

## Environmental Justice Analysis Strategies AASHTO/AMPO Peer Exchange Recap Webinar December 4, 2019 at 2PM ET

# 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

 Print

### 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.

[View Overview](#)

### 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 \(June 14, 2012\)](#)

[Topic Home](#)

[Overview](#)

[Recent Developments](#)

[Key Resources](#)

[Case Studies](#)

### Featured Case Study



The Ohio DOT is using public engagement methods to help reduce impacts on low-income and minority residents from a project in Cleveland.

[Read Case Study >](#)

Photo: Ohio DOT

[View All Case Studies for this Topic >](#)

**Make the latest ENVIRONMENTAL JUSTICE news come to you.**

# EJ CoP Survey

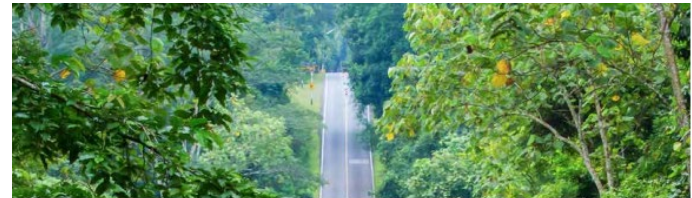
- Survey conducted in Spring 2019
- Survey questions focused on the frequency of trainings, information, resource gaps, emerging and innovative issues, and members' familiarity with existing resources
- The results of the survey were shared during a webinar and used to develop a path forward to address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

# EJ CoP Survey

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

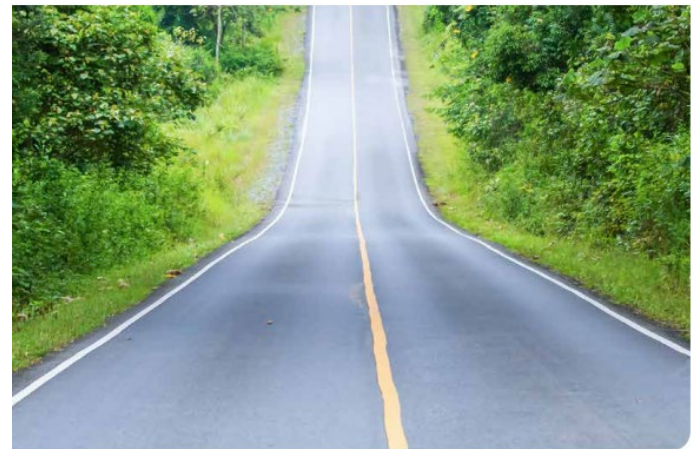
# EJ Roadmap

- 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



## PRACTITIONERS PEER EXCHANGE ENVIRONMENTAL JUSTICE ROADMAP

The Center for Environmental Excellence  
by 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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# **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)
- USDOT EJ Strategy (1995/2012/2016)
- FHWA EJ Order 6640.23A (1998/2012)
- FHWA Guidance on EJ and NEPA (2011)

U.S. Department of Transportation Federal Highway Administration		
<b>Order</b> Subject: FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations		
Classification Code 6640.23A	Date	OPI HEP
Par:		
1. What is the purpose of this directive? 2. Does this directive cancel an existing FHWA directive? 3. What authorities govern this directive? 4. What is the scope of this directive? 5. What definitions are used in this directive? 6. What is the FHWA's policy concerning Environmental Justice? 7. How are Environmental Justice Principles integrated into existing operations? 8. What are the FHWA's responsibilities? 9. Where can I obtain additional guidance?		
1. What is the purpose of this directive? This FHWA directive establishes policies and procedures for the Federal Highway Administration (FHWA) to use in complying with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (EO 12898), dated February 11, 1994.		
2. Does this directive cancel an existing FHWA directive? Yes. This directive cancels FHWA Order 6640.23 FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, dated December 4, 1995.		
3. What authorities govern this directive? a. Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (EO 12898), issued February 11, 1994. EO 12898 requires Federal agencies to achieve environmental justice by		

U.S. Department of Transportation Federal Highway Administration	
<b>Memorandum</b> SUBJECT: Guidance on Environmental Justice and NEPA FROM: <i>John M. DeAngelis</i> John M. DeAngelis Associate Administrator for Planning, Environment, and Policy TO: Director of Field Services District Administrators Federal Lands Highway Division Engineers	
Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations (EO), was signed by President Clinton on February 11, 1994. The Executive Order (EO) and accompanying Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations (EO 12898), issued February 11, 1994, directs Federal agencies to take the appropriate steps to identify and address environmental justice issues in the development and implementation of Federal programs affecting human health and the environment, and provides meaningful opportunities for access to public information and for public participation in matters relating to minority and low-income communities and their environment.	
The EO directed all Federal departments and Federal agencies to take the appropriate steps to identify and address environmental justice issues in the development and implementation of Federal programs affecting human health and the environment, and provides meaningful opportunities for access to public information and for public participation in matters relating to minority and low-income communities and their environment.	
One example of how to briefly describe the EO in your environmental document: Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by the President on February 11, 1994 directs Federal agencies to take the appropriate and necessary steps to identify and address environmental justice issues and adverse effects of Federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.	
• DOT's Final EJ Strategy was published in the June 25, 1998 Federal Register, Vol. 63 No. 125, Revised August 4, 2007. • DOT's EJ Order was published in the July 15, 1997 Federal Register, Vol. 62, No. 125. • FHWA's EJ Order 6640.23, was signed by the Administrator on December 2, 1995.	
The guidance advises FHWA offices on the process to address EJ during the NEPA review, including documentation requirements. It supplements the FHWA Technical Advisory 6640.23A, which provides guidance for documenting the potential social, economic, and environmental impacts considered in the evaluation and implementation of highway projects. The following information supplements existing guidance in compliance with the provisions of E.O. 12898 and provides additional information on minority and low-income populations to support NEPA documents, and normally will be found under the social and economic discussion sections. This guidance applies to all NEPA classes of action, as appropriate.	
EJ evaluations should briefly describe the Executive Order 12898. (See examples in text). That description should be followed by the information described below.	

# 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

 U.S. Department of Transportation  
Federal Highway Administration

AboutProgramsResourcesBriefing RoomContactSearch FHWA



Office of Planning, Environment, & Realty (HEP)

PlanningEnvironmentReal Estate

HEPEventsGuidancePublicationsGlossaryAwardsContacts

## Environmental Justice

History

Legislation

EJ, Title VI, & Equity

EJ at DOT

EJ at FHWA

Case Studies

Training

Resources

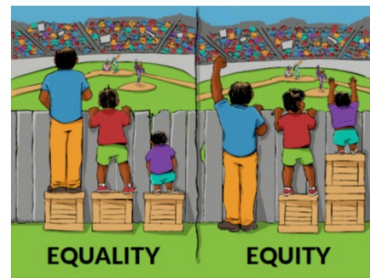
Key References

FHWA → Environment → Environmental Justice

### 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/](http://www.fhwa.dot.gov/environment/environmental_justice/)



# Public Involvement/Public Participation

## Public Involvement

- Authorizing Legislation
- Statute, Regulation and Executive Orders
- Case Studies
- Project Development
- Virtual Public Involvement
- Publications
- Reference Tool
- Related Links
- Other Resources
- Archive

**Contacts**

For more information, please contact:

- Jody McCullough
- Scott Allen

FHWA → Planning

## 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.

**Recent Items**

- Updated: [Extending our Reach Video Series and Webinars](#) (6/28/19)
- [Technical Assistance Opportunities](#) (5/2/19)

**Related Items**

- [Transportation Planning Capacity Building](#)
  - [Public Engagement](#)
  - [Case Studies](#)
- [FHWA Resource Center Planning Team](#)
- [FHWA Office of Civil Rights](#)

[www.fhwa.dot.gov/planning/public\\_involvement/](http://www.fhwa.dot.gov/planning/public_involvement/)

[https://www.fhwa.dot.gov/planning/public\\_involvement/vpi/](https://www.fhwa.dot.gov/planning/public_involvement/vpi/)



# New Transportation Planning Capacity Building Website

 U.S. Department of Transportation  
Federal Highway Administration / Federal Transit Administration

[About DOT](#) | [Briefing Room](#) | [Our Activities](#)



[Home](#) [Peer Program](#) [Planning Portal](#) [Resource Hub](#) [Connect & Learn](#)

## PLANNING TOPICS

### PUBLIC INVOLVEMENT

[VIEW MORE TOPICS](#)



[What is public participation?](#)



[How does public participation impact the way transportation planners operate?](#)



[What are the federal regulations for public participation?](#)



[What resources are available to learn more about Public Involvement?](#)



[https://www.planning.dot.gov/planning/topic\\_PI.aspx](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

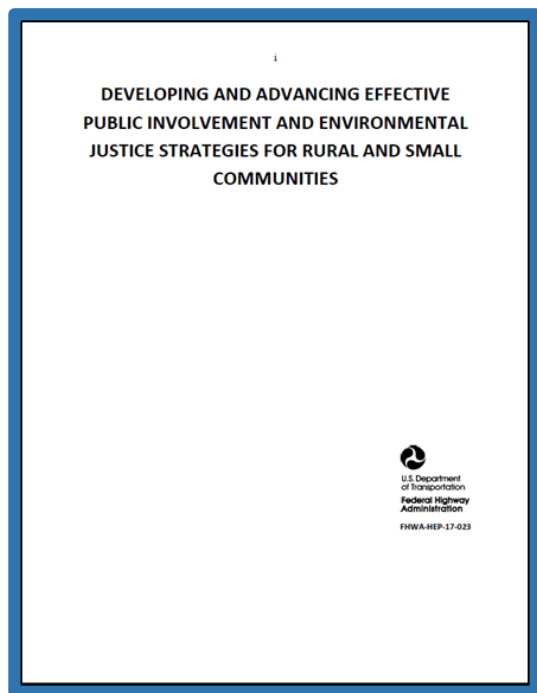
## Federal Highway Administration Environmental Justice Reference Guide

April 1, 2015



U.S. Department of Transportation  
Federal Highway Administration

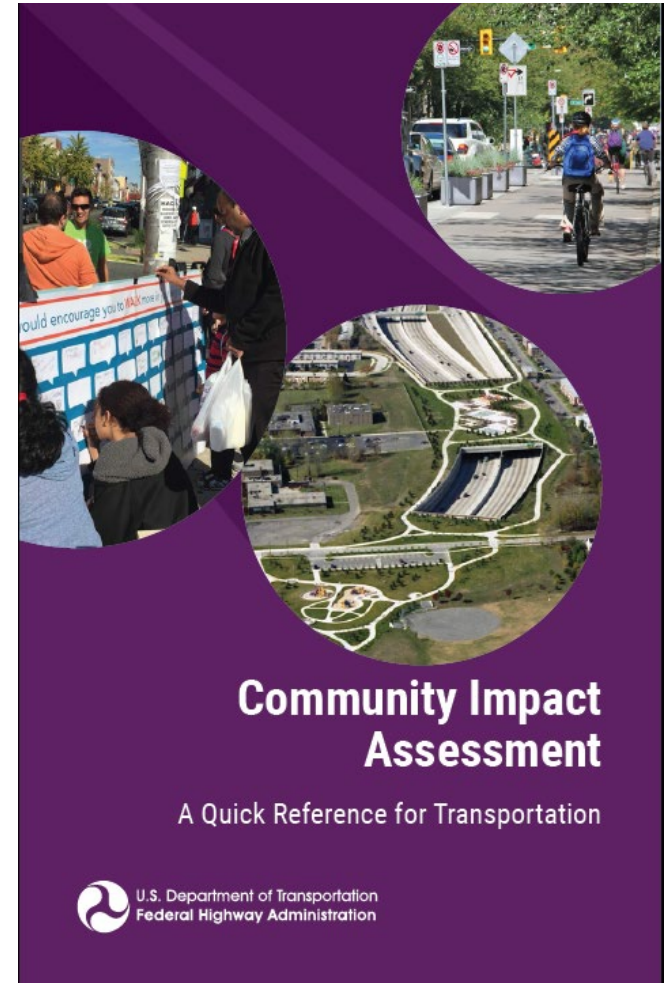
# Resource for Practitioners in Rural Areas



- *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

## Environmental Justice Analysis in Transportation Planning and Programming: State of the Practice



U.S. Department of Transportation  
Federal Highway Administration

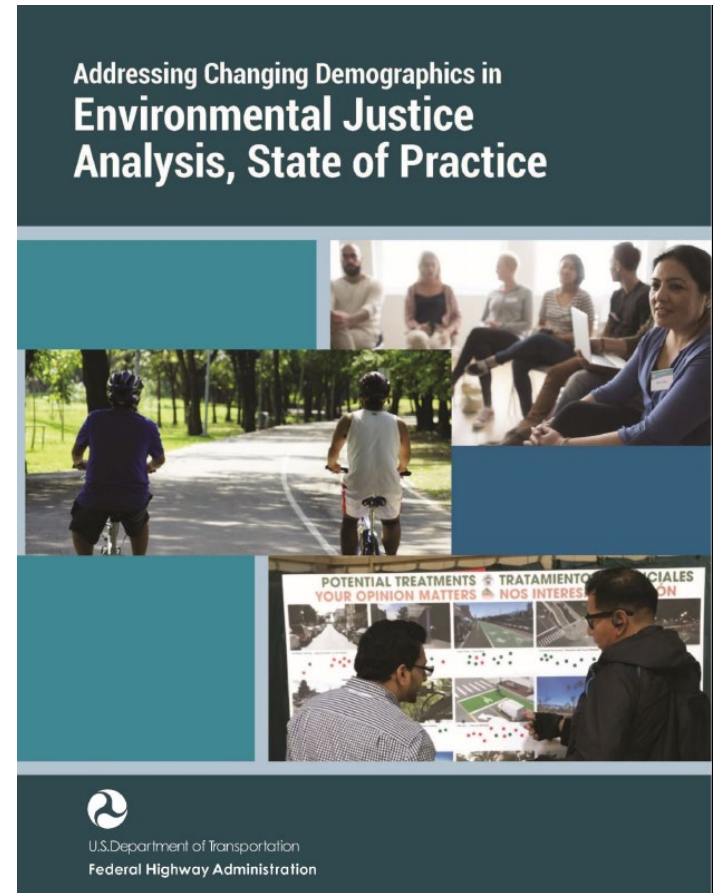
# Overarching Best Practices

- **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?

# State of the Practice Highlight: Engaging EJ Communities

**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:

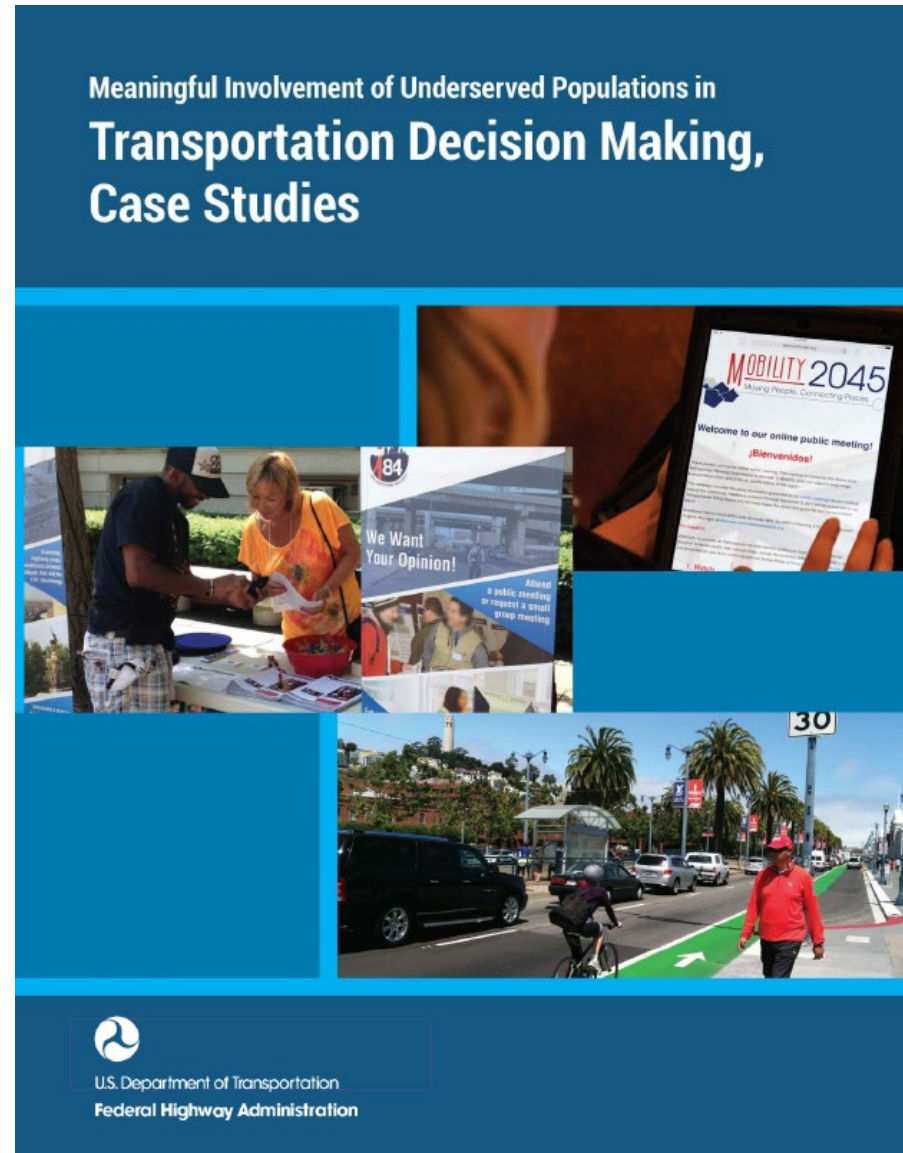
<u>State or MPO</u>	<u>Notable Practice</u>
<b>Bend MPO (Oregon)</b>	Joint funding and outreach effort with City of Bend to improve engagement with the area's growing Hispanic communities
<b>Georgia DOT</b>	Convenes a citizens committee that provides input and feedback beyond the scope and duration of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



# Under Development

## 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/>
- Basic Transportation Analysis on CTPP web-based software (Tutorial videos): <https://ctpp.transportation.org/training-resources/tutorial-videos/>
- Census Transportation Data In-Person Training




May 2019

## CTPP Status Report



U.S. Department of Transportation  
Federal Highway Administration  
AASHTO Standing Committee on Planning



AASHTO  
The Voice of Transportation  
TRB Census Subcommittee  
Bureau of Transportation Statistics  
Federal Transit Administration

### Census Transportation Planning Products (CTPP) Highlights

Penelope Weinberger, AASHTO,  
[pweinberger@aaashito.org](mailto:pweinberger@aaashito.org)  
CTPP data are released!

The 2012 to 2016 CTPP five-year small area data product has been delivered, developed, and disseminated. To access the new data, go to: <https://ctpp.transportation.org/2012-2016-5-year-ctpp/>

The Oversight Board, headed by Jessie Jones of the Arkansas Department of Transportation (DOT), is busy with several activities covering research, training, and outreach to support the new CTPP data set.

The CTPP Ongoing Technical Service Program has issued a solicitation to State DOTs for a \$5.6 million five-year funding package to cover 2020 to 2024. The solicitation was mailed on October 10, 2018, with a request for a contact, commitment, and payment by the end of this fiscal year (July 2019). The CTPP asks the States for funding in advance of data delivery because the Census Bureau requires advance payment. Out of the 51 State DOTs, 27 have committed to the program, and 17 States have paid part or in full as of April 12, 2019. As in previous solicitations, the assessment is population based, can be paid with SP&R funds, and the requirement for local match has been waived by Federal Highway Administration. Please reach out to your State DOT and ask them to support this valuable effort. All previous solicitations

had nearly full participation for the 50 States and District of Columbia, and we anticipate the same participation for this one.

### CTPP Data Access Software is New and Improved!


Penelope Weinberger, AASHTO,  
[pweinberger@aaashito.org](mailto:pweinberger@aaashito.org)

AASHTO released the 2010-2016 CTPP on April 2, 2019, with more data mapping features. The United States Census Bureau delivered the special tabulation of five-year small area data to AASHTO in December 2018. The dataset consists of the following tables and data for over 325,000 geographies:

- 114 residence-based tables.
- 56 workplace-based tables.
- 24 flow table for home to work.

Demographic characteristics include in each of these tables age, race, sex, earnings, income, employment status, industry, occupation, household size, vehicle availability, and a host of others; not the least of which is means of transportation to work!

The data are derived from two American Community Survey (ACS) microdata record sets based on the 2012-2016 ACS. One set is the original microdata: all tables derived from this set are designated A. The other set is a disclosure proofed microdata set; all tables derived from this set are designated B. That is to say, the first letter in the table



## CENSUS TRANSPORTATION PLANNING PRODUCTS PROGRAM TRAINING

### Census Transportation Planning Products

CTPP Training is chiefly aimed at data users at MPOs and States. It is appropriate for consultants and students as well. This training is designed for anyone who works on long-range planning, congestion management, travel forecasting, air quality analysis, demographics, and GIS.

CTPP training sessions are typically one and half days of hands-on work in a computer based setting. Participants will engage in discussion, practice analytical skills through exercises, learn to navigate the CTPP software, and leave with a better understanding of what transportation data are available and what are the avoidable pitfalls to using them.

#### Subjects Covered

- **Understanding and Dealing with Data Issues**
  - In-depth, ongoing discussion optimally resulting in better, smarter data users
- **Transportation Data and How to Get It**
  - CTPP, ACS, JTW—What do these acronyms mean? What agencies collect and produce these data? How accurate, current, reliable are they?
- **What Kind of Data is Collected and Where is It?**
  - Commutes, Tours, Modes, Websites, Search engines, Hard Files—What's out there, how is it found, how is it acquired?
- **Census and CTPP Geography, Understanding It, Using It**
  - Custom geography for planning applications
- **CTPP Data Access Software**
  - A hands-on, follow-along, in depth, tutorial: Attendees will create a profile of an area using many features of the CTPP Data Access Software

Each class is customized for the locality and participants will receive invaluable access to information and resources that they will use again and again. The training is interesting, informative, vital and entertaining.

#### To Host CTPP Training in Your Area

Thank you for your interest in hosting CTPP training. Although the training is free to attend, it is both resource and materials heavy and best suited for practitioners who will be using, or who are involved in analyses that use the Census data. We put a lot of effort into developing training and we want you and your attendees to get the most out of it. If you feel you can meet the requirements below, we will happily evaluate your training request and work on finding a mutually agreeable date. We require approximately three months lead time.

#### Host Requirements:


- 20 to 40 qualified attendees
- We require that attendees complete the e-learning modules at: <http://ctpp.training.transportation.org/> before attending the in-person class. Completion of the modules will enhance the attendees' learning experience and allow the instructors to cover the material more in-depth.
- Broad advertising or notification to your region. We like to have attendees from many different types of agencies. CTPP training is public, and we have limited resources to cover the nation; we rely on you to effectively get the word out that training is available in your area.
- A computer lab is ideal, and computers can be shared, however a space with reliable wireless Internet where attendees bring laptops also works. If you do not have a lab available, please ensure that your attendees bring a laptop that can access the Internet.
- There is no software to upload. We bring handouts and electronic media with the day's materials; the software is online.
- We ask you to provide lunch.

#### Contact:

Penelope Weinberger, AASHTO CTPP Program Manager  
[pweinberger@aaashito.org](mailto:pweinberger@aaashito.org) Phone 202-624-3556

CTPP Training is free for participants and sponsored by the Census Transportation Planning Products Program at AASHTO.

Visit our Website at:  
<http://ctpp.transportation.org>  
By phone: 202-624-3556



# 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



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**Fundamentals of Environmental Justice now offered as a Web-based Training**

**This new 4-hour course can be completed online, from anywhere.**

The U.S. Department of Transportation and its partners are committed to integrating the principles of environmental justice (EJ) and nondiscrimination into all Federal programs and activities. NHI's latest Web-based Training, Fundamentals of Environmental Justice, explains how environmental justice applies to each stage of transportation decision making. In this course, participants are presented with a variety of strategies and resources for considering EJ throughout the transportation decision-making process.

**Register Today** @ [www.nhi.fhwa.dot.gov](http://www.nhi.fhwa.dot.gov)

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**Participants will learn:**

- To describe EJ as it relates to transportation
- Definitions, principles, and benefits related to EJ
- The importance of public involvement in the transportation decision-making process
- EJ considerations in all phases of transportation decision-making, including planning, environmental review, design, right of way, construction, and operations and maintenance.



**Target Audience**

This course was designed for transportation practitioners (from entry to senior level) employed at a range of organizations, including State Departments of Transportation, Metropolitan Planning Organizations, local transportation agencies, and consulting firms.

This training is recommended for data analysts, planners, project-development specialists, environmental specialists, civil rights specialists, consultants, and professionals in other roles that may require knowledge of environmental justice and transportation.

Others who interact with minority and/or low-income communities; provide community services; and elected officials and their representatives may also benefit from this course.

National Highway Institute, Federal Highway Administration  
1310 North Courthouse Road, Suite 300, Arlington, VA 22201

703.235.0500 | 877.558.6873  
[www.nhi.fhwa.dot.gov/ej/ej142074.aspx](http://www.nhi.fhwa.dot.gov/ej/ej142074.aspx)  
[nhienvironmental@dot.gov](mailto:nhienvironmental@dot.gov)

[www.nhi.fhwa.dot.gov](http://www.nhi.fhwa.dot.gov)



# Additional Courses and Technical Assistance

FHWA Resource Center

[www.fhwa.dot.gov/resourcecenter](http://www.fhwa.dot.gov/resourcecenter)



FTA/NTI EJ Courses

<http://www.ntionline.com/courses/>



# EJ Analysis in Practice



# PennDOT Statewide EJ Guidance



**pennsylvania**  
DEPARTMENT OF TRANSPORTATION

*Environmental Justice Moving Forward*

PUB 737 (07-12)

# EJ Analysis Approach – South Central Pennsylvania MPOs

South Central Pennsylvania

**Environmental Justice**

**Unified Process and Methodology Guide**

Volume I

December 2018

- 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

Practice/Activity	● Core: ●● First Enhancement: ●●● Second Enhancement:	Unified Practice Category	Volume I Unified EJ Guide Page Number	Volume II Technical Document Page Number
<b>Identify EJ Populations</b>				
<b>Regional profile</b>				
Profile of low-income and minority populations	●●		10	A-9; F-15
Profile of other potentially disadvantaged populations	●●●		10	A-9; F-15
Cross tabulations of potentially disadvantaged populations	●●●●		10	A-1; F-18
<b>EJ population mapping</b>				
Gradient and dot density maps of low-income and minority populations	●●		16	A-10
Mapping of other potentially disadvantaged populations	●●●		N/A	N/A

<b>Assess Conditions and Identify Needs</b>				
<b>Travel profile</b>				
Means of transportation to work by race/ethnicity and poverty status	●●●			
Travel time to work by race/ethnicity and poverty status	●●●			
Travel distance/direction to work for low-wage workers	●●●			
Job-worker ratio	●●●			
Median commute distance	●●●			
<b>Demographic questions in transportation surveys</b>				
Include demographic questions in transportation needs surveys	●●●			
Include demographic questions in travel surveys	●●●			
<b>Safety conditions</b>				
Chart of distribution of pedestrian and bicycle crashes	●●●			
<b>Fixed route transit access</b>				
Assess access to transit stops	●●●			
Assess service frequency	●●●			
Assess transit performance and access to destinations	●●●			
<b>Pavement condition</b>				
Table of distribution of International Roughness Index (IRI)	●●●			
<b>Bridge condition</b>				
Table of distribution of structurally deficient bridges	●●●			
<b>Access to non-motorized transportation infrastructure</b>				
Comparison of regional EJ and non-EJ populations in proximity to non-motorized	●●●			
Chart of distribution of non-motorized infrastructure	●●●			

Practice/Activity	● Core: ●● First Enhancement: ●●● Second Enhancement:	Unified Practice Category	Volume I Unified EJ Guide Page Number	Volume II Technical Document Page Number
<b>Evaluate Benefits and Burdens of Program</b>				
<b>Project location and investment mapping</b>				
Categorize projects	●●		78	C-1; C-14
Map over demographic layer	●●		78	C-4; C-14
Project distribution and investment mapping	●●		78	C-4; C-14
Complete qualitative narrative	●●		78	C-11; C-14
<b>Regional access and travel time</b>				
Assess impacts of plans and programs on number of destination accessible and travel times	●●●		89	C-17; C-33
Assess regional access as a current condition using Open Trip Planner	●●●●		89	C-21; C-33
<b>Identify and Address Disproportionately High and Adverse Impacts</b>				
<b>Incorporate EJ into regional goals and project selection criteria</b>				
Establish regional vision and goals that address EJ	●●		99	D-1
Include EJ project selection criteria in performance matrix	●●		99	D-5
Collect project information through open-ended questions	●●		99	D-5
<b>Include EJ representatives on committees</b>				
Encourage nominating organizations to consider diversity	●●		101	N/A
Include application questions on demographics and/or experience representing interests of EJ populations	●●●		101	D-10
<b>Conduct neighborhood needs assessments</b>				
Community mapping and surveys	●●●		103	D-11
Neighborhood needs assessment	●●●		103	D-11
Recommend beneficial projects	●●●		103	D-11
<b>Develop programs, projects, and partnerships</b>				
Funding process guidance	●●		107	D-13
Support community-based transportation needs studies and initiatives	●●		107	D-13
Establish EJ-dedicated funding program	●●		107	D-13



# For More Information

- **Environmental Justice**

[http://www.fhwa.dot.gov/environment/environmental\\_justice](http://www.fhwa.dot.gov/environment/environmental_justice)

- **FHWA Public Involvement (Transportation Planning)**

[https://www.fhwa.dot.gov/planning/public\\_involvement/](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](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](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

Gloria J Jeff, AICP

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651-234-7855



# 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

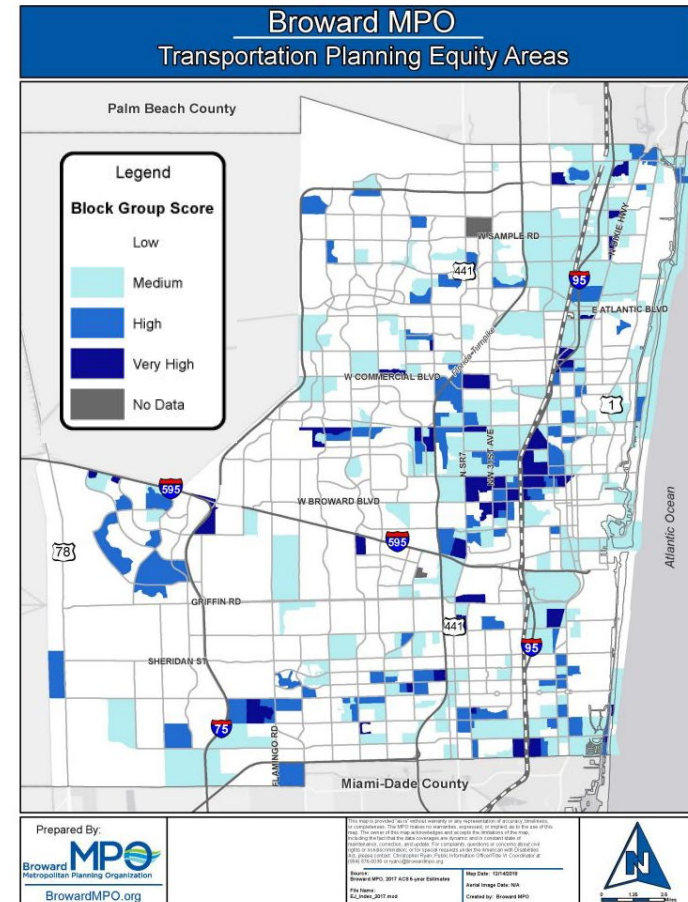
- Equity “tool” output is the equity area map
- Is not intended to be a definitive identifier of EJ/Title VI populations
- Is intended to be used as a guide
- Provides a consistent way to analyze demographic data



Calculates  
composite  
“equity” score



Flexible  
geography



# Equity Assessment Overview

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

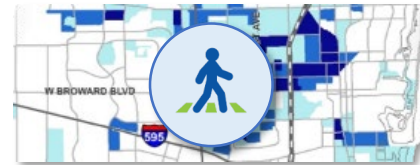
Three scalable assessment levels

It starts with....  
Commitment 2045  
(Metropolitan  
Transportation  
Plan)

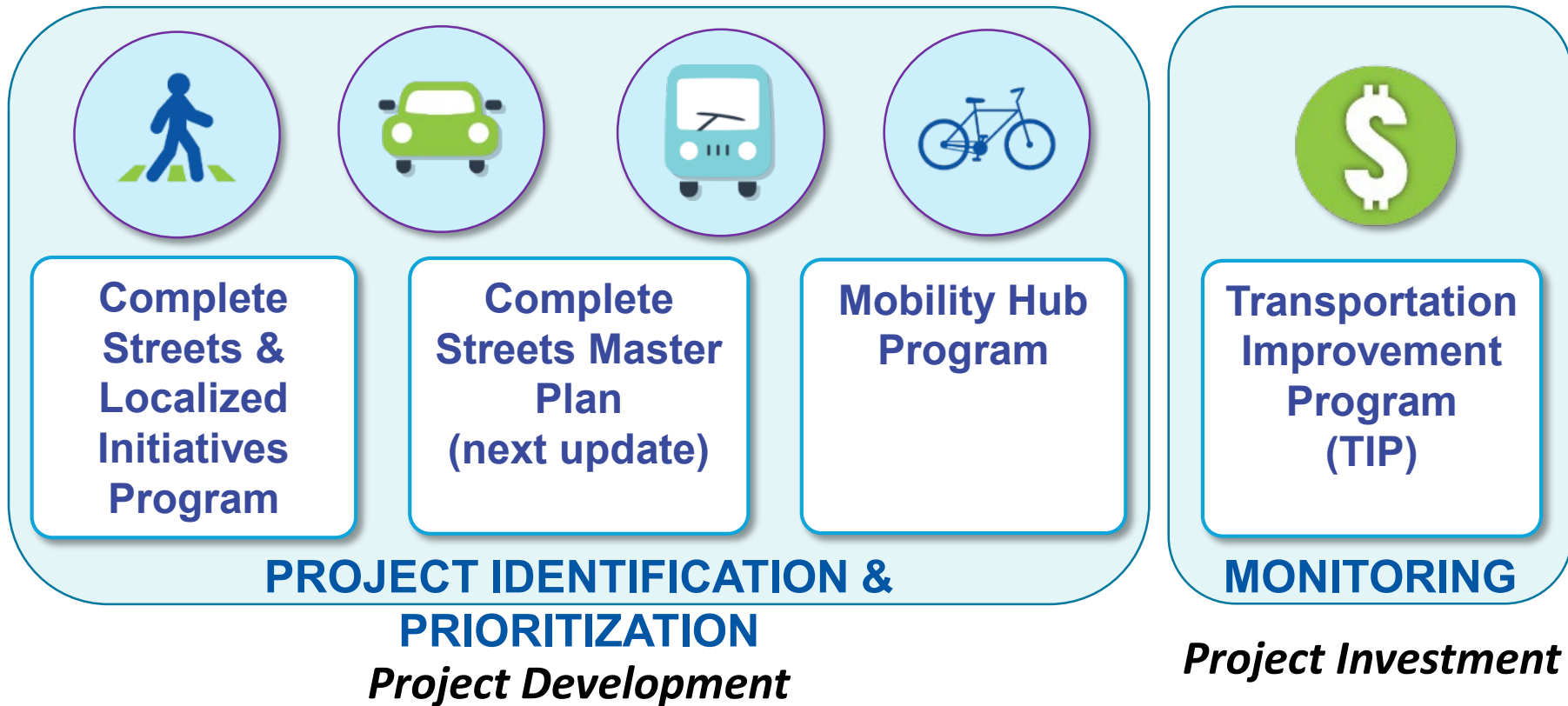
 Project Investment

 Project Development

 Project/  
System  
Concept



# Equity Assessment (Project Development & Investment Levels)



# 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

### INFORMATION KIT



#### Transportation Planning Equity Assessment

##### WHAT IS THE EQUITY ASSESSMENT?

The Broward Metropolitan Planning Organization (Broward MPO) has created a standardized process to identify areas of Broward County where populations protected by Federal non-discrimination authorities live. These areas are referred to as “equity areas.” The Broward MPO is using these equity areas to help evaluate its plans, programs, and projects and to make informed decisions regarding equity in our communities. The goal of equity implementation is to create an approach that is fair, inclusive, and proactive during all phases of the planning process.

##### WHAT IS INCLUDED IN THIS INFORMATION KIT?

This document provides key information to the Broward MPO’s partner agencies and other interested parties concerning the equity assessment and specifically:

- What is equity and why is it important to address in the transportation planning process?
- What are the requirements of Title VI, Environmental Justice, and other Federal non-discrimination authorities?
- How are the equity areas determined and what does the equity area map look like?
- What related resources are available and how can the equity areas be used by the partner agencies?

##### WHAT DOES “EQUITY” MEAN?

In this context, equity seeks to ensure that the benefits and impacts of plans, programs, and projects undertaken by the Broward MPO and its partner agencies are understood and that populations protected under Federal non-discrimination laws and other authorities, including Title VI and Environmental Justice, are not disproportionately burdened during the planning process.

##### What is Title VI?

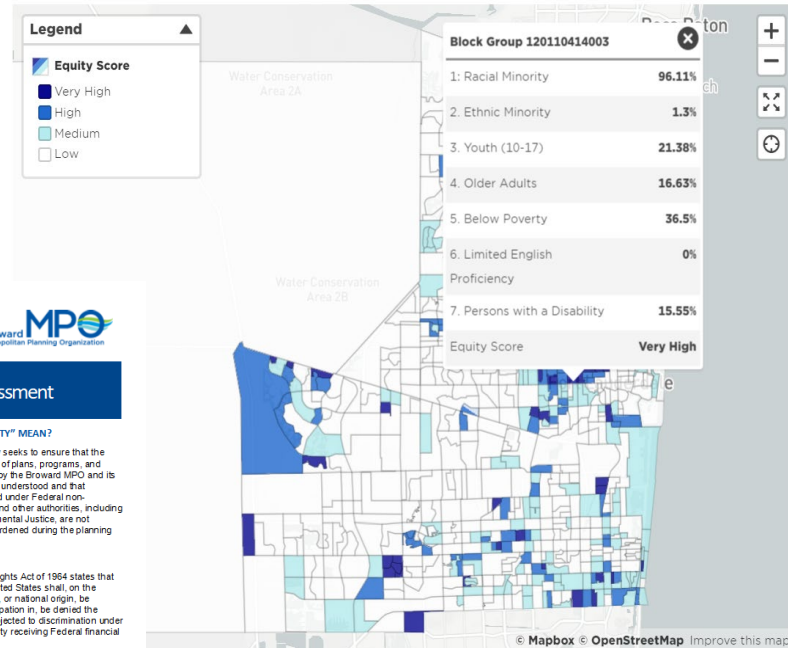
Title VI of the Civil Rights Act of 1964 states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

As a recipient of Federal funds, the Broward MPO is required to prepare a Title VI Program demonstrating compliance. The Broward MPO is also responsible for monitoring any subrecipients to ensure their compliance with Title VI concerning Federal funds received through the Broward MPO. Broward MPO’s Title VI Program triennial update was adopted by the Board on October 12, 2017. The next update will be completed in late 2020.

##### What is Environmental Justice?

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of Federal laws, regulations, and policies.

Move People & Goods | Create Jobs | Strengthen Communities  
BrowardMPO.org



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# Thank You

○ Next Steps

