

Accessibility Impacts of the 2004 CLRP on Minority, Low-Income, and Disabled Populations in the Washington Region

TPB Technical Committee

March 4, 2005

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

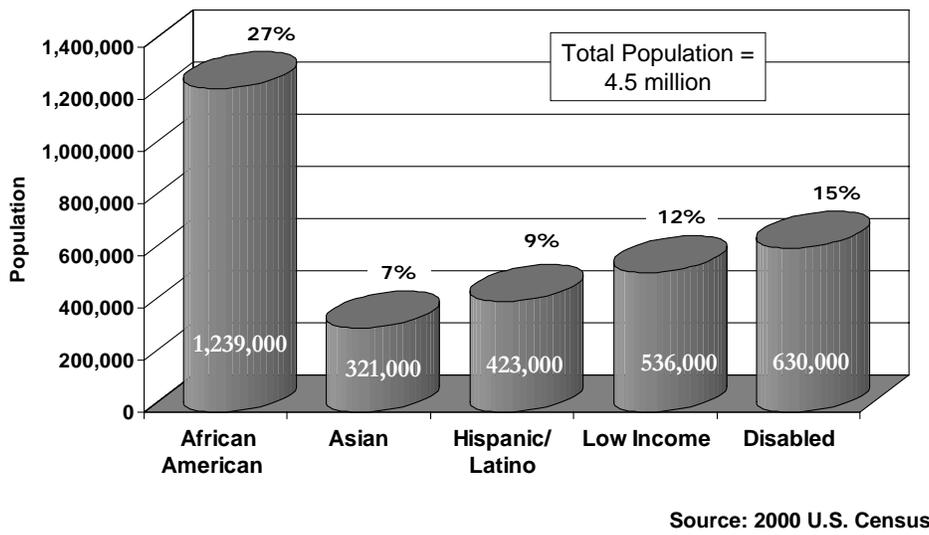
- Title VI of the 1964 Civil Rights Act:
“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”
- 1994 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.”

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

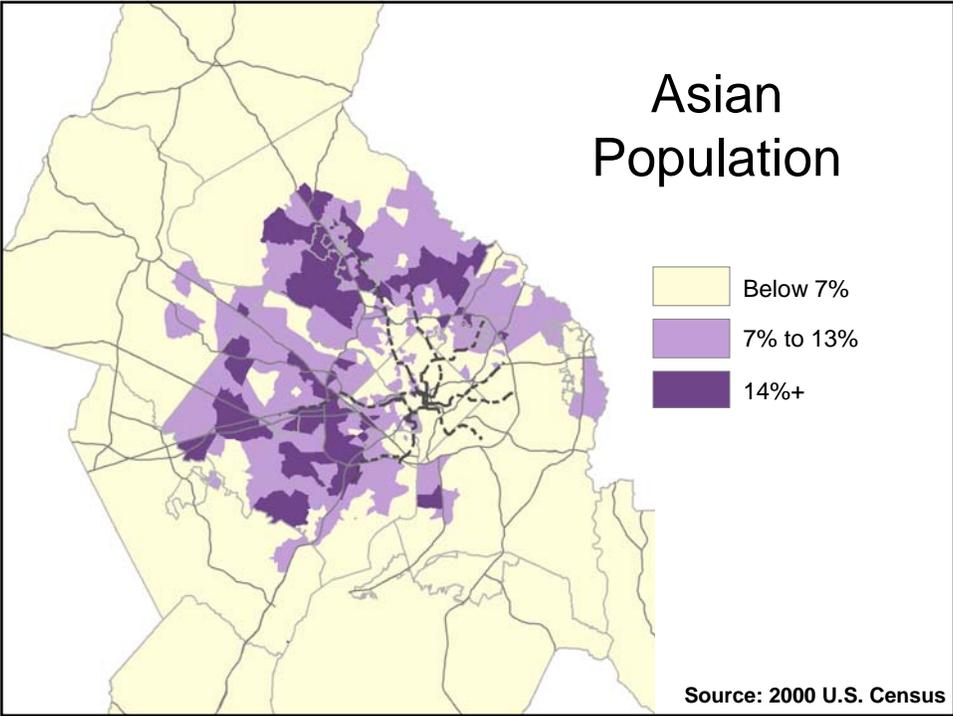
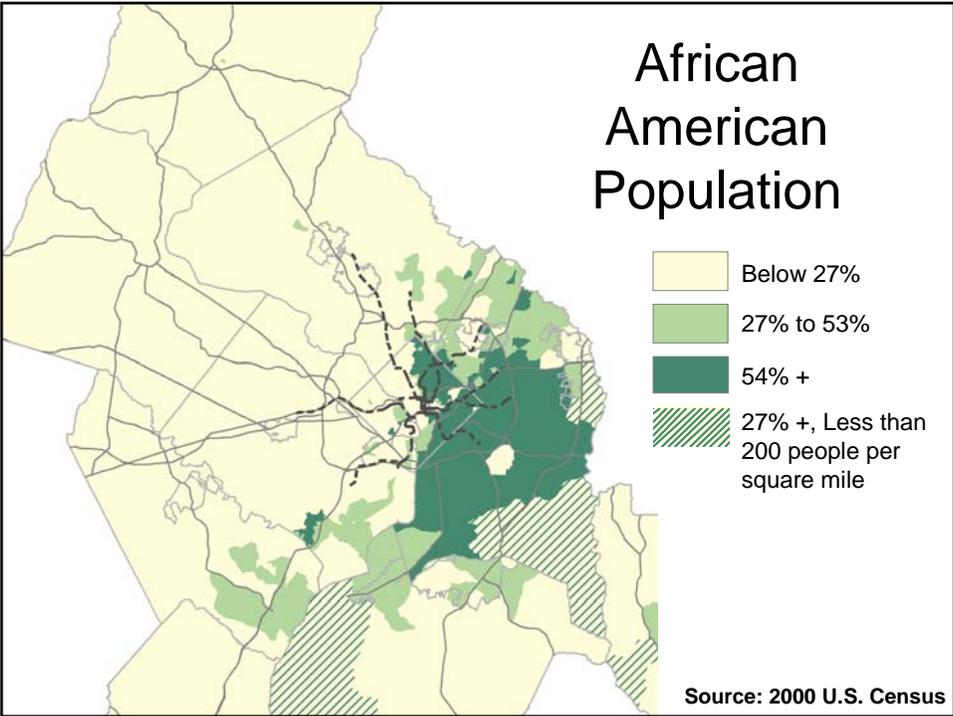
Questions we are trying to answer:

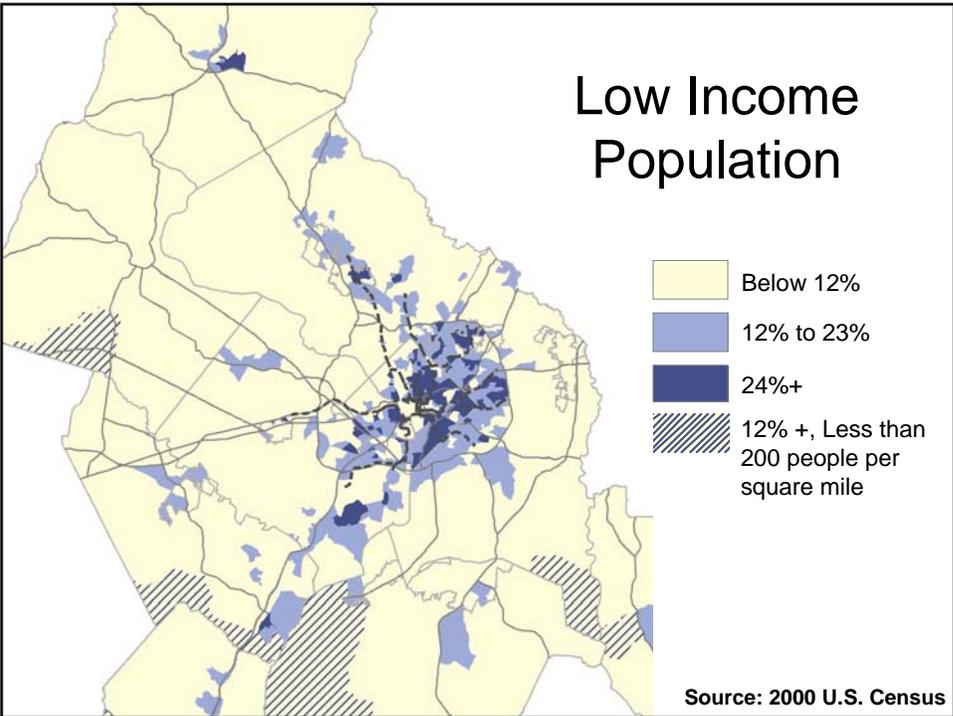
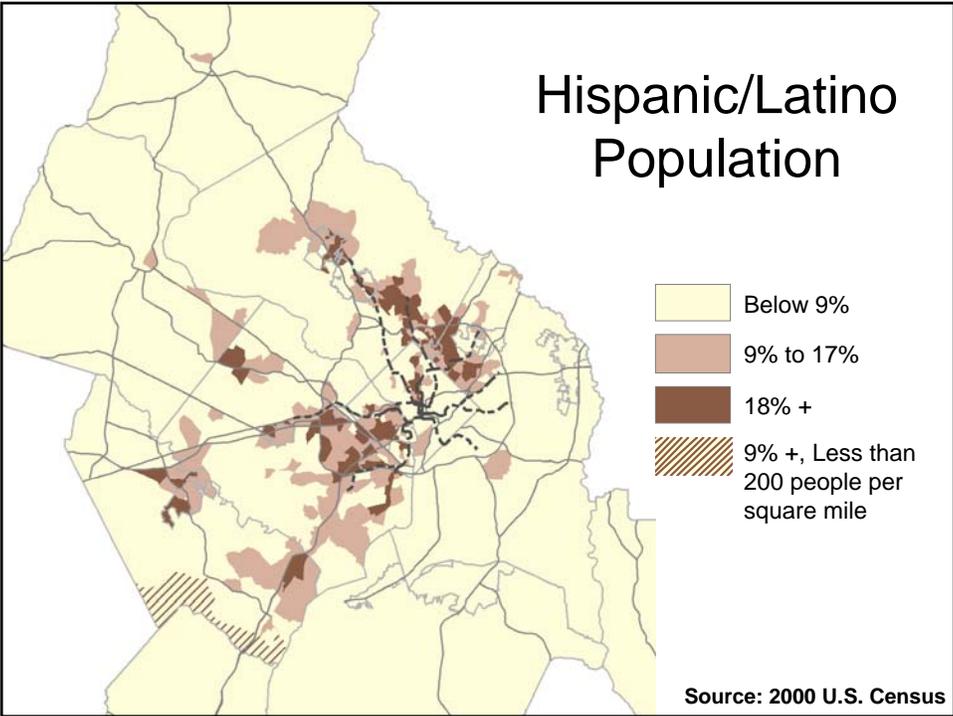
- Where do minority and disadvantaged groups live in the Washington region?
- What are the benefits and burdens of the long-range transportation plan?
- How are the benefits and burdens distributed across minority and disadvantaged population groups?

Minority and Disadvantaged Populations in the Washington Region

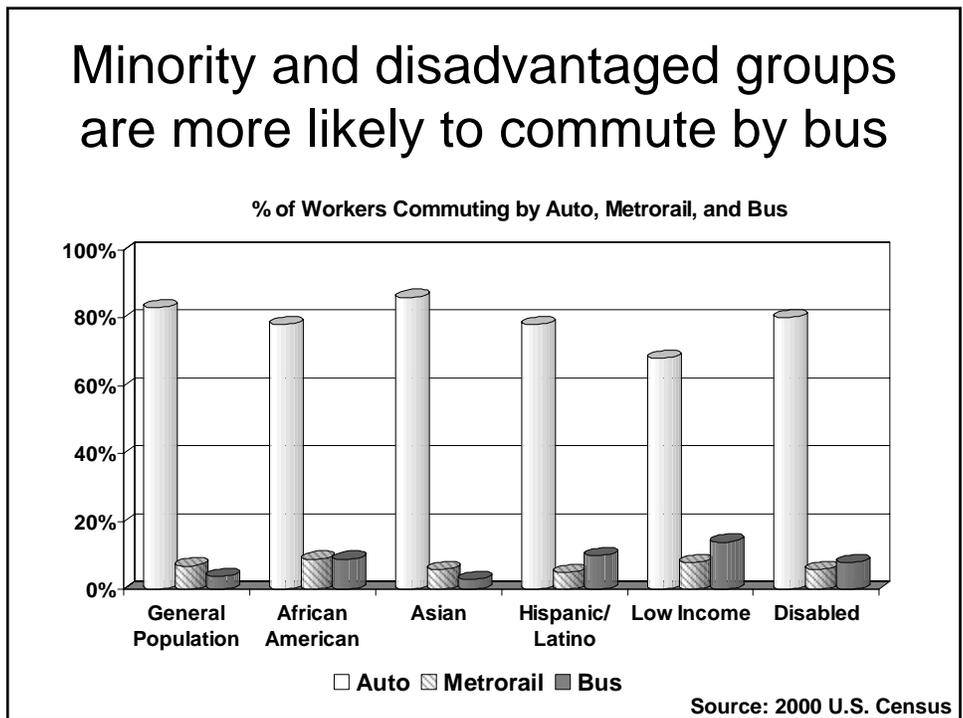
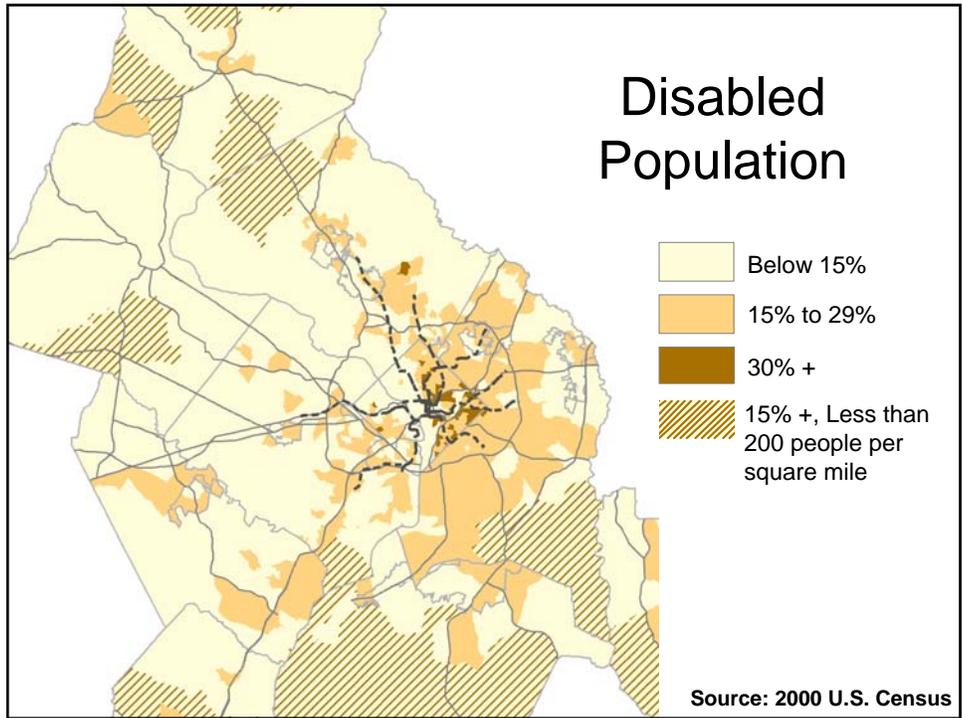


CLRP Impacts on Minority and Disadvantaged Populations

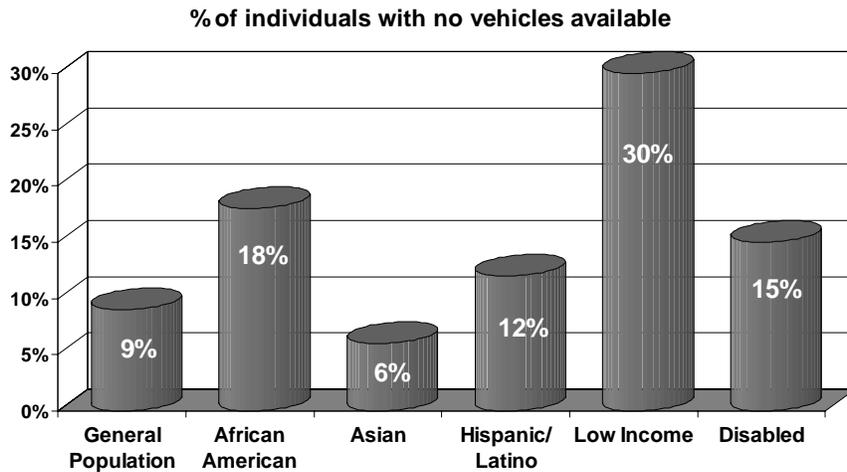




CLRP Impacts on Minority and Disadvantaged Populations

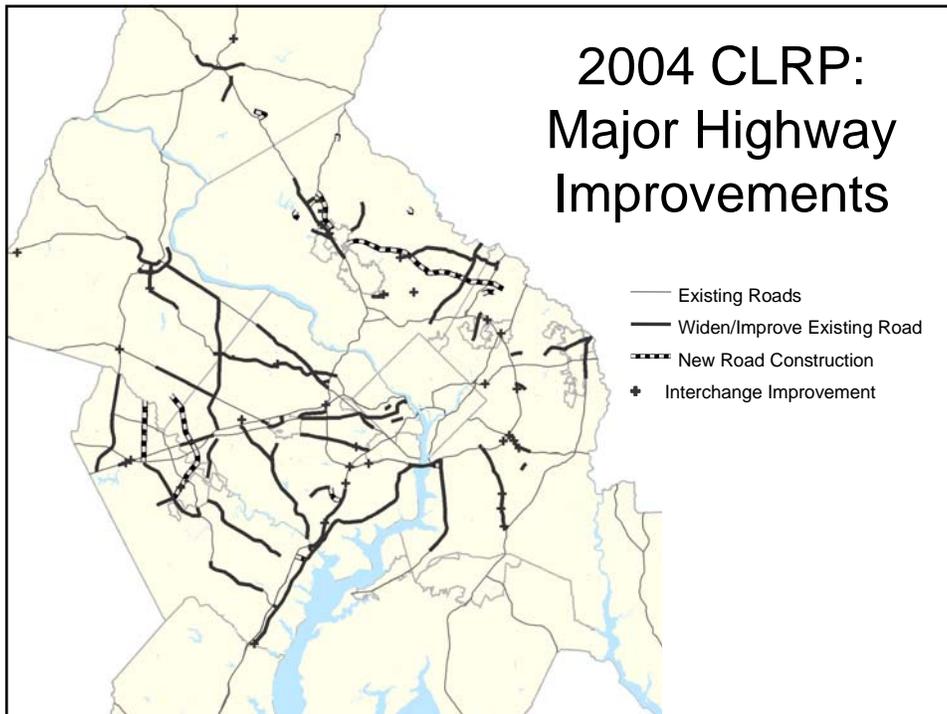


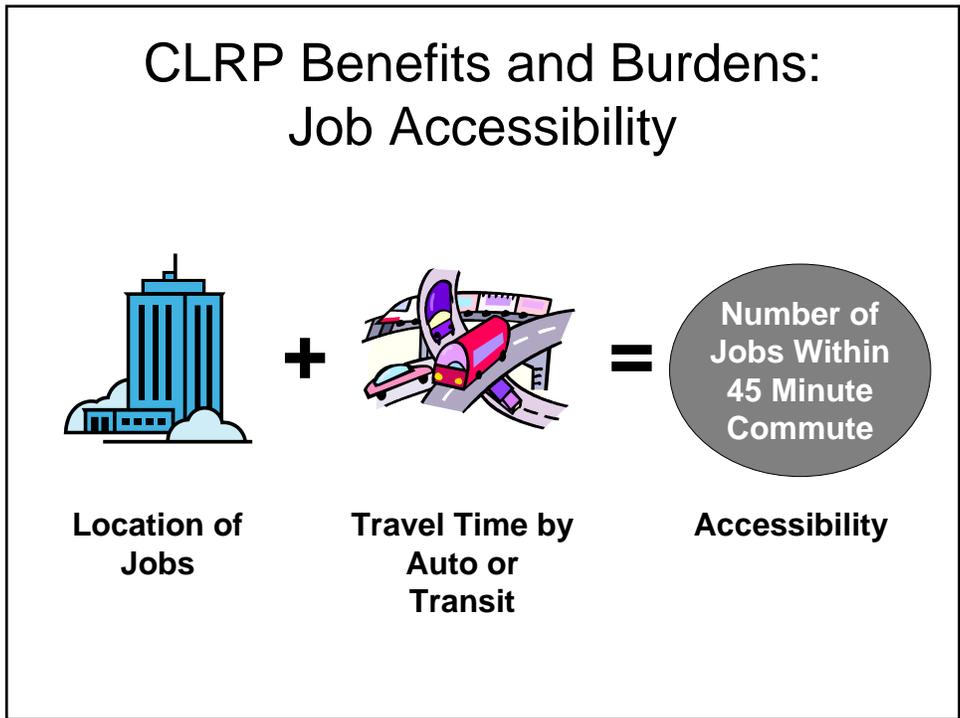
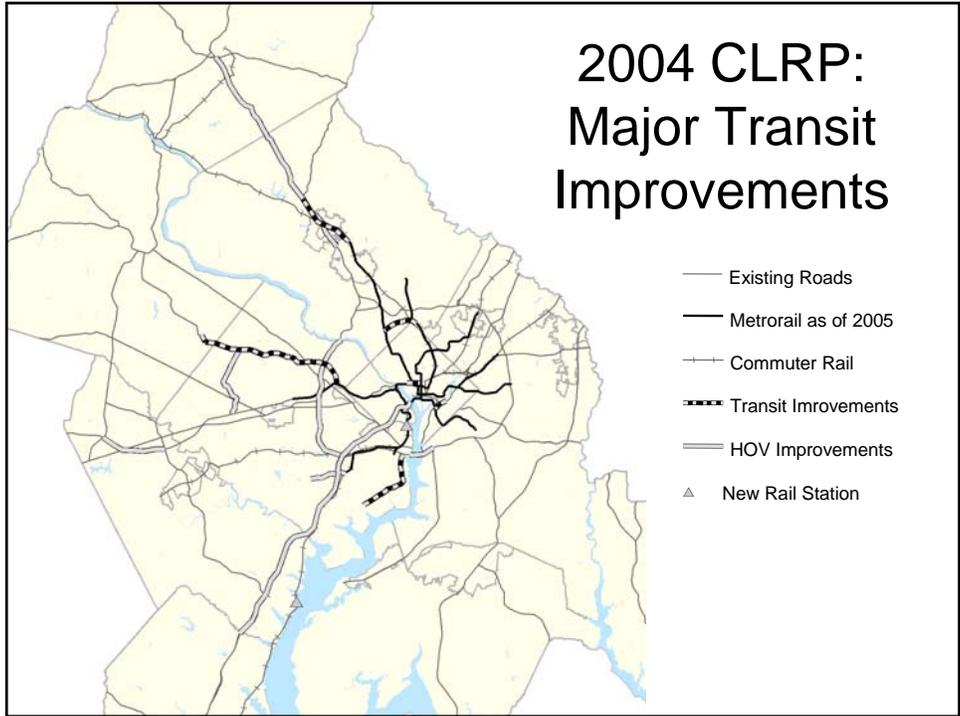
Autos are not available to many minority and disadvantaged individuals



Source: 2000 U.S. Census

2004 CLRP: Major Highway Improvements

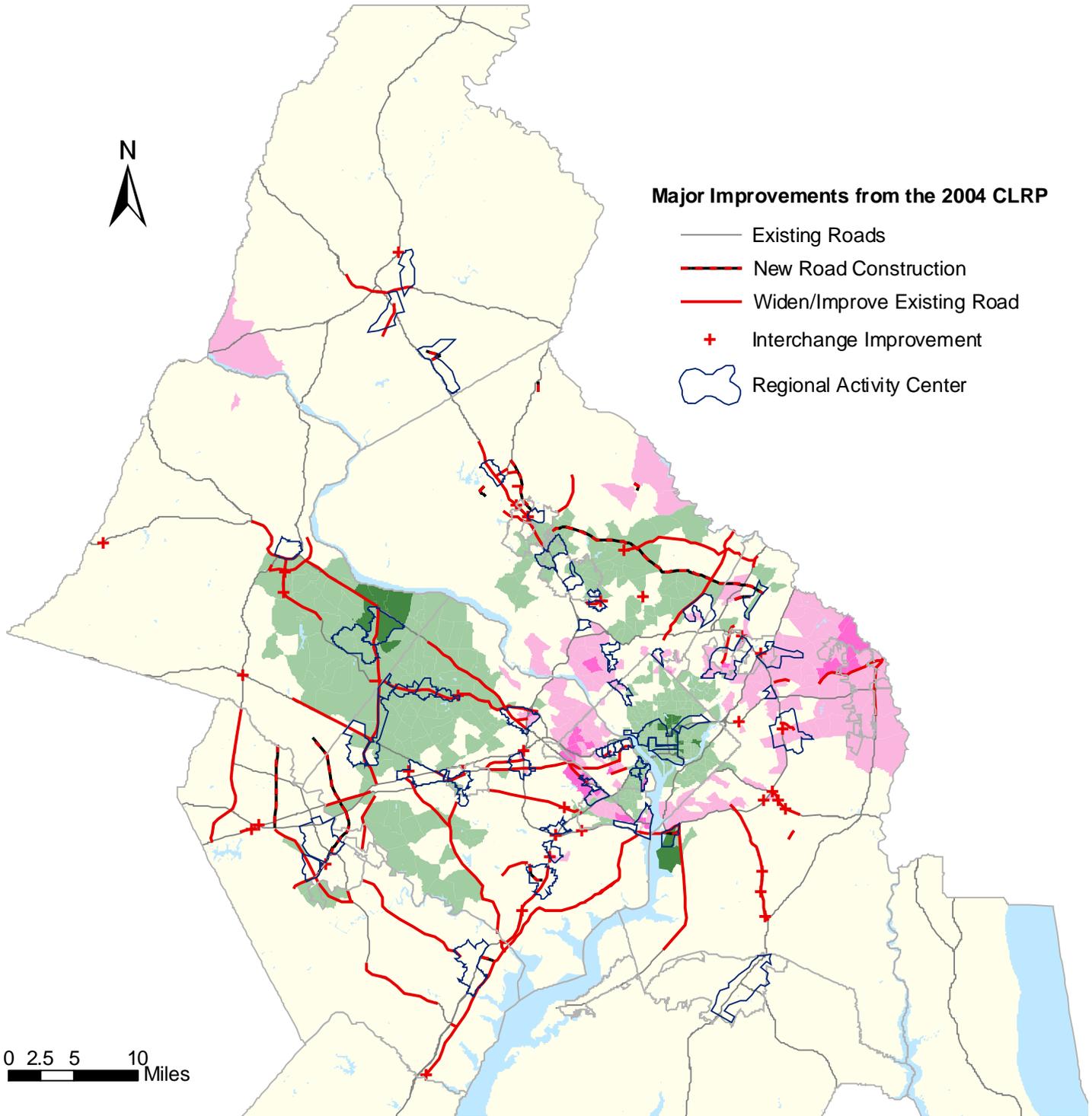




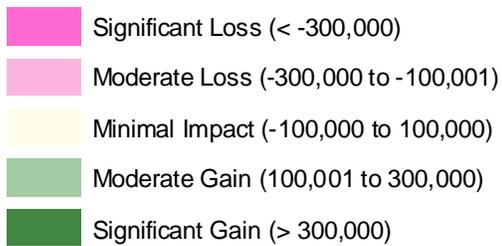
CLRP Benefits and Burdens: Job Accessibility

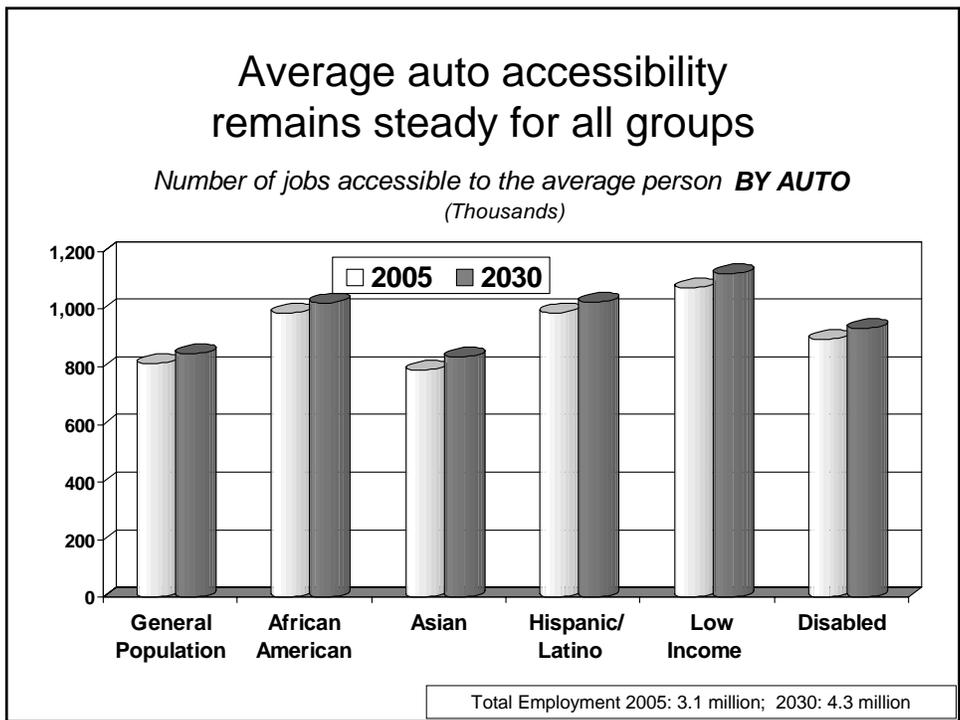
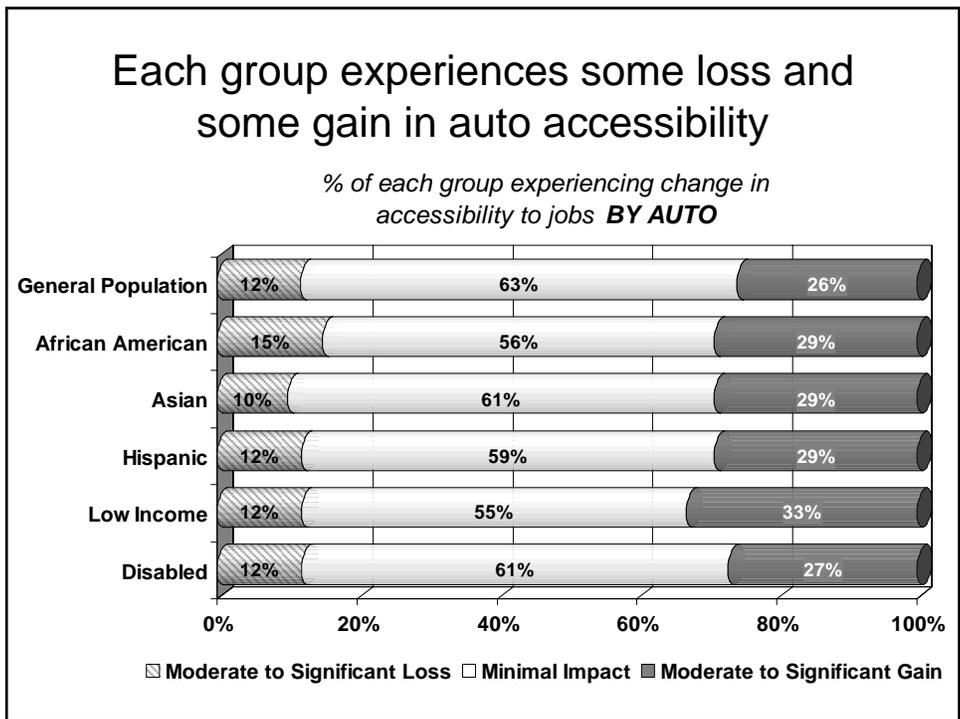
- **BENEFIT** = Increase in the number of jobs accessible within 45 minutes
- **BURDEN** = Decrease in the number of jobs accessible within 45 minutes

Change in Accessibility to Jobs by Auto Within 45 Minutes 2005 to 2030 2004 CLRP AM Peak

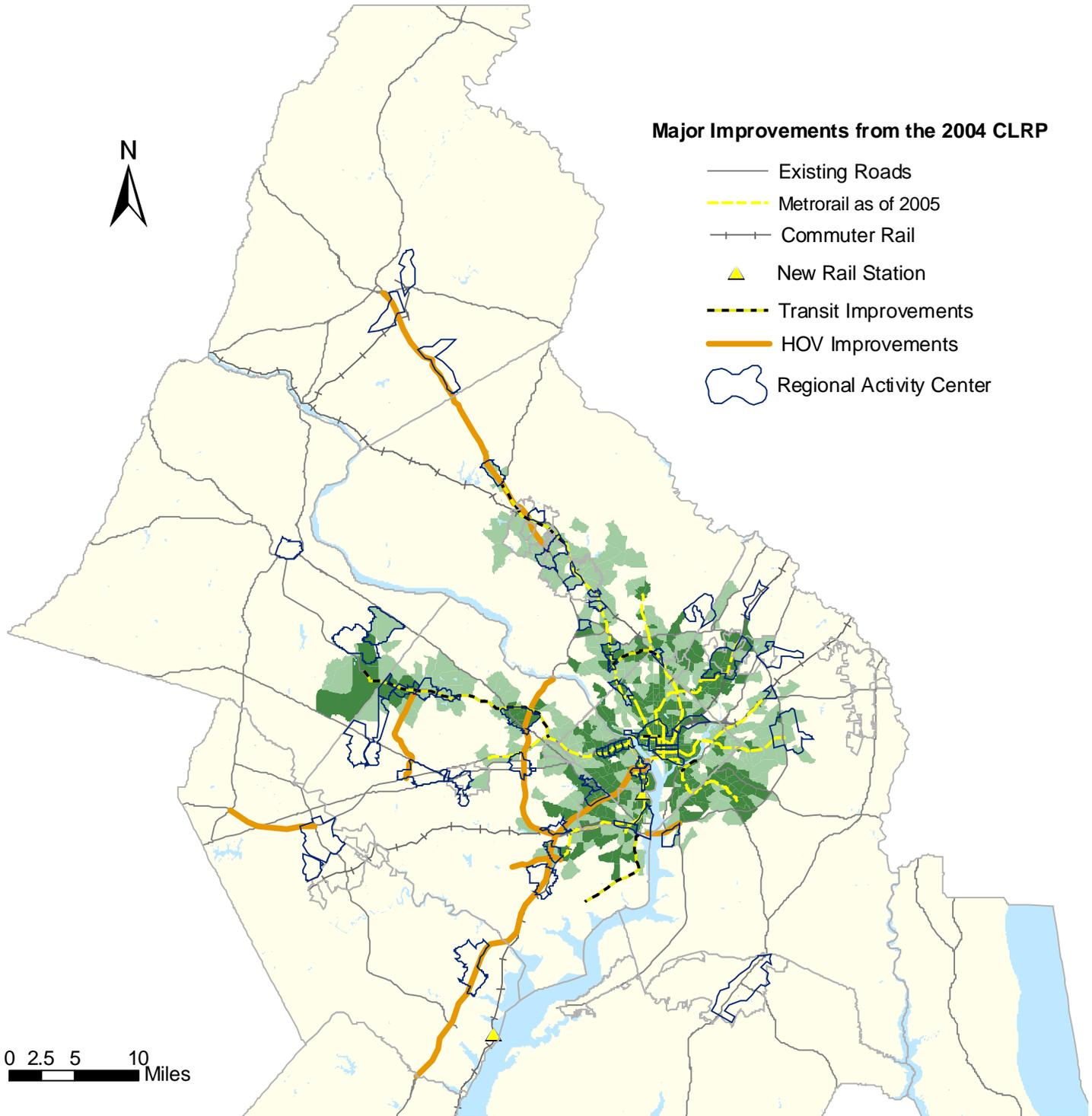


Change in the Number of Jobs Within 45 Minutes by Auto

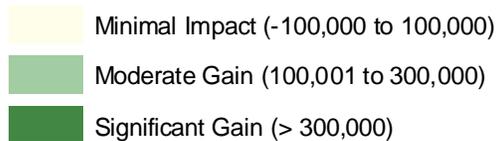


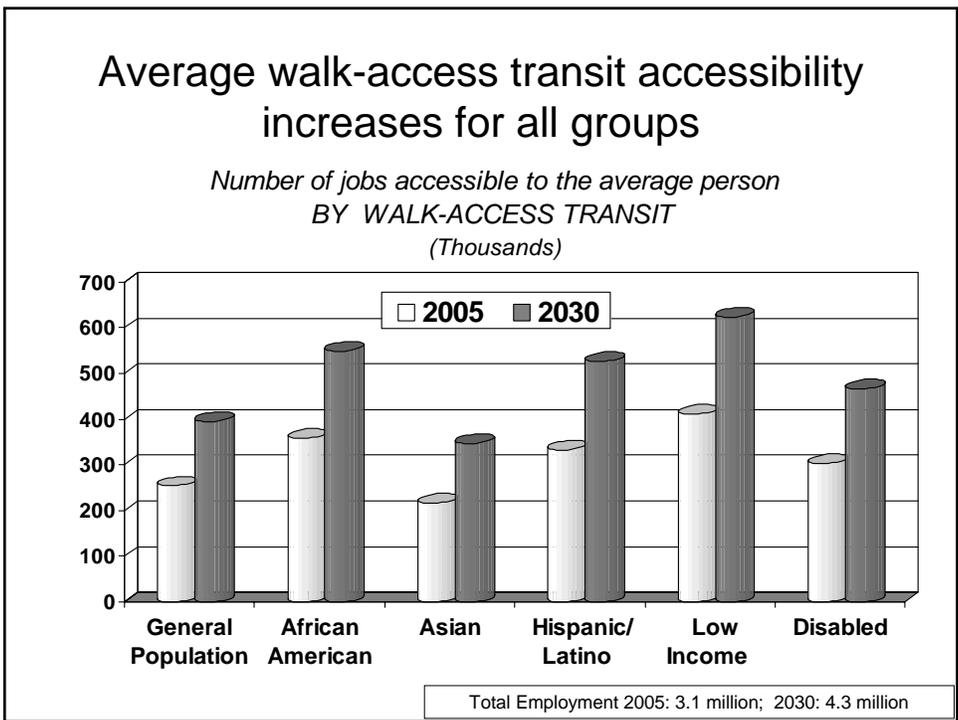
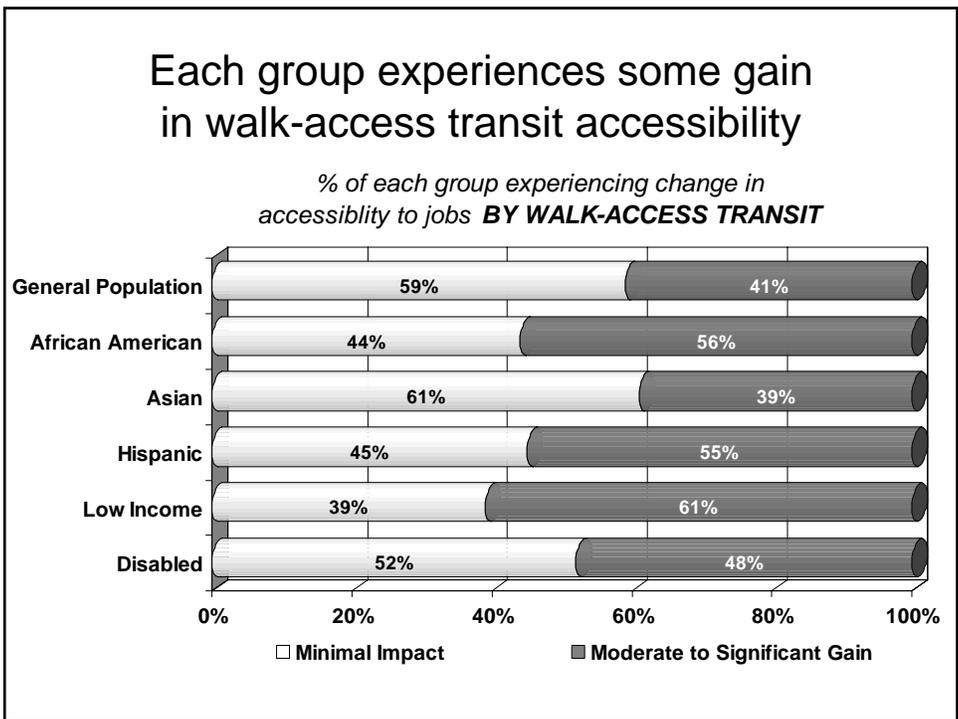


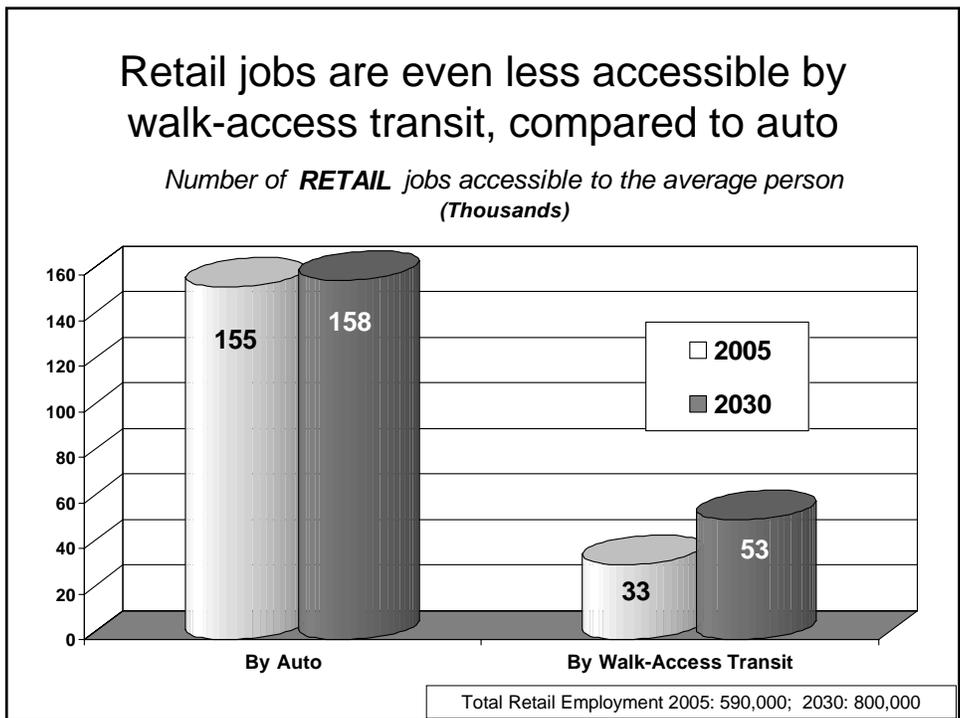
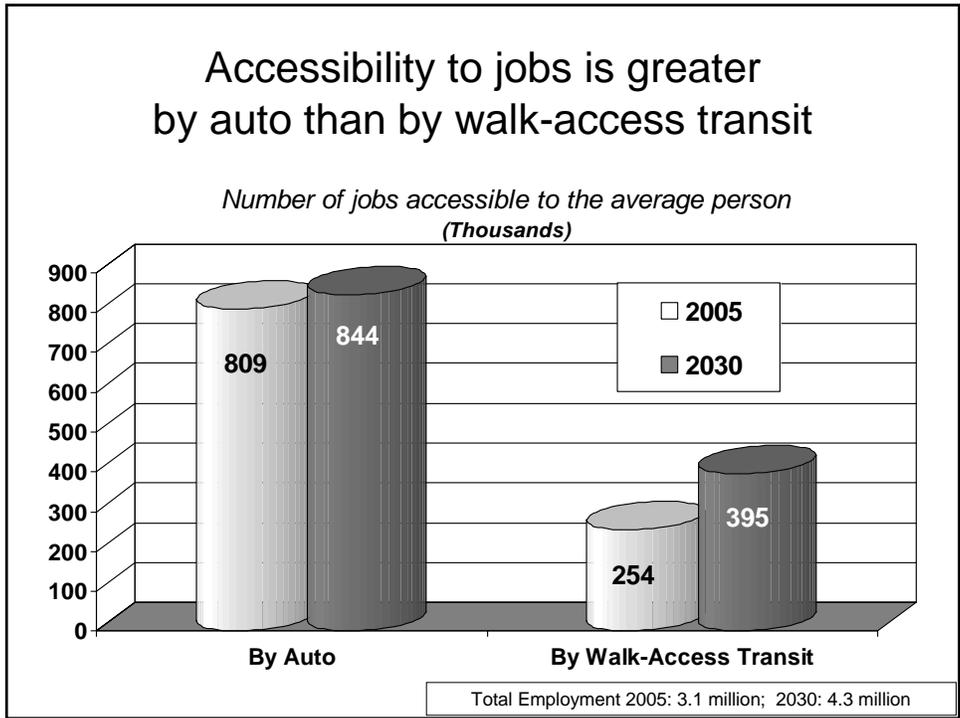
Change in Accessibility to Jobs by Walk-Access Transit Within 45 Minutes 2005 to 2030 2004 CLRP AM Peak



Change in the Number of Jobs Within 45 Minutes by Walk-Access Transit







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

Limitations

- Census data may undercount minorities and individuals with disabilities
- Location of population groups in 2030 is not known
- Analysis considers quantity, not quality of transportation system:
 - Safety and comfort
 - Reliability
 - Off-peak service
 - Specific needs of elderly, disabled
 - Availability of information and language barriers
 - ADA accessibility of transit stops