

## Impacts of the Long-Range Transportation Plan on Minority and Disadvantaged Population Groups in the Washington Region

TPB Access For All  
Advisory Committee  
January 27, 2005

### Federal guidelines call for analysis of impacts on minority and disadvantaged communities

- 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.”

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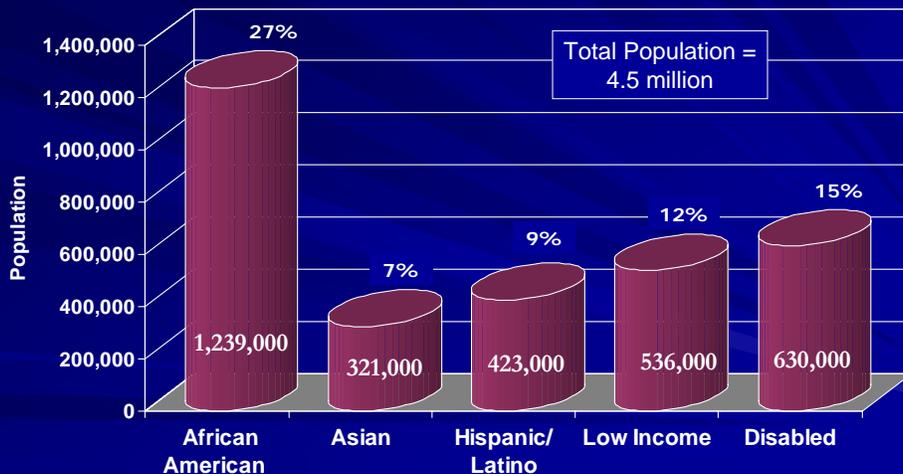
## Analysis of the 2004 Financially Constrained Long-Range Transportation Plan (CLRP)

### Questions we are trying to answer:

- Where do minority and disadvantaged groups live in the Washington region?
- What are the benefits and burdens of the long-range transportation plan?
- How are the benefits and burdens distributed across minority and disadvantaged population groups?

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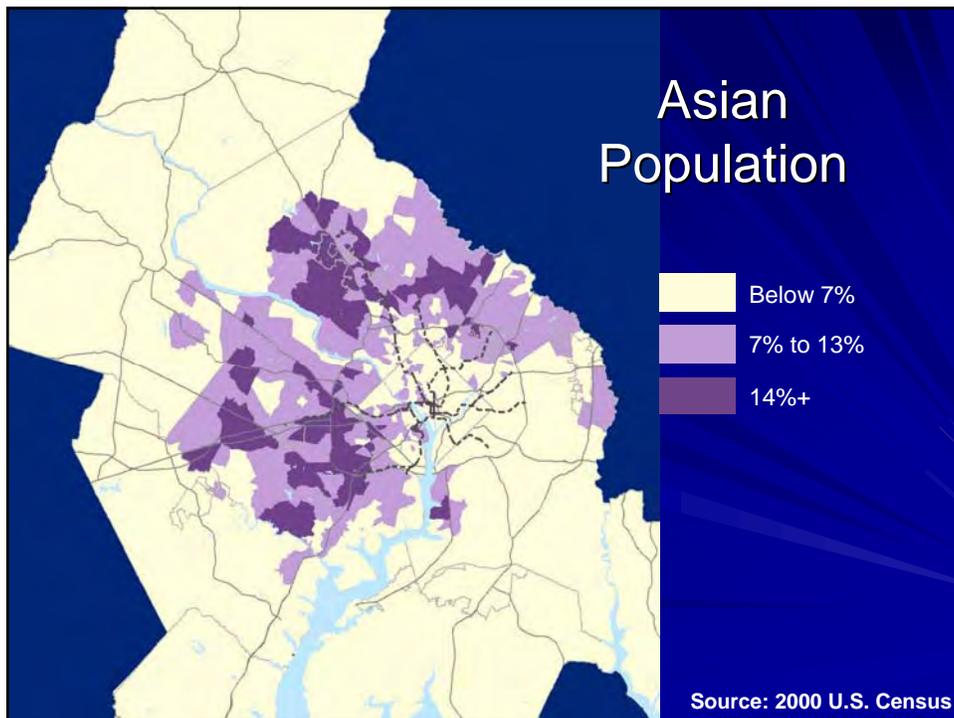
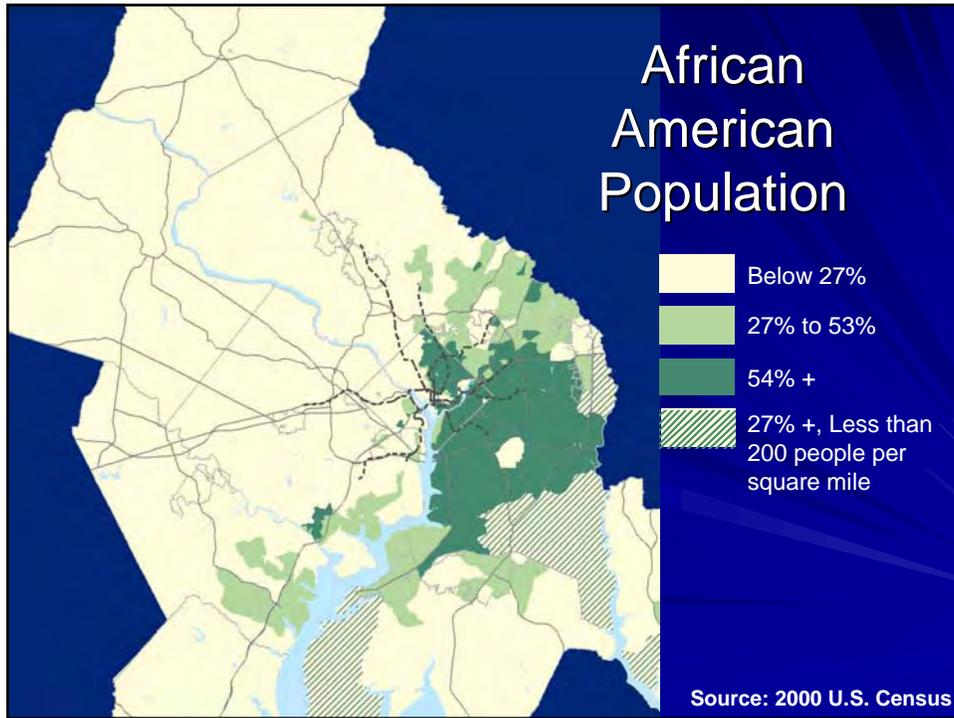
## Minority and Disadvantaged Populations in the Washington Region



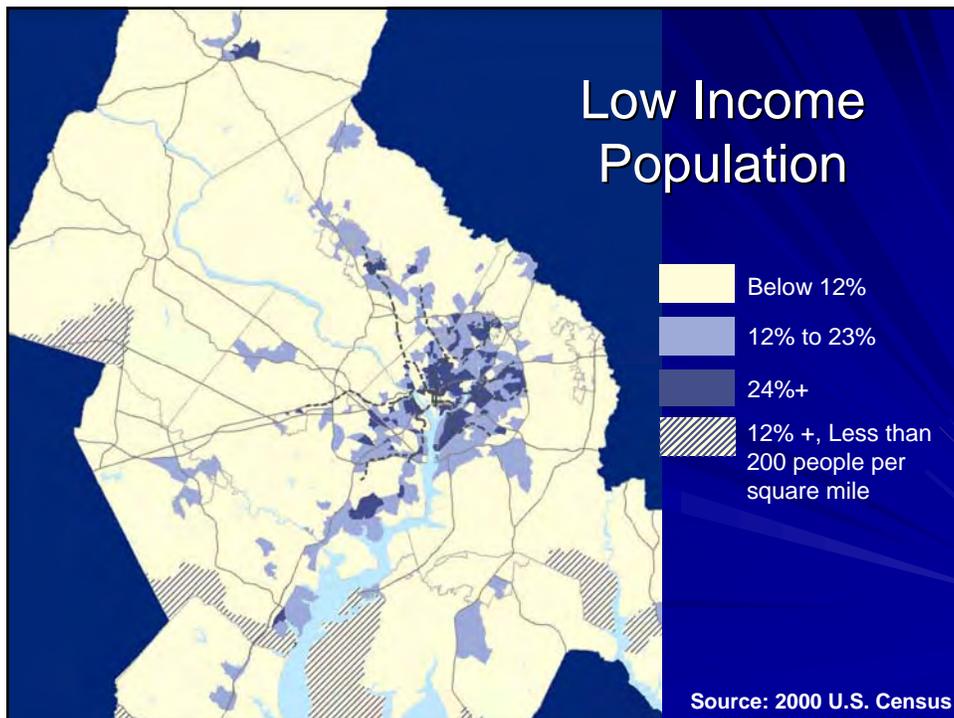
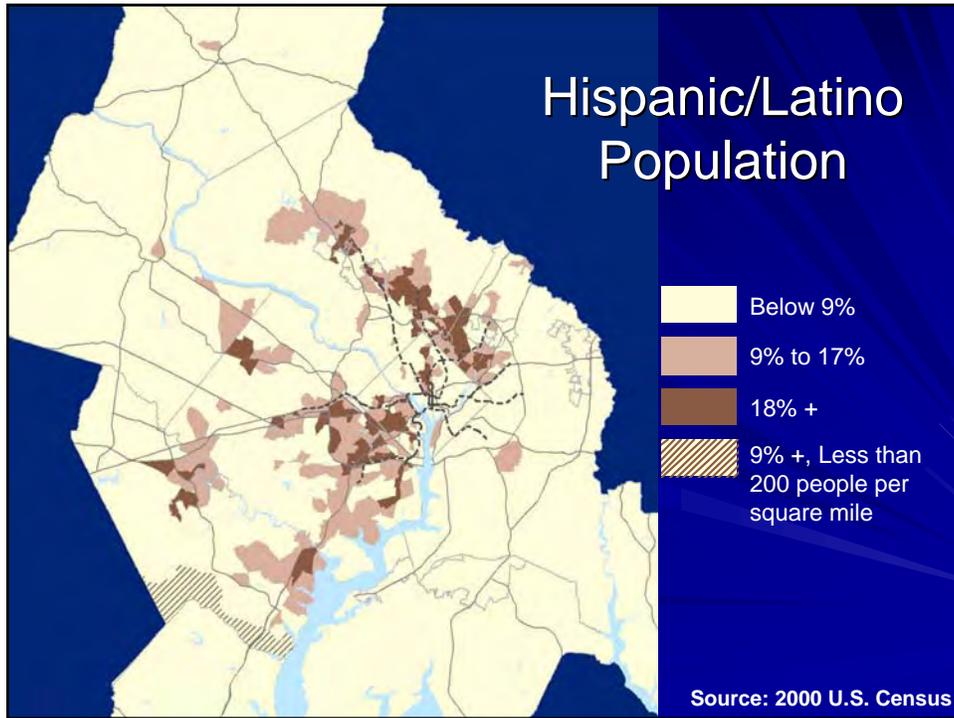
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Source: 2000 U.S. Census

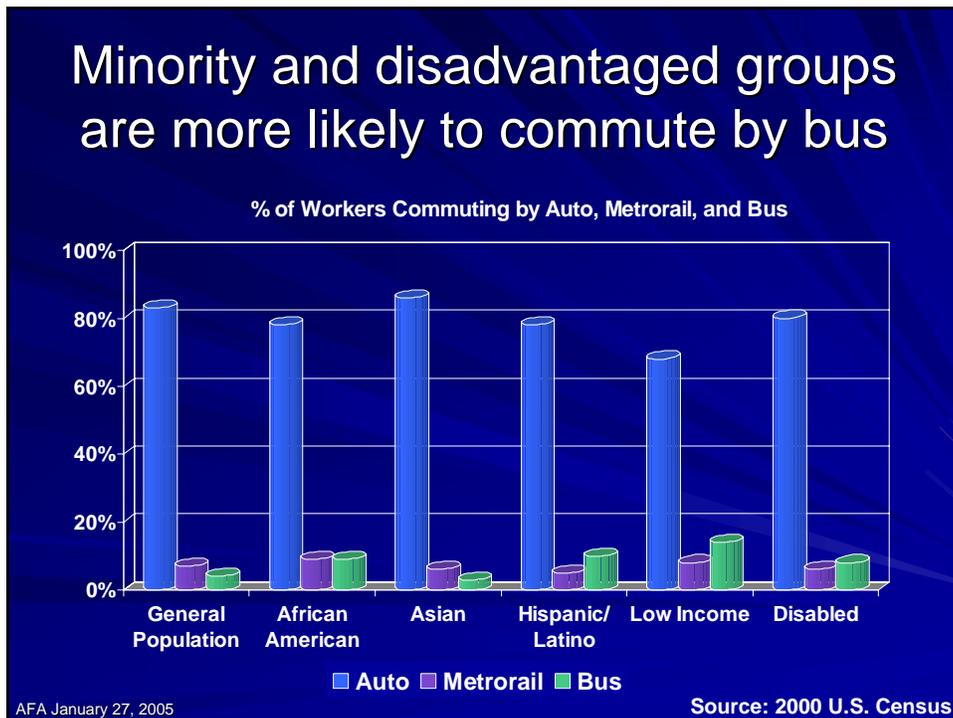
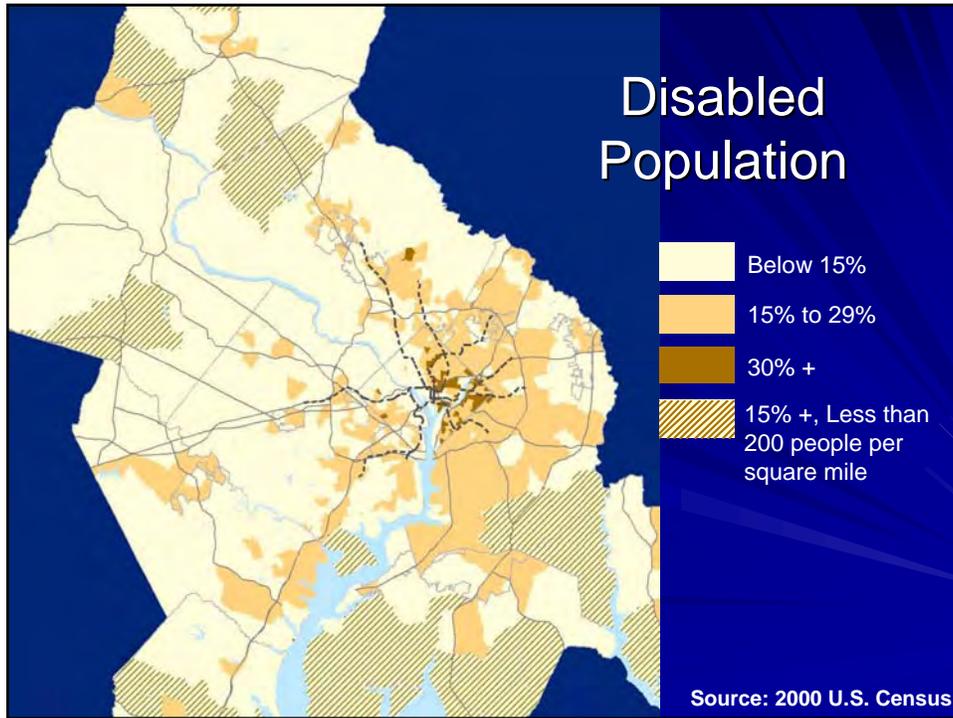
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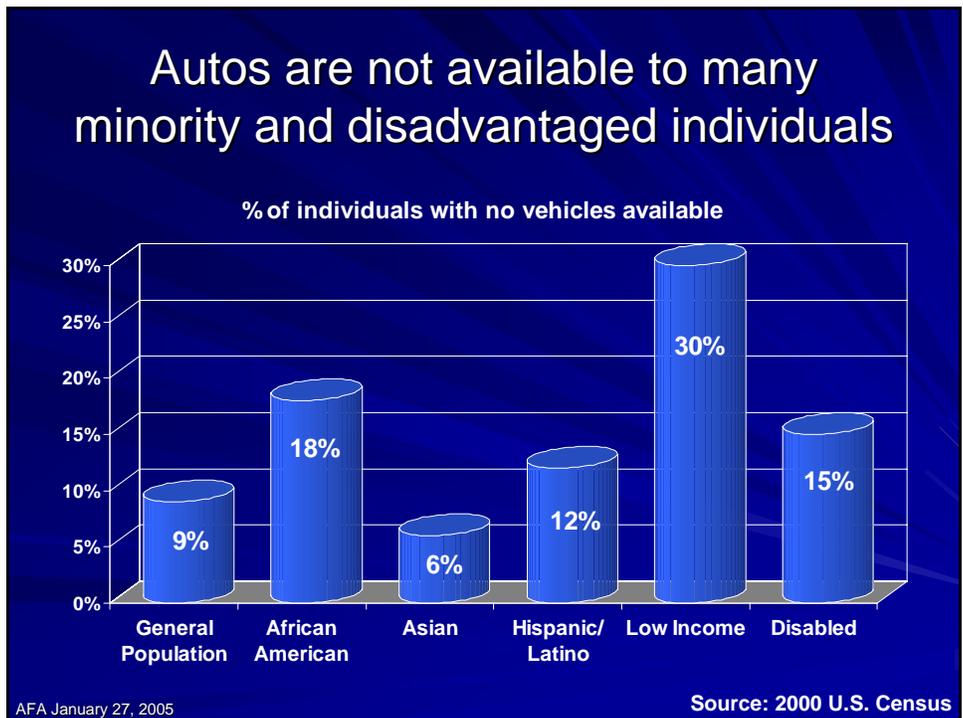
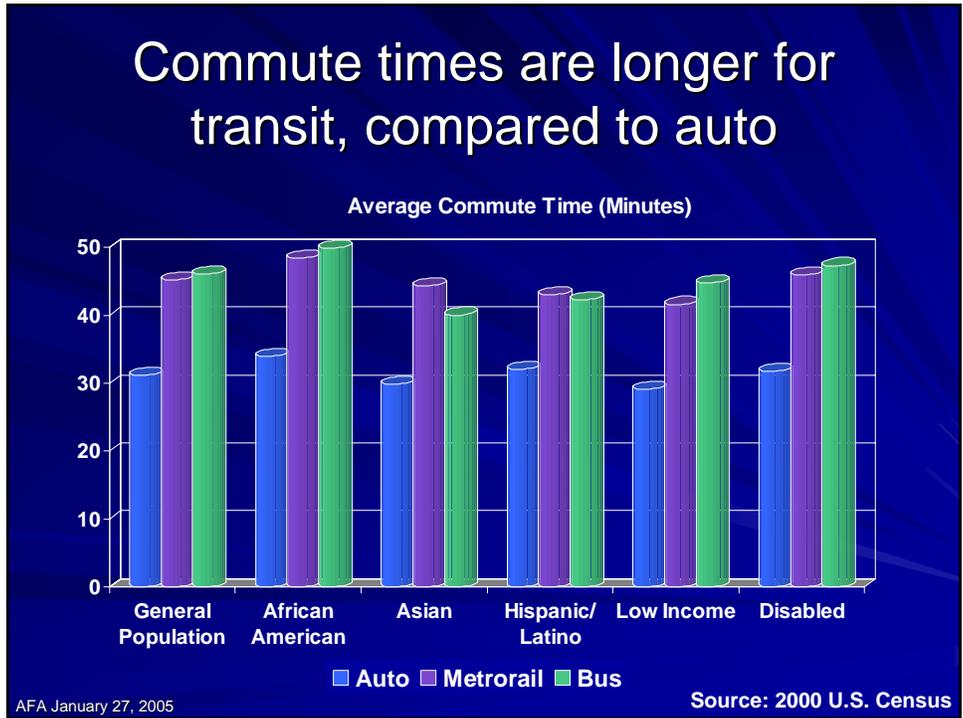


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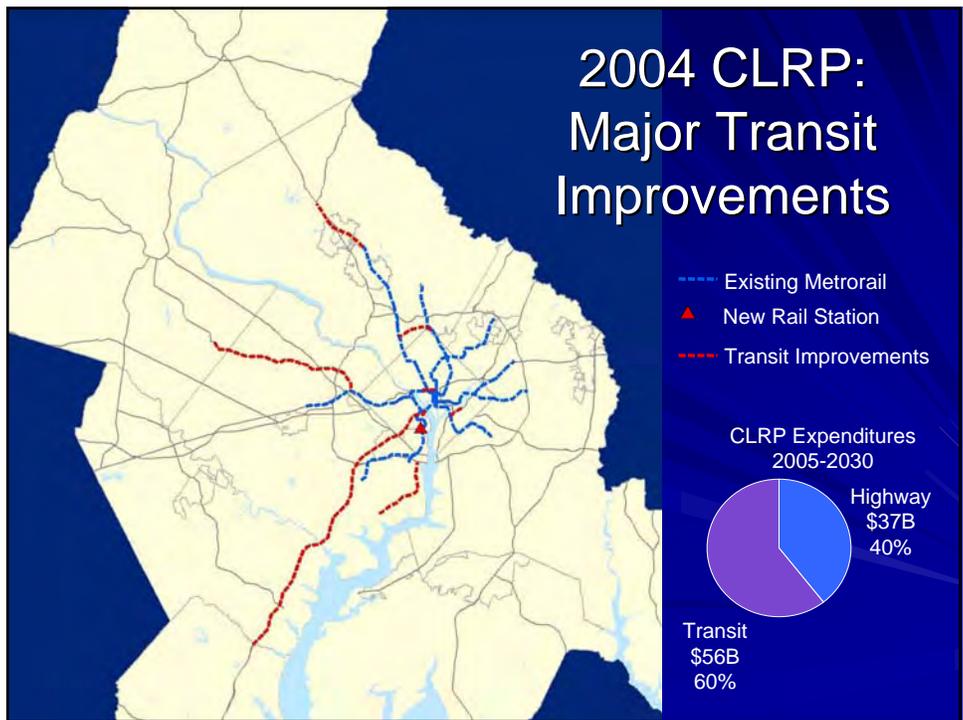
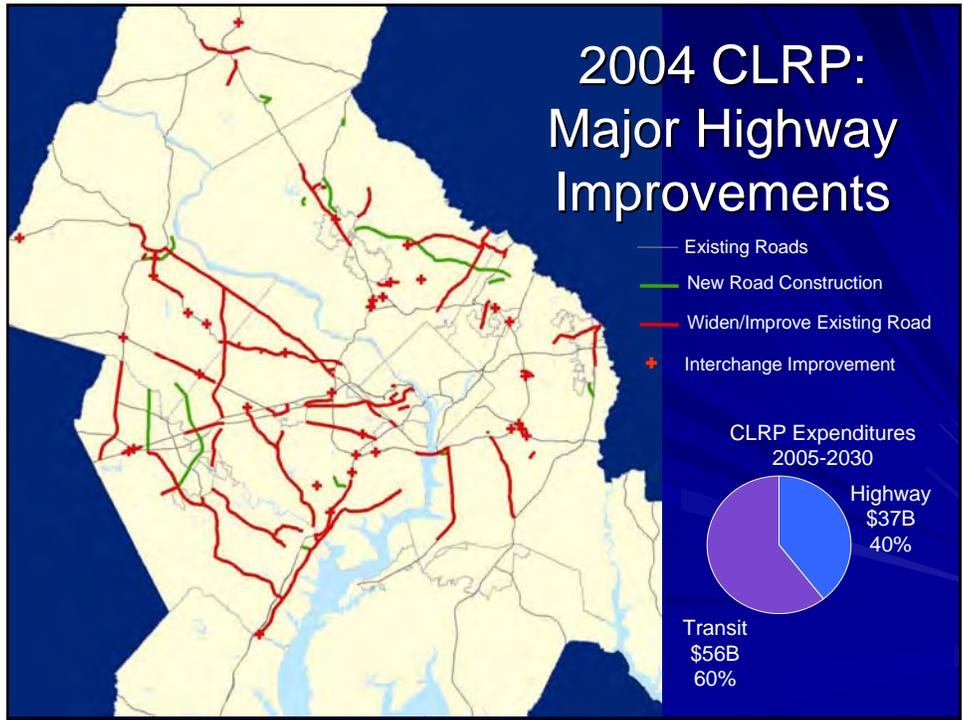


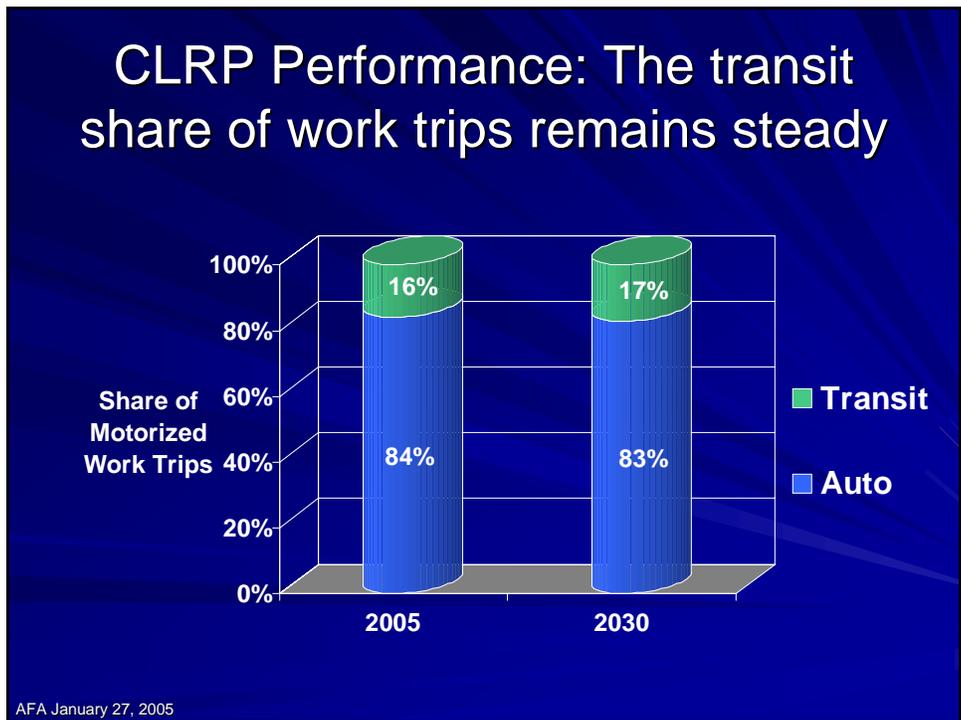
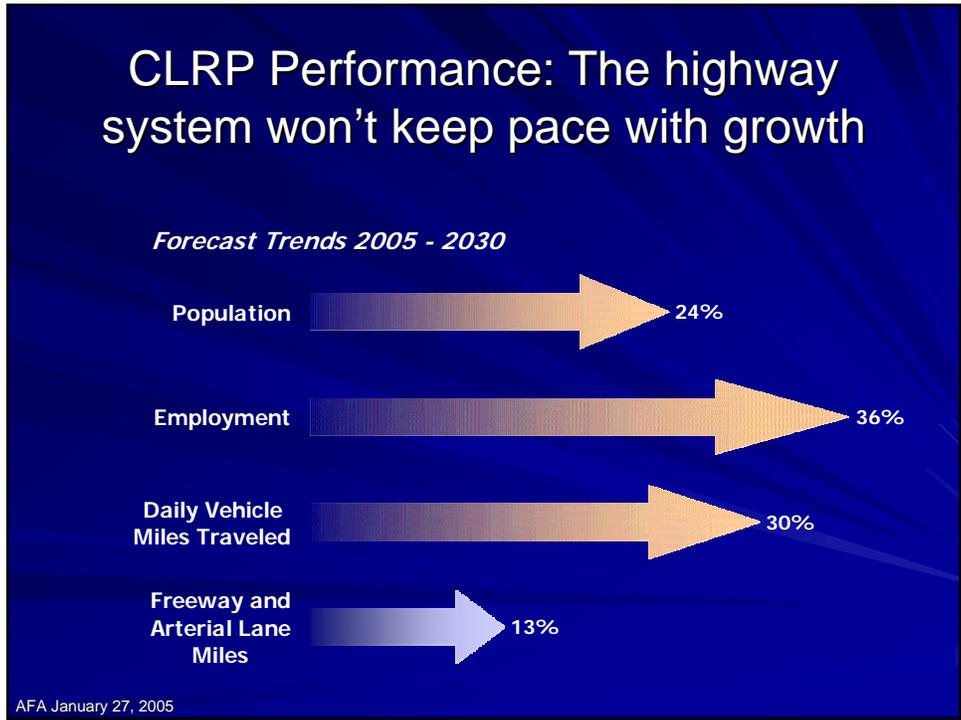
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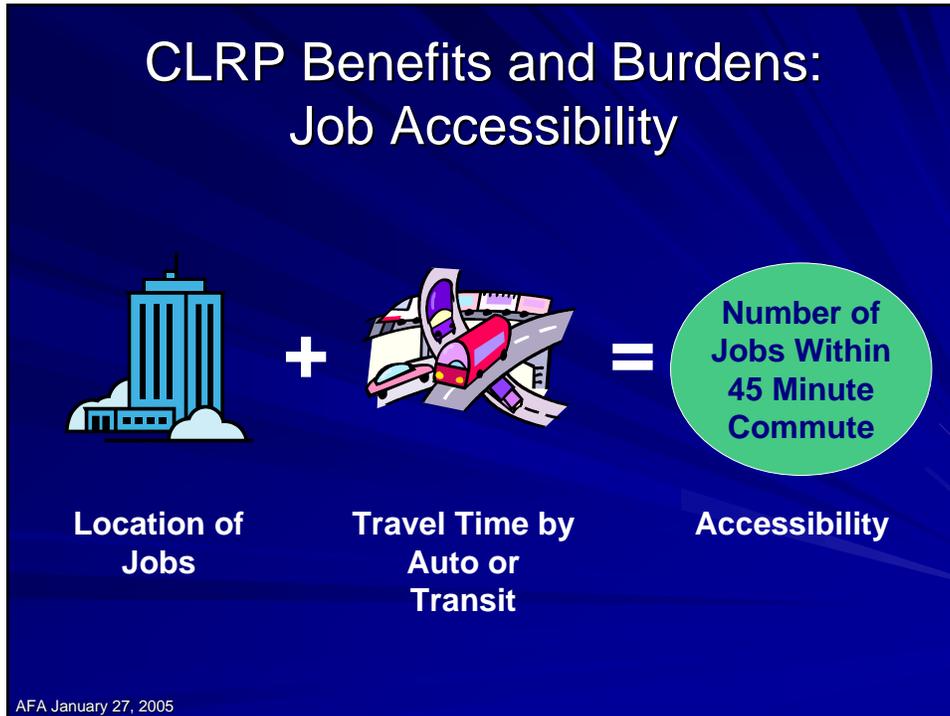




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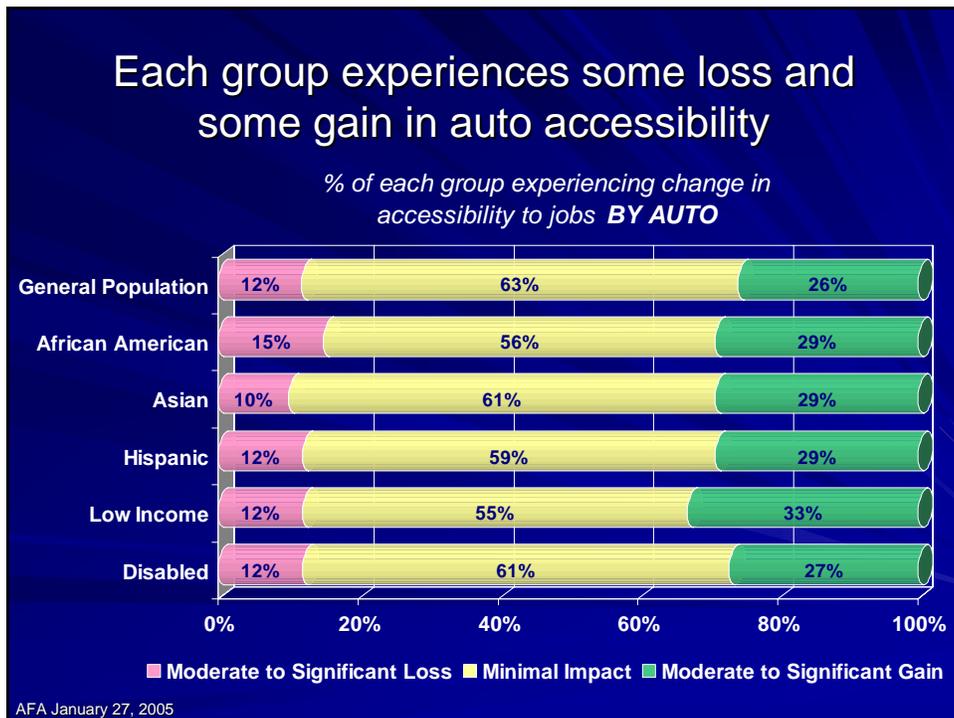
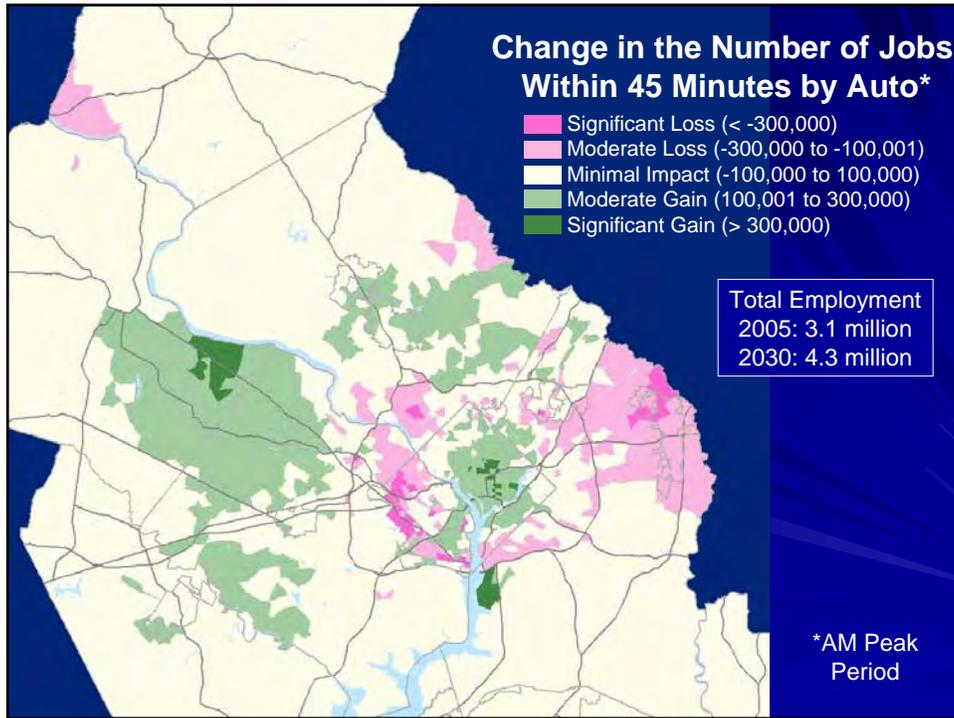


### CLRP Benefits and Burdens: Job Accessibility

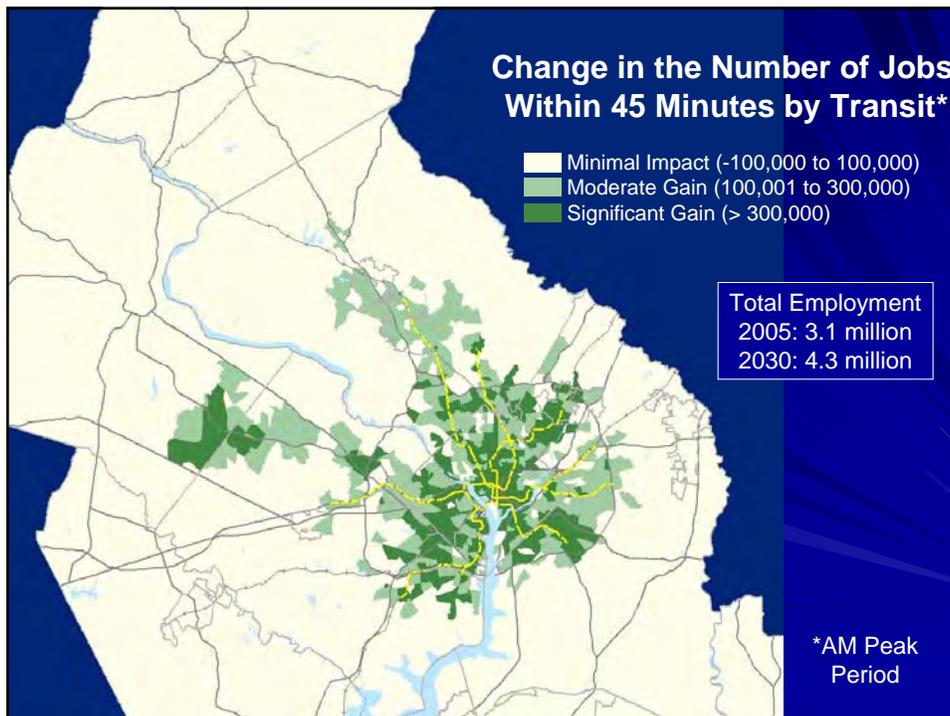
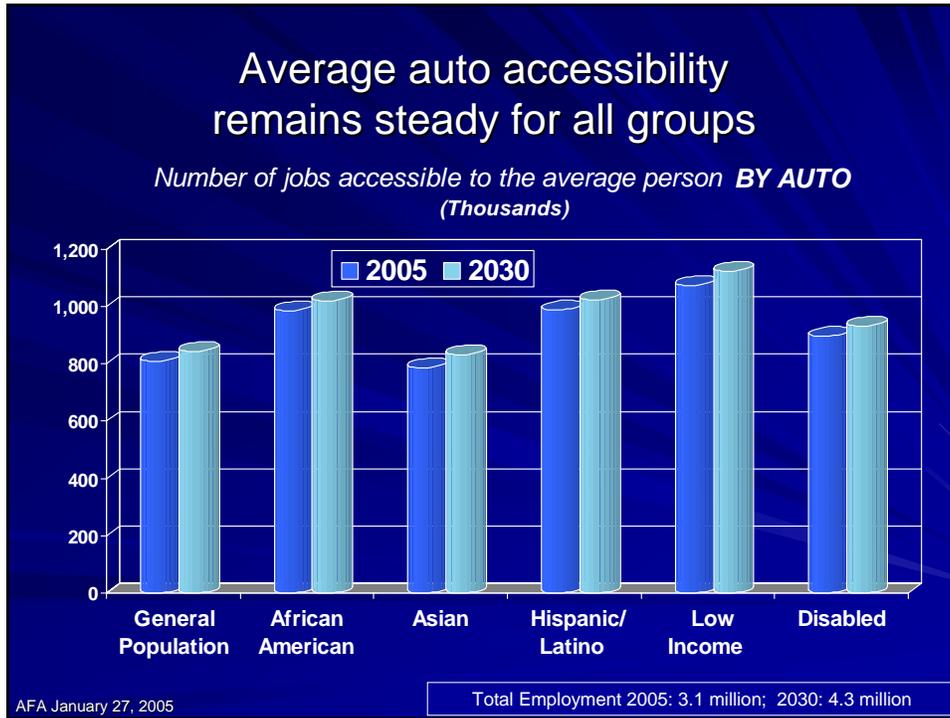
- **BENEFIT** = Increase in the number of jobs accessible within 45 minutes
- **BURDEN** = Decrease in the number of jobs accessible within 45 minutes

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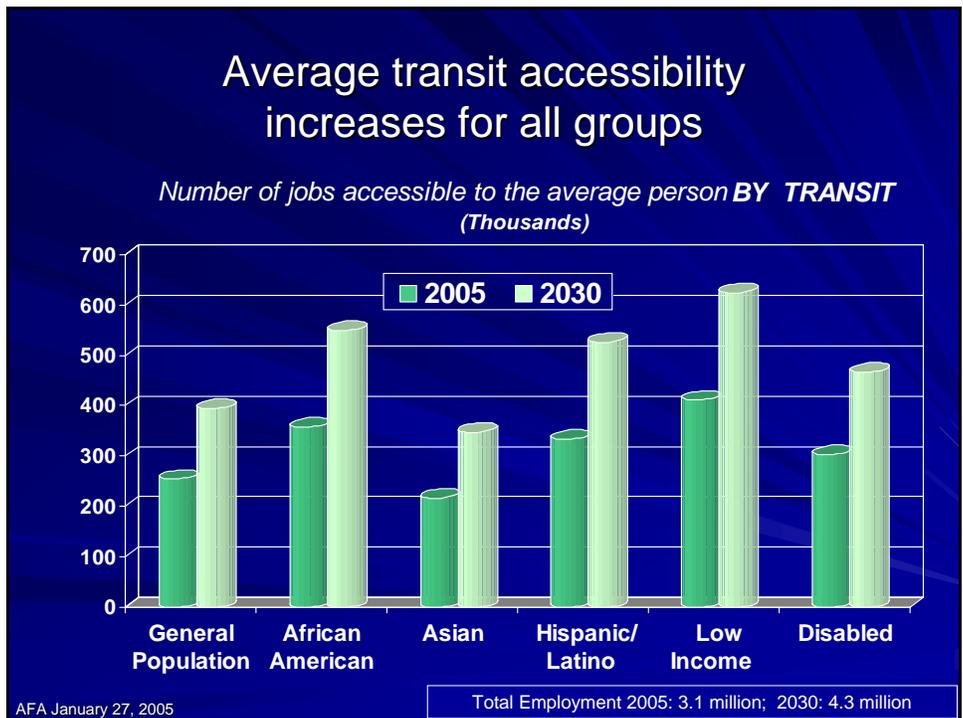
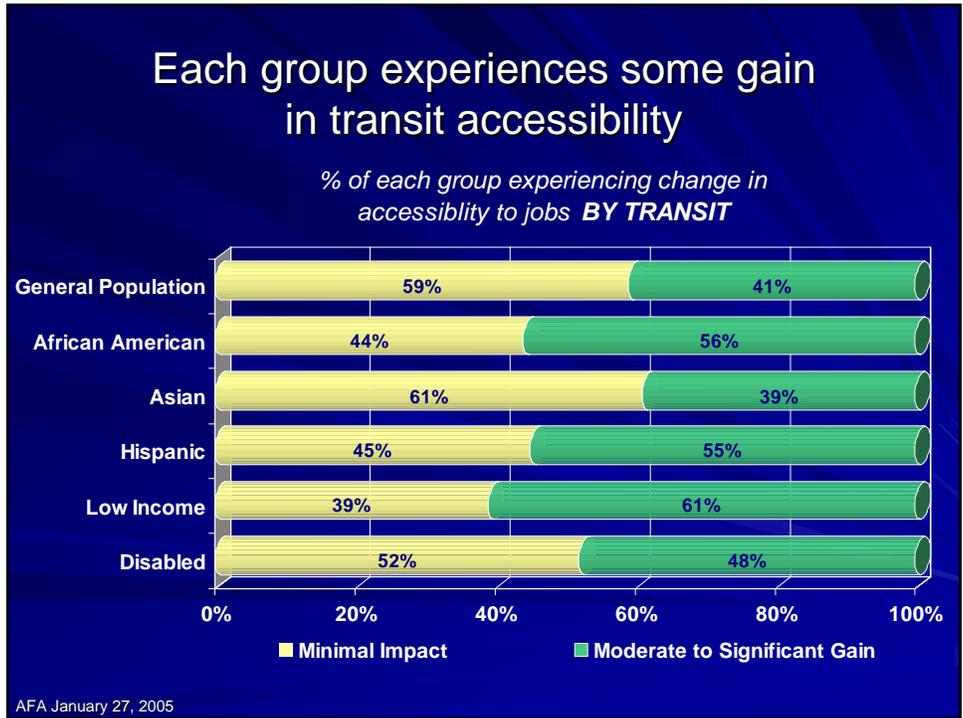
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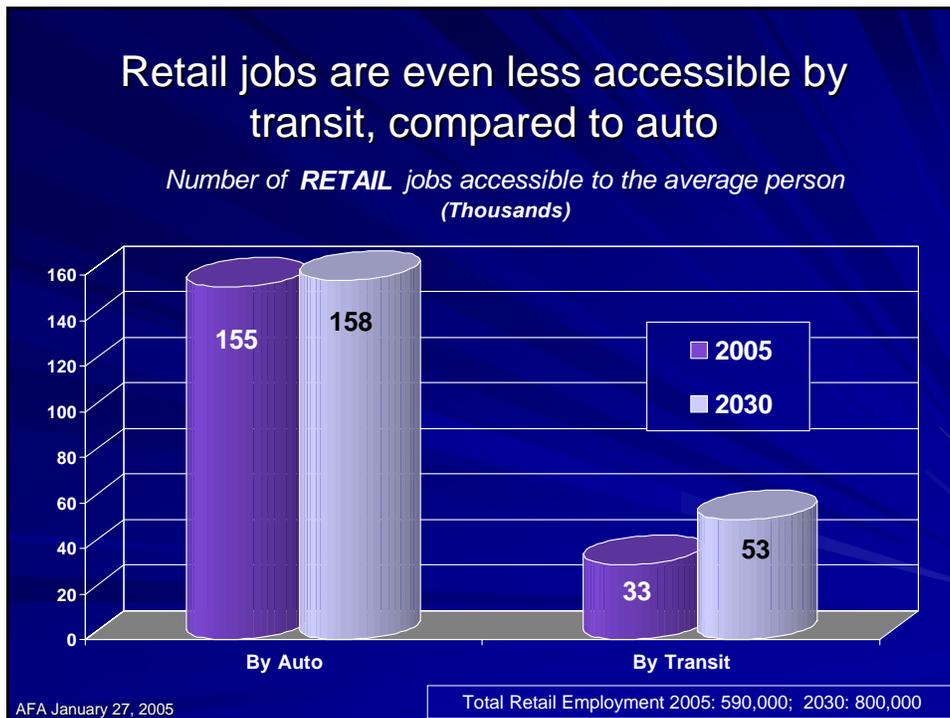
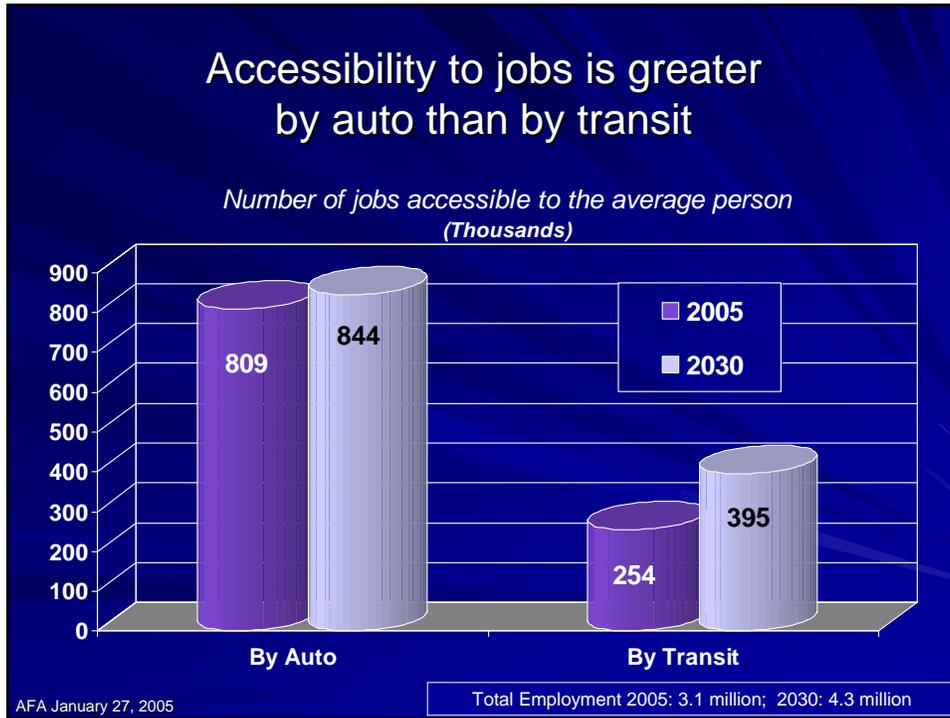
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## Summary of Results

- Auto accessibility generally does not increase, despite increasing employment
- Transit accessibility generally increases, but remains less than auto accessibility
- Changes in accessibility do not appear to disproportionately impact minority or disadvantaged communities

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## Caveats

- Methodology uses available tools and data
- Location of population groups in 2030 is not known
- Analysis considers quantity, not quality of transit service:
  - Safety and comfort
  - Reliability
  - Off-peak service
  - Specific needs of elderly, disabled
  - Availability of information and language barriers
  - ADA accessibility of transit stops

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