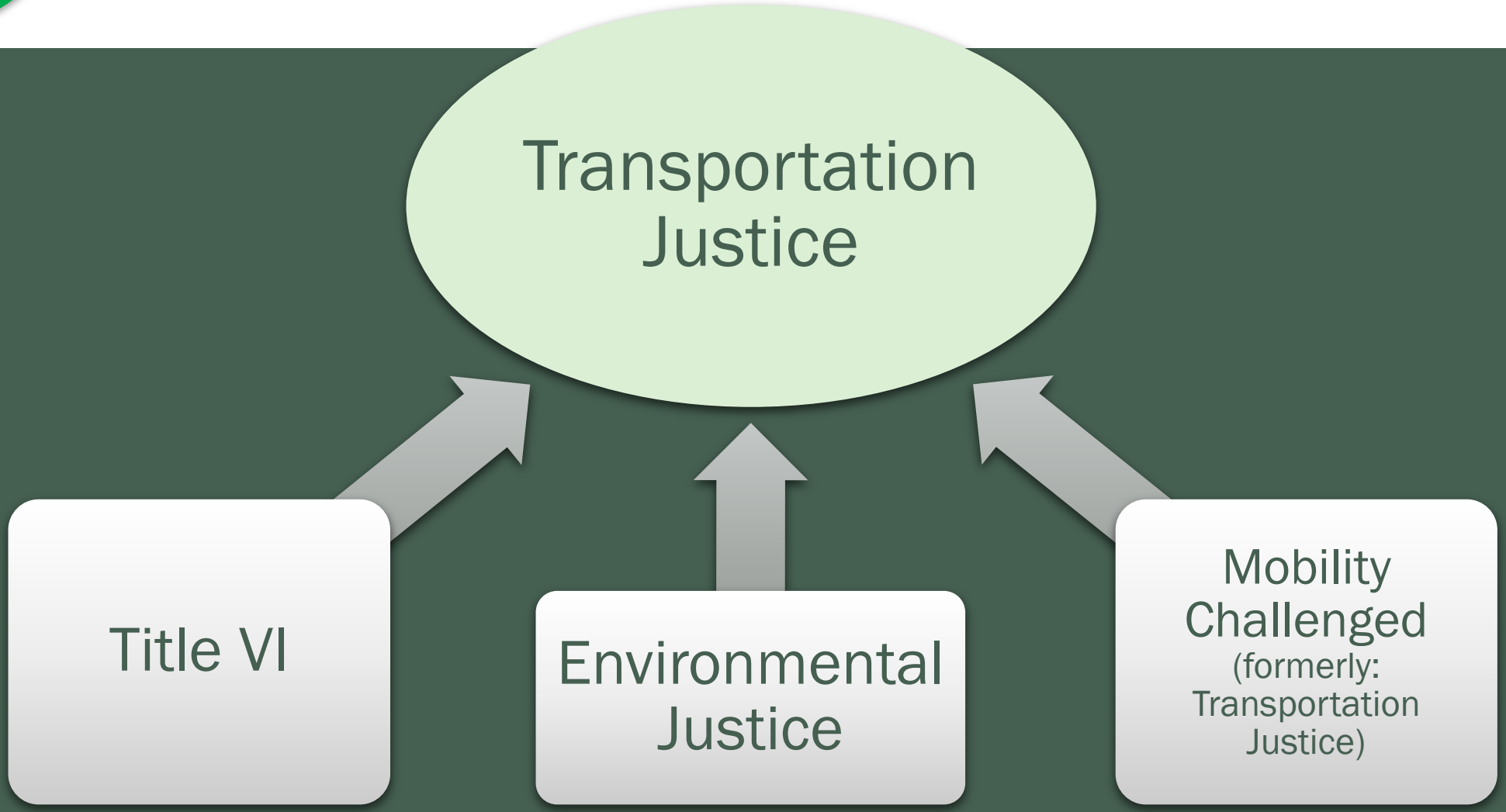
WILMAPCO

2019 Transportation Justice & Title VI Report

Technical Advisory Committee
September 2018

Title VI, EJ, and TJ . . . “Oh my!”

Putting it all together



Transportation Justice & Title VI Report

- Update to 2013 EJ/Title VI Report and 2015 TJ Report
- **Satisfy all requirements** (and hopefully requests, too!)
- **New analyses** -- particularly around multimodal connectivity
- **More streamlined**
  - Less project justification
  - Fewer background statistics
- **Guided by working group**

Transportation Justice & Title VI Report

- Executive Summary
- Background
- **Part 1: Environmental Justice**
  - Introduction, spatial analysis, public participation
  - Title VI Plan Summary – full plan in Appendix
- **Part 2: Mobility Challenged**
  - Introduction, spatial analysis, public participation
- Summary of Recommendations

Public Opinion Survey

Public Opinion Survey

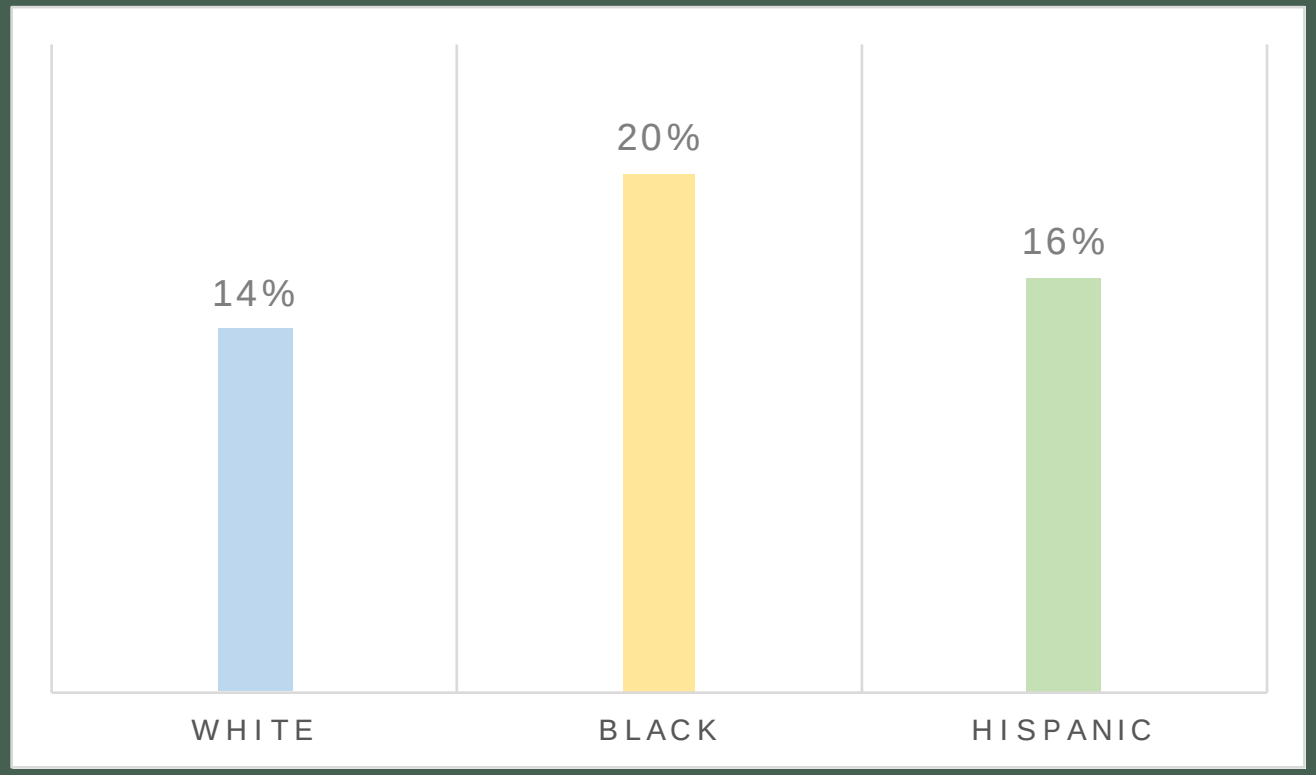
- Telephone survey sample of 600 residents
  - Reflective of population
  - Stronger demographic quotas now in place
- Opinions of transportation system and policy
- Revamped in 2017 for the *2050 Regional Transportation Plan*

Public Opinion Survey

Transportation sometimes keeps me from activities

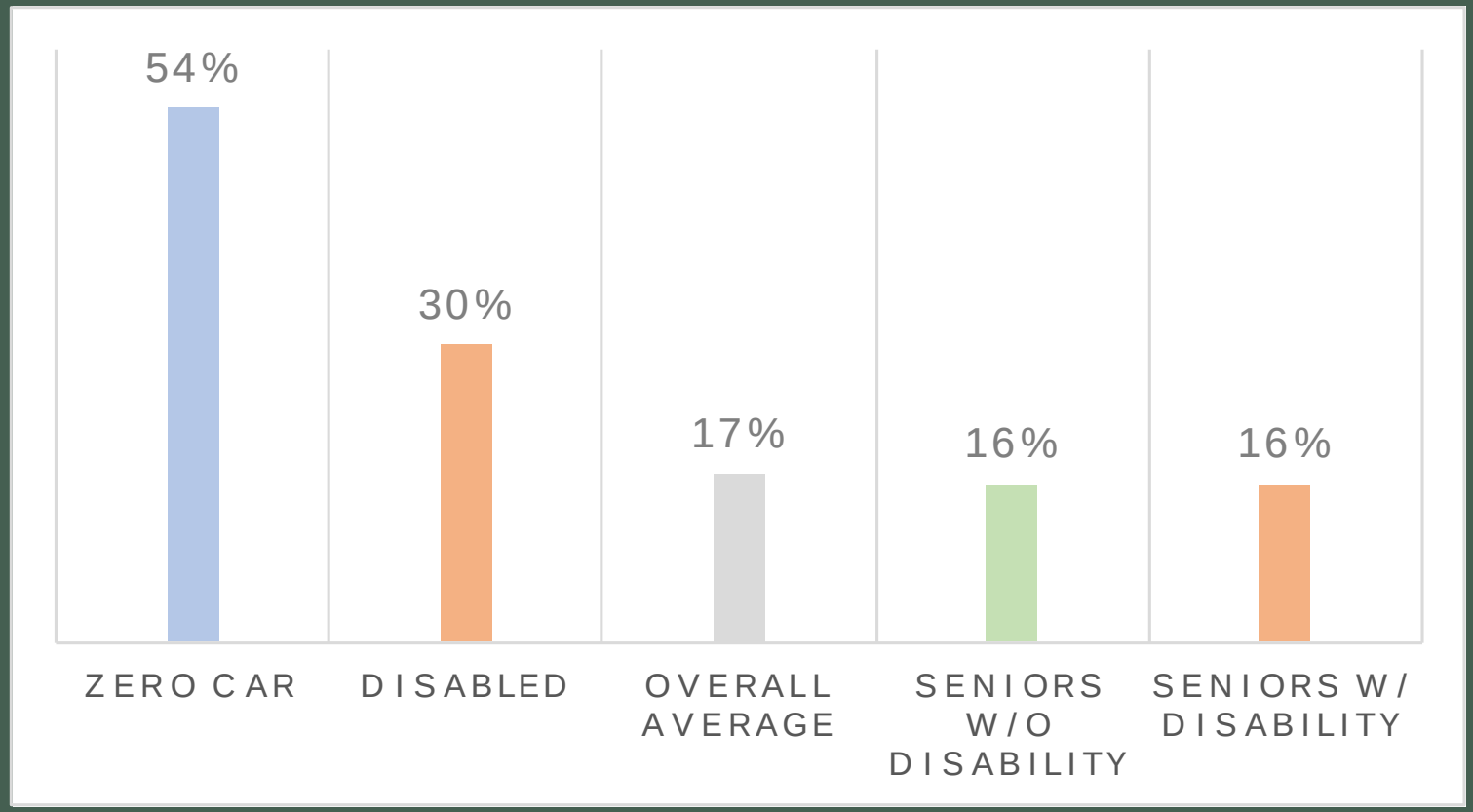
Public Opinion Survey

Transportation sometimes keeps me from activities



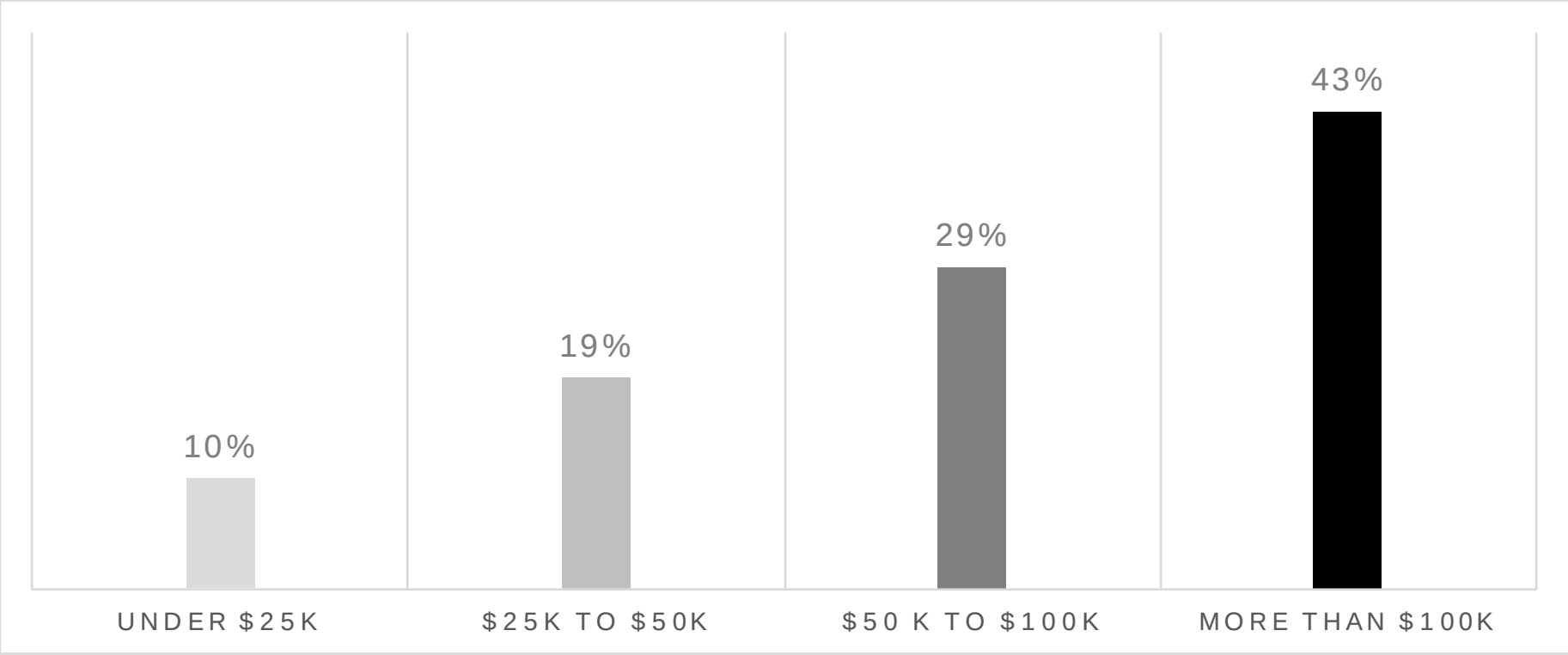
Public Opinion Survey

Transportation sometimes keeps me from activities



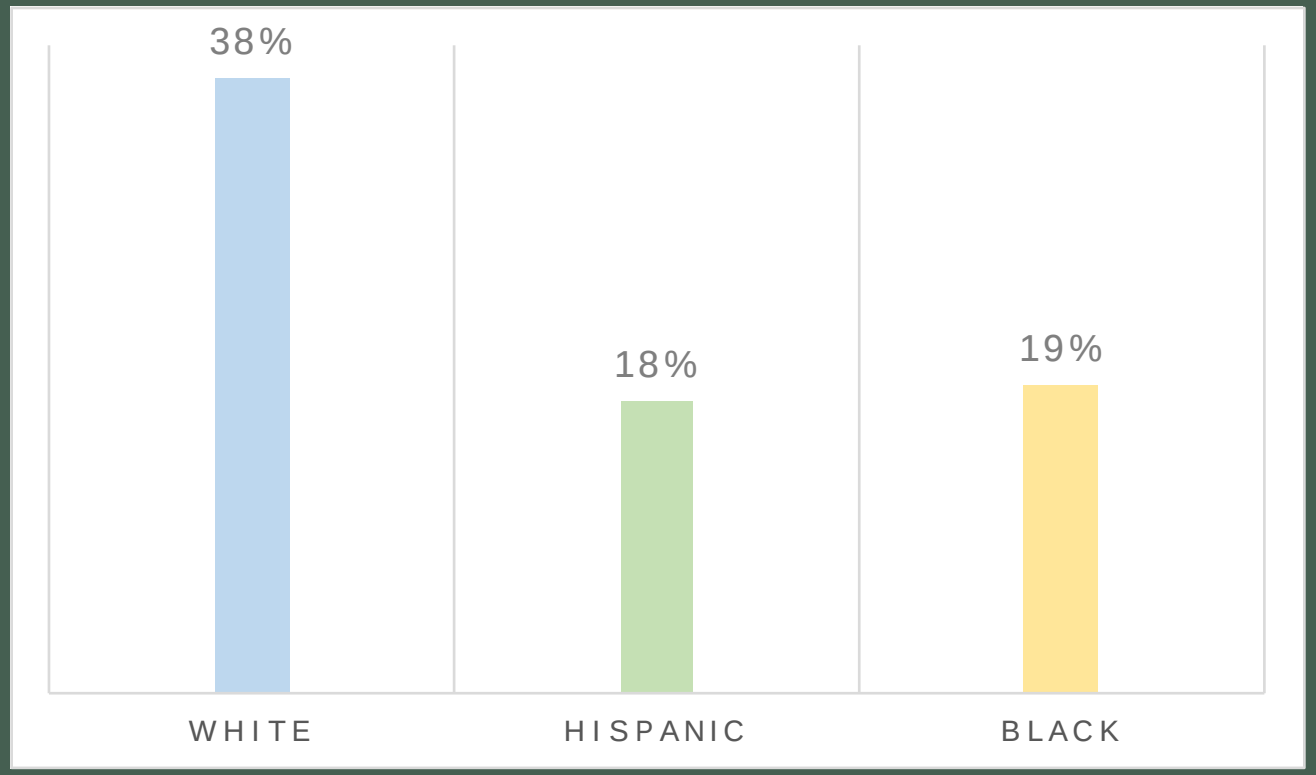
Public Opinion Survey

I have heard of WILMAPCO



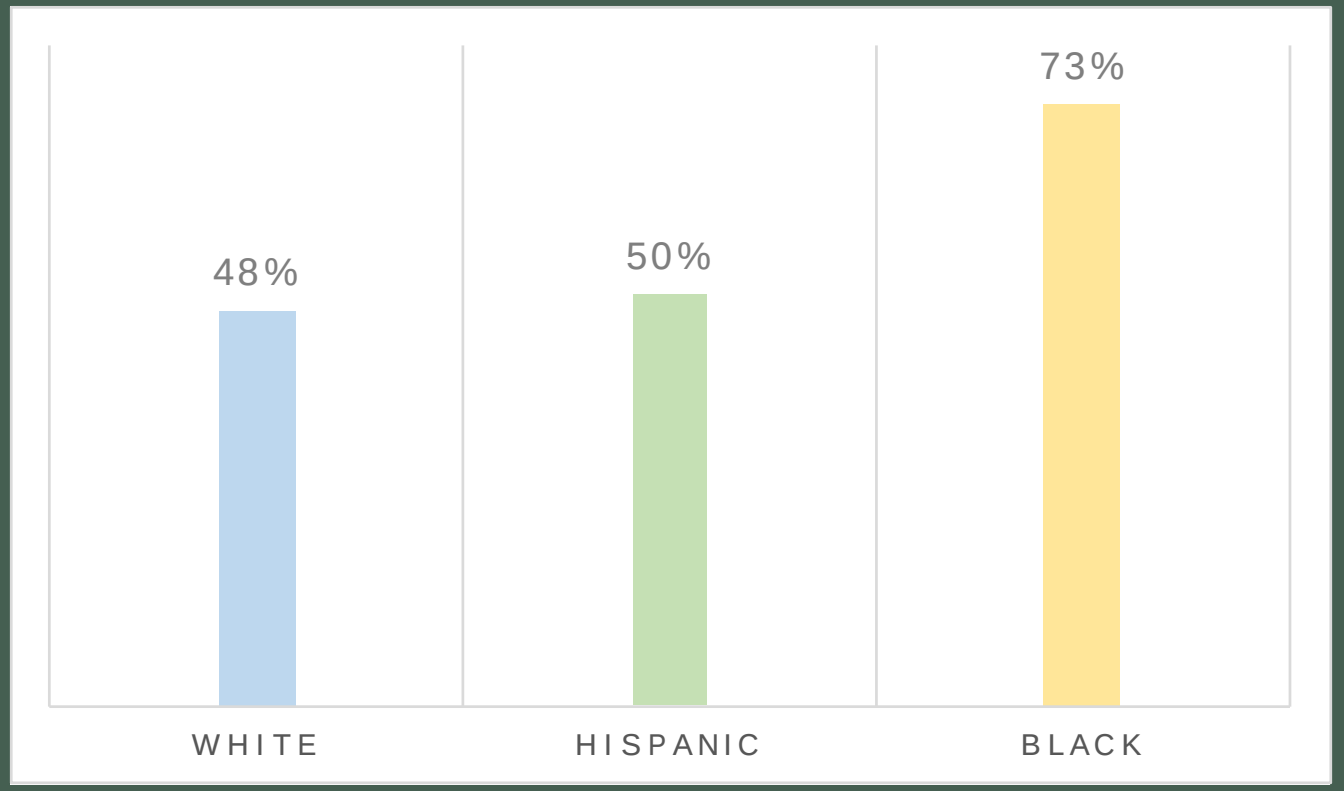
Public Opinion Survey

I have heard of WILMAPCO



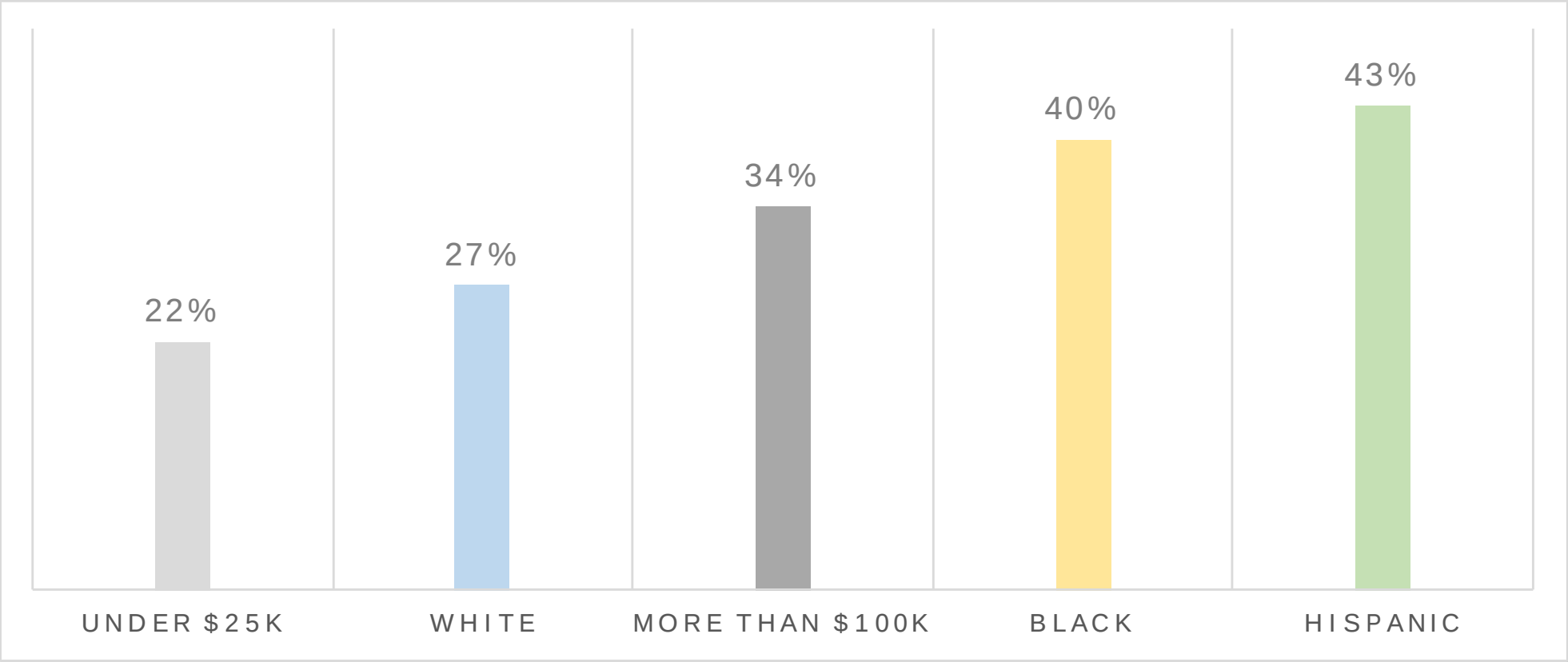
Public Opinion Survey

Improving bus service “very important”



Public Opinion Survey

Needs of bicyclists “not at all” meet



Spatial Analysis

New EJ Area Definitions

- Use latest available data: 2012-2016 American Community Survey (ACS)

- Census block group level analysis. Locate **heaviest concentrations** of EJ groups. Work to ID other areas not captured by ACS.

- Tweak methodology
  - More inclusive for places home to high percentages of low income or minority groups only (not in combination)

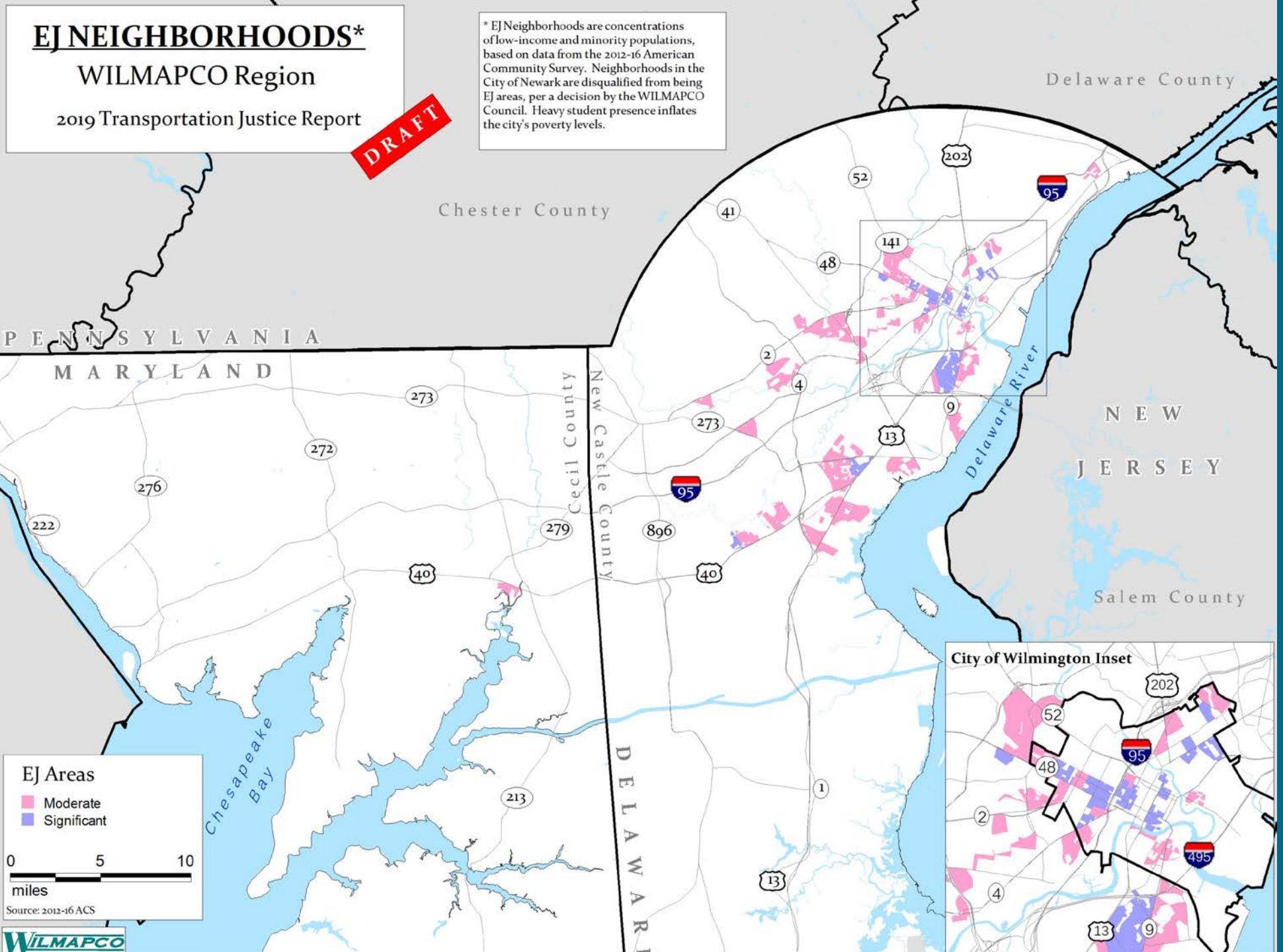
EJ NEIGHBORHOODS*

WILMAPCO Region

2019 Transportation Justice Report

DRAFT

* EJ Neighborhoods are concentrations of low-income and minority populations, based on data from the 2012-16 American Community Survey. Neighborhoods in the City of Newark are disqualified from being EJ areas, per a decision by the WILMAPCO Council. Heavy student presence inflates the city's poverty levels.



City of Wilmington Inset

EJ Areas
- Moderate
- Significant

0 5 10
miles

Source: 2012-16 ACS

WILMAPCO

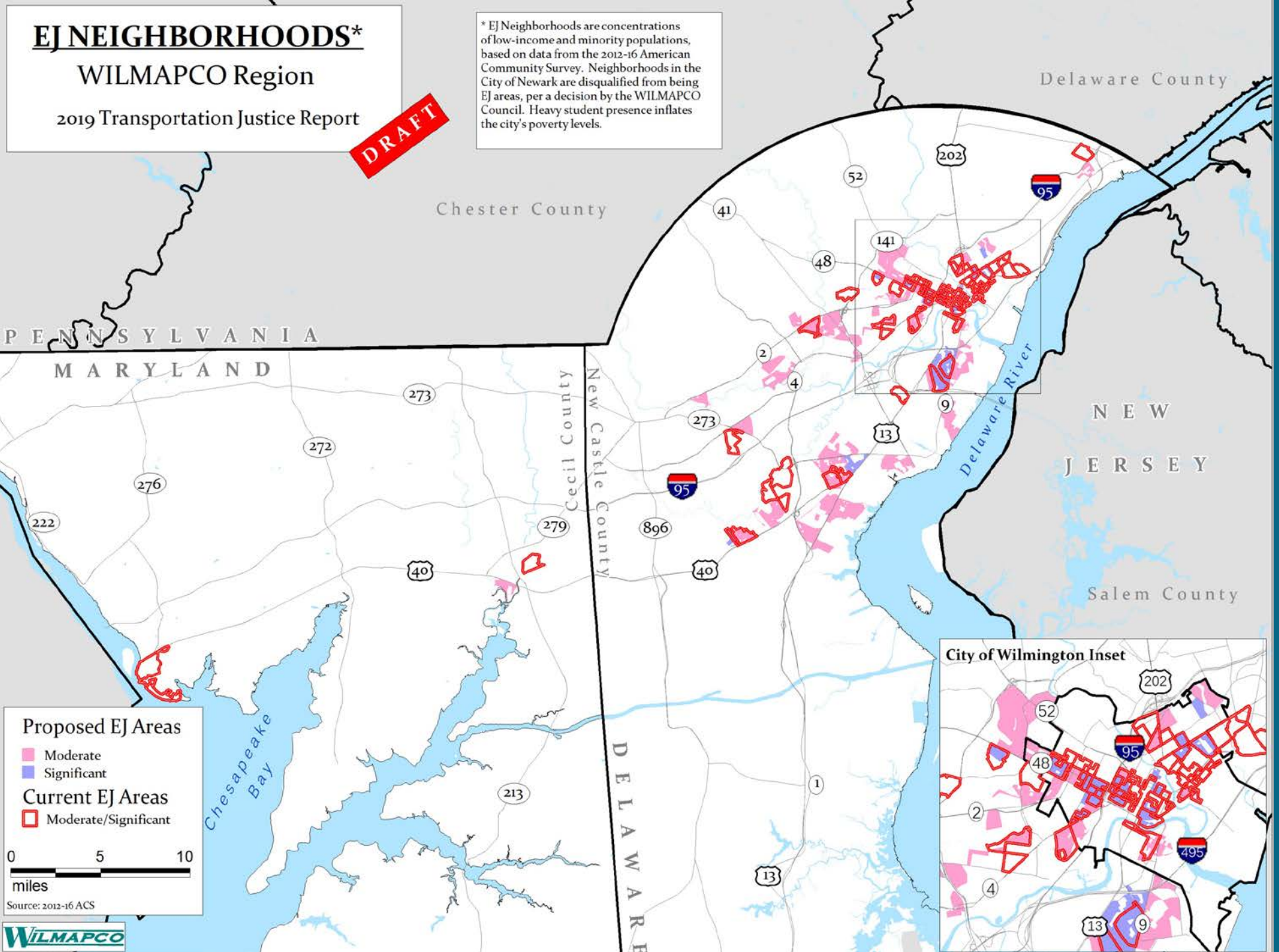
EJ NEIGHBORHOODS*

WILMAPCO Region

2019 Transportation Justice Report

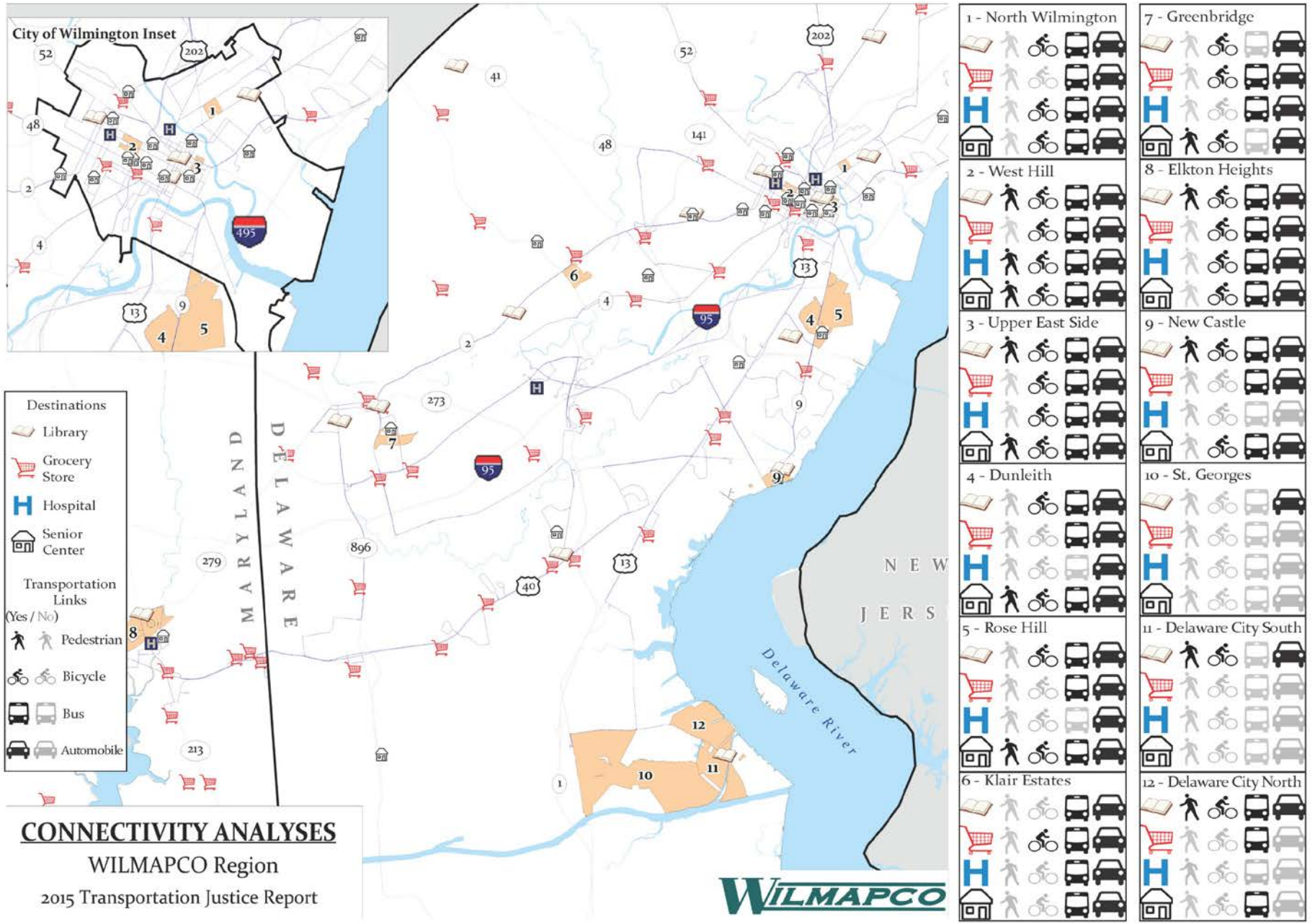
DRAFT

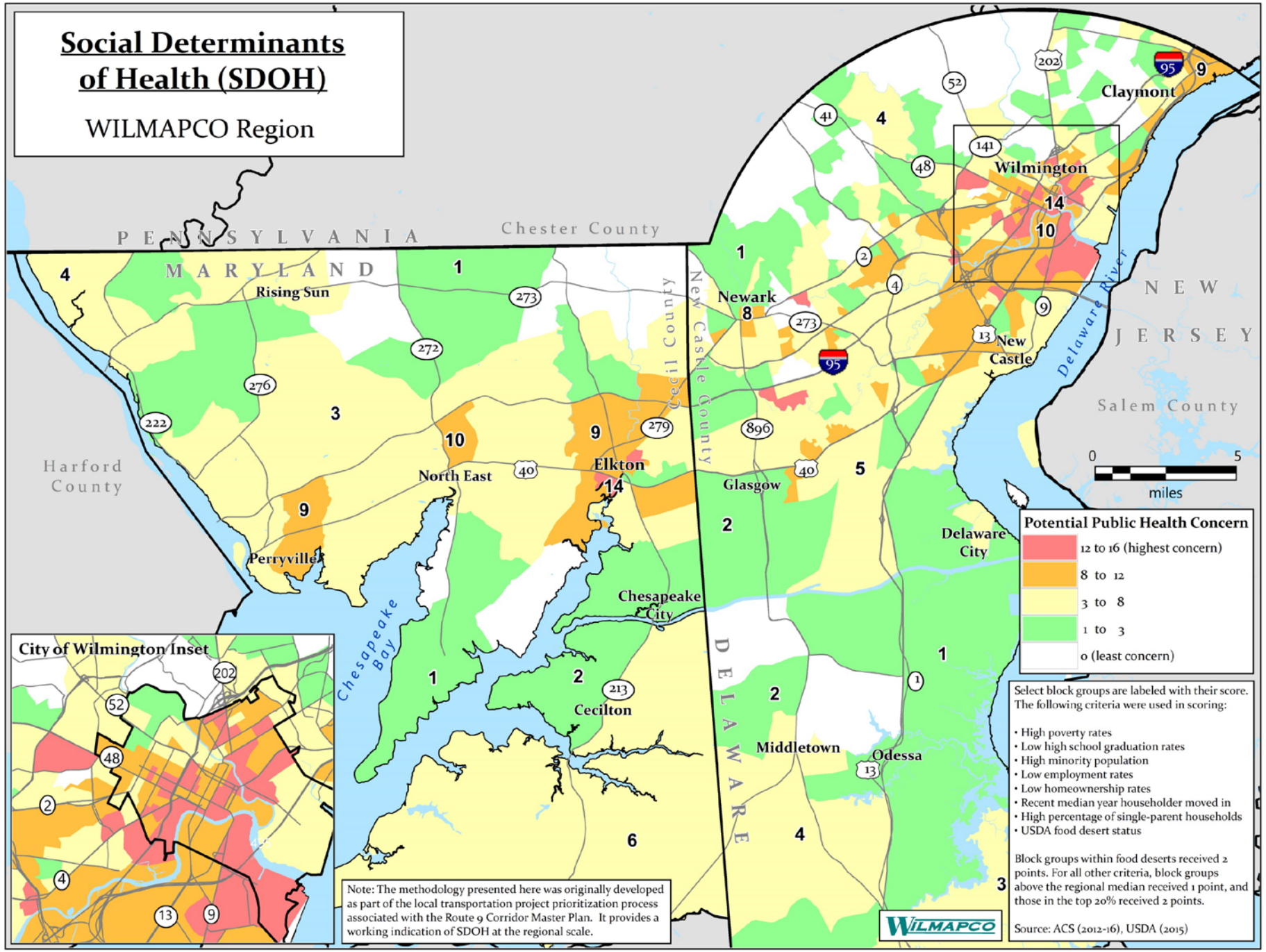
* EJ Neighborhoods are concentrations of low-income and minority populations, based on data from the 2012-16 American Community Survey. Neighborhoods in the City of Newark are disqualified from being EJ areas, per a decision by the WILMAPCO Council. Heavy student presence inflates the city's poverty levels.



Planned EJ Analysis

- Multi-modal connectivity analysis – low-wage employment, grocery stores, libraries, hospitals, senior centers vs. EJ areas (UD analysis)
- Food desert bus connectivity to supermarkets
- Location efficiency (CNT); travel time
- Health impacts (via Policy Map and SDOH)
- TIP project equity
- Public bus affordability
- Crash rates
- SLR exposure


City of Wilmington Inset
Destinations
Library
Grocery Store
Hospital
Senior Center
Transportation Links
(Yes / No)
Pedestrian
Bicycle
Bus
Automobile
MARYLAND
DELAWARE
NEW JERSEY
Delaware River
1 - North Wilmington
2 - West Hill
3 - Upper East Side
4 - Dunleith
5 - Rose Hill
6 - Klair Estates
7 - Greenbridge
8 - Elkton Heights
9 - New Castle
10 - St. Georges
11 - Delaware City South
12 - Delaware City North
CONNECTIVITY ANALYSES
WILMAPCO Region
2015 Transportation Justice Report
WILMAPCO



Poverty
Education
Minority
Employment
Home ownership
Length of residence
Single parent HH
Food deserts

New MC Area Definitions

- Use latest available data: 2012-2016 American Community Survey (ACS)

- Census block group level analysis. Work to ID other areas not captured by ACS.

- Tweak methodology
  - High percentages of groups only (not in combination) become at least a moderate area
  - Very high percentage of households without vehicles needed to become significant area

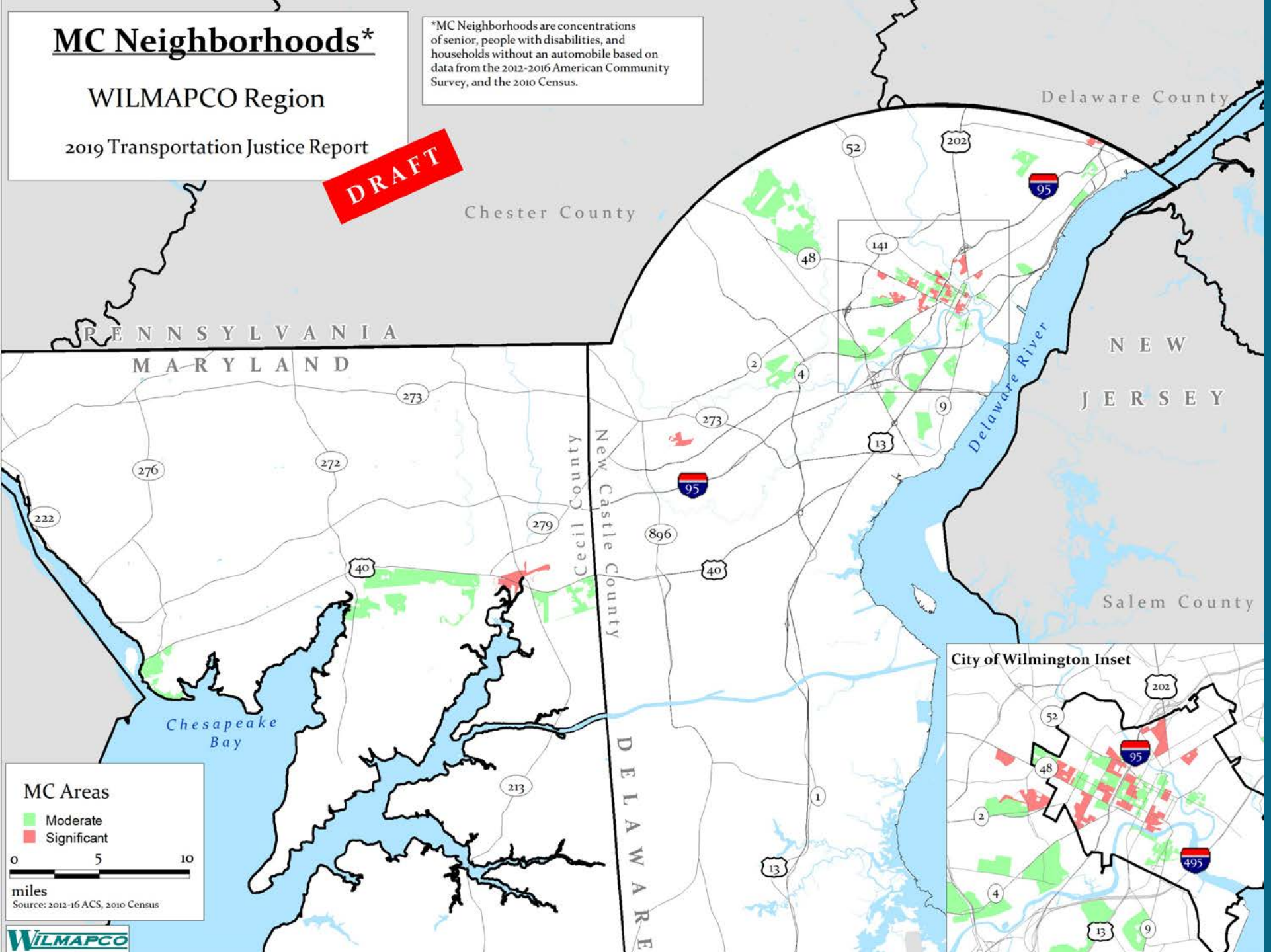
MC Neighborhoods*

WILMAPCO Region

2019 Transportation Justice Report

DRAFT

*MC Neighborhoods are concentrations of senior, people with disabilities, and households without an automobile based on data from the 2012-2016 American Community Survey, and the 2010 Census.



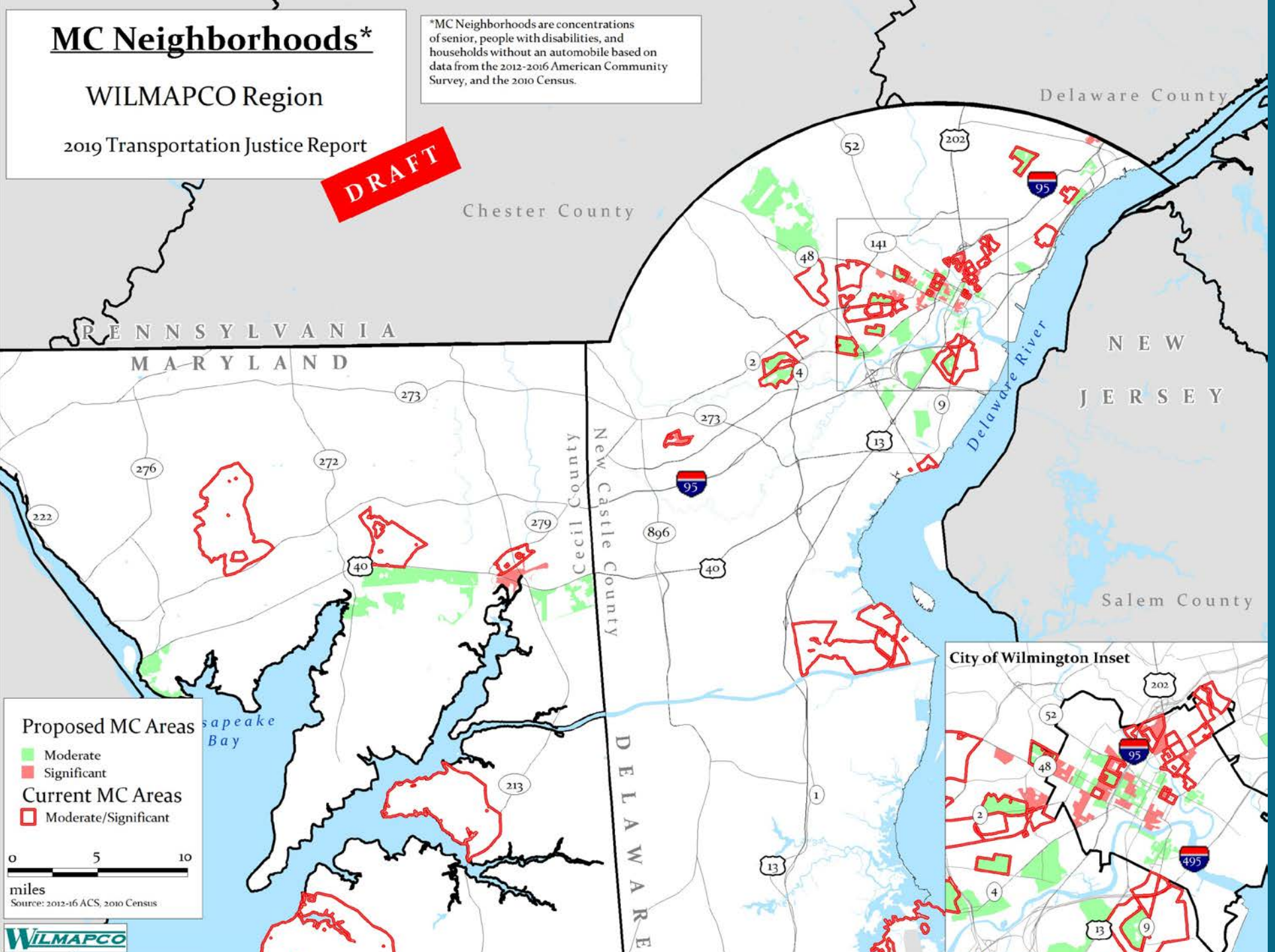
MC Neighborhoods*

WILMAPCO Region

2019 Transportation Justice Report

DRAFT

*MC Neighborhoods are concentrations of senior, people with disabilities, and households without an automobile based on data from the 2012-2016 American Community Survey, and the 2010 Census.



Planned MC Analysis

- Multi-modal connectivity analysis – low-wage employment, grocery stores, libraries, hospitals, senior centers vs. MC areas (UD analysis)
- Location efficiency (CNT)
- Health impacts (via Policy Map and SDOH)
- Crash rates
- ARCCA public transit analysis
- ARCCA pedestrian analysis

Public Participation

LEP Clusters Definitions

- Use latest available data: 2012-2016 American Community Survey
- Census block group level analysis
- Tweak methodology
  - More stringent
  - Screen for dominant non-English language

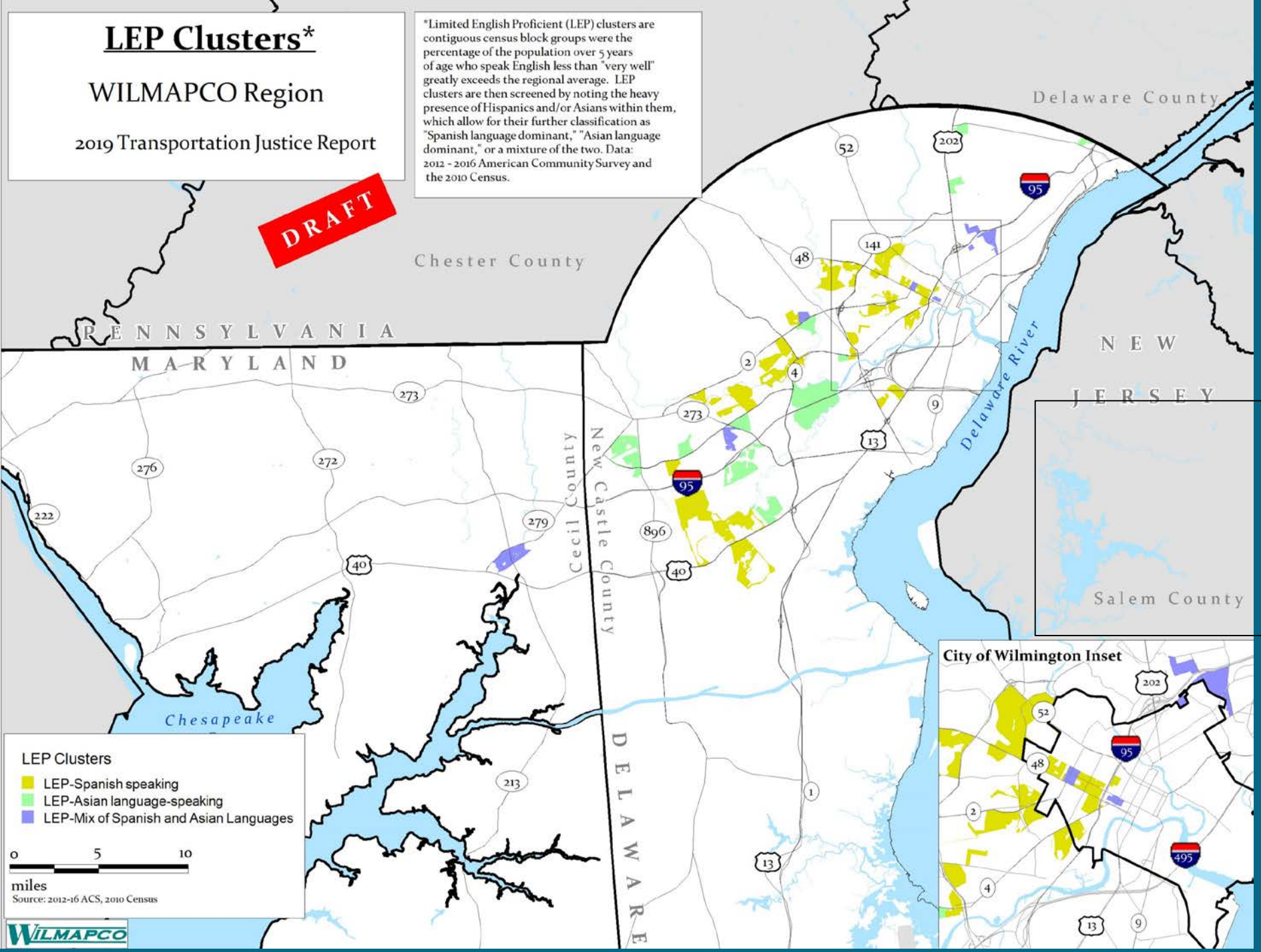
LEP Clusters*

WILMAPCO Region

2019 Transportation Justice Report

DRAFT

*Limited English Proficient (LEP) clusters are contiguous census block groups were the percentage of the population over 5 years of age who speak English less than "very well" greatly exceeds the regional average. LEP clusters are then screened by noting the heavy presence of Hispanics and/or Asians within them, which allow for their further classification as "Spanish language dominant," "Asian language dominant," or a mixture of the two. Data: 2012 - 2016 American Community Survey and the 2010 Census.



LEP Clusters
- LEP-Spanish speaking
- LEP-Asian language-speaking
- LEP-Mix of Spanish and Asian Languages

0 5 10
miles

Source: 2012-16 ACS, 2010 Census

City of Wilmington Inset

WILMAPCO

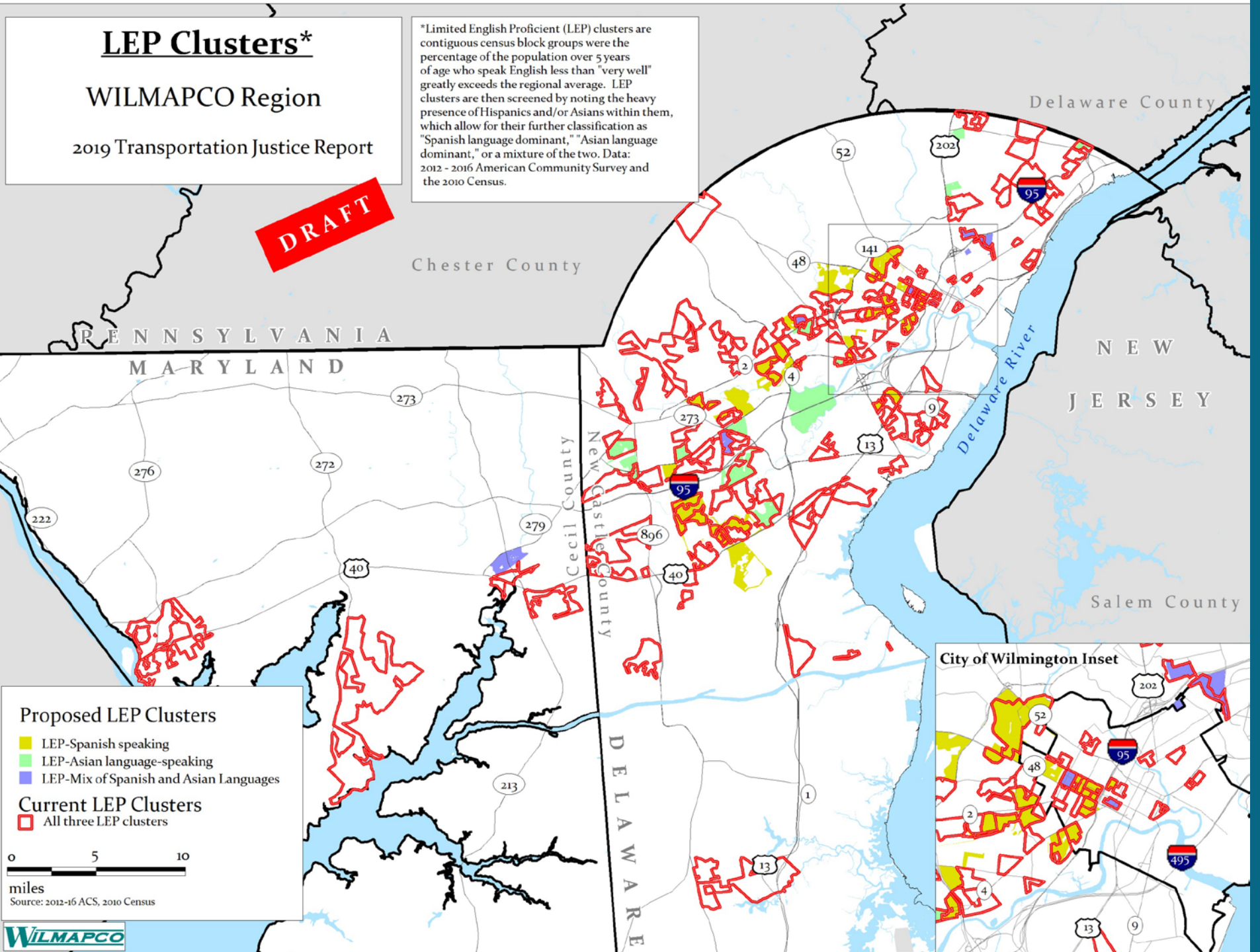
LEP Clusters*

WILMAPCO Region

2019 Transportation Justice Report

DRAFT

*Limited English Proficient (LEP) clusters are contiguous census block groups were the percentage of the population over 5 years of age who speak English less than "very well" greatly exceeds the regional average. LEP clusters are then screened by noting the heavy presence of Hispanics and/or Asians within them, which allow for their further classification as "Spanish language dominant," "Asian language dominant," or a mixture of the two. Data: 2012 - 2016 American Community Survey and the 2010 Census.



City of Wilmington Inset

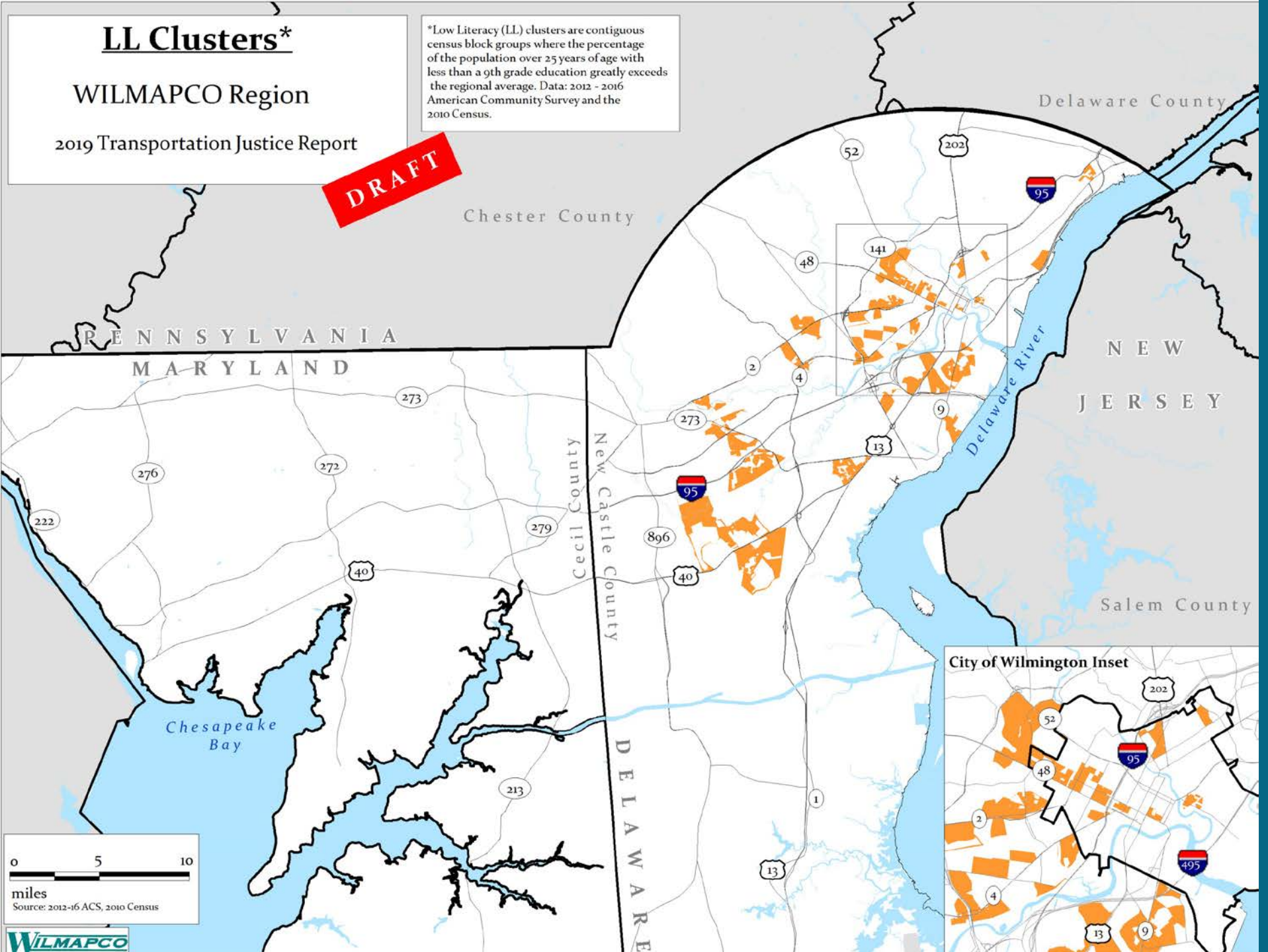
Proposed LEP Clusters
- LEP-Spanish speaking
- LEP-Asian language-speaking
- LEP-Mix of Spanish and Asian Languages

Current LEP Clusters
- All three LEP clusters

0 5 10
miles

Source: 2012-16 ACS, 2010 Census

WILMAPCO


LL Clusters*
WILMAPCO Region
2019 Transportation Justice Report
DRAFT
*Low Literacy (LL) clusters are contiguous census block groups where the percentage of the population over 25 years of age with less than a 9th grade education greatly exceeds the regional average. Data: 2012 - 2016 American Community Survey and the 2010 Census.
Delaware County
Chester County
PENNSYLVANIA
MARYLAND
NEW JERSEY
Delaware River
Cecil County
New Castle County
DELAWARE
Salem County
Chesapeake Bay
City of Wilmington Inset
0 5 10
miles
Source: 2012-16 ACS, 2010 Census
WILMAPCO

Timeline

- Analysis to proceed through Spring 2019 with draft by Summer 2019
- Will follow on the heels of the 2050 RTP
- Projected Council endorsement in November 2019

EXTRA SLIDES

What is Title VI?

- **Civil Rights Act**
  - Discriminatory Statute (race, color, national origin)
  - Regulatory requirements
  - Enforceable in court
- **Differing FTA/FHWA Interpretations**
  - *Race, color, national origin*, sex, age, disability, low-income, and limited English proficiency
- **General MPO Requirements**
  - Title VI Policies/Program
  - Demographic and mobility analyses

What is Environmental Justice?

- **Executive and DOT Orders**
  - Disparate impacts to low income and minority persons
  - Not enforceable in court
- **Requirement 1: Fair Treatment**
  - No group should bear a disproportionate share of transportation's **benefits** or **burdens**
- **Requirement 2: Meaningful Involvement**
  - Facilitate involvement of those affected by proposed actions/polices

What is Transportation Justice?

- **WILMAPCO–extension of EJ**
  - Mobility needs of **seniors, people with disabilities** and **households without vehicles**
- **Our analysis:** connectivity and accessibility analyses; public engagement needs
- **Re-classify as "Mobility Challenged"**

New EJ Area Definitions

MODERATE – 3 paths

1. Poverty greater than the regional average, and
   - NH Blacks 3x the regional average, or
   - Hispanics 3x the regional average, or
   - NH Asians 3x the regional average
2. Racial/ethnic minorities 2x the regional average
3. Poverty 2x the regional average

SIGNIFICANT - 3 paths

1. Poverty 2x greater than the regional average, and
   - NH Blacks 3x the regional average, or
   - Hispanics 3x the regional average, or
   - NH Asians 3x the regional average
2. Racial/ethnic minorities 90% or more the block group's population
3. Poverty 3x the regional average

LL Area Definitions

LL CLUSTER

1. Percentage of the population over 25 with less than a 9th grade education exceeds 3x the regional average

   - PLUS - adjoining block groups with a percentage of the population over 25 with less than a 9th grade education exceeding 2x the regional average

New LEP Area Definitions

LEP CLUSTER

1. Percentage of the population over 5 who speak English less than “Very Well” exceeds 3x the regional average

    - PLUS - adjoining block groups with a percentage of the population over 5 who speak English less than “Very Well” exceeding 2x the regional average

LANGUAGE SCREEN

- Spanish (high % of Hispanics)
- Asian (high % of Asian)
- Spanish/Asian mixture (high % of both Hispanic and Asian)

New MC Area Definitions

MODERATE – 4 paths

1. Households without vehicles greater than 2x the regional average, and
   - Disabled greater than the regional average, or
   - Seniors greater the regional average, or

2. Households without vehicles greater than 3x the regional average
3. Disabled greater than 3x the regional average
4. Seniors greater than 3x the regional average

SIGNIFICANT

1. Households without vehicles greater than 3x the regional average, and
   - Disabled greater than the regional average, or
   - Seniors greater than the regional average, or