

## **MUMPO Minority & Low-Income Population Analysis Tool**

MUMPO's 2007 Certification Review recommended the development of a methodology by which the long range transportation plan's impact on minority and low-income populations could be assessed. Because there is no guidance provided by the Federal Highway Administration on how to conduct such an assessment, staff researched existing methods used by MPOs throughout the nation. Several were found to be sound, effective, and easily applied to the MUMPO planning area. Staff decided that, instead of using its limited resources to create a new methodology, it would use an existing, proven technique.

The methodology decided upon was developed by the Delaware Valley Regional Planning Commission (DVRPC), which serves as the MPO for the Philadelphia area. The DVRPC approach was selected because:

- a. it requires little additional data collection;
- b. is easily understood; and
- c. effectively illustrates potential effects of proposed transportation improvements to staff, elected officials and the public.

### **How Will the Methodology Be Used?**

#### ***Long Range Transportation Plan***

The development of past LRTPs has included an environmental justice component within the project ranking process; however, it has been much more qualitative than quantitative. This methodology will allow for a more systematic approach to analyzing potential environmental justice community impacts, while still allowing for local knowledge to inform the decision-making process.

#### ***Transportation Improvement Program***

MUMPO has not conducted environmental justice community impact assessments of its TIP in the past. One exercise being performed in the development of this methodology has been to evaluate TIP expenditures dating to 1990. This exercise will permit us to compare past expenditures with how future funding is proposed to be distributed.

#### ***Other Processes***

The methodology can be used to assess the distribution of CMAQ, STP-DA and other funds throughout the planning area.

*It is important to remember that no formula exists that can accurately assess the impacts of individual projects, positive or negative. Each project must be evaluated on its own merits in order to assess its effects on the community.*

### **Population Groups to be Assessed**

The following population groups will be assessed:

1. Black
2. Hispanic
3. Asian American and American Indian and Alaskan Native
4. Households in poverty

5. Carless households
6. Limited English proficiency

### **Projects to be Included in the Assessment**

1. projects that add capacity on I, US and NC routes
2. projects that use federal funds to add capacity on roads not identified as I, US or NC routes
3. projects that add capacity on regionally significant roads using non-federal funds
4. rapid transit projects (e.g., LYNX Blue Line)
5. the CATS bus route network

### **Methodology**

1. Groups are located at the appropriate geography (tract or block group)
2. Planning area data gathered, combining populations from both counties
  - a. NOTE: to simplify data collection and the assessment process, all of Union County will be analyzed
3. Total number of persons in each group is divided by the total number of people or households in both counties
  - a. Example  
assume total Hispanic population of 100 and the two-county population of 500  
 $100 \text{ divided by } 500 = .2$ , or in other words, the Hispanic population of the two-county area is 20%

The above provides a regional average, or threshold, for the population group in question

4. Any census tract or block group exceeding the threshold is considered an EJ-sensitive tract/block group for that group  
Example  
Population group: Hispanic  
regional total: 100 people  
regional threshold: 20%  
any tract/block group with a Hispanic population of 20% or greater is considered EJ-sensitive relative to the Hispanic group
5. The number of EJ-sensitive groups in each census tract/block group is referred to as its Degree of Impact (DOI)
  - a tract/block group with 0 groups exceeding regional averages is Not Impacted
  - a tract/block group with 1-2 groups exceeding regional averages is Slightly Impacted
  - a tract/block group with 3-4 groups exceeding regional averages is Moderately Impacted
  - a tract/block group with 5-6 groups exceeding regional averages is Highly Impacted
6. Transportation information is then overlaid on the demographic information to assess potential impacts, if gaps exist, etc. "Transportation information" includes
  - a. LRTP candidate projects and/or draft LRTP project lists by proposed horizon year
  - b. Draft TIP projects