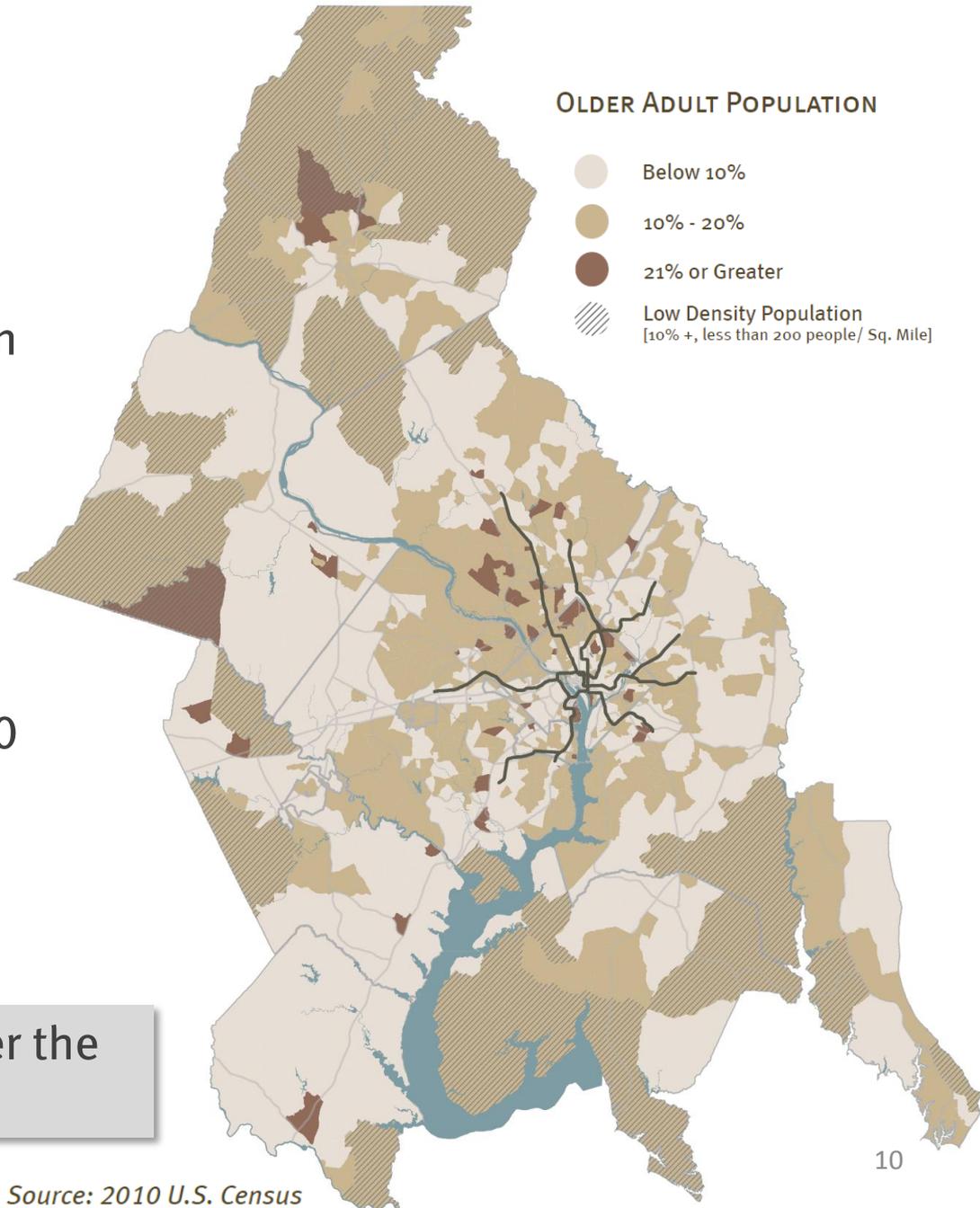
**HISPANIC/LATINO**— A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race



# 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.

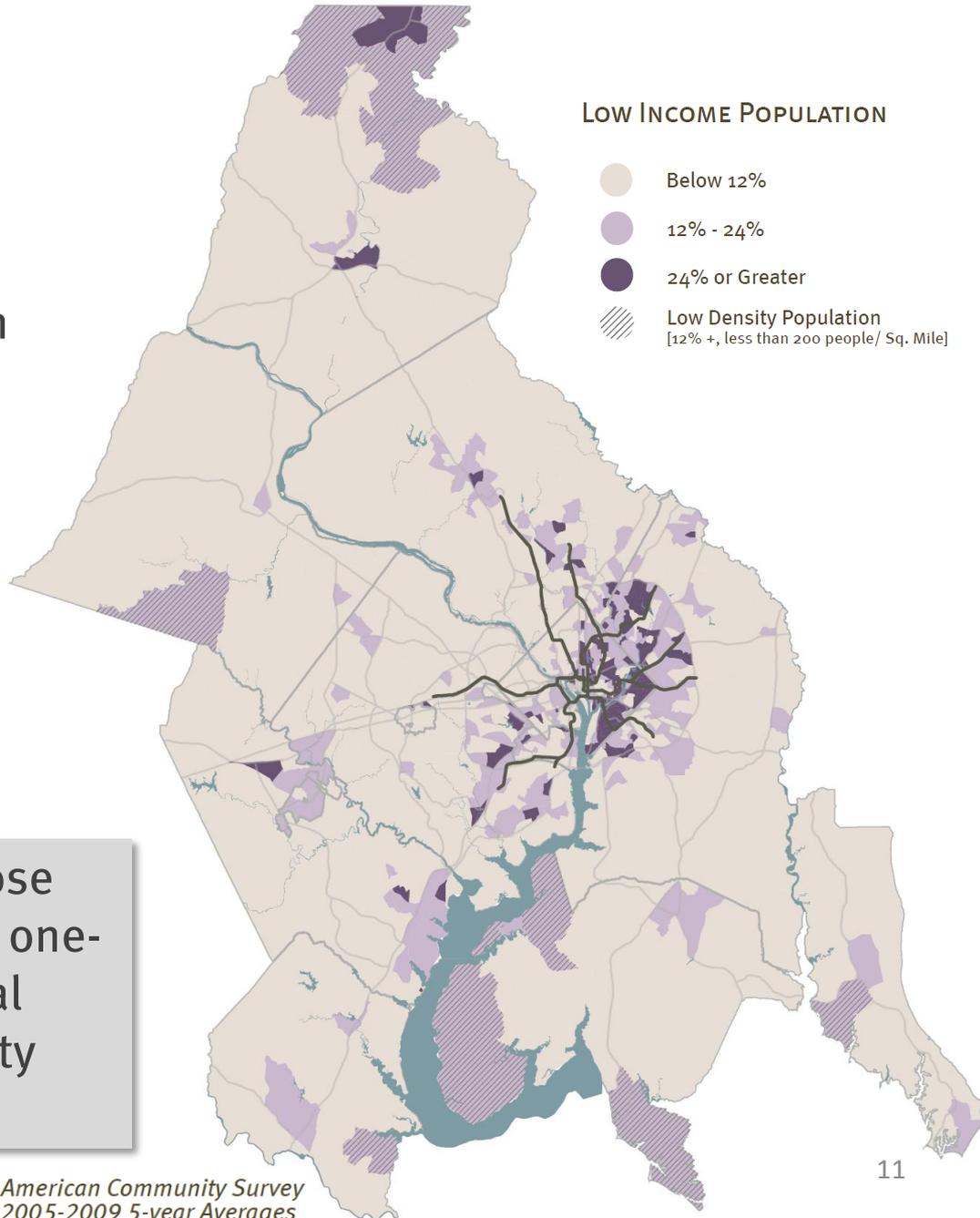
**OLDER ADULT** – A person over the age of 65 years old



# 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.

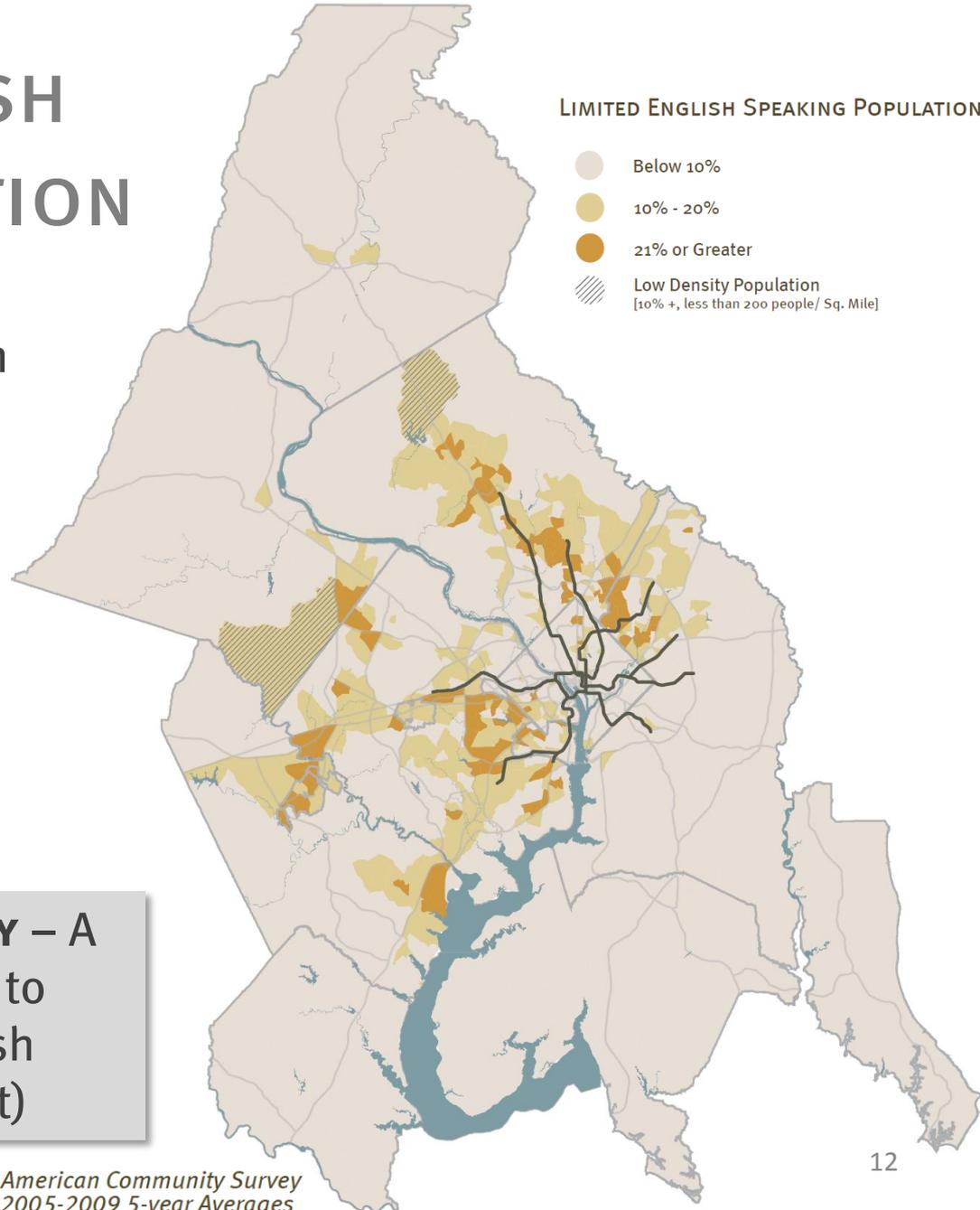
**LOW INCOME** – A person whose household income is less than one-and-a-half times the federal government's official poverty threshold



# 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.

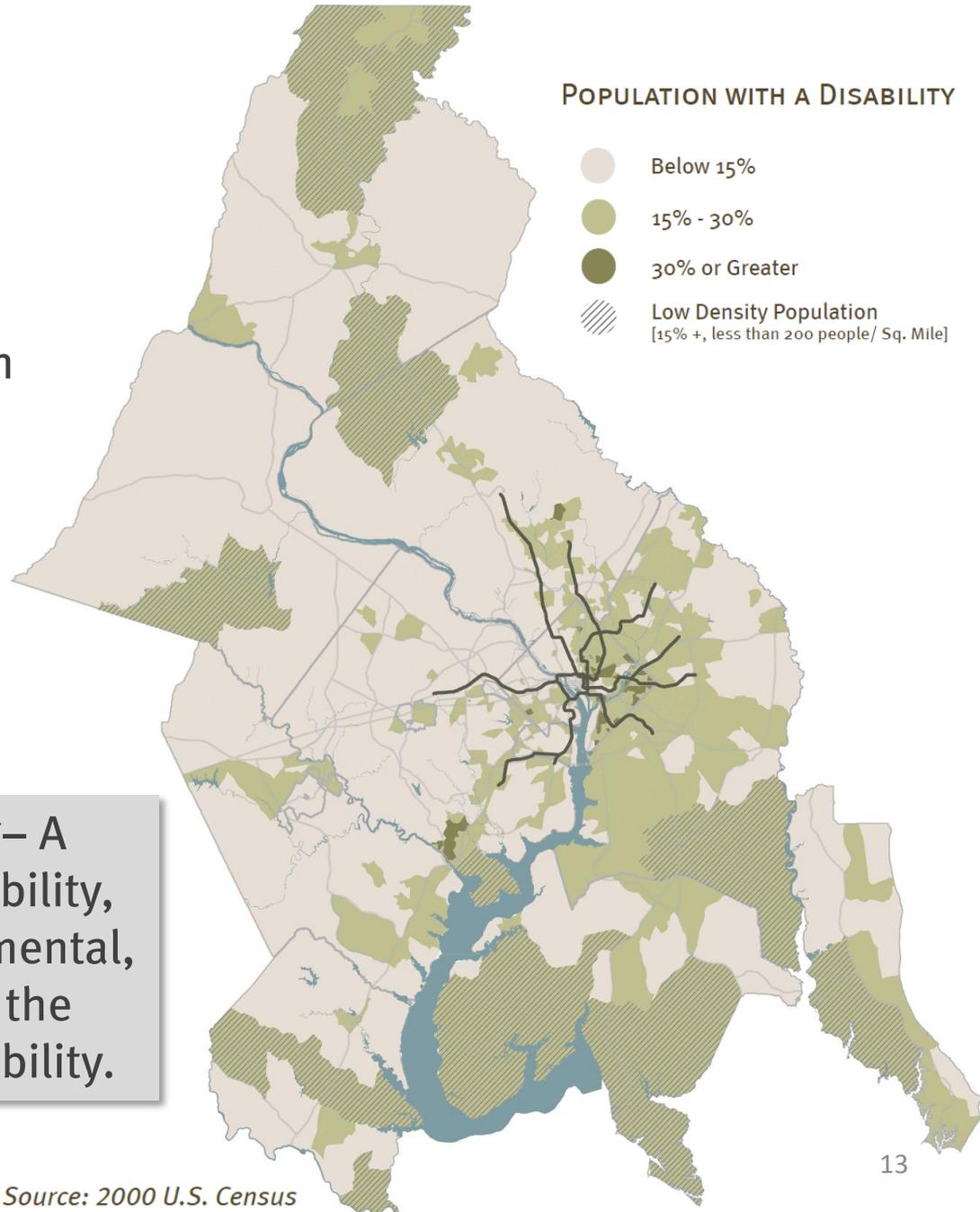
**LIMITED ENGLISH PROFICIENCY – A** person with limited ability to communicate in the English language (less than fluent)



# PERSONS WITH DISABILITIES

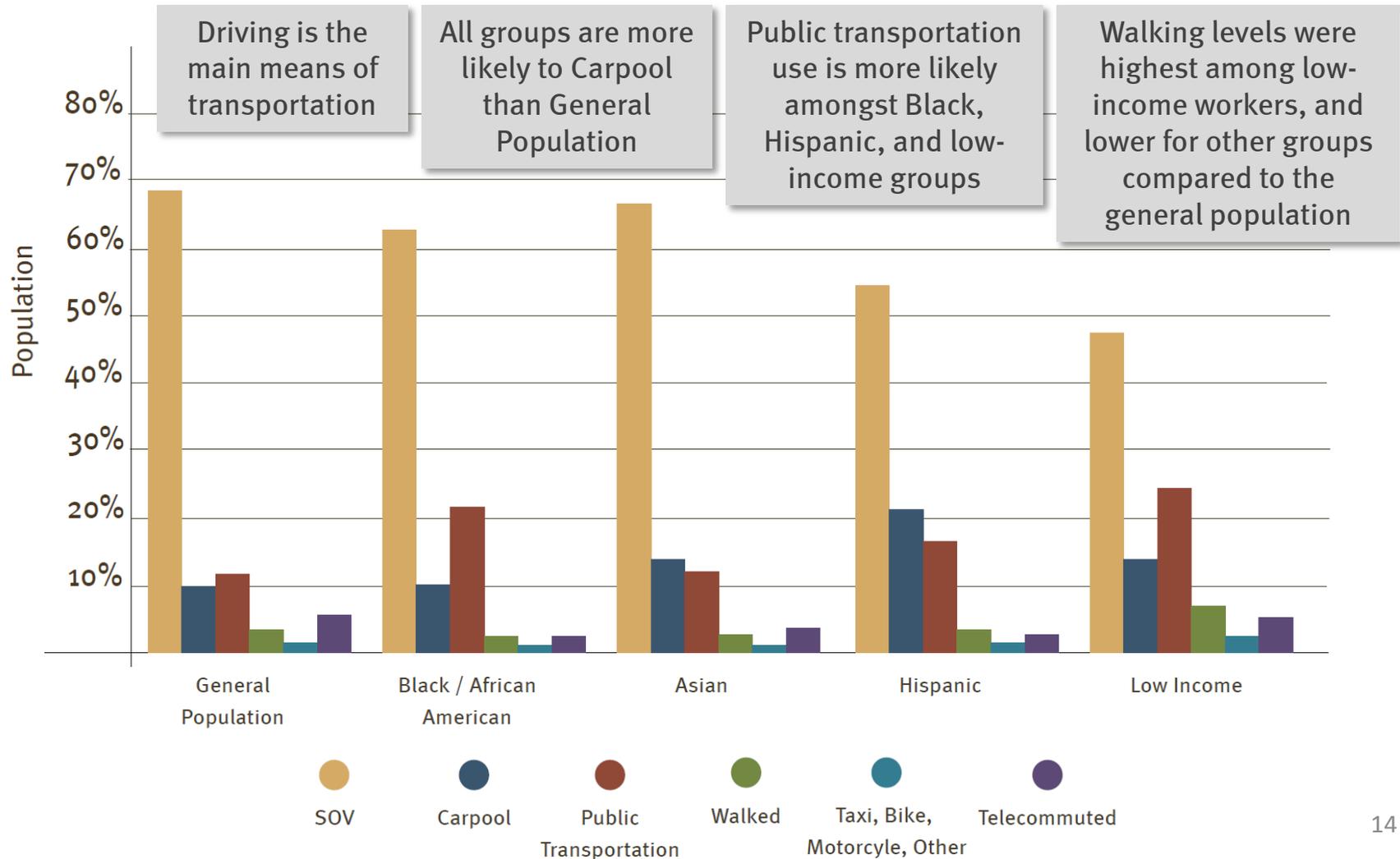
- 1,073,000 total population in the Region (2000)
- 15.2% of total population over the age of 5 years old
- Dispersed throughout the region.

**PERSON WITH A DISABILITY**– A person with any form of disability, including sensory, physical, mental, self-care, going outside of the home, and employment disability.



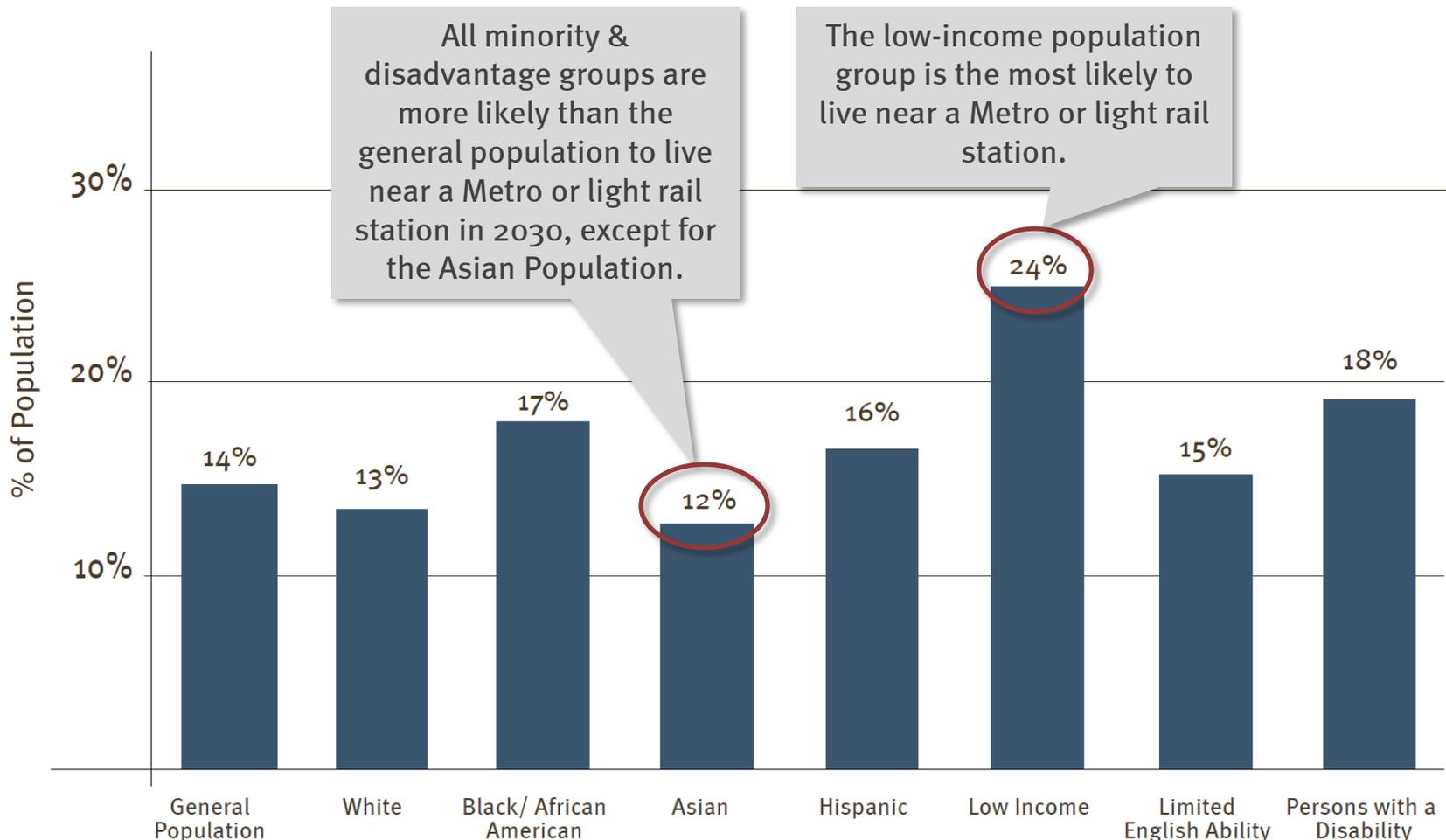
# How Do PEOPLE GET TO WORK?

## (2005-2009 AMERICAN COMMUNITY SURVEY)



# PROXIMITY TO TRANSIT (2030)

## WITHIN 1/2 MILE OF A METRO OR LIGHT RAIL STATION

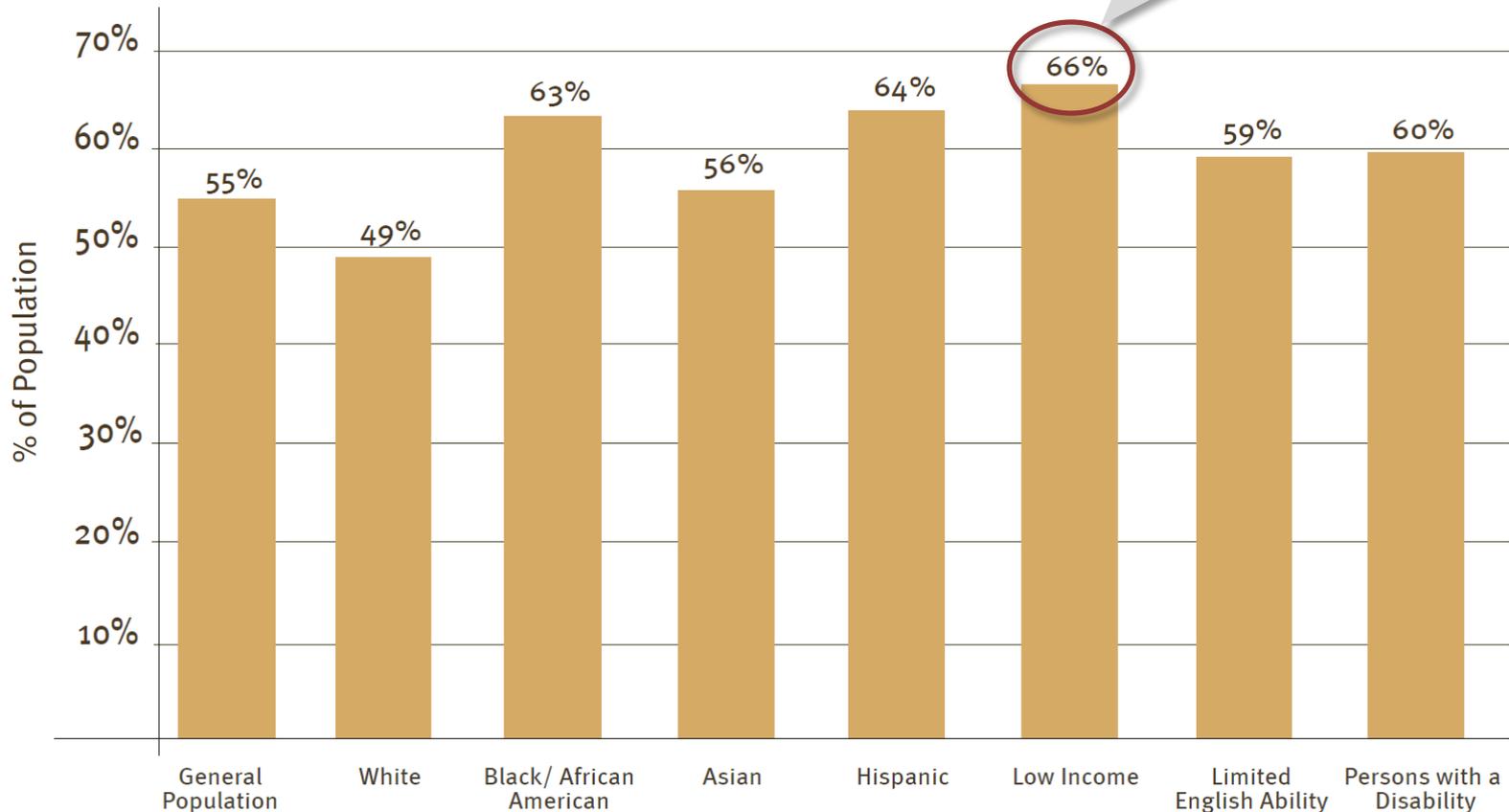


# PROXIMITY TO TRANSIT (2030)

## WITHIN 1/4 MILE OF A BUS STOP

All minority disadvantage groups are more likely to live near a bus stop than the general population in 2030.

The low-income population group is the most likely to live near a bus stop.



# 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]

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

# CLRP BENEFITS AND BURDENS

## JOB ACCESSIBILITY

### **BENEFIT:**

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

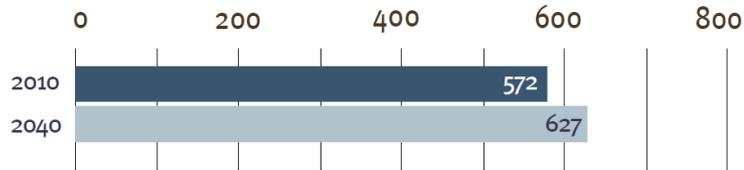
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### **BURDEN:**

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

# JOB ACCESSIBILITY BY AUTO

Average Number of Jobs Available (in 1000s)

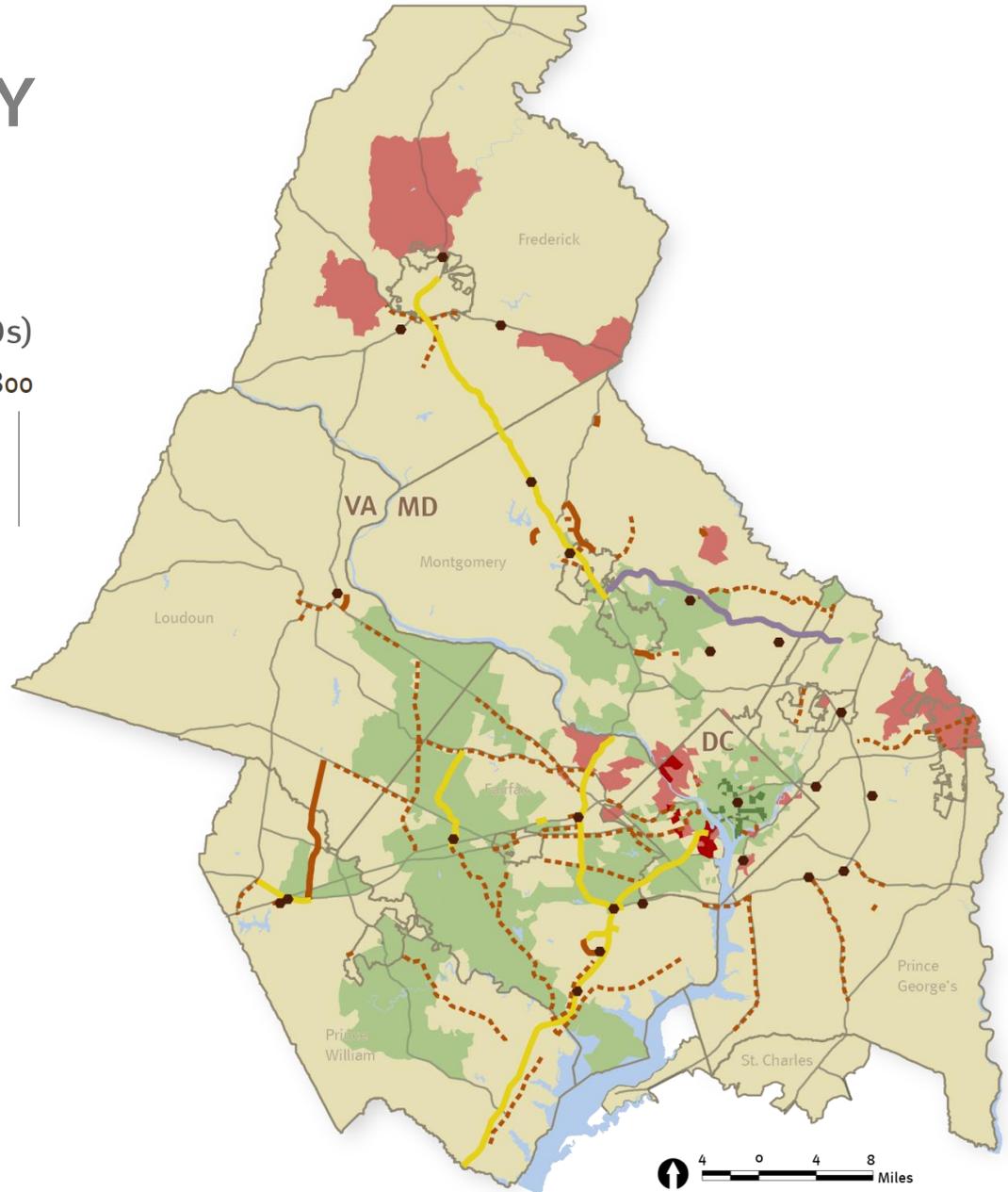


MAJOR HIGHWAY SYSTEM IMPROVEMENTS  
2010 - 2040

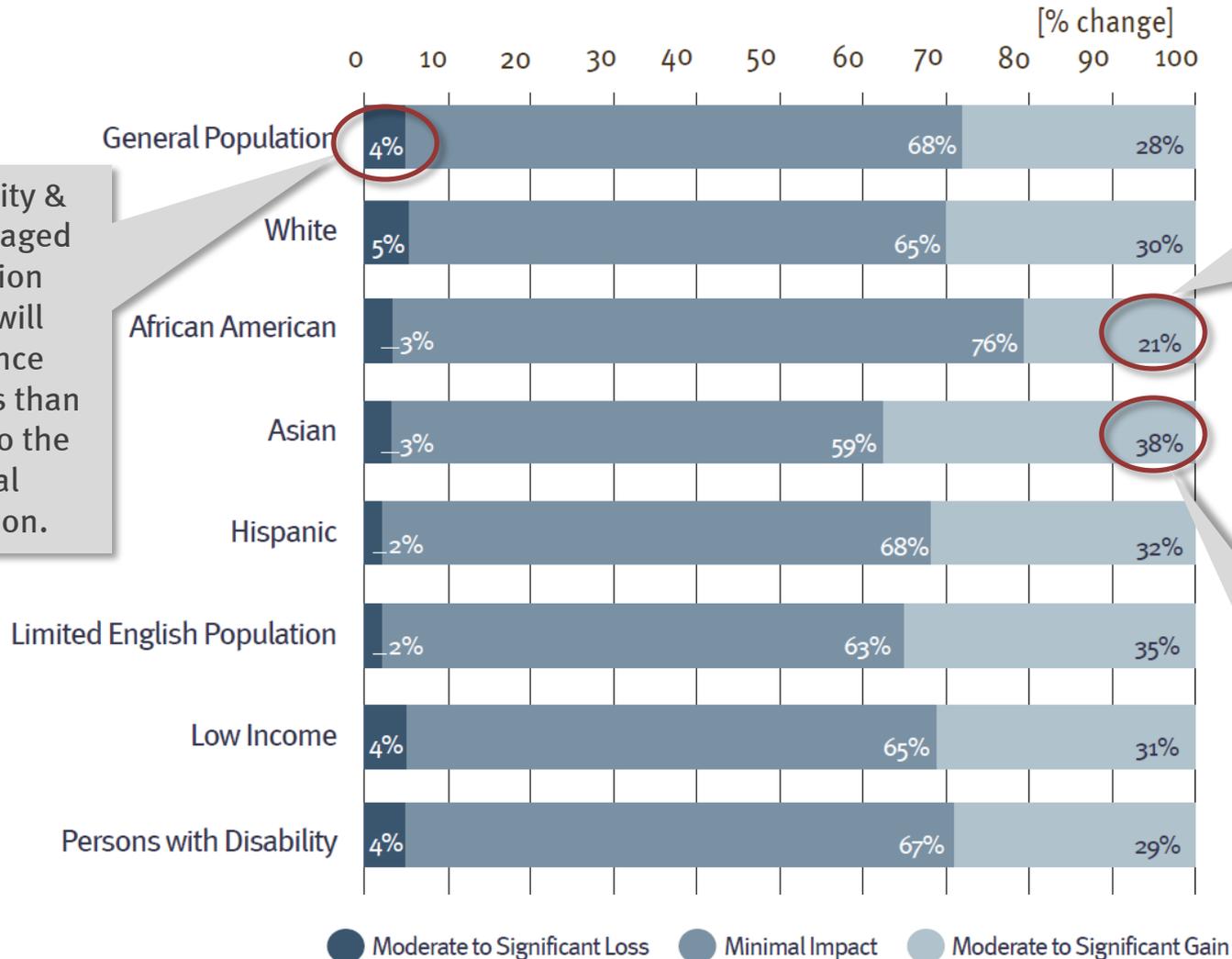
- Existing Highway Network
- Intersection Improvements
- Add HOV or HOT Lanes
- New Road
- New Toll Road
- Widen/Improve Existing

CHANGE IN # OF JOBS WITHIN 45 MINUTES

- Significant Loss (<-300,000)
- Moderate Loss (-300,000 to -100,000)
- Minimal Impact (-100,000 to 100,000)
- Moderate Gain (100,000 to 300,000)
- Significant Gain (> 300,000)



# CHANGE IN ACCESSIBILITY BY AUTO, 2010 - 2040



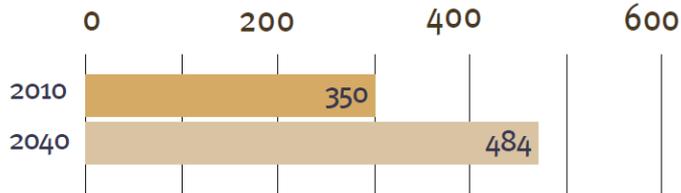
All minority & disadvantaged population groups will experience losses less than or equal to the general population.

All groups will experience greater gains than the general population, except for the African American population.

The Asian population will realize the most moderate to significant gains.

# JOB ACCESSIBILITY BY TRANSIT

Average Number of Jobs Available (in 1000s)

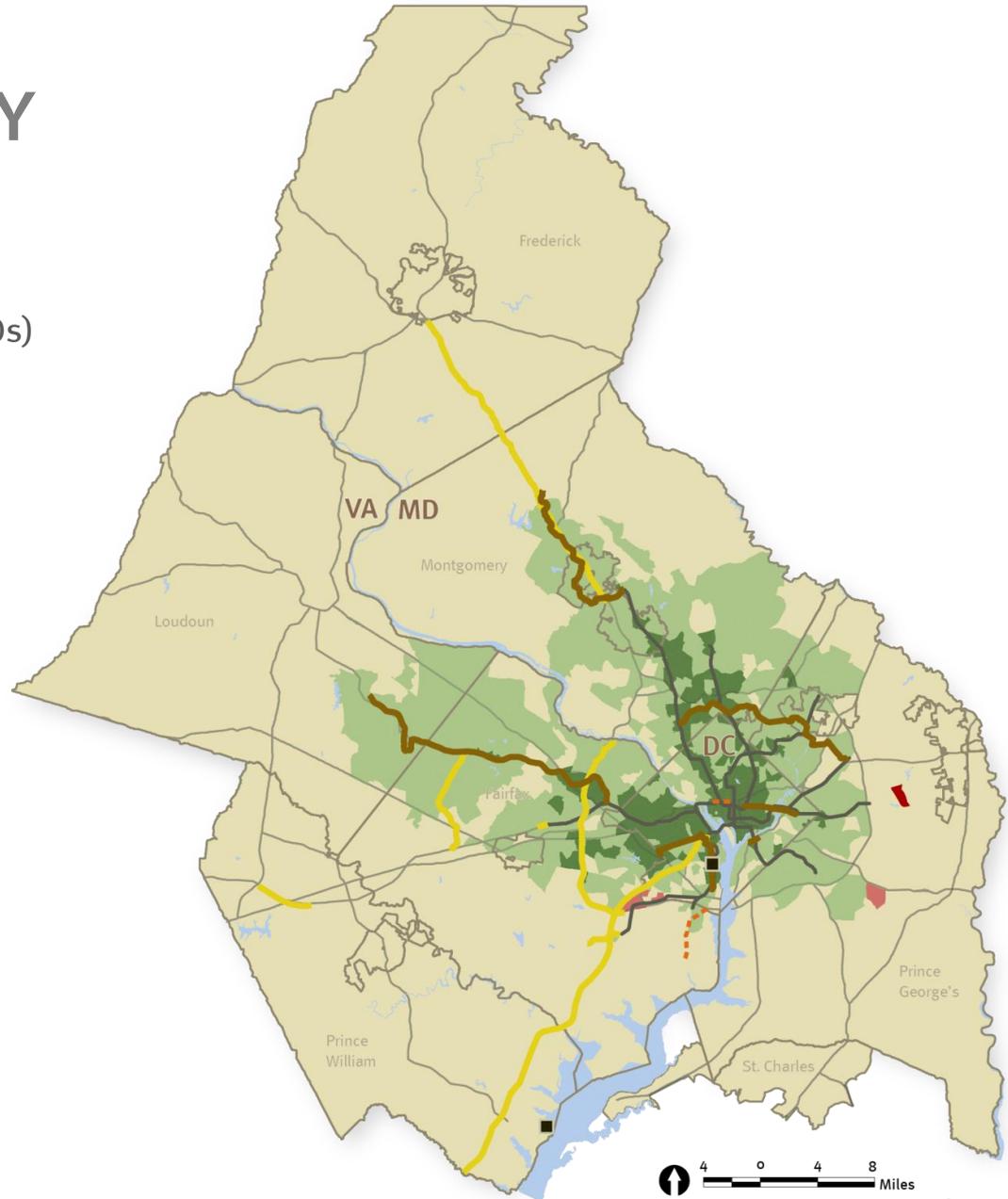


MAJOR TRANSIT SYSTEM IMPROVEMENTS 2010 - 2040

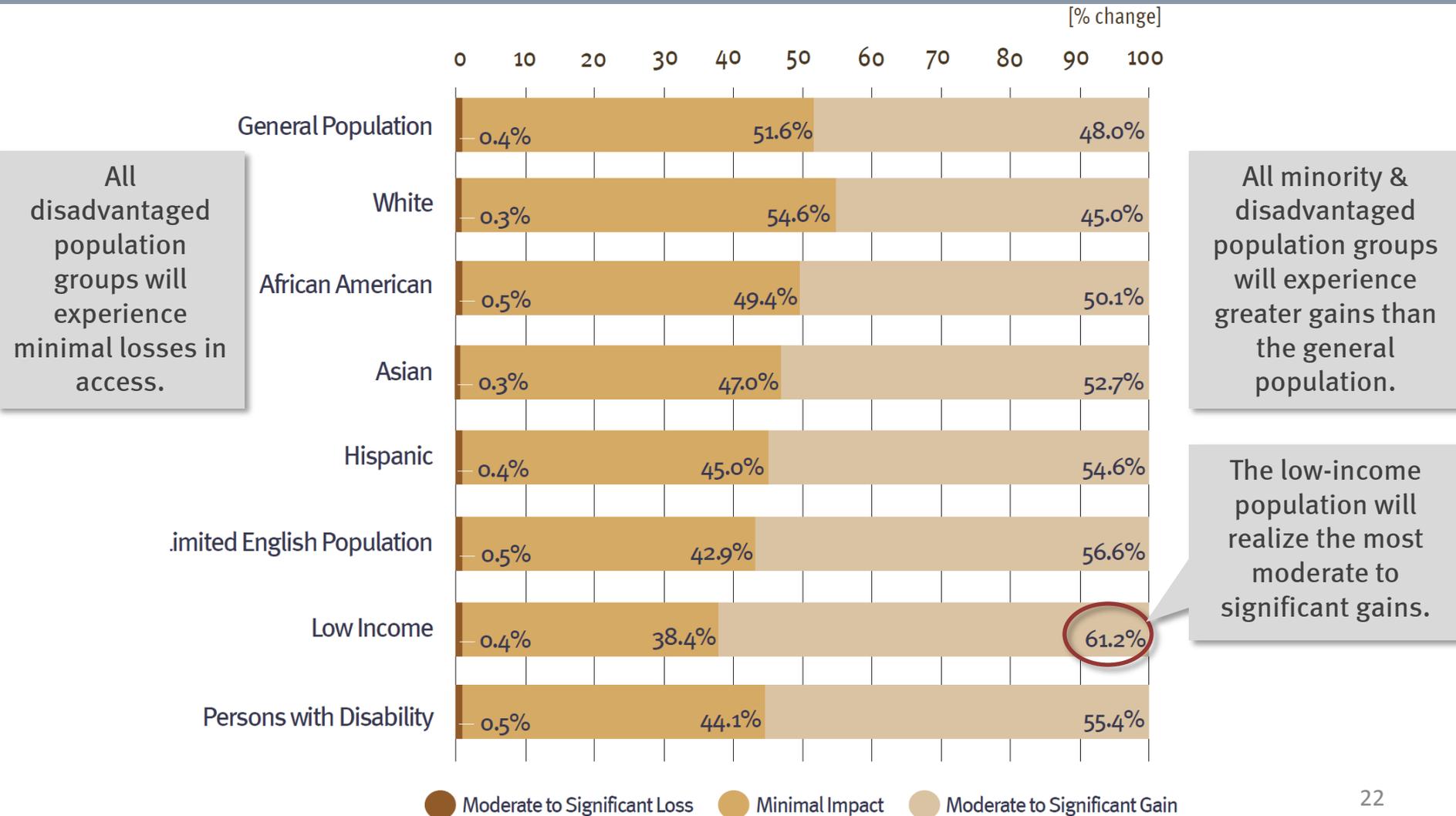
- Existing Highway Network
- Existing Metrorail Lines
- New Transit Stations
- Add HOV or HOT Lanes
- New Transit
- Transit Improvement

CHANGE IN # OF JOBS WITHIN 45 MINUTES

- Significant Loss (<-300,000)
- Moderate Loss (-300,000 to -100,000)
- Minimal Impact (-100,000 to 100,000)
- Moderate Gain (100,000 to 300,000)
- Significant Gain (> 300,000)



# CHANGE IN ACCESSIBILITY BY TRANSIT, 2010 - 2040



# RESULTS

- Changes in job accessibility due to the 2010 CLRP do not disproportionately affect 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.

QUESTIONS?

