

A purple rectangular banner with a glowing lens flare effect in the center. The word "MOVE" is written in large, green, sans-serif capital letters, and "2040" is written in large, orange, sans-serif capital letters. Below the main text, the subtitle "MAKING STRATEGIC INVESTMENTS IN OUR REGIONAL TRANSPORTATION SYSTEM" is written in a smaller, white, sans-serif font.

MOVE 2040

MAKING STRATEGIC INVESTMENTS IN OUR REGIONAL TRANSPORTATION SYSTEM

Environmental Justice

Supplemental to Chapter 5

The Planning Process, [pg. 139](#)

Environmental Justice Enhancements

The MOVE 2040 needs assessment section incorporates EJ analysis as part of the assessment for transportation projects. The following supplemental enhancements to the original information have been made in response to recommendations received during the 2015 TMA Certification Review.

Enhancements include two new overlay maps, population and project summary tables, and narrative concerning the potential benefits and/or burdens to the community. Each map is overlaid with MTP projects stratified into 3 categories as described below:

- Preservation projects involve rebuilding a roadway or other facility without changing the number of travel lanes or other features.
- Modernization projects involve significant enhancements to a facility, but without any increase in the number of travel lanes or changing transit routes to reflect changes in employment, school schedules or other demographic changes.

Example: A common modernization project in MOVE 2040 is reconstructing an intersection. This might involve adding left and right turn lanes, acceleration lanes, or adding a new traffic signal (no new through lanes additions).

- Expansion projects involve adding significant new capacity.

Minority Populations

Minority populations are defined as individuals who are:

- Black/African American: A person having origins in any of the black racial groups of Africa;
- Hispanic or Latino: A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- Asian American: A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- American Indian and Alaskan Native: A person having origins in any of the original people of North America, South America (including Central America) and who maintain cultural identification through tribal affiliation or community recognition; or
- Native Hawaiian or Other Pacific Islander: A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

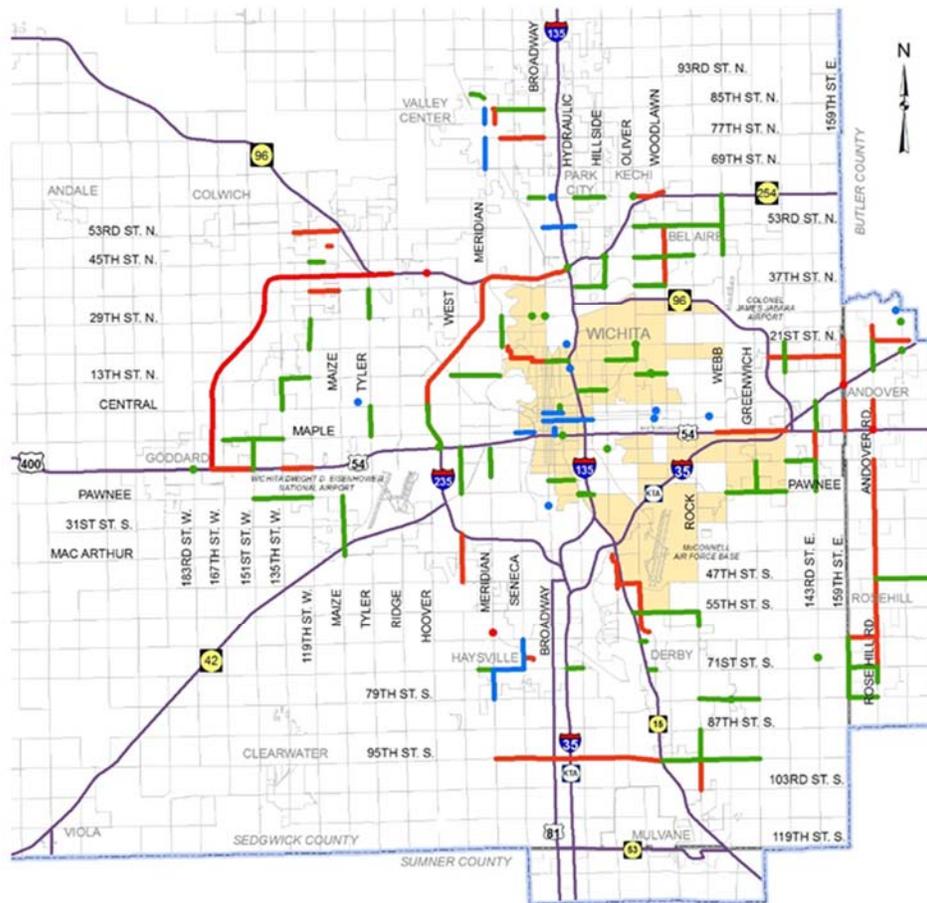
WAMPO region areas with high concentrations of people who identify with a minority group are highlighted in gold on the following map. Overlaid onto this map are the geographic locations of the three project categories which are identified in the legend to the left:

Environmental Justice (EJ) Areas and MOVE 2040 Projects

- EJ Area**
- Minority

- MOVE 2040 Projects**
- Preservation
- Modernization
- Expansion

- Plan Boundaries**
- WAMPO Planning Area
- County Boundaries
- City Boundaries
- Highways
- Roads



The project distribution for the above map shows that 13% of all projects fall into the areas where there are a high concentration of individuals identifying with a minority group. The distribution of projects are as follows:

Project Distribution

Type	#	% of Total
Preservation	7	3.06%
Modernization	21	9.17%
Expansion	3	1.31%
Total	229	13.54%

Benefits and Burdens: Minority Populations

The low proportion of Expansion projects *within* these areas will mean only small impacts in terms of the increased air pollution, physical barriers to community connectivity, and safety hazards that typically accompany a new road facility or widening. Expansion projects *adjacent* to these EJ areas are unlikely to have significant local benefits for accessibility since they will mainly serve through traffic and will negatively affect the area's air quality and perhaps safety; they will also serve to isolate the area from neighboring communities.

There may be significant benefits in terms of congestion relief, accessibility, and safety from the relatively high proportion of Modernization projects, as defined in this analysis – typically meaning deceleration lanes, intersection improvements, the addition of biking or walking facilities, and/or enhancements specifically aimed at improving safety. It is expected that these areas will be well-served by these modernization projects.

The modest proportion of Preservation projects is expected to have a negligible effect, except that it may perhaps improve the usability and comfort of the transportation facilities; the burdens will only be those that temporarily come with construction – possible delays and temporary increases in air pollution while construction is occurring.

It is worth noting that Expansion and especially Modernization projects may include stand-alone bicycle and/or pedestrian facilities with negligible impacts and significant health and accessibility benefits.

Low-Income

WAMPO defines individuals with "low-income" as a person(s) whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. WAMPO region areas with high concentrations of people with low-incomes are highlighted in blue on the following map. Overlaid onto this map are the geographic locations of the three project categories which are identified in the legend below:

Environmental Justice (EJ) Areas and MOVE 2040 Projects

EJ Area

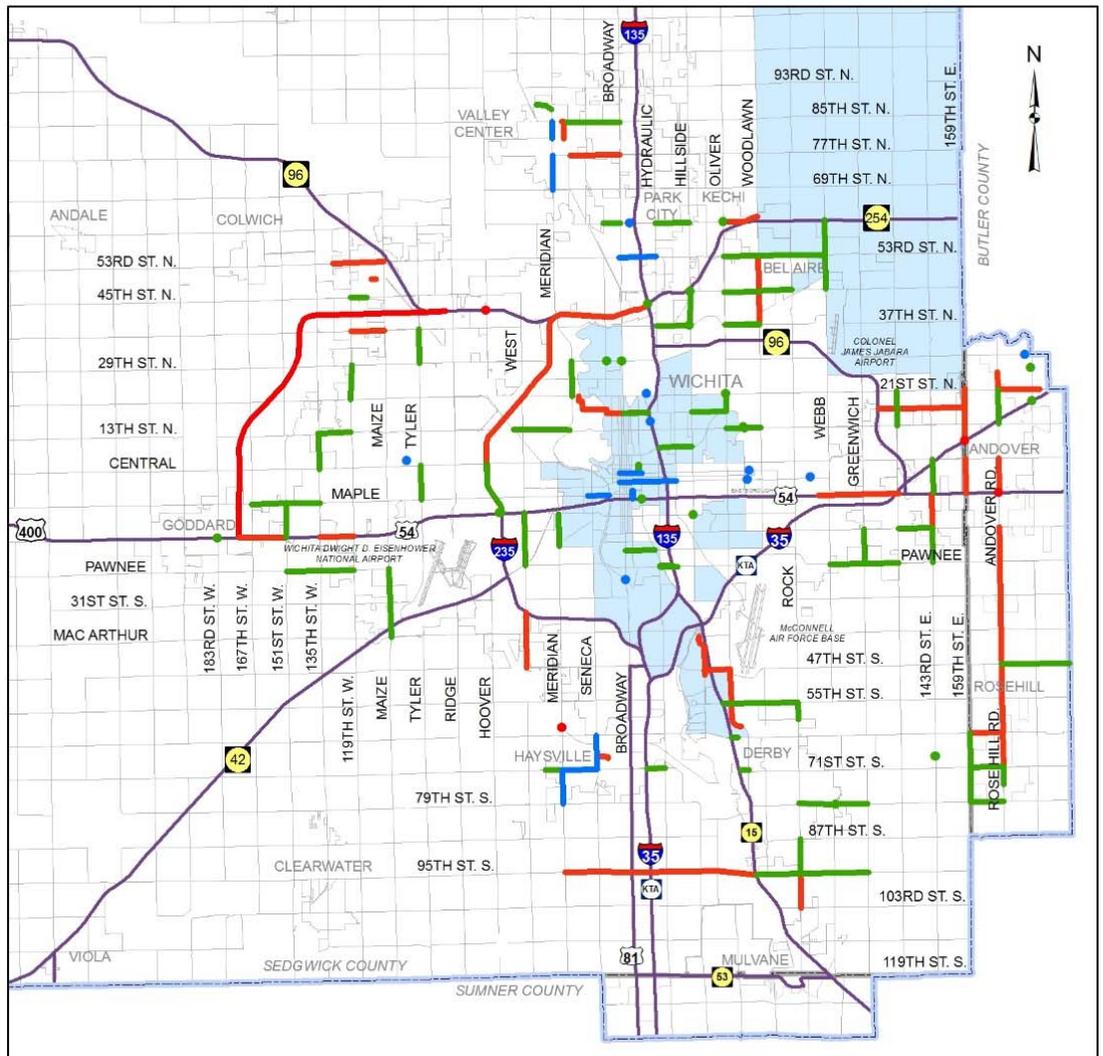
- Low Income

MOVE 2040 Projects

- Maintain/Preserve
- Modernization
- Expansion

Plan Boundaries

- WAMPO Planning Area
- County Boundaries
- City Boundaries
- Highways
- Roads



The project distribution shows that 14% of all projects fall into areas where there are high concentrations of households with a low median income. The distribution of projects are as follows:

Low-Income Area Project Distribution

Type	#	% of Total
Preservation	8	3.49%
Modernization	21	9.17%
Expansion	3	1.31%
Total	229	13.97%

Benefits and Burdens: Low-Income Populations

It is expected that these areas will not be disproportionately burdened and will adequately benefit from the projects. Similar to the Minority EJ areas, the proportion of Expansion projects is quite low. A high proportion of expansion projects would be expected to bring far more negative impacts to this area than benefits in terms of air quality, safety, and community connectivity, but that is not generally the case here. Unlike the Minority EJ areas, the proportion of expansion projects is low both within and adjacent to this area, so its isolation should not significantly increase, overall.

As with the Minority EJ areas, the Low Income areas will enjoy a relatively high proportion of modernization projects which, as defined in this study, include deceleration lanes, intersection improvements, various other enhancements specifically aimed at improving safety, and the addition or improvement of bicycle and pedestrian facilities. It is expected that this area will be well served by these modernization projects.

The very low proportion of Preservation projects is not expected to have great benefits or burdens. A healthier proportion of Preservation projects would probably increase the comfort and usability of those facilities, but would not have a great effect on community health, connectivity, safety, or accessibility.

Modernization projects include stand-alone bicycle and/or pedestrian facilities which are beneficial for health, accessibility, and safety and bring no significant burdens.

Overlap

The total population for the WAMPO region is 518,325 people. Of that, 32% of people live in an identified EJ area. The below table summarizes the share of projects found in EJ areas by project category.

Minority & Low-Income Area Project Overlap by Category

Type	#	%
Preservation	8	25.00%
Modernization	28	23.93%
Expansion	4	8.51%

Analysis of the project distribution by category in identified EJ areas shows that both the preservation and modernization categories have contain a larger share of projects when compared to the expansion project

category. This difference is largely attributed to the geographic locations of the identified EJ areas, which tend to lie in older more developed sections of the region where expansion projects are less appropriate.

Additionally, the percentage of the population living in EJ areas is not equal to the percentage of investments in the remaining two categories (preservation and modernization). It is important to note that this indicator alone is not predictive of a potential EJ concern. In some cases increased investment has resulted in unintended consequences or EJ concerns for the area. It is the policy of this organization to use all indicators to enhance the information collected from other sources (including most importantly public involvement activities) in determining whether or not there is an EJ concern. Based on this examination there does not appear to be an EJ concern.

Other Projects

In addition to the preservation, modernization and expansion categories there are two other types of projects found in MOVE 2040. These two categories are not represented on the maps due to the lack of geographic location. These categories are itemized below under the labels of Planning Projects and Other Transit Projects:

Planning Projects (6 total)

Project Sponsor	Project Name
City of Colwich	Sidewalk Study
WAMPO	Asset Management
WAMPO	Air Quality Conformity
WAMPO	Turnpike network contribution
WAMPO	Air Quality Conformity
City of Wichita	Bridge Inspections

Other Transit Projects (27 total)

Project Sponsor	Project Name
Wichita Transit	Regional Vanpool Program
Wichita Transit	Vehicle Purchases
Wichita Transit	Douglas Avenue Enhancements
Wichita Transit	Administrative-Maintenance Facility
Wichita Transit	Annual Operating - 2015 – 2019
Wichita Transit	Annual Operating - 2020 - 2024
Wichita Transit	Annual Operating - 2025 - 2034
Wichita Transit	Annual Operating - 2035 - 2040
Wichita Transit	Annual Other Capital - 2015-2019
Wichita Transit	Annual Other Capital - 2020 - 2024
Wichita Transit	Annual Other Capital - 2025 - 2034
Wichita Transit	Annual Other Capital - 2035 - 2040
Wichita Transit	Annual Planning 2015-2019
Wichita Transit	Annual Planning - 2020 - 2024
Wichita Transit	Annual Planning - 2025 - 2034
Wichita Transit	Annual Planning - 2035 - 2040
Wichita Transit	Bus Stop Accessibility Study
Wichita Transit	Fare Equipment
Wichita Transit	ITS Replacements and Upgrades
Wichita Transit	Park and Ride Lots
Wichita Transit	Transit ITS
Wichita Transit	Vehicles 2015-2019
Wichita Transit	Facility Rehab
Wichita Transit	Vehicles 2020-2024
City of Wichita	Environmental Health: Free Fares Project - 2015
Wichita Transit	Westside Service Improvements
Wichita Transit	Bus Purchase

Environmental Justice Integration

WAMPO has integrated EJ considerations into the development of the TIP in a number of ways. The TIP implements the long-range transportation plan, MOVE 2040, the development of which included focused attention on burdens and benefits to EJ populations. All projects in the TIP must first be included in MOVE 2040, either as explicitly identified regionally significant projects or as part of the plan's programmatic elements. MOVE 2040 was developed with input from community members, leaders, and individuals representing low-income and minority populations.

During the plan's development over 50 public presentations were given at over 20 locations in the planning area local leaders and other members of the public in order to best understand the perceptions of possible effects that MOVE 2040 might have on low-income or minority populations. A summary of these proceedings, along with results and conclusions, can be found online at www.wampo.org in the MOVE 2040 appendix 5: Outreach Activity Summary.

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