Webinar Agenda

- Welcome, Overview & Setting the Stage
  - Moderator: Sofie Rhoads, AASHTO
    - Melissa Savage, AASHTO
    - Fleming El-Amin, FHWA
    - Bill Keyrouze, AMPO
  - Experience sharing
    - Erika Lychak, Broward County MPO
    - Gloria Jeff, Minnesota DOT
- Closing
The Center

- Developed in cooperation with FHWA
- Promotes environmental stewardship and encourages innovative ways to streamline the transportation delivery process
- The Center’s website has resources for professionals, including case studies, webinar recordings, and Practitioner’s Handbooks
The EJ CoP

- Forum to discuss and exchange information and experiences
- Engagement through calls, workshops, and peer exchanges

Environmental Justice

Topic Home

The Environmental Justice topic describes a range of programs, policies, case studies, resources, and tools related to environmental justice in surface transportation. Transportation agencies work to ensure that projects and programs avoid disproportionately high and adverse effects on minority populations and low-income populations.

Recent Developments

- Group issues Report on Equity and Smart Mobility
- Environmental Justice CoP Survey: Webinar and Materials Available
- Northeast, Mid-Atlantic States Hold Equity Workshop
- Climate Group Developing an Equitable Adaptation Toolkit
- EPA Launches Environmental Justice Training for States
- FHWA Issues Two EJ State of the Practice Reports
- Study Describes Use of Zoning, Land Use Policies for Environmental Justice
- Webinar Outlines Process for Title VI Complaints

View Full Listing of Recent Developments >

Subscribe to Website Updates for this topic >

Key Resources

- AASHTO 2016 Environmental Justice Peer Exchange: Materials, Webinar and Road Map
- Department of Transportation Order 5610.2(a) (May 12, 2012)
- FHWA Order 6640.23A (June 14, 2012)
EJ CoP Survey

- Survey conducted in Spring 2019
- Survey questions focused on the frequency of trainings, information, resource gaps, emerging and innovative issues, and members' familiarity with existing resources
- The results of the survey were shared during a webinar and used to develop a path forward to address these needs
EJ CoP Survey

- Similarities between survey and AMPO peer exchange:
  - Need for methodology to identify EJ populations
  - Working with data
  - Public involvement
EJ Roadmap

- **Roadmap** developed during a 2016 peer exchange
- Documents strategies and highlights MPO and State DOT Environmental Justice/Title VI efforts
- Includes key takeaways from the exchange, technical assistance needs, research gaps, and recommendations for FHWA and AASHTO
EJ Roadmap

- EJ added to the Communities of Practice Forum
- The results of discussions and webinars held by the EJ CoP are distributed through the Center website as well as through the Environmental Technical Assistance Program (ETAP) Newsletter
- The last two CES annual meetings have included a roundtable session that focused on EJ
- Current EJ-oriented Center tasks included a Public Involvement domestic scan and a Virtual Peer Exchange
AMPO Work Session

- This session grew out of a proposal regarding EJ Analysis in PA
- After initial introductions, participants were led through a facilitated roundtable exercise
- Questions focused on how agencies conduct EJ analysis; how EJ analysis is integrated into planning and programming; resources; and challenges and opportunities
Contacts

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- Sofie Rhoads: srhoads@aashto.org
- Melissa Savage: msavage@aashto.org
Federal Highway Administration
EJ and Public Involvement Resources

AMPO Environmental Justice Peer Exchange Recap

December 4, 2019
Environmental Justice

Overview

Environmental Justice (EJ) at the FHWA means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations.

Guiding Principles

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority or low-income populations.

To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.
EJ Directives and Policy References

- Executive Order 12898 on EJ (1994)
- USDOT EJ Order 5610.2(a) (1997/2012)
- FHWA EJ Order 6640.23A (1998/2012)
- FHWA Guidance on EJ and NEPA (2011)
Environmental Justice Programmatic Activities

State and Regional Support
• AASHTO Center for Environmental Excellence and TRB Coordination (2021 Equity Conference)
• National Research/Case Studies
• Technical Assistance, Workshops, Webinars, and Peer Networks

Federal Coordination
• Collaboration Working Groups
• Best Practices and Resource Development
Websites
Environmental Justice, Title VI, Non-Discrimination, and Equity

Although Environmental Justice (EJ), Title VI, Non-Discrimination, and Equity are distinct elements, collectively they can contribute to the development of an equitable transportation system. These elements are regularly mistaken and used interchangeably, thus, making it essential to understand their differences.

EJ at FHWA focuses on identifying and addressing disproportionately high and adverse human health or environmental effects of the agency’s programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens. This objective is to be achieved, in part, by actively adhering to the principles and practices of both Title VI and the National Environmental Policy Act (NEPA) during the development and implementation of transportation activities. The classes covered by EJ vary slightly from those covered by Title VI and other nondiscrimination statutes, as depicted in Table 1.

Source: Interaction Institute for Social Change

www fhwa dot gov environment environmental_justice/
Public Involvement/Public Participation

Public Involvement/Public Participation

Public participation is an integral part of the transportation process which helps to ensure that decisions are made in consideration of and to benefit public needs and preferences. Early and continuous public involvement brings diverse viewpoints and values into the decision-making process. This process enables agencies to make better informed decisions through collaborative efforts and builds mutual understanding and trust between the agencies and the public they serve. Successful public participation is a continuous process, consisting of a series of activities and actions to both inform the public and stakeholders and to obtain input from them which influence decisions that affect their lives.

The public, in any one area or jurisdiction, may hold a diverse array of views and concerns on issues pertaining to their own specific transportation needs. Conducting meaningful public participation involves seeking public input at specific and key points in the decision-making process issues where such input has a real potential to help shape the final decision or set of actions.

Public participation activities provide more value when they are open, relevant, timely, and appropriate for the intended goal of the public involvement process. Providing a balanced approach with representation of all stakeholders and including measures to seek out and consider the needs of all stakeholders, especially those that are traditionally underserved by past and current transportation programs, facilities, or services.

To assist those who would like to improve public participation processes and strategies, this site provides links to relevant information and exemplary case studies and examples.

Information for the Public on Transportation Decision Making

Have you ever wondered how decisions are made about transportation projects that affect your life? How do government officials decide where to put a bus stop, road, or bridge? How are these and other transportation projects planned? And how can you make sure your opinions are heard and considered by the planners, road designers, elected officials, and other citizens? The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) wrote a guide to give you the answers to these and other transportation-related questions.

www.fhwa.dot.gov/planning/public_involvement/
https://www.fhwa.dot.gov/planning/public_involvement/vpi/
New Transportation Planning Capacity Building Website

https://www.planning.dot.gov/planning/topic_PI.aspx
Resources and Research
Foundational EJ Resource

- History and explanation of EJ and its relationship to Title VI of the Civil Rights Act of 1964
- Definitions
- Strategies for incorporating EJ principles throughout various phases of transportation decision making.
- Information on how FHWA complies with the requirements of Executive Order 12898
Resource for Practitioners in Rural Areas

- Step 1: What’s the general context behind your need for low-income community engagement?
- Step 2: What preliminary expectations does the planner hold about the input being sought from low-income community stakeholders?
- Step 3: What low-income community has a stake in the subject of this engagement?
- Step 4: What information does the planning agency already possess about the identified low-income community?
- Step 5: What institutions, organizations, formal and informal social networks, etc., are active within the low-income community being considered?
- Step 6: What strategies seem most viable for the transportation planner to use these identified intermediary groups or networks to get community stakeholder input?
- Step 7: What are identified as the transportation-related benefits and risks - both real and imagined - among the low-income community?
- Step 8: How will the low-income community and its stakeholders know that their views were heard?
Community Impact Assessment (CIA) Reference Guide Update

- New CIA Resources
- Best Practice Examples
- Updated Assessment Techniques/Strategies
- Effective Public Involvement

https://www.fhwa.dot.gov/livability/cia/
EJ Analysis in Transportation Planning and Programming

1. Providing Opportunities for Meaningful Public Involvement
2. Identifying EJ Populations
3. Understanding EJ Needs and Concerns
4. Assessing Benefits and Burdens of Plans and Programs
5. Assessing Whether Adverse Effects Are Disproportionately High
6. Deploying Strategies to Address Disproportionately High and Adverse Effects (Imbalances and Needs)
7. Best Practices
Overarching Best Practices

• Integrating EJ Analyses with Plans and Programs
  ▪ Approaches for Integrating EJ Analyses at the Statewide Scale

• Using EJ Analyses to Support Collaborative Decision-making
  ▪ Planning and Environmental Linkages (PEL)
  ▪ Community Impact Assessment
  ▪ Context Sensitive Solutions and Design (CSS/D)
Addressing Changing Demographics in EJ Analysis

I. Context, Goals and Objectives

II. Changing Demographics: Trends and Forecasts

III. State of the Practice & Notable Practices

IV. Key Takeaways

V. Notable Practice Example Case Studies
   1. Mid-Ohio Regional Planning Commission
   2. Metropolitan Transportation Commission
   3. Atlanta Regional Commission
   4. Florida Department of Transportation
   5. Metro (Portland, OR)
Context and Research Questions

Context

• Many cities and regions are becoming majority-minority.
• Real estate market pressures are inducing intra-metropolitan shifts of low-income and minority populations.
• Substantial relative growth of minority populations in small urban and rural areas from 1990 - 2010.

Overarching Research Questions

• How does the nature of demographic change vary across geographies?
• What is the state of the practice in conducting EJ analysis in communities undergoing rapid demographic change?
• What are best practices for considering changing demographics when conducting an EJ analysis and engaging affected populations across the spectrum of transportation decision-making?
Gathering data directly from communities improves understanding of community change dynamics.

Many agencies are:

- Using online tools, such as websites and social media, to communicate with the public.
- Engaging in regular evaluations and adjustments of their engagement processes.
- Partnering with community organizations to obtain a better sense of community needs, communicate decision-making issues to the community, and gather information from the community.
- Establishing advisory committees to solicit citizen feedback.
Questions to Consider When Implementing Environmental Justice

Local Trends

• Is your community addressing the issue of demographic change when engaging the public?
• Is your community aware of demographic changes to date that may have already shifted community composition?
• Do recent trends suggest the community is likely to shift over the lifecycle of a transportation action?

Impacts of Planned Investments

• Is your community considering how planned investments could result in local demographic change?
• Has your community developed a process to evaluate impacts of investments on neighborhood change?
• Do investments address the needs of EJ populations and are there scenarios considering community change?
## MPO and State DOT Notable Practices:

<table>
<thead>
<tr>
<th>State or MPO</th>
<th>Notable Practice</th>
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<tbody>
<tr>
<td>Bend MPO (Oregon)</td>
<td>Joint funding and outreach effort with City of Bend to improve engagement with the area’s growing Hispanic communities</td>
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<td>Georgia DOT</td>
<td>Convenes a citizens committee that provides input and feedback beyond the scope and duration of an individual project</td>
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<td>Greater Dalton MPO</td>
<td>Used Spanish-language media as an avenue for their outreach and “four-factor analysis”</td>
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<td>Houston-Galveston Area Council</td>
<td>Surveyed underserved households to better understand their transportation system priorities</td>
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<td>Kentucky Transportation Cabinet</td>
<td>Community impact assessment of a planned investment led to acquisition of affordable rental units</td>
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<td>Little Rock MPO</td>
<td>Connects with local Spanish-speaking communities and accounts for how that feedback is used in decision-making</td>
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<td>Memphis MPO</td>
<td>Encouraged participation through bus ads, YouTube videos featuring local mayors and partnership with local libraries</td>
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<td>Nevada DOT</td>
<td>Presents at meetings of stakeholder communities rather than asking these groups to attend separate meetings</td>
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<td>San Diego Association of Governments</td>
<td>Uses a shift-share approach to forecast growth at the census tract scale using a variety of inputs</td>
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<td>Southern California Assn. of Governments</td>
<td>Public workshops feature computer models that visualize possible policy impacts at the parcel level</td>
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</table>
New case studies!

- Innovative strategies to meaningfully involve underserved populations in transportation decision making

- Approaches and notable practices for addressing challenges and barriers to engaging the following population groups:
  - Minority
  - Low-income
  - LEP
  - Rural
Training Resources
CTPP Training Resources

Training (Census Transportation Planning Products (CTPP))

- CTPP Applications E-learning Module [http://ctpp.training.transportation.org/](http://ctpp.training.transportation.org/)
- Basic Transportation Analysis on CTPP web-based software (Tutorial videos): [https://ctpp.transportation.org/training-resources/tutorial-videos/](https://ctpp.transportation.org/training-resources/tutorial-videos/)
- Census Transportation Data In-Person Training
NHI Training Resources

Environmental Justice and Public Involvement

• Fundamentals of EJ, WBT (Course #142074)

• EJ Analysis, Instructor-led (Course #142075)

• Basics of Public Involvement in Transportation Decision Making, WBT (Course #142077)

Under Development
• Title VI Analysis, ILT

www.nhi.fhwa.dot.gov
Additional Courses and Technical Assistance

FHWA Resource Center
www.fhwa.dot.gov/resourcecenter

FTA/NTI EJ Courses
http://www.ntionline.com/courses/
EJ Analysis in Practice
EJ Analysis Approach – South Central Pennsylvania MPOs

- Identify EJ Populations
- Assess Conditions and Identify Needs
- Include Demographic Questions in Transportation Surveys
- Develop Program (TIP, LRTP)
- Evaluate Benefits and Burdens
- Identify and Address Disproportionately High and Adverse Impacts
### EJ Analysis Approach – South Central Pennsylvania MPOs

**Table 1: Unified Guide Recommended Practices and Activities**

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<td>Profile of low-income and minority populations</td>
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<td>Gradient and dot density maps of low-income and minority populations</td>
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<td>Travel distance/direction to work for low-wage workers</td>
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<td>Demographic questions in transportation surveys</td>
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<td>Include demographic questions in transportation needs surveys</td>
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<td>Include demographic questions in travel surveys</td>
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<td>Chart of distribution of pedestrian and bicycle crashes</td>
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<td>Assess service frequency</td>
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<td>Assess transit performance and access to destinations</td>
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<td>Chart of distribution of non-motorized infrastructure</td>
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**Evaluate Benefits and Burdens of Program**

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<td>Assess impacts of plans and programs on number of destination accessible and travel times</td>
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<td>Assess regional access as a current condition using OpenTripPlanner</td>
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**Identify and Address Disproportionately High and Adverse Impacts**

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<td>Establish regional vision and goals that address EJ</td>
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<td>Include EJ project selection criteria in performance matrix</td>
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<td>Collect project information through open-ended questions</td>
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<td>Include EJ representatives on committees</td>
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<td>Encourage nominating organizations to consider diversity</td>
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<td>Include application questions on demographics and/or experience representing interests of EJ populations</td>
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<td>Conduct neighborhood needs assessments</td>
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<td>Community mapping and surveys</td>
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<td>Recommend beneficial projects</td>
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<td>Develop programs, projects, and partnerships</td>
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<td>Funding process guidance</td>
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<td>Support community-based transportation needs studies and initiatives</td>
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<td>Establish EJ-dedicated funding program</td>
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For More Information

- Environmental Justice
  http://www.fhwa.dot.gov/environment/environmental_justice

- FHWA Public Involvement (Transportation Planning)
  https://www.fhwa.dot.gov/planning/public_involvement/

- NEPA and Transportation Decision Making; Public Involvement and its Role in Project Development
  https://www.environment.fhwa.dot.gov/projdev/tdmpi_p_d.asp

- Transportation Planning Capacity Building – Public Involvement Case Studies
  https://www.planning.dot.gov/focus_caseStudies.aspx

- Resource Center
  https://www.fhwa.dot.gov/resourcecenter/teams/environment/
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AMPO Recap Webinar
EJ Analysis Strategies
Peer Exchange

Gloria J Jeff, AICP
Chair, TRB Committee on Environmental Justice and Transportation
December 4, 2019
Overview

• Facilitated Roundtable discussion
• Key takeaways
Facilitated Roundtable Discussions

• Key questions –
  • Current Practices, Challenges and Opportunities and
  • Potential Actions and Best Practices

• Approach was to have discussion tables address one of the elements of EJ analysis
Key Takeaways

• Critical Importance of Meaningful Public Involvement
  • Not only identify but understanding needs and concerns
  • Changing

• Quantitative and Qualitative methods for identify Environmental Justice populations

• Understanding the capacity of the Metropolitan Planning Organizations and state Departments of Transportation

• Success is not “checked box”

• New resources provided by Federal Highway Administration
Upcoming Events

• TRB Committee on Environmental Justice and Transportation
  • 2020 Annual Meeting sessions and committee meeting

• Joint Subcommittee on Transportation Equity
  • Curated Track during the 2020 Annual Meeting on Transportation Equity –
    • Highlights research – quantitative and qualitative
  • Workshop – January 16, 2020
  • 2020 Mid Year Meeting
Thank You

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Transportation Planning Equity Assessment
Equity Assessment Origins

• Any agency that receives federal funds must adhere to Title VI requirements (and other federal non-discrimination authorities)
• Equity assessments have historically been used by the MPO but not standardized
• Goal was to create a process above and beyond standard requirements

How can we do more?
How can the process be standardized?
Process guided by Working Group of MPO staff
Equity Areas

- Equity “tool” output is the **equity area map**
- **Is not** intended to be a definitive identifier of EJ/Title VI populations
- **Is** intended to be used as a guide
- Provides a consistent way to analyze demographic data

**Calculates composite “equity” score**

**Flexible geography**
Equity Assessment Overview

So we’ve identified equity areas... now what?

Three scalable assessment levels

- Project Investment
- Project Development
- Project/ System Concept

It starts with.... Commitment 2045 (Metropolitan Transportation Plan)
Equity Assessment (Project Development & Investment Levels)

PROJECT IDENTIFICATION & PRIORITIZATION

Complete Streets & Localized Initiatives Program
Complete Streets Master Plan (next update)
Mobility Hub Program

MONITORING

Transportation Improvement Program (TIP)

Project Development
Project Investment
Equity Assessment Resources

Broward MPO Webpage “Resources” tab

- Downloadable equity “tool” template
- Methodology report
- Interactive map—equity scores & data by block group
- Information kit for partner agencies
Thank You

- Next Steps