

# BRIEFING ON PROPOSED ENHANCEMENTS TO THE TITLE VI/ENVIRONMENTAL JUSTICE ANALYSIS OF THE CLRP

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## PHASE 1: “COMMUNITIES OF CONCERN” METHODOLOGY AND MAP

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TPB Citizens Advisory Committee  
November 10, 2016



National Capital Region  
Transportation Planning Board

# Structure of Presentation

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- Title VI and EJ requirements for analysis of the CLRP
- Enhancing the TPB's EJ Analysis
- Overview of Phase 1: Methodology and Map of “Communities of Concern”
  - Solicit Committee feedback
- Plans for Phase 2: Examine the CLRP for Disproportionate Impacts on “Communities of Concern”



# Title VI and Environmental Justice

## Title VI: Civil Rights Act of 1964

Prohibit discrimination based on **race, color, or national origin** under any program or activity receiving Federal financial assistance

## Environmental Justice

Executive Order 12898 (1994): Recipients of Federal funds must identify and avoid disproportionately high and adverse effects on **minority and low-income populations**



# Purpose of Title VI/EJ Analysis

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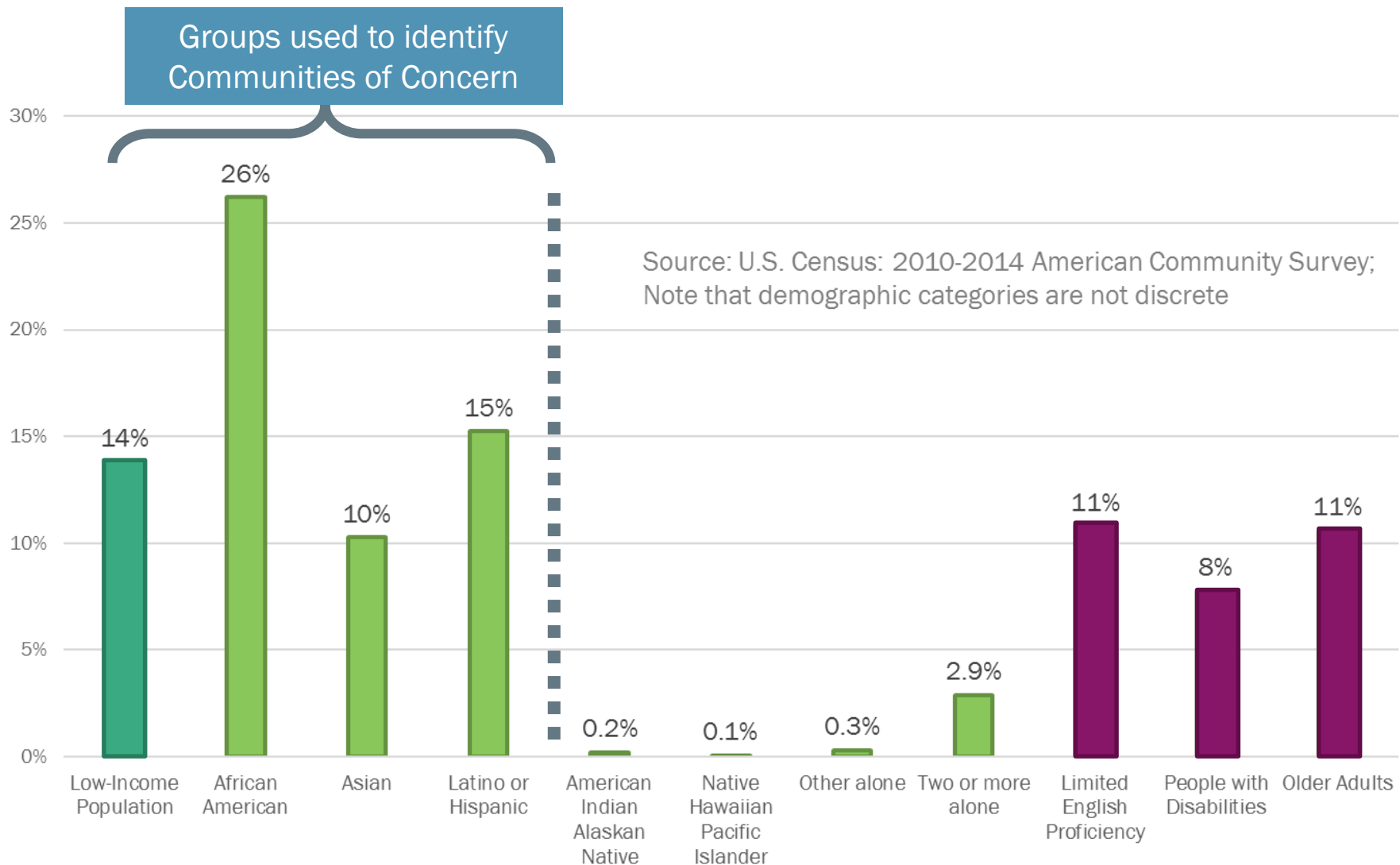
- Federal requirement:

The “benefits and burdens” of the Financially Constrained Long-Range Transportation Plan (CLRP) must be examined for **disproportionately high and adverse impacts** on low-income and minority populations

  - Must also ensure non-discrimination in all MPO programs and activities
  - MPO decides how to perform the analysis
- Inform regional transportation decision making:
  - Identify demographic trends and areas that may need special consideration




# Demographic Profile of the Region



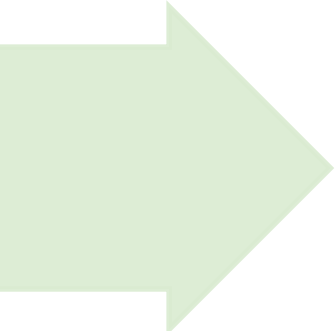
# Enhancing the TPB Approach to EJ Analysis

- **Past Approach:** Identified transportation impacts at the regional level using a single measure (*Accessibility to jobs*)
- National scan of best practices among metropolitan planning organizations' (MPOs) analyses found:

The TPB's approach is typical and compliant but could be enhanced...



Many MPOs – Identify (“EJ Areas”) and use multiple transportation measures to examine impacts



# TPB's Enhanced EJ Analysis: A Two-Phased Process

- **Phase 1: Identification of “Communities of Concern”**

New

- Develop and test methodology
- Briefings to and feedback from stakeholders.
- Briefing to TPB in November/December 2016

- **Phase 2: Examine the CLRP for Disproportionate Impacts on “Communities of Concern”**

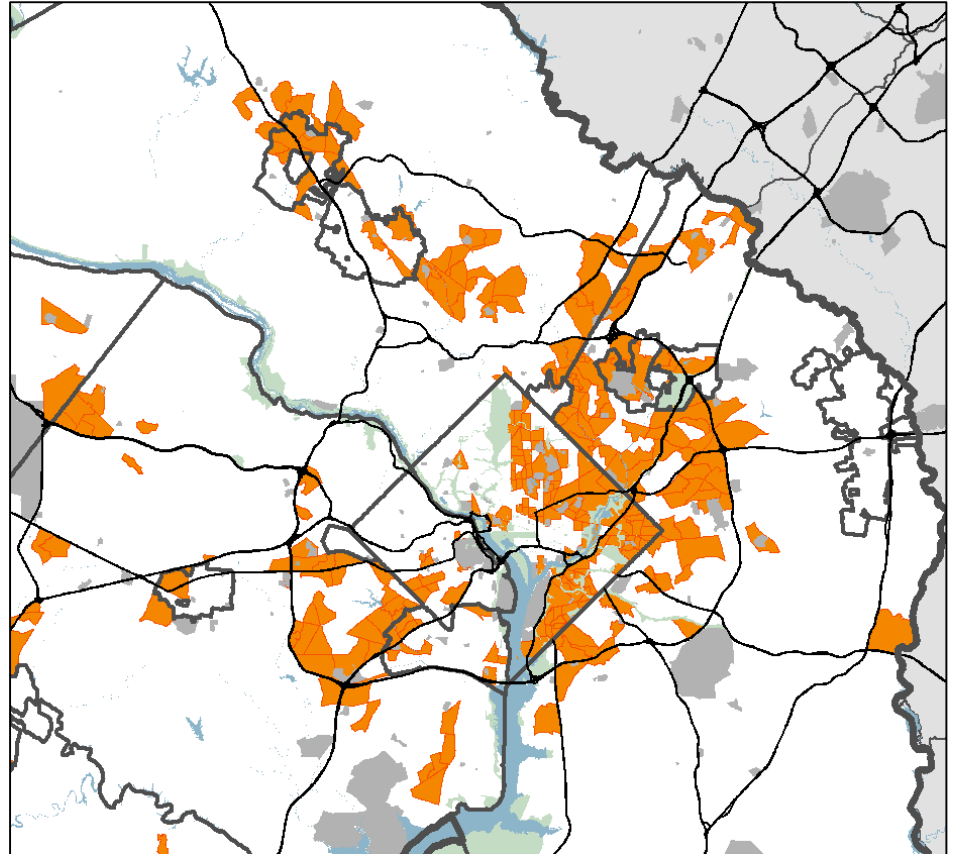
Additional measures

- For the 2016 CLRP Amendment, and then for every major plan update (next one is the 2018 CLRP)
- “Communities of Concern” will be used in other TPB and COG planning activities, and can be tailored by local jurisdictions for their purposes



# What are “Communities of Concern”?

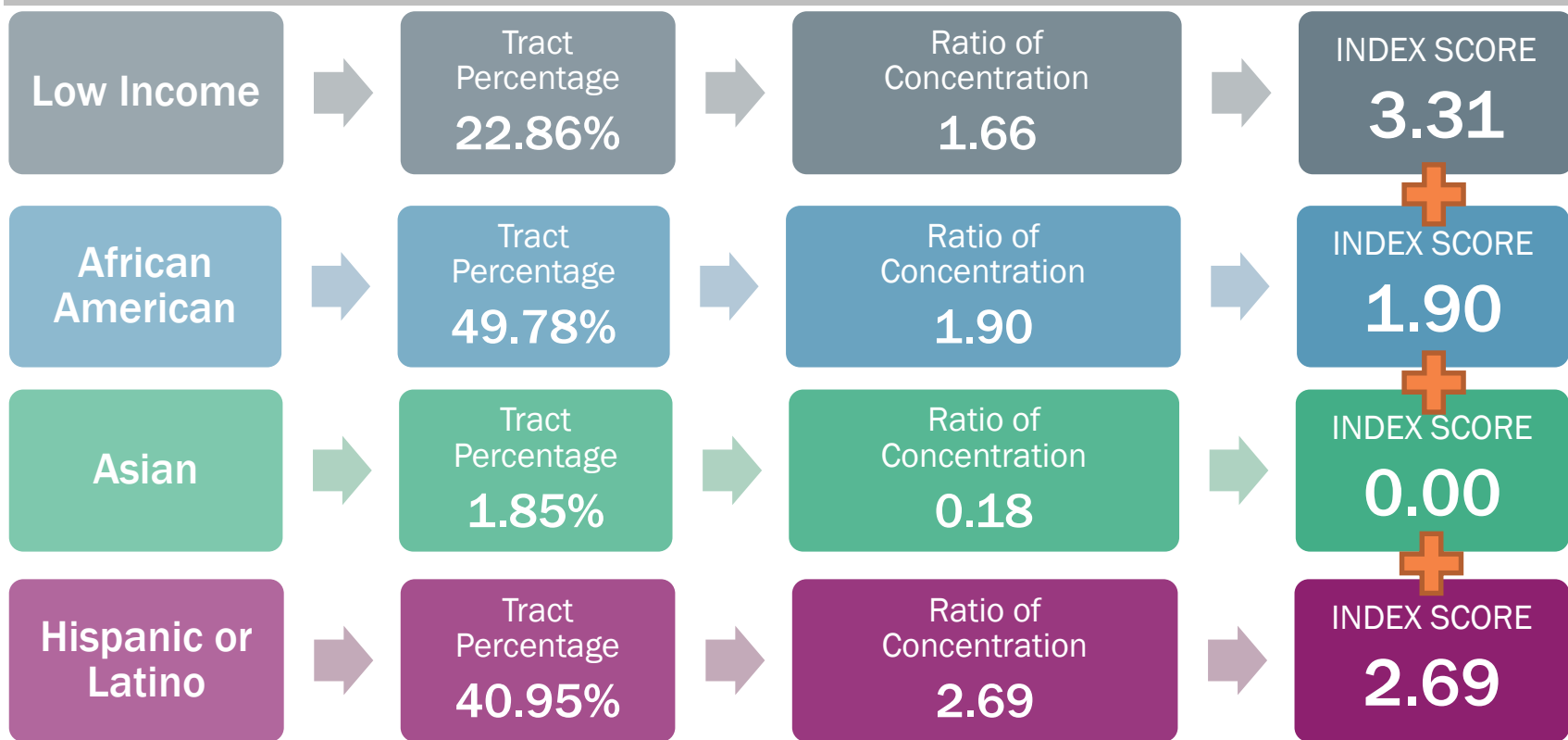
- Small geographic areas that have significant concentrations of low-income or minority populations
- Identified using an index based on demographic data from the U.S. Census 2010-2014 American Community Survey at the tract-level





# Scoring Example: Census Tract 8038.01

(in Prince George's County, MD)

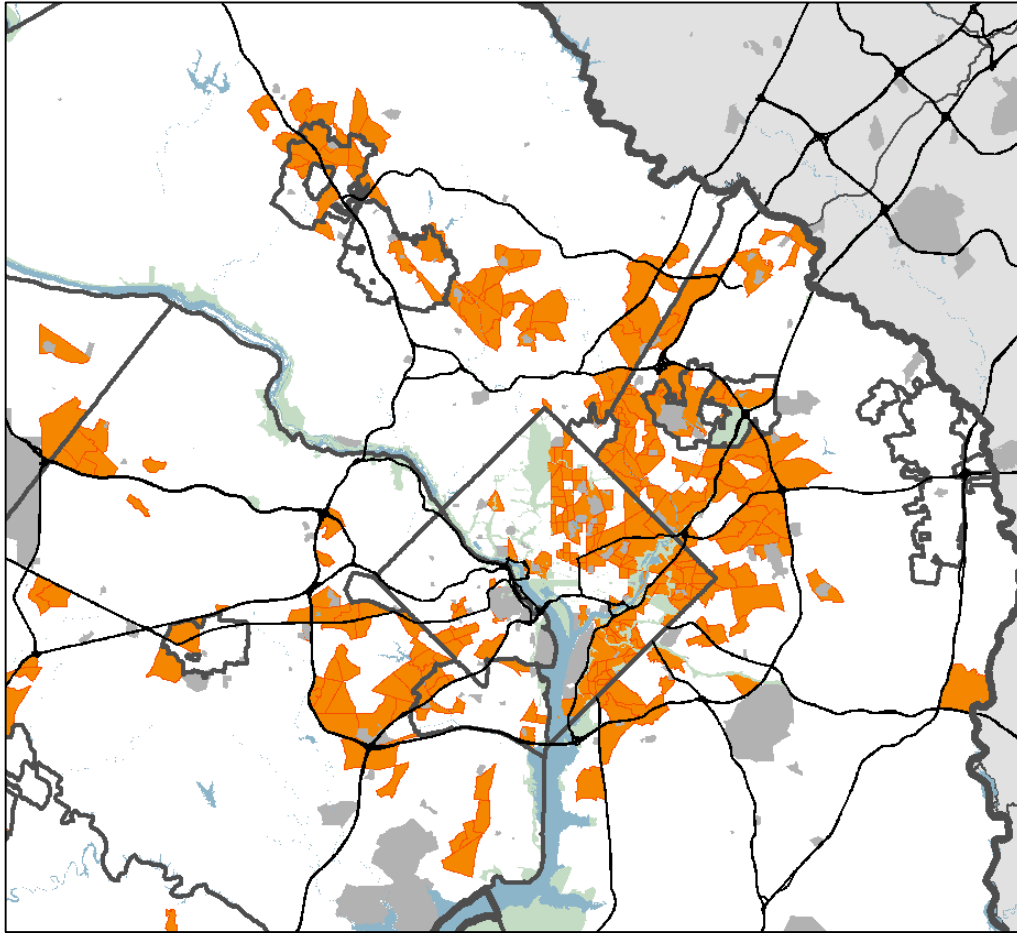


- Community of Concern** (Total Index > 3.00)
- Not a Community of Concern (Total Index ≤ 3.00)

**TOTAL INDEX**  
**7.90**



# Proposed Communities of Concern



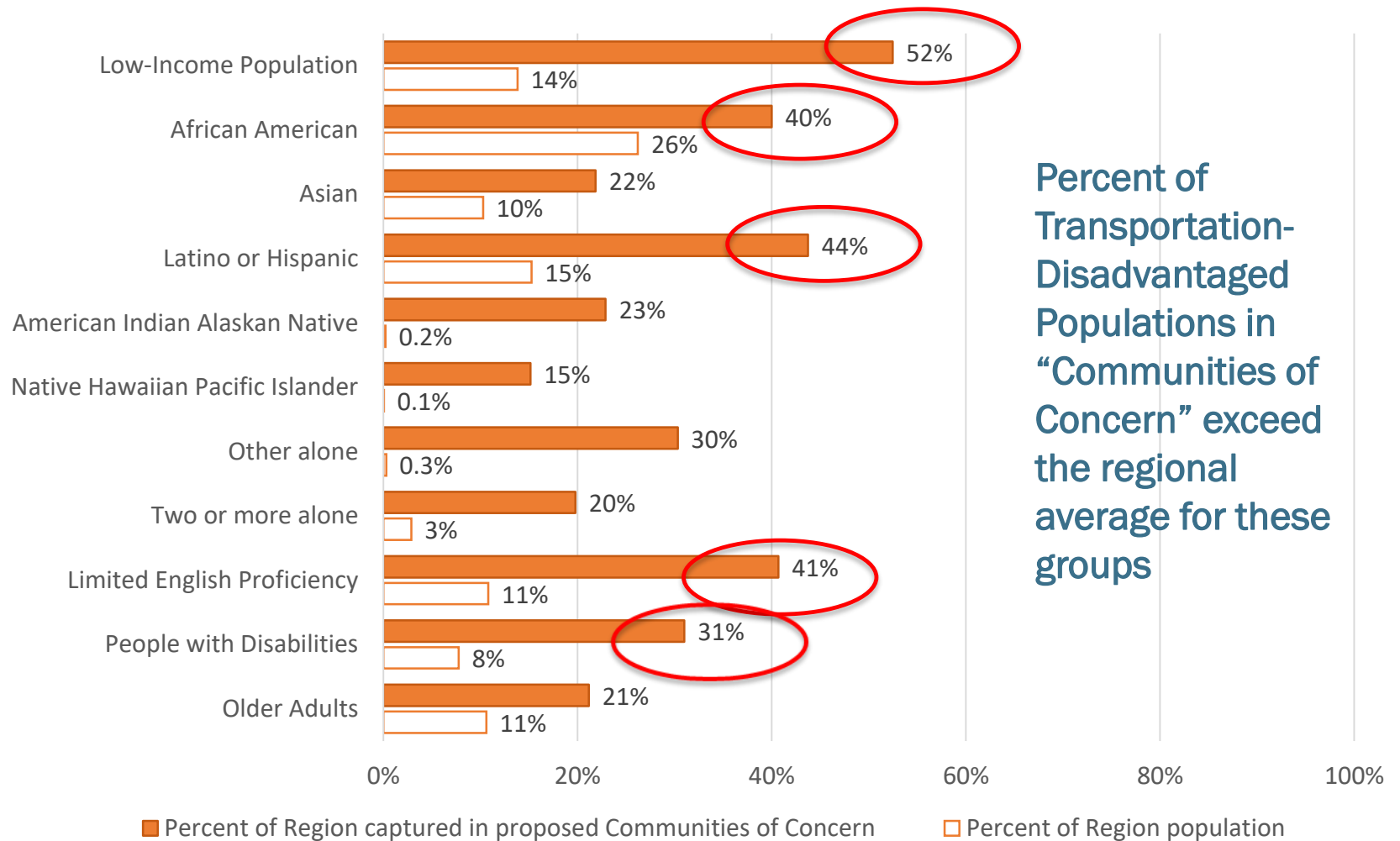
Maps and tables of the proposed “Communities of Concern” for each TPB member jurisdiction have been created and are posted along with the regional maps and tables here:

[http://old.mwcog.org/clrp/performance/EJ/EJ\\_CoC.asp](http://old.mwcog.org/clrp/performance/EJ/EJ_CoC.asp)

Interactive map: <https://gis.mwcog.org/webmaps/tpb/clrp/ej/>



# The “Communities of Concern” represent multiple Transportation-Disadvantaged Populations



# Phase 1: “Communities of Concern” Completion

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- Phase 1 **will be completed after** TPB Committees have had the opportunity to provide feedback; and
- The **TPB concurs** with the “Communities of Concern”

## Phase 2: Examine the CLRP for Disproportionate Impacts on “Communities of Concern”

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- Compare forecast changes in accessibility and travel times for **Communities of Concern** versus the rest of the region
- 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: Examining the CLRP

## Identification of Benefits and Burdens

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### **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: Examining the CLRP Distribution of Benefits and Burdens in the Region

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## TEST:

Are the Benefits and Burdens fairly distributed between  
“Communities of Concern” and the rest of the region?

Between 2016, 2040 (Plan Build) and 2040 (No Build)  
By Transit and Auto



# Next Steps

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## Phase 1: Identification of the “Communities of Concern”

- Ensure comfort level among stakeholders
- Presentation to TPB (November/December)

## Phase 2: Examine the 2016 CLRP Amendment for Disproportionate Impacts

- Late 2016/Early 2017: Staff will conduct the CLRP analysis
- February/March 2017: Present results to Technical Committee and TPB



# Questions or Comments?



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