

# **Annotated Bibliography for Community Impacts and Environmental Justice**

(July 2000)

## Legislation and U.S. Code:

The Civil Rights Act of 1866, 42 U.S.C. 1981, provides that "All persons within the jurisdiction of the United States shall have the same right . . . to make and enforce contracts, to sue, be parties, give evidence, and to the full and equal benefit of all laws and proceedings for the security of their persons and property as is enjoyed by white citizens, and shall be subject to like punishments, pains, penalties, taxes, licenses, and exactions of every kind, and to no other."

The Civil Rights Act of 1870, 42 U.S.C. 1982, provides that "All citizens of the United States shall have the same right, in every State and Territory, as is enjoyed by white citizens thereof to inherit, purchase, lease, sell, hold, and convey real and personal property."

The Civil Rights Act of 1871, 42 U.S.C. 1982, provides that "Every person who, under color of any statute, ordinance, regulation, custom or usage, of any State or Territory, subjects, or causes to be subjected, any citizen of the United States or other person within the jurisdiction thereof to the deprivation of any rights, privileges or immunities secured by the Constitution and laws, shall be liable to the party injured in an action at law, suit in equity, or other proper proceeding for redress."

Civil Rights Act of 1964, 42 U.S.C. 2000d-2000d-4 Pub. L. 88-352--Nondiscrimination in Federally Assisted Programs, primary Title VI legislation--mentions race, color, and national origin. Section 601 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."

The Appalachian Regional Development Act of 1965--assists the Appalachian region in remedying its special problems (i.e. uneven past development), promote its economic development, and establish a framework for joint Federal and State efforts.

The Public Works and Economic Development Act of 1965. In cooperation with the States, the Federal government is to assist areas and regions with substantial and persistent unemployment or under-employment to take effective steps in planning and financing their public works and economic development. This includes Federal financial assistance, including grants for public works and development facilities to communities,

industries, enterprises, and individuals in areas needing development. It enables such areas to help themselves achieve lasting improvements and enhances domestic prosperity by establishing stable and diversified local economies (provided that such assistance is preceded by and consistent with sound long-range economic planning).

Highway Beautification Act of 1965--Pub. L. 89-285, Oct. 22, 1965,  
79 Stat. 1028, amended by Pub. L. 97-449, Sec. 2(a), Jan. 12, 1983,  
96 Stat. 2439.

Civil Rights Act of 1968, 42 U.S.C. 3601-3619 Pub. L. 90-284. Title VIII says "It shall be unlawful . . . to refuse to sell or rent after the making of a bona fide offer, or to refuse to negotiate for the sale or rental of, or otherwise make unavailable or deny a dwelling to any person because of race, color, religion or national origin."

Fair Housing Act of 1968 (and its Amendments of 1988) (42 U.S.C. 3601-3631)  
Pub. L. 90-284--makes religion a protected group for relocation purposes.

The Architectural Barriers Act of 1968, Pub. L. 90-480--prescribes standards for the design, construction, and alteration of buildings to insure, whenever possible, that physically disabled persons will have ready access to, and use of, such buildings.

National Environmental Policy Act of 1969, 42 U.S.C. 4321 et seq., declares national policy to encourage harmony between man and the environment, to promote efforts which will prevent or eliminate damage to the environment, and to stimulate the health and welfare of man; as well as creates the Council on Environmental Quality.

Federal-aid Highway Act of 1970, 23 U.S.C. 109(h) added by Sec. 136(b) of  
Pub. L. 91-605, 84 Stat. 1734 (Dec. 31, 1970): first appearance of protection for  
communities/human environment.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,  
42 U.S.C. 4601 et seq., as amended by the Surface Transportation and Uniform  
Relocation Assistance Act of 1987 (STURAA--Pub. L. No. 100-17)--also known as the  
Uniform Act as Amended--(see 49 CFR Part 24)--provides for uniform and equitable  
treatment of persons displaced from their homes, businesses, or farms due to Federal-aid  
programs.--"For the fair and equitable treatment of persons displaced as a direct result of  
programs or projects undertaken by a Federal agency or with Federal financial  
assistance."

Education Amendments of 1972--Title IX makes financial assistance available to institutions of higher education to: (1) strengthen, improve and, where necessary, expand the quality of graduate and professional programs leading to an advanced degree; (2) establish, strengthen, and improve programs designed to prepare graduate and professional students for public service; and (3) assist in strengthening undergraduate programs of instruction in certain instances.

Federal-aid Highway Act of 1973, 23 U.S.C. 324: "Prohibition of discrimination on the basis of sex"--includes "sex" as a protected group under Title VI of the Civil Rights Act of 1964.

Rehabilitation Act of 1973, 29 U.S.C. 794--Section 504 includes "handicapped" (physical or mental) as a protected group under Title VI (see also Rehabilitation, Comprehensive Services, and Developmental Disabilities Act of 1978).

Age Discrimination Act of 1975, 42 U.S.C. 6101 (see also 10 CFR 1040.1 et seq. and 45 CFR 90.1 et seq.)--includes "age" as a protected group under Title VI.

The Equal Access to Justice Act of 1976, 42 U.S.C. 1988, provides that:

"The jurisdiction in civil and criminal matters conferred on the district courts by the provisions of this Title, and the Title "CIVIL RIGHTS," and of the Title "CRIMES," for the protection of all persons in the United States in their civil rights, and for their vindication, shall be exercised and enforced in conformity with the laws of the United States, ... and statutes of the State wherein the court having jurisdiction of such civil or criminal cause is held shall be extended to and govern the said courts in the trial and disposition of the cause, and, if it is of a criminal nature, in the infliction of punishment on the party found guilty .... (T)he court, in its discretion, may allow the prevailing party ... a reasonable attorney's fee as part of the costs."

Justice System Improvement Act of 1979, 42 U.S.C. 3711, et seq., as amended--includes race, color, national origin, sex, and religion...primarily employment-related Title VI.

Farmland Protection Policy Act, Title XV of the Agriculture and Food Act of 1981 (Pub. L. 98-98, 7 U.S.C. 4201-09)--directs Federal agencies to identify and take into account the adverse effects of Federal programs on the preservation of farmland; consider alternative actions to lessen adverse effect; and assure, to the extent practicable, such programs are compatible with State and local government, and private programs and policies to protect farmland.

The Civil Rights Remedies Equalization Act of 1986, Pub. L. 99-506,

provides at (a) that: "(1) A State shall not be immune ... from suit in Federal court for a violation of Section 794 of Title 29, title IX of the Education Amendments of 1972, the Age Discrimination Act of 1975..., title VI of the Civil Rights Act of 1964 ..., or the provisions of any other Federal statute prohibiting discrimination by recipients of Federal Financial assistance. (2) In a suit against a State for a violation of a statute referred to in paragraph (1), remedies (including remedies both at law and in equity) are available for such a violation to the same extent as such remedies are available for such violation in a suit against a private entity other than a State."

Surface Transportation and Uniform Relocation Assistance Act of 1987

STURAA--Pub. L. 100-17)--also known as the (1970) Uniform Act as Amended--(see 49 CFR Part 24)--provides for uniform and equitable treatment of persons displaced from their homes, businesses, or farms due to Federal-aid programs.

Civil Rights Restoration Act of 1987 (Pub. L. 100-259)--restores the broad scope of coverage and adds to Title VI of the Civil Rights Act of 1964 by adding a new section--Section 606. Clarifies the original intent of Congress on Title VI of the 1964 Civil Rights Act, Title IX of the Education Amendments of 1972, the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973.

Fair Housing Act Amendments of 1988 (42 U.S.C. 3601-3631)--makes religion a protected group for relocation purposes.

Americans with Disabilities Act of 1990, (Pub. L. 101-336, 42 U.S.C. 12101-12213)--  
July 26, 1990, Title II - Public Services; and Title III - Public Accommodations and Services Operated by Private Entities. "No qualified individual with a disability shall, by reason of such disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination by a department, agency, special purpose district, or other instrumentality of a State or a local government."

Intermodal Surface Transportation Efficiency Act of 1991, Pub. L. No. 102-240,

December 18, 1991--also known as ISTEA--provides for flexible funding of modes of surface transportation and supports substantial emphasis on early program planning and environmental consideration, including transportation enhancements, bicycle and pedestrian programs, and a National Trails system. It enables corridor preservation. It also encourages public participation be extended into planning efforts. It mentions Indian tribal government involvement in planning and describes women to be presumed to be socially and economically disadvantaged individuals for purposes of Disadvantaged Business Enterprises section. Its Declaration of Policy includes "improved mobility for elderly, disabled, and economically disadvantaged" and "social benefits must be considered...with particular attention to...other aspects of the quality of life...."

The Civil Rights Act of 1991, in part, amended 42 U.S.C. 1981 by adding:

"(c) The rights protected by this section are protected against impairment by non-governmental discrimination and impairment under color of State law."

National Highway System Designation Act of 1995, Pub. L. No. 104-59, November 28, 1995--establishes the NHS and its design criteria which, among other things, "may take into account...(A) the constructed and natural environment of the area, (B) the community ...impacts of the activity...", and (C) access for other modes of transportation." It also allows for an advance payment option and credit for donations of funds, materials, and services toward the State match for transportation enhancement activities.

23 U.S.C. 101--"Definitions and declaration of policy"--(a) 10 eligible "transportation enhancement activities" stated. Specific monies set-aside under the Surface Transportation Program for TE activities.

23 U.S.C. 109--"Highway"--Standards for the Secretary of Transportation

23 U.S.C. 109(h)--assure that possible adverse economic, social, and environmental effects relating to any proposed project on any Federal-aid system have been fully considered in developing such project. This section states specific potential community impacts which need to be addressed.

23 U.S.C. 109(i)--develop noise standards compatible with different land uses and mentions noise mitigation measures such as acquisition of additional ROW, construction of physical barriers, and landscaping.

23 U.S.C. 109(n)--no approval for a project that will result in the severance or destruction of an existing major route for nonmotorized traffic and light motorcycles unless the project provides a reasonably alternate route or such a route exists.

23 U.S.C. 128--"Public hearings"--State highway department certification of a public hearing, or opportunity for one, at a convenient location; of allowing persons who's property will be affected or who are contiguous to the project "to express any objections they may have." The State highway department must also certify that it has "considered the economic and social effects" of a project, and that the project is consistent with the goals and objectives of urban planning as promulgated by the community. The certification is accompanied by a report "which indicates the consideration given to the economic, social,...and other effects...raised during the hearing or...otherwise considered."

23 U.S.C. 133--"Surface transportation program"--(b) makes transportation enhancement activities eligible projects for STP funds and (c) allocates 10 percent of annual apportioned funds under Section 104(b)(3) only for TE activities. Also eligible for funding

is “mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project....”

23 U.S.C. 134--"Metropolitan planning"--Transportation Improvement Plan and Long-Range Plan, encourages and promotes use of various modes of transportation; encourages cooperation with State and local officials developing transportation plans and programs; defines urban area as more than 50,000 population; requires projects in urban areas be "based on a continuing comprehensive transportation planning process;" and requires States to consult with and consider the views of responsible public officials in urban areas. In developing the transportation plan 15 factors to consider include the likely effect of transportation policy decisions on and consistency with land-use and development plans; need to relieve and prevent congestion where it does not yet occur; access to intermodal transportation facilities, national parks, recreation areas, and monuments and historic sites; “preservation of rights-of-way;” and “overall social, economic, energy, and environmental effects of transportation decisions.” Plans are to be financially constrained and consistent with Statewide (air quality improvement) Implementation Plans, and Metropolitan Planning Organizations (MPOs) are to provide “reasonable notice of and an opportunity to comment on” the plans.

23 U.S.C. 135--"Statewide planning"--Statewide Transportation Improvement Plan, Statewide Long-Range Transportation Plan, and long-range bicycle and pedestrian plan--provides for a continuous planning process for consideration of all modes in solving transportation problems, and incorporates the MPO plans above. State DOTs are to consider 23+ items including transportation needs of non-metropolitan areas; recreational travel and tourism; strategies to include bicycle and pedestrian facilities; effect of transportation decisions on and consistency with land-use and development plans; “preservation of rights-of-way;” access to intermodal transportation facilities, national parks, recreation and scenic areas, and monuments and historic sites; investment strategies to improve rural economic growth and tourism; concerns of Indian tribal governments having jurisdiction; and “overall social, economic, energy, and environmental effects of transportation decisions.” Plans are to be financially constrained and consistent with Statewide Implementation Plans (air quality improvement), and State DOTs are to provide “reasonable opportunity to comment on” the Statewide transportation improvement and long-range plans.

23 U.S.C. 138--"Preservation of parklands"--(a.k.a. Section 4(f)) a “national policy that special efforts should be made to preserve the natural beauty of the countryside and public park and recreation and historic sites.”

23 U.S.C. 140--"Nondiscrimination"--State employment assurances. Refers to race, color, creed, national origin, or sex.

- 23 U.S.C. 143--"Economic growth center development highways"--authority to make grants to States for projects which promote "desirable development of the Nation's natural resources, to revitalize and diversify the economy of rural areas and smaller communities, and to improve living conditions and the quality of the environment."
- 23 U.S.C. 217--"Bicycle transportation and pedestrian walkway"--encourages energy conservation and multiple use of ROW, including development and improvement of pedestrian walkways.
- 23 U.S.C. 315--"Rules, regulations and recommendations"--allows Federal promulgation of rules and regulations to carry out Title 23 of the U.S. Code.
- 23 U.S.C. 324--"Prohibition of discrimination on the basis of sex."
- 29 U.S.C. 794--Nondiscrimination under Federal grants and programs:  
(a) Promulgation of rules and regulations--individuals with disabilities shall not be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service; (b) "program or activity" defined; (c) significant structural alterations by small providers; and (d) standards used in determining violation.
- 42 U.S.C. 2000d-2000d-4--Prohibition against exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on ground of race, color, or national origin.
- 42 U.S.C. 3601-3631--Fair Housing Act (Pub. L. 90-284) policy and implementation. Protections afforded against making unavailable or deny, a dwelling to any person "because of race, color, religion, sex, familial status, or national origin"
- 42 U.S.C. 3608a--enacted as part of the Housing and Community Development Act of 1987--Collection of certain data to assess the extent of compliance with Federal fair housing requirements (including the requirements established under title VI of Public Law 88-352 (42 U.S.C. 2000d et seq.) and title VIII of Public Law 90-284 (42 U.S.C. 3601 et seq.)), the Secretary of Agriculture shall collect, not less than annually, data on the racial and ethnic characteristics of persons eligible for, assisted, or otherwise benefitting under each community development, housing assistance, and mortgage and loan insurance and guarantee program administered by such Secretary. Such data shall be collected on a building by building basis if the Secretary determines such collection to be appropriate.
- 42 U.S.C. 4321 et seq.--National Environmental Policy--Congressional declaration of

purpose--The purposes of this chapter are: To declare a national policy which will encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; to enrich the understanding of the ecological systems and natural resources important to the Nation; and to establish a Council on Environmental Quality.

42 U.S.C. 4601 et seq.--Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs.

42 U.S.C. 12101-12213--Codification of the Americans with Disabilities Act of 1990--Equal Opportunity for Individuals with Disabilities.

49 U.S.C. 303--(a.k.a. 4(f))--Policy on lands, wildlife and waterfowl refuges, and historic sites (a) special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites; (b) cooperate and consult with the DOI, HUD, USDA, and the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of lands crossed by transportation activities or facilities; and (c) approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if: (1) there is no prudent and feasible alternative to using that land; and (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

#### Regulations:

7 CFR Part 658--"Farmland Protection Policy; Final Rule"--published in Federal Register Vol 59, No. 116, on Friday, June 17, 1994, pp. 31110-31117--implements the "Farmland Protection Policy Act."

10 CFR 1040.1 et seq.--"Nondiscrimination in Federally Assisted Programs."

23 CFR 200--"Title VI Program and Related Statutes--Implementation and Review Procedures"--includes race, color, religion, sex, and national origin.

23 CFR 200.5--Definitions: (a) Affirmative action; (b) Beneficiary; (c) Public participation; (d) Compliance; (e) Deficiency status; (f) Discrimination; (g) Facility; (h) Federal assistance; (I) Noncompliance; (j) Persons; (k) Program; (l) State highway agency; (m) Program area officials; (n) Recipient; (o) Secretary; and (p) Title VI.



Program incorporates subsequent Federal-aid Highway Acts and related statutes; thus, including the Age Discrimination Act and Rehabilitation Act among others.

23 CFR 200.7--FHWA Title VI Policy.

23 CFR 200.9--(State highway agency responsibilities)--

State Title VI assurances and to "Develop procedures for the collection of statistical data...of participants in, and beneficiaries of State highway programs, i.e., relocatees, impacted citizens and affected communities."

23 CFR 200.13--Certification acceptance--Title VI and related statutes requirements apply to all State highway agencies and FHWA divisions; they shall monitor the Title VI aspects of the program by conducting annual reviews and submitting required reports.

23 CFR 450, Planning Assistance and Standards--Subpart B covers "Statewide Transportation Planning" and Subpart C covers "Metropolitan Transportation Planning and Programming." Designed to achieve a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensive development of urbanized and nonurbanized areas which are to receive Federal-aid funds.

23 CFR 710--Right-of-Way--Subpart B--State Highway Department Responsibilities; Subpart C--Reimbursement provisions; Subpart D--Administrative Settlements, Legal Settlements, and Court Awards; Subpart E--Federal Land Transfers and Direct Federal Acquisition; Subpart F--Functional Replacement of Real Property in Public Ownership; Subpart G--Right-of-Way Revolving Fund (advance acquisition).

23 CFR 750--Highway Beautification--includes outdoor advertising adjacent to the Interstate; directional and official signs; exempt signs; and outdoor advertising control.

23 CFR 771--Environmental Impact and Related Procedures--primary guidance which includes the evaluation of social, economic, and environmental impacts in project development as well as early and continuing coordination with the public--1980 and 1987.

23 CFR 771.105(f)--FHWA Policy on Title VI--expands on 23 CFR 200.7 and names categories covered--race, color, national origin, age, sex, handicap.

23 CFR 771.111--Early coordination, public involvement, and project development.  
(a) Early coordination with appropriate agencies and the public aids in determining the type of environmental document an action requires, the scope of the document, the level of analysis, and related environmental requirements. (b) The Administration will identify the probable class of action as soon as sufficient information is available. (h) For the Federal-aid highway program: (1) Each State must have procedures approved by the

FHWA to carry out a public involvement/public hearing program.

- 28 CFR 42.200--Subpart D--"Nondiscrimination in Federally Assisted Programs--  
Implementation of Section 815(c)(1) of the Justice System Improvement Act of 1979"--  
Also implements Executive Order 12138.
- 28 CFR Part 36--"Nondiscrimination on the Basis of Disability by Public  
Accommodations and in Commercial Facilities"--Notice of Proposed Rulemaking, signed  
February 12, 1991.
- 40 CFR 1500-1508 (CEQ Regulations on Implementing NEPA), effective July 30, 1979--  
Relates primarily to the natural and physical environment with some references to the  
human environment. Provides for environmental procedures and document format into  
which social and economic impact assessment can be fitted.
- 40 CFR 1502.22--"Incomplete or unavailable information"--"When an agency is  
evaluating reasonably foreseeable significant adverse effects on the human environment in  
an [EIS] and there is incomplete or unavailable information, the agency shall always make  
clear that such information is lacking." Provides a procedure if such information is  
essential to a reasoned choice among alternatives and costs of obtaining it are or are not  
exorbitant. Applies only to EIS projects.
- 45 CFR 90.1--Nondiscrimination on the Basis of Age in Programs and Activities  
Receiving Federal Financial Assistance--Age Discrimination Act of 1975, as amended,  
also permits federally assisted programs and activities, and recipients of Federal funds, to  
continue to use certain age distinctions and factors other than age which meet the  
requirements of the 1975 Act and other regulations.
- 49 CFR 21--"Transportation"--Nondiscrimination in Federally-Assisted Programs of the  
Department of Transportation--Effectuation of Title VI of the Civil Rights Act of 1964--  
includes race, color, national origin.
- 49 CFR 24--"Uniform Relocation Assistance and Real Property Acquisition for Federal  
and Federally Assisted Programs"--Regulations concerning the Uniform Act as amended  
in 1987.
- 49 CFR 27--Nondiscrimination on the Basis of Handicap in Programs and Activities  
Receiving or Benefitting from Federal Financial Assistance--carries out the intent  
of section 504 of the Rehabilitation Act of 1973, 29 U.S.C. 794, as amended.

DOT and FHWA Policy and Guidance:

U.S. Department of Transportation. Social and Economic Effects of Highways, Washington, DC. 1974--A useful reference primarily for specialists. Summarizes the results of a broad cross-section of recent research concerning the social and economic effects of highways, particularly in the areas of displacement, accessibility and proximity effects. The major findings of each study are described (*from Skidmore, et al.*).

FHPM 2-1-2, Federal-Aid Highway Program Manual 2-1-2, Civil Rights, Title VI Program and Related Statutes, Implementation and Review Procedures, Transmittal 233, December 20, 1976.

Executive Order 11514, as amended by Executive Order 11991 (1977)--Protection and Enhancement of Environmental Quality--Responsibilities of Federal agencies are to "provide leadership in protecting and enhancing the quality of the Nation's environment to sustain and enrich human life." Federal agencies' must "monitor, evaluate, and control...their agencies' activities so as to protect and enhance the quality of the environment." Promotes timely public information and understanding of Federal plans, obtaining the views of interested parties, and providing public hearings and relevant information. Also has CEQ responsibilities.

FHWA Memorandum, *Guidance Material on Public Hearings and Other Public Involvement*, October 8, 1982.

The Director of the Office of Environmental Policy's (Ali Sevin's) October 11, 1985, Memorandum to all Division Chiefs on "Nondiscrimination As An Integral Part of the Office of Environmental Policy's (now Office of Environment and Planning) Daily Program Operation and Activities."

"Highway Corridor Preservation and Early Right-of-Way Acquisition," June 30, 1988, distributed with July 1, 1988, in a memo from Anthony R. Kane, Associate Administrator for Right-of-Way and Environment, to Regional Administrators--see pp. 142-146 of the Environmental Guide Book.

FHWA Technical Advisory T6640.8A, titled "Guidance for Preparing and Processing Environmental and Section 4(F) Documents," dated October 30, 1987; effective November 27, 1987.

"A Statement of National Transportation Policy," Secretary of Transportation Samuel Skinner presented to Presented George Bush on March 8, 1990--among the six themes were to "ensure ... public safety and national security" and to "protect the environment and quality of life." It states "the benefits of transportation must be available to all Americans, including economically and socially disadvantaged, minority, young and old, and disabled

citizens.” It also states it is Federal transportation policy to “encourage the design and building of transportation facilities that fit harmoniously into communities and the natural environment, and preserve scenic and historic sites.”

“FHWA Environmental Policy Statement,” April 20, 1990--by Federal Highway Administrator Thomas D. Larson--5 policy goals including Communication and Coordination, Mainstream Environmental Consideration, and Protect and Enhance the Environment. It contained the first mention of environmental enhancement.

"Environmental Policy Statement Implementation Strategies," dated June 15, 1990, distributed to the field by the FHWA Executive Director (Dean Carlson) via Memo on June 21, 1990, and by the Associate Administrator for Program Development (Anthony R. Kane) via November 30, 1990, memo.

"Questions and Answers on FHWA's Environmental Policy Statement (EPS)," distributed with February 28, 1991, memo from Anthony R. Kane, Associate Administrator for Program Development, to Regional Administrators.

FHWA Notice “Impacts of the Civil Rights Restoration Act of 1987 on FHWA Programs,” dated September 2, 1992.

Executive Order 12898 - "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," February 11, 1994, and its accompanying Presidential Memorandum which mentions minority and low-income communities. (see Executive Order 12948 - “Amendment to Executive Order No. 12898,” January 30, 1995.)

Issued by President Clinton--Requires each Federal agency to make achieving environmental justice part of its mission ‘by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations.’

FHWA Environmental Policy Statement 1994, November 1994, with message from Federal Highway Administrator Rodney E. Slater--discusses "working toward a highway system that fits harmoniously within our natural environment and our neighborhoods and communities." Emphasizes "full involvement of our partners" in planning and project; "complete integration of environmental concerns" throughout decisionmaking; and "active protection and enhancement of our environment" when striving for environmental excellence.

FHWA/FTA Policy and Guidance on Public Involvement, December 5, 1994, joint

transmittal memorandum from FHWA's Director of the Office of Environment and Planning (Kevin E. Heanue) and FTA's Director of the Office of Planning (Samuel L. Zimmerman) to Associate Administrators, Staff Office Directors, Regional Federal Highway Administrators, Federal Lands Highway Program Administrator, Director of Joint ITS Program Office, and Regional Federal Transit Administrators) with "FHWA/FTA Interim Policy on Public Involvement" and "FHWA/FTA Questions and Answers on Public Involvement in Transportation Decisionmaking."

Executive Order 12948 - "Amendment to Executive Order No. 12898," January 30, 1995.

"Nondiscrimination, Environmental Justice, and Community Impact Assessment in Planning and Project Development," July 27, 1995, FHWA memorandum from Associate Administrator for Program Development (Thomas J. Ptak) to Associate Administrators, Staff Office Directors, Regional Administrators, Federal Lands Highway Program Administrator, and Director of Joint ITS Program Office.

"FHWA National Strategic Plan 1996: Highways Make the Connection," Administrator Rodney E. Slater endorsed FHWA's Vision, Mission, Values, and Strategic Goals and Objectives. The Mission includes "To ensure the highest quality surface transportation system which promotes the Nation's economic vitality and quality of life of its people." The Goals/Objectives include "fully implement...Executive Order 12898 and the DOT Order on Environmental Justice as an integral part of transportation planning and decisionmaking and the NEPA process...," "ensure ... environmental documents... address Native American issues detailing the involvement of affected tribal organizations in the planning and development process...," and "...ensure nondiscrimination in all programs and activities of FHWA and its recipients."

FHWA and FTA Publication, "Public Involvement Techniques for Transportation Decisionmaking," FHWA-PD-96-031, September 1996.

FHWA Order on Environmental Justice, "FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," December 2, 1998.

U.S. Department of Transportation, 1997, "Department of Transportation Order to Address Environmental Justice in Minority Populations and Low Income Populations," OST Docket No. 50125. *Federal Register*, Vol. 60, No. 125, (June 29), pp. 33899-33903. This is the original DOT response to Executive Order 12898. It was a call for comments on the procedures to be used in addressing that order.

U.S. Department of Transportation (DOT) Order to Address Environmental Justice in Minority Populations and Low-Income Populations, Docket No. OST-95-141 (50125) published in Federal Register Vol 62, No. 72. on Tuesday, April 15, 1997, pp. 18377-18381.

U.S. Department of Transportation, Federal Highway Administration, Environmental Justice and Transportation: Building Model Partnerships Community Workshop Proceedings, May, 1999.

These are proceedings from four workshops conducted by the Environmental Justice Resource Center at Clark Atlanta University under a Federal Highway Administration (FHWA) contract. The goal of the workshops was to bring together community, business, and government leaders to discuss common strategies and workable partnerships for ensuring environmental justice and equity in transportation policies. These policies included integrating environmental justice principles into FHWA National Environmental Policy Act (NEPA) process and the implementation of the Transportation Equity Act for the Twenty First Century (TEA-21). The workshops indeed brought together a wide array of non governmental organizations, civil rights groups, government officials, and private transportation stakeholders who discussed strategies to address transportation challenges facing low-income and minority communities. The proceedings provide a large number of case studies that address these issues. The workshop recommendations are synthesized in the concluding section. A list of participants provided in the appendix serves as a list of potential contacts who are knowledgeable in the area of environmental justice and other equity issues in transportation.

U.S. Department of Transportation Final Environmental Justice Strategy, published in Federal Register Vol 60, No. 125, on Thursday, June 29, 1995, pp. 33896-33899.

U.S. Department of Transportation Proposed Order to Address Environmental Justice in Minority Populations and Low-Income Populations, published in Federal Register Vol 60, No. 125, on Thursday, June 29, 1995 (same as above), pp. 33899-33903.

U.S. Department of Transportation, Federal Highway Administration, Community Impact Mitigation: Case Studies, FHWA-PD-98-024, dated May 1998.

U.S. Department of Transportation, Federal Highway Administration, Community Impact Assessment: A Quick Reference for Transportation  
FHWA-PD-96-036, September 1996.

U.S. Department of Transportation, Federal Highway Administration, Office of Chief Counsel, Environmental Justice in Transportation: Legal Background, February 2, 2000.

U.S. Department of Transportation, Federal Highway Administration, "Traffic Calming: State of the Practice," FHWA-RD-99-135, dated August 1999.

U.S. Department of Transportation's Strategic Plan, January 1994, 7 goals including to "Actively Enhance Our Environment" and "Put People First."

Other Government Resources:

General Accounting Office Report, *Siting of Hazardous Waste Landfills and Their Correlation with Racial and Economic Status of Surrounding Communities*, June 1, 1983.

Report of the AASHTO Task Force on Corridor Preservation, July 1990.

EPA Interagency Working Group on Standards and Definitions. Draft Guidance For Federal Agencies On Key Terms In Executive Order 12898. August 8, 1994.

Council on Environmental Quality, "Draft Guidance for Addressing Environmental Justice Under the National Environmental Policy Act," April 15, 1996.

EPA Memorandum, *Draft Guidance for Addressing Environmental Justice in Reviews Conducted Pursuant to § 309 of the Clean Air Act*, July 19, 1995.  
(also see next two EPA citations)

EPA, Draft Guidance for Consideration of Environmental Justice in Clean Air Act 309 Reviews, Undated. (also see prior and next EPA citation)

EPA, "Draft Guidance For Incorporating Environmental Justice Concerns In EPA's NEPA Compliance Analyses," EPA Office of Federal Activities, Washington, DC. July 12, 1996. (also see prior two EPA citations)

FHWA Memo and Video, "ACTION: *Distribution of "HIGHWAYS and the ENVIRONMENT: Innovative Mitigation" Video.*" FHWA Memorandum April 19, 1996. Three exemplary highway projects--I-310 near New Orleans, I-70 through Glenwood Canyon, and Public Art in Phoenix--what can happen when the public is involved.

Council on Environmental Quality, "Considering Cumulative Effects Under the National Environmental Policy Act," dated January 1997.

FHWA's "Flexibility in Highway Design," Publication FHWA-PD-97-062, published July 1997.

Council on Environmental Quality, "Environmental Justice: Guidance Under the National Environmental Policy Act," Appendix A provides guidance for Federal agencies on key terms in Executive Order 12898. The publication is dated December 10, 1997.

EPA's "Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analyses," from their Office of Federal Activities. The stated intent and

purpose is "to improve the internal management of EPA with respect to environmental justice under NEPA" and "to assist EPA staff responsible for developing EPA NEPA compliance documentation...." dated April 1998.

This is an useful document on legal issues surrounding equity and environmental justice in transportation. The laws on disparate impact of transportation activities, examples of court decisions on disparate impacts, DOT's administrative complaint process for disparate impacts, and examples of administrative complaints are discussed.

#### Environmental Justice Articles and Books

- \* S. Almanza and R. Alvarez. "Empowering Communities of Color: Lessons from Austin." In R. D. Bullard and G. S. Johnson (eds.) Just Transportation, Dismantling Race and Class Barriers to Mobility. Gabriola Island, BC: New Society Publishers, 110-120. 1997. (A1C06--Bill Black)  
Discusses in detail the work of People Organized Defense of the Earth and Her Resources around transportation and environmental justice. The authors address the grassroots organization's efforts toward achieving community empowerment through a better understanding of transportation equity issues. They maintain that if the community better understands the role of transportation in their lives and its impacts on their community, then the residents have a better change of becoming empowered (*from the editors' introduction*).
- \* J. C. Anderson. The Relationship Between the Commuting Problem and Job Opportunities for the Negroes in the City of Terre Haute, Indiana. M.A. Thesis, Department of Geography, Indiana University. 1972. (A1C06--Bill Black)
- \* Apogee Research Incorporated. Meeting the Access & Mobility Needs of Economically Disadvantaged, Inner City Residents: An Analysis of MPO Planning and Programming. Draft Final Report, April 21, 1995.  
This research study for FHWA assess the status of efforts of MPOs in addressing the access and mobility needs of low-income inner city residents. Several common trends in MPO efforts emerged from the study. These were: a) an increase in public involvement in the transportation planning process; b) reliance on transit services to meet transportation needs of low-income inner city residents rather than addressing their needs from a multi-modal perspective; and c) implementation of small-scale projects to address some aspects of the needs of low-income residents rather than a comprehensive approach to the problem. However, the research revealed that a number of MPOs have made positive strides in addressing transportation needs of low-income populations. The case studies discussed in the report are useful as they serve as examples of how to address the transportation needs of low-income inner city residents.
- \* R. O. Baumbach. The Second Battle of New Orleans: A History of the Vieux Carre Riverfront Expressway Controversy. University, AL: University of Alabama Press. 1980. (A1C06--Bill



Black)

This is a case study of a proposed elevated expressway that was to be constructed near the Vieux Carre (French Quarter) section of New Orleans in the 1960s. Local groups and preservationists were able to get the project canceled based on the negative impacts it would have on the area. It is believed to be the first highway project stopped based on historic preservation principles.

- \* D. Botka. "A Descriptive Model of Social Contracts Within a Community." *Ekistics*, Vol. 30, 25-39. 1970. (A1C06--Bill Black)

Provides a fairly clear picture of social interaction at the community level. Of the 14 variables included that directly or indirectly influence the degree of social interaction, income emerges as the most important, with density in second place (*from Skidmore, et al.*).

- \* M. Braddock, G. Lapidus, D. Gregorio, M. Kapp, and L. Banco. "Population, Income, and Ecological Correlates of Children Pedestrian Injury." *Pediatrics*, Vol. 88, No. 6, 1242-1247. 1991. (A1C06--Bill Black)

This paper examines the role of the title factors in child pedestrian collisions. An analysis of 198 incidents in Hartford, CT, between 1986 and 1987 revealed areas with high frequency of occurrence (8 or more collisions) were in high population density neighborhoods typified as nonwhite and with most households headed by a female living below the poverty line. Density was seen as the most important factor and one that could be used for predicting risk.

- \* Robert D. Bullard and Glenn S. Johnson (editors). Just Transportation: Dismantling Race and Class Barriers to Mobility. Gabriola Island, BC: New Society Publishers. 1997. (A1C06--Bill Black)

A collection of papers that chronicle the conflicts that have arisen between transportation investments and neighborhoods. Most of the papers included here are case studies, often legal cases, of such conflicts.

- \* R. D. Bullard and G. S. Johnson. "Introduction," in their Just Transportation: Dismantling Race and Class Barriers to Mobility. Gabriola Island, BC: New Society Publishers, 7-21. 1997. (A1C06--Bill Black)

The authors present a socio-historical overview of the civil rights struggle embedded in transportation. They place in context the transportation struggles of Plessy v. Ferguson and Rosa Parks to the modern-day challenges of unjust, unfair, and illegal transportation practices. They also illustrate how Federal transportation policies are linked to and affected by other governmental policies such as housing, residential patterns, spatial layout of cities (i.e., urban sprawl) and environmental protection (*from the editors' introduction*).

- \* R. D. Bullard. "Epilogue," in R. D. Bullard and G. S. Johnson (eds.) Just Transportation: Dismantling Race and Class Barriers to Mobility. Gabriola Island, BC: New Society Publishers, 173-177. 1997. (A1C06--Bill Black)

This epilogue includes recommendations from a national conference on environmental justice in May 1995. These include: ensure greater stakeholder participation and public involvement in transportation decision-making; direct resources to identify and address discriminatory outcomes, disproportionate impacts, inequitable distribution of transportation investments, and their civil rights implications; improve research, data collection, and assessment techniques; and promote interagency cooperation in transportation planning, development, and program implementation to achieve livable, healthy, and sustainable communities.

- \* Robert D. Bullard. Residential Apartheid: The American Legacy. UCLA Center for Afro-American Studies Publications. 1994.
- \* Robert D. Bullard. People of Color Environmental Groups Directory 1994 - 1995. Charles Stewart Mott Foundation. 1994.
- \* Robert D. Bullard. Unequal Protection: Environmental Justice and Communities of Color. Sierra Club Books. 1994.
- \* Robert D. Bullard. Confronting Environmental Racism: Voices from the Grassroots. South End Press. 1993.
- \* Robert D. Bullard. Dumping in Dixie: Race, Class, and Environmental Quality. Westview Press. 1990.

- C Robert D. Bullard, Glenn S. Johnson, and Angel O. Torres. "Dismantling Transportation Apartheid through Environmental Justice." Progress. Volume X, Number 1, pp. 4-5. February-March 2000.

The article describes the relationship between transportation and racial discrimination. It begins with a discussion on the Civil Rights Movement and inequality in transportation. This is followed by a discussion of more recent issues such as environmental justice in transportation. Examples from Buffalo, Los Angeles, and California are discussed to illustrate inequity and lack of environmental justice in transportation policy. An interesting point made by the authors is that environmental justice advocates are also seeking to improve public safety. The authors point out that this is not a small issue, since people of color have higher fatality rates than whites.

- \* J. E. Burkhardt and M. I. Shaffer. "Social and Psychological Impacts of Transportation Improvements." Transportation, 1, 207-226. 1972. (A1C06--Bill Black)
- Useful for specialists. Social impacts (extra-family relationships) and

psychological impacts (personal and family relationships) are defined and described with measurement techniques. Also defines social, behavioral and perceptual patterns of neighborhood residents. The techniques had not been tested at the time this paper was written (*from Skidmore, et al.*).

- \* J. E. Burkhardt, et al. Highway Improvement as a Factor in Neighborhood Change (2 volumes). Washington, DC, U.S. Federal Highway Administration. 1971. (A1C06--Bill Black)

Useful primarily for specialists. Volume I addresses physical and economic measures of neighborhood change, discussing techniques for estimating the non-user impacts of highway improvements on a neighborhood including considerations of physical, economic, and social impacts. The physical and economic measures of neighborhood change are classified according to how they are produced: from dislocation of a portion of the neighborhood or from the operation of the highway within the neighborhood. Only immediate and near-term effects on the remaining neighborhood, including the remaining households and businesses, are considered. Means of measuring each physical and economic impact are described in detail and the data needed to estimate neighborhood changes are identified.

Volume II discusses a model of urban neighborhoods relating certain physical and demographic characteristics both to the amount of social interaction that occurs within that neighborhood, and to the characteristics of highways. These variables were quantified and combined into a single number, called the Neighborhood Social Interaction Index. The Index seeks to measure the degree to which a neighborhood functions as a socially interactive unit. It provides a means of comparing neighborhoods and of measuring changes in a given neighborhood over time (*from Skidmore, et al.*).

- \* J. E. Burkhardt. "Impact of Highways on Urban Neighborhoods: A Model of Social Change." In Highway Research Record No. 356, Social, Environmental Factors of Transportation, 85-94. 1971. (A1C06--Bill Black)

Primarily useful for specialists. Describes the Neighborhood Social Interaction Index, derived from physical and demographic characteristics of neighborhoods including mobility of population, land use mix and housing density. The influence of highways on the Neighborhood Social Interaction Index is predicted by estimating highway-related changes in these three descriptors. Other variables discussed are: person type, years spent settling in a community, age, sex, and socio-cultural variables which include tradition, social structure, and cultural pattern (*from Skidmore, et al.*).

- \* M. Cameron. "Transportation Efficiency and Equity in Southern California: Are They Compatible?" In R. D. Bullard and G. S. Johnson (eds.) Just Transportation: Dismantling Race and Class Barriers to Mobility. Gabriola Island, BC: New Society Publishers, 53-67. 1997. (A1C06--Bill Black)

The author discusses some of the transportation issues unique to Southern California. He considers the degree to which efficiency and equity can be pursued at the same time, and examines efficiency reforms such as congestion pricing. He concludes that the impact of efficiency fees on equity will be significant, but if one keeps explicit equity issues in mind, efficiency could improve mobility for all people (*from the editors' introduction*).

- \* D. Chen. "Linking Social Equity with Livable Communities." In R. D. Bullard and G. S. Johnson (eds.) Just Transportation: Dismantling Race and Class Barriers to Mobility. Gabriola Island, BC: New Society Publishers, 33-41. 1997. (A1C06--Bill Black)

The author explores the interaction of social equity, environment, land use, economic development, and transportation in promoting livable communities. He also examines the distributive impact of transportation investments on communities and their social equity implications; the efficacy of transportation investments in promoting community-based planning, community and people-oriented design, neighborhood enhancements, business vitality, and economic growth; and the impact of the Intermodal Surface Transportation Efficiency Act in promoting just, health, and livable communities (*from the editors' introduction*).

- \* A. G. Christensen and A. N. Jackson. "Problems of Relocation in a Major City: Activities and Achievements in Baltimore, MD." Highway Research Record No. 277, 1-8. 1969. (A1C06--Bill Black)

A good article on the diverse problems of relocatees from highway construction. Also discusses the history of Federal legislation and related activity in this area. Includes case studies. Provides insight on the importance of relocation problems (*from Skidmore, et al.*).

- \* Stephen Cochran. "Transportation, Social Equity, and City-Suburban Connections," Planning and Community Equity. APA. 1994.

Discusses relationship between spacial mismatch, transportation investment, and disproportional impacts and benefits.

- \* Robert W. Collin. "Environmental Equity: Law and Planning Approach Environmental Racism." Virginia Environmental Law Journal, 11, pp. 495-564. 1992.

- \* K. E. Cook. "Relocation – Social and Economic Aspects." Highway Research Board Special Report No. 110, 1-9. 1969. (A1C06--Bill Black)

States that transportation networks have been planned with primary consideration being given to user costs and benefits. Discusses various aspects of relocation and displacement on residents and businesses both before and since the implementation of relocation assistance programs. Addresses both the economic and psychological impacts of relocation on displacees (*from Skidmore, et al.*)

- C James Corless and Luis Arteaga. "Pedestrian Safety and Social Justice: Emerging California Coalition Demanding Safer Streets for Everyone." Progress. Volume X, Number 1, pp. 8. February-March 2000.

The article describes the inequity of pedestrian safety measures in California. The article points out that although pedestrian safety measures should be targeted towards dense urban fabrics inhabited by recent immigrants and people of color, in reality safety improvements have followed political power and economic status. However, the article also points out the recent successes of California coalitions of transportation equity advocacy groups in demanding more public safety for low-income and minority neighborhoods. The article also provides a list of websites where transportation advocacy materials in Spanish are available.

- \* S. Davis. "Race and the Politics of Transportation in Atlanta." In R. D. Bullard and G. S. Johnson (eds.) Just Transportation: Dismantling Race and Class Barriers to Mobility. Gabriola Island, BC: New Society Publishers, 84-96. 1997. (A1C06--Bill Black)

The author contrasts the different ridership levels among blacks and whites, and men and women in Atlanta. He discusses the Metropolitan Atlanta Rapid Transit Authority (MARTA), and its relationship to the lives of many African-Americans in the Atlanta Metro area. African-Americans disproportionately account for ridership on MARTA, contends the author. And it was African-Americans who originally forced MARTA into being accessible as it is today. He also finds that income is a major factor in transportation equity (*from the editors' introduction*).

- \* C. S. Davies. "The Reverse Commuter Transit Problem in Indianapolis." Ph.D. Thesis, Department of Geography, Indiana University. 1970. (A1C06--Bill Black)

- \* Robert DeSanto. "Environment Justice: A Proposed Syllabus." Transportation Research Board, 77<sup>th</sup> Annual Meeting, Washington, DC. 1998. (A1C06--Bill Black)

- \* G. Dougherty, B. Pless, and R. Wilkins. "Social Class and the Occurrence of Traffic Injuries and Deaths in Urban Children." Canadian Journal of Public Health, Vol. 81, May/June 1990, pp. 204-209. (A1C06--Bill Black)

- \* Brad Edmondson and Fanglan Du. *The Minority Majority in 2001*. American Demographics. October 1996.

- \* R. H. Ellis. "Toward Measurement of the Community Consequences of Urban Freeways." Highway Research Record No. 229. 1968. (A1C06--Bill Black)

Proposes a strategy for quantitatively estimating the community or social consequences of transportation projects. Specifically, a new measure--the residential linkage--is defined and its importance demonstrated through reference to the socio-logical literature. Application of this measure to the spatial definition of urban communities and the

evaluation of alternative transportation plans is then illustrated (*from Skidmore, et al.*)

- \* R. H. Ellis and R. D. Worrall. "Toward Measurement of Community Impact: The Utilization of Longitudinal Travel Data to Define Residential Linkages." Highway Research Record 277. 1969. (A1C06--Bill Black)  
Methodological focus--defines the linkages between the residents and the activity centers important to the resident. Estimates the social impact of transportation improvement on the linkages. Identifying these linkages normally requires a survey and extensive data analysis. The analysis techniques had not been subjected to large-scale testing at the time the paper was written (*from Skidmore, et al.*).
- \* Eran Feitelman. "Are Environmental Justice Concerns Justified?" A Spatio-Temporal Analysis of Environmental Conflicts in Israel." Paper presented before the School of Public and Environmental Affairs, Indiana University. 1998. (A1C06--Bill Black)
- \* P. Fellin and E. Litwak. "Neighborhood Cohesion Under Conditions of Mobility." American Sociological Review, 28. 1963. (A1C06--Bill Black)  
Discusses community cohesion as it relates to mobility. Suggests that negative effects of mobility can be vitiated by speeding up the process of socializing strangers into the group. The paper suggest some mechanisms to accelerate integration (*from Skidmore, et al.*)
- \* David J. Forkenbrock and Lisa A. Schweitzer. Environmental Justice and Transportation Investment Policy. Public Policy Center, University of Iowa, Iowa City. 1997. (A1C06--Bill Black)  
An interesting volume that seeks to assist those who must determine whether a project is environmentally just or not. It presents some basic definitions, but it will perhaps be of most use in identifying how to proceed in the analysis of specific project situations and the impacts that they generate.
- \* David J. Forkenbrock and Lisa A. Schweitzer. "Environmental Justice in Transportation Planning," APA Journal. Winter 1999. Looks at GIS tools for assessing air quality and noise impacts for Environmental Justice. Introduces relevant methodological tools and defines appropriate standards and measures pertaining to air and noise. (Forkenbrock has a book on this and presented at the 1998 TRB Conference.)
- \* Charles J. Fox. Environmental and Social Justice Priorities in Transportation. Human Environment Center. Washington, DC. 1992.
- \* M. Fried. "Grieving for a Lost Home: Psychological Costs of Relocation." In James Wilson (ed.) Urban Renewal. Cambridge, MA: The MIT Press. 1966. (A1C06--Bill Black)  
Discusses the psychological impacts of relocation addressing the social and personal losses of relocation. Case studies from a Boston highway relocation project are

cited. Contains many other interesting and useful articles related to transportation planning and social issues (from Skidmore, et al.)

- \* Robert Garcia and Michael Repogle. "No Title." Progress. Volume X, Number 1, pp. 10-11. February-March 2000.

The article first describes the hardships faced by the low-income people of color by discussing two examples. This is followed by a suggested framework for equitable transportation policy. The framework suggests that transportation agencies should have policy goals that are equitable, environmentally sound, and economically vital. In order to achieve these goals such agencies should gather, analyze, and publish information that is necessary to understand the impact of their decisions on communities. Agencies must also ensure full and fair participation of all communities in the decision making process. Finally, they should avoid intentional discrimination and unjustified adverse disparate impacts in policy decisions. The article then describes the situation in Atlanta. Some further readings as well as a number of web sites that deal with discrimination in transportation policy are provided in the article.
- \* George Galster. Understanding the Changing Fortunes of Metropolitan Neighborhoods, 1980-1990. Urban Institute. 1993.
- \* G. W. Grier. "Social Impact Analysis of an Urban Freeway System." Highway Research Record No. 305, 63-74. 1970.

Reports on extensive social impact analysis of the interstate highway system in Baltimore, MD, leading to rerouting to avoid social disruption. General applicability of the concepts (from Skidmore, et al.)
- \* C. E. Haines. "The South Lawrence Trafficway: Environmental Justice Guidance for Native Americans." In R. D. Bullard and G. S. Johnson (eds.) Just Transportation: Dismantling Race and Class Barriers to Mobility. Gabriola Island, BC: New Society Publishers, 145-155. 1997. (A1C06--Bill Black)

This paper explores the plan by the Kansas Department of Transportation to build a highway through Haskell Indian Nation University (Lawrence, Kansas) and its environmental, sociometric, and cultural impacts on the surrounding Native American community. He also examines the justice and equity implications of the road construction plan under the national Environmental Policy Act (from the editors' introduction).
- \* Highway Research Board. "Community Values as Affected by Transportation." Highway Research Record No. 2, Washington, DC: National Academy of Sciences, National Research Council. 1963. (A1C06--Bill Black)

Useful for specialists, although somewhat dated. Discusses many issues with details which were being addressed, but were unresolved. Oriented toward problem identification and

empirical techniques (*from Skidmore, et al.*).

- \* Highway Research Board. “Indirect and Sociological Effects of Highway Location Improvements.” Highway Research Record No. 75, Washington, DC: National Academy of Sciences, National Research Council. 1964. (A1C06--Bill Black)  
Good overview of the impact highways have on contiguous communities. The reactions of people who may be impacted are discussed. Concludes that insufficient lead time often causes citizen opposition to a highway project, especially if residential dislocation is involved (*from Skidmore, et al.*).
- \* Highway Research Board. “Social, Economic, and Environmental Factors in Transportation.” Highway Research Record No. 386, Washington, DC: National Academy of Sciences, National Research Council. 1971. (A1C06--Bill Black)  
Useful for specialists and lay persons. Comprehensive interdisciplinary overview of State-of-the-art issues at the time (*from Skidmore, et al.*).
- \* S. L. Hill and B. Frankland. “Mobility as a Measure of Neighborhood.” Highway Research Record No. 187, Washington, DC: National Academy of Sciences, National Research Council. 1967. (A1C06--Bill Black)  
Useful primarily for specialists. Discusses the significance of residential stability to the vitality of the neighborhood unit. The index developed in this study has since been redefined and is described in the Social Impacts Notebook. This reference provides the background concerning the index (*from Skidmore, et al.*).
- \* H. Holmes. “Just and Sustainable Communities.” In R. D. Bullard and G. S. Johnson (eds.) Just Transportation: Dismantling Race and Class Barriers to Mobility. Gabriola Island, BC: New Society Publishers, 22-32. 1997. (A1C06--Bill Black)  
A conceptual framework for understanding the link between transportation policy, sustainable communities, and environmental justice is presented. The author emphasizes that although we are nearing the end of the twentieth century, we have not achieved true freedom, justice, and equity for everyone. He maintains that transportation systems can help achieve the goals of healthy and sustainable communities (*from the editors’ introduction*).
- \* Julie Hoover and Maria Gomez. How to Succeed in Ethnic Outreach by Really Trying. Parsons Brinckerhoff. New York, NY. Undated.  
This is a summary of innovative approaches to ensure participation of low-income and minority groups in the transportation planning process. It draws from a research project on innovative techniques for participation conducted for FHWA/FTA also prepared by the consulting firm. The experiences of the project suggest that the following techniques can increase minority and-low income participation: a) conducting informal small group



meetings in the community; b) utilizing community and religious organizations and their leaders in building communications between the agencies and the underrepresented groups; c) providing financial and other incentives such as scholarships to attend conferences; d) using non-mainstream media such as radio for effective communication; e) employing innovative recruitment tactics such as sending agency staff to churches and work places; f) offering special meeting provisions such as child care; g) using people of color for recruiting; h) employing translators to reach to non-English speaking groups; i) and understanding cultures of the communities that are underrepresented.

- \* International Association for Impact Assessment. *Guidelines and Principles for Social Impact Assessment*. Impact Assessment. Volume 12 No. 2. Summer 1994.
- \* Paul Jargowsky. *Poverty and Place: Ghettos, Barrios, and the American City*. Russell Sage Foundation, New York. 1997.

Comprehensive review of poverty and race at a neighborhood level, and looks at poverty and the economic isolation of people within neighborhoods.
- \* Elia Kacapyr. *The Well Being Index*. American Demographics. February 1996.
- \* Elia Kacapyr. *Are You Middle Class?* American Demographics. October 1996.
- \* Elia Kacapyr. *Population Update*. American Demographics. October 1996.
- \* J. F. Kain. "Housing Segregation, Negro Employment, and Metropolitan Decentralization." Papers and Proceedings of the Regional Science Association, Vol VI. 1960. (A1C06--Bill Black)
- \* Lori G. Kennedy. *Public Involvement and Environmental Case Studies*. Kisinger Campo and Associates. Atlanta, GA. August 21, 1997.

This paper describes four cases studies that illustrate the incorporation of innovative public involvement approaches adopted by State Department of Transportations. The first two case studies are project specific and discuss how North Carolina Department of Transportation (NCDOT) and South Carolina Department of Transportation (SCDOT) employed innovative participation techniques to respond to environmental justice issues for two particular projects. The next two case studies from Florida Department of Transportation (FDOT) and Oregon Department of Transportation (ODOT) describe how these two agencies are considering incorporation of public involvement and community impact assessment standards in their overall policy instruments. Such public participation is likely to ensure implementation of environmental justice in all projects.
- \* Lori G. Kennedy. "Environmental Justice." Paper presented at the TRB Conference, "Refocusing Planning for the 21<sup>st</sup> Century." February, 1999. A review of the legislative and

court case history relating to Environmental Justice.

- \* Dr. Thomas F. King and Ethan Rafuse. *NEPA and the Cultural Environment: an Assessment and Recommendations*. Prepared for CEQ. September 9, 1994.
- \* William R. Klein. "Citizen Participation: Whose Vision is It?" Planning and Community Equity. APA. 1994. Methods for breaking selection bias and professional bias in public involvement for planning issues.
- \* L. B. Lane, S. Hoffeld, and D. Griffith. "Determining Disproportionate Impacts in Environmental Justice Evaluation: Wilmington Bypass, Wilmington (NC)." A paper presented at the 77<sup>th</sup> Annual Meeting of the Transportation Research Board, Washington, DC. 1998. (A1C06--Bill Black)
- \* Marianne Lavelle. *Unequal Protection, The Racial Divide in Environmental Law*. The National Law Journal. September 21, 1992.
- \* B. L. Lee. "Civil Rights and Legal Remedies: A Plan of Action." In R. D. Bullard and G. S. Johnson (eds.) Just Transportation: Dismantling Race and Class Barriers to Mobility. Gabriola Island, BC: New Society Publishers, 156-172. 1997. (A1C06--Bill Black)  
The author outlines several of the Title-VI transportation cases he has handled, including the Labor Community Strategy Center's lawsuit against the Metropolitan Transit Authority, the Oakland Cypress Freeway case, and the Los Angeles /El Soreno/Long Beach Freeway case. The author uses the El Soreno lawsuit as a case study in transportation discrimination, and provides a practical guide for those interested in pursuing civil rights litigation in transportation (*from the editors' introduction*).
- \* William Lucy. "Capital Improvements and Equity," Planning and Community Equity. APA. 1994. Review of methods for looking at equity and in providing improvements.
- \* A. Lupo, F. Colcord, and E. P. Fowler. "Rites of Way: The Politics of Transportation in Boston and the U.S. City, Boston." Boston: Little Brown and Company. 1971. (A1C06--Bill Black)  
A study of citizen opposition to the I-95 and several other highways that were to be built in and through Boston in the late 1960s. It is a classic illustration of citizen involvement as well as power.
- \* E. Mann. "Confronting Transit Racism in Los Angeles." In R. D. Bullard and G. S. Johnson (eds.) Just Transportation: Dismantling Race and Class Barriers to Mobility. Gabriola Island, BC: New Society Publishers, 68-83. 1997. (A1C06--Bill Black)  
The author discusses a class-action, civil rights suit filed by the Labor\Community Strategy Center, the Korean Immigrant Workers' Advocates and the Southern Christian

Leadership Conference. The suit challenged the use of Federal funds in building an expensive rail system, when more people ride on public transit (*from the editors' introduction*).

- \* The MATRIX Group, LLC. Executive Summary -- Considering Equity in Regional Transportation Systems: Concepts, Current Practices, and Strategic Options. The MATRIX Group, LLC. Baltimore, MD. Undated.

This is an executive summary of a report developed by the MATRIX Group, LLC, and Bonham Research in 1999 for the Baltimore Metropolitan Council (BMC) to address how equity issues may be addressed in Baltimore region's transportation system policies and plans. The report recommended that equity in transportation investment be an explicit goal to guide future policy and plan development in the Baltimore region. It was further recommended that, at a minimum, the region's MPO should assess the distribution of potential impacts of proposed plans and policy alternatives for racial and ethnic minorities and the low-income groups identified for attention in Federal Environmental Justice Policies and for people with disabilities under the Federal Americans With Disabilities Act (FDA). The report concluded that its minimum recommendations could be implemented without substantially increasing agency costs, although additional staff time could be required. The summary provides a good definition for equity analysis. Contact addresses for further information are also provided in the summary.

- \* E. L. McLean and W. G. Adkins. "Freeway Effects on Residential Mobility in Metropolitan Neighborhoods." Highway Research Record No. 356, Washington, DC: National Academy of Sciences, National Research Council. 1971.

Useful primarily for specialists. Two indices are empirically developed: a neighborhood index, to delineate neighborhood boundaries using Census of Housing data, and a mobility index to predict changes in the mobility of the population adjacent to a proposed transportation improvement. When the data are available, both indices can be employed with relative ease. They have not been fully tested in actual project assessments (*from Skidmore, et al.*).

- \* J. R. Meyer, J. F. Kain, and M. Wohl. "Race and the Urban Transportation Problem." In their The Urban Transportation Problem. Cambridge, MA. Harvard University Press. 1965. (A1C06--Bill Black)

An examination of work-trip length by whites and nonwhites in Chicago and Detroit in the late 1950s. Centrally employed non-whites make short work trips, but non-centrally employed nonwhites travel long distances. The opposite is true for whites. The chapter includes some of the earliest statements regarding cross-hauling and reverse commuting to be found in the transportation literature.

- \* Martine Micozzi, Federal Highway Administration. Presentation, "An Idea Grows In Brooklyn: Congestion Pricing Public Outreach Workshops in New York City (Draft)." Undated.

- \* National Research Council. *Measuring Poverty: A New Approach*. 1995.
  
- \* Rich Stolz. "The Transportation Equity Network: Building Coalition for Transportation Justice in Low Income Communities." Progress. Volume X, Number 1, pp. 9. February-March 2000.  
 The article describes some of the work of Transportation Equity Network (TEN) -- a national coalition of grassroots and faith-based organizations striving to improve transportation services for poor communities and opening up the transportation planning process to grassroots participation. Groups in TEN include statewide coalitions, church-based groups and individual members of low and moderate-income people. A website address for the Center for Community Change, which staffs TEN is provided in the article.
  
- \* D. G. Oedel. "The Legacy of Jim Crow in Macon, Georgia." In R. D. Bullard and G. S. Johnson (eds.) Just Transportation: Dismantling Race and Class Barriers to Mobility. Gabriola Island, BC: New Society Publishers, 97-109. 1997. (A1C06--Bill Black)  
 An examination of the transportation systems in Macon and Bibb County, GA.  
 The author reviews and provides statistical comparisons between the public transportation system and the highway services in Macon. A class action lawsuit was filed on behalf of Macon's residents based on the fact that the population is evenly divided between African-Americans and white, but transit ridership was 90% African-American (*from the editors' introduction*).
  
- \* D.G. Oedel. "No Title." Progress. Volume X, Number 1, pp. 6. February-March 2000.  
 This article describes the evolution of an equitable transportation system in Macon, Georgia. As pointed out by the author, the case illustrates the power of patience, persistence, and political resourcefulness in dismantling racial and class discrimination in transportation planning. An important factor pointed out by the author is that transportation equity advocates cannot rely only on the judicial declarations and applications of law to get a favorable outcome. Instead, they may have to resort to politics and community for a favorable outcome.
  
- \* Paul Ong and Evelyn Blumenberg. 1998. "Job Access, Commute and Travel Burden among Welfare Recipients." Urban Studies. Volume 35, Number 1, pp. 77-93.  
 By combining administrative data on welfare recipients and employment in Los Angeles with data from the 1990 census, the study uses regression analysis to show that local jobs in low-wage firms increases the likelihood of welfare recipients finding employment in neighborhood jobs. The study further illustrates that welfare recipients who have long commutes earn less than those who find work closer to home. The empirical findings illustrate the importance of increasing job access through local economic development. The findings also illustrates the importance improving transportation and housing mobility among the poor.

- \* Eric Petersen. "Transit and Transportation Equity." Paper number 00-0473 presented at the 79th Annual Transportation Research Board Meeting, January 9-13, 2000.  
 The paper discusses a methodology developed by the Chicago Area Transportation Study (CATS) to determine whether transit service was provided equitably in the Chicago area. The methodology employs statistical analysis and is a useful tool to determine equity in transit service. The article contains a discussion of transit accessibility methods and specifically uses measures of service frequency and service density. The discussion provides a transportation analyst's perspective of the step-by-step methods and data sets used to examine how equitably transit access is distributed across the Chicago metropolitan region by race and income.
  
- \* David C. Proserpi. "Transit Service Provision: A Route and Zonal Analysis of System Performance." Ph.D. Dissertation, Department of Geography, Indiana University. 1978. (A1C06--Bill Black)
  
- \* John C. Robbins. Routing Hazardous Materials Shipments." Ph.D. Dissertation, Department of Geography, Indiana University. 1981. (A1C06--Bill Black)
  
- \* Cheryl Russell. *Who's Poor?* American Demographics. March 1996.
  
- \* Thomas W. Sanchez, 1998. "Equity Analysis of Personal Transportation System Benefits." Journal of Urban Affairs. Volume 20, Number 1, pp. 69-86.  
 The study is a useful methodological piece as it shows how to determine the incidence of urban transportation service benefits by income, race, and urban location, using Atlanta, Georgia as a case study. The capitalized value of highway and public transit accessibility into owner-occupied residential value is used as an indicator of transportation system benefits using hedonic price analysis. The method uses multiple regression to estimate the implicit price or demand for property attributes such as quality of public services, environmental quality, neighborhood conditions, and property improvements. The estimated locational benefits (increases in property values) of personal transportation accessibility, holding other determinants of property value constant, are compared to social and economic household characteristics to describe the incidence of these benefits. The analysis suggests that the lowest income, non-White central city homeowners realize the same if not higher per square foot benefits than their affluent, white, urban and suburban counterparts.
  
- \* Thomas Sanchez. 1999. "The Connection Between Public Transit and Employment: The Cases of Portland and Atlanta." Journal of the American Planning Association 63 (3): 284-296, 1999.  
 This is a useful illustration of how quantitative methods can be employed to estimate the relationship of access to public transit with labor participation levels. Using 1990 census data for Portland, Oregon and Atlanta, Georgia, the study uses Geographic

Information System (GIS) to analyze location and characteristics of residents with varying level of access to public transit. The GIS is used to estimate distance measures and accessibility indices for employment and resident locations. A two-stage least squares regression is used to estimate the relationship of access to public transportation with labor participation levels. The results indicate that improved access to public transit can overcome the physical separation between residential location of Non-White workers and jobs.

- \* David Schoenbrod. *Environmental 'Injustice' Is About Politics, Not Racism*. Wall Street Journal. February 23, 1994.
- \* C. M. Sevilla. "Asphalt Through the Model Cities: A Study of Highways and the Urban Poor." Journal of Urban Law, 49, University of Detroit. 1971.  
Discusses the negative impacts of the interstate highway system on non-users in urban centers. The concepts of distributive incidence and its implications are addressed. Includes a brief historical summary (*from Skidmore, et al.*).
- \* James S. Shalkowski. "A Practical Approach to Addressing 'Environmental Justice' During the NEPA Process: A Case Study of the Mon/Fayette Expressway Project." Paper presented and the 1999 TRB Annual Conference. January 1999. A case study of a project in Pennsylvania.
- \* N. W. Sheldon and R. Brandwein. The Economic and Social Impact of Investment in Public Transit. Lexington, MA: Lexington Books, D.C. Heath. 1973. (A1C06--Bill Black)  
Very useful as a handbook. Addresses many aspects of public transit planning. Includes chapter summaries, a good reference list, index and a series of case studies (*from Skidmore, et al.*).
- \* Qing Shen. "Spatial and Social Dimensions of Commuting". Journal of the American Planning Association, Volume 66, 1, Winter 2000.  
An empirical study that analyzes commuting patterns in the largest metropolitan areas of the United States and more closely looks at the Boston metropolitan area. The study concludes that commute times tend to be longer for low-income minorities than for other residents of the central city. Using GIS tools and regression techniques, the analysis uncovers spatial variations in commute times within central city neighborhoods that is concealed using less spatially differentiated data sets (e.g., a broader "central city versus suburbs" dichotomy). Urban spatial structure and several other factors are discussed that also influence commute times.
- \* F. L. Shepard and Paul K. Sonn. "A Tale of Two Cities." In R. D. Bullard and G. S. Johnson (eds.) Just Transportation: Dismantling Race and Class Barriers to Mobility. Gabriola Island, BC: New Society Publishers, 42-52. 1997. (A1C06--Bill Black)  
Two case studies of communities fighting highway construction projects. The first is in the

Anacostia neighborhood of Washington, DC, where the Barney Circle Freeway is to be constructed and the second chronicles the long standing dispute of James City, North Carolina with the North Carolina Department of Transportation's road construction program. The James City case study chronicles the history of an African American community from its founding during the Civil War and reconstruction and recounts a history of highway sitings that adversely affected the community's fabric and cultural resources. The case study alleges procedural and substantive deficiencies in the siting and route selection for the Neuse River Bridge project suggesting in discussion of Title VI and the environmental justice order that the project has not fully explored less discriminatory alternatives and the need for more equitable allocation of mitigation resources.

- \* E. Shevky and W. Bell. Social Area Analysis: Theory Illustrating Application and Computational Procedures. Westport, CN: Greenwood Press. 1955. (A1C06--Bill Black)  
Useful primarily for specialists. Includes descriptive text and technical guide to social impact assessment and an extensive annotated bibliography (*from Skidmore, et al.*).
- \* Skidmore, Owings, and Merrill. "The Environmental Assessment Notebook Series."  
U.S. Department of Transportation, Washington, DC. 1975. (A1C06--Bill Black)  
The six volumes included in this series cover the following topics: Identification of Transportation Alternatives, Social Impacts, Economic Impacts, Physical Impacts, Organization and Content of Environmental Assessment Materials, and an Environmental Assessment Reference Book. Although now dated this is still an excellent place to start if one is faced with the need to do any type of environmental assessment.
- \* Gail Small. "War Stories: Environmental Justice in Indian Country." The Amicus Journal, pp. 38-41. Spring 1994.
- \* Neil J. Smelser and Jeffrey C. Alexander (editors). Diversity and Its Discontents: Cultural Conflict and Common Ground in Contemporary American Society. Princeton University Press. 1999.
- \* Emily Talen. "Visualizing Fairness: Equity Maps for Planners," APA Journal. Winter 1998.  
Reviews equitable distribution of parkland and recreational resources in Pueblo, Colorado. Uses several methods of spacial analysis using GIS mapping of park resources and demographics from the U. S. Census.
- \* Brian D. Taylor and Paul M. Ong. 1995. "Spatial Mismatch or Automobile Mismatch? An Examination of Race, Residence and Commuting in US Metropolitan Areas." Urban Studies. Volume 32, Number 9, pp. 1453-1473.  
The paper employs regression analysis to examine the commute patterns of Whites, Blacks and Hispanics in 10 metropolitan areas in the United States, with a particular focus on commuting patterns of workers living in predominantly minority residential areas. The

data employed in the analysis are from metropolitan samples of American Housing Survey of 1977, 1978, and 1985. The analysis suggests that the overall commuting patterns of Whites and minority workers are converging rather than diverging over time, even among low-skilled workers. The study also found that Black and Hispanic workers living in minority areas had both shorter commutes and commutes that increased more slowly between 1977-78 and 1985 compared to workers in other areas. A longitudinal analysis also revealed that the average commute times of non-moving minority workers in predominately minority areas decreased during the study period. However, the analysis clearly shows the difficulty that traditional public transit faces in adequately serving the journey to work. Policy implications are assessed based on the evidence that access to automobiles is highly influential in helping carless job seekers reach employment sites.

- \* Martin Wachs, Brian D. Taylor, Ned Levine, and Paul Ong. 1993. "The Changing Commute: A Case Study of Jobs-Housing Relationship over Time." Urban Studies. Volume 30, Number 10, pp. 1711-1729.

The study examined commuting patterns between home and work among 30,000 employees of Kaiser Permanente, a major health care provider in Southern California. Among other patterns of travel behavior, the study found that long distance commuters are more likely to be male, older, professional, or administrative employees, and somewhat more likely to be White or Asian rather than Black or Latino. They are also more likely to be married, to have children, and be home owners than renters. This finding is striking contrast to most studies which argue that high cost of housing and dispersion of jobs in Southern California is forcing low-wage workers (who tend to be young, female and from ethnic minorities) into increasingly long commutes. The findings add credence to those studies that question the effectiveness of policies which advocate jobs-housing balance as a principal strategy to combat traffic congestion and air pollution.

- \* J. O. Wheeler. "Work-Trip Length and the Ghetto." Land Economics, 44, 107-112. 1968. (A1C06--Bill Black)
- \* J. O. Wheeler. "Transportation Problems in the Black Ghetto." Sociology and Social Research, 52. 1969. (A1C06--Bill Black)
- \* B. Wright. "New Orleans Neighborhoods Under Siege." In R. D. Bullard and G. S. Johnson (eds.) Just Transportation: Dismantling Race and Class Barriers to Mobility. Gabriola Island, BC: New Society Publishers, 121-144. 1997. (A1C06--Bill Black)

The author details the legacy of freeway construction and neighborhood destruction in her home city of New Orleans. She chronicles the historical development of the city and illustrates how many of our transportation policies have severely destabilized the city's African-American business corridors and neighborhoods (*from the editors' introduction*).



- \* Cameron Yee. "Gentrification: Making the Transportation and Land Use Connection in Low Income Communities." Progress. Volume X, Number 1, pp. 7. February-March 2000.  
The article primarily presents a synopsis of a report "There Goes the Neighborhood: A Regional Analysis of Gentrification and Community Stability in the San Francisco Bay Area" developed by the Urban Habitat Program. The report examined nine communities in the San Francisco Bay Area to determine the causes of gentrification. Among other factors, the study found that causes of gentrification include highway-oriented transportation policy, which prioritize roadway capacity over good public transit. Copies of the report are available from the Institute. A telephone number and an email address is provided in the article for obtaining copies.

### Potential Technical Resources

- \* Clark Atlanta University, Environmental Justice Resource Center
- \* FHWA and FTA Environmental Justice Web Site
- \* National Environmental Justice Advisory Council (A Federal Advisory Committee), Listing - Committee Member names, addresses, telephones, and faxes, undated.
- \* Pratt Institute, Center for Community and Environmental Development
- \* Transportation Research Board Committee A1C06, "Social and Economic Factors in Transportation," chaired by Bill Black; and its subcommittee on Environmental Justice, chaired by Lori Kennedy.
- \* University of Minnesota, Institute of Race and Poverty

### Training Course

- \* Urban Environmental Institute, Howard University Continuing Education. N.D. Environmental Justice Training Pilot, Conducted by John Rosenthal and James L. Creighton. Washington DC: Howard Univ  
These are course materials for a training course that is aimed to help governmental employees get a greater awareness environmental justice issues, communication styles of various stakeholder and strategies for incorporating environmental justice concerns in agency decision making. Although, the material does not directly deal with transportation and environmental justice, it gives an gives a good overview of the general requirements of the Executive Order 12898.

### Activities from State and Local Agencies

- \* Metropolitan Transportation Commission, San Francisco Bay Area

- Case Study of 3<sup>rd</sup> Avenue Corridor Study and MUNI service to the Hunter's Point neighborhood in San Francisco.
- Memorandum dated June 24, 1998, regarding equity and accessibility analysis for the 1998 Regional Transportation Plan update.
- \* Ohio Department of Transportation, Office of Urban & Corridor Planning, Definitions & Concepts for Discussion/Consideration, February 2, 2000.  
This document defines: low-income households; minority and low-income populations; public involvement; adverse impact and benefits of projects; equitable transportation policy impacts; and environmental, social, and economic impacts of transportation. It also discusses how to determine a low-income or minority population group.
- \* Ohio Department of Transportation, Addressing Title VI- Environmental Justice as it Relates to Ohio Transportation Planning Processes, Projects, and Services, Undated.  
The document discusses the proposed tasks set forth by the Ohio Department of Transportation (ODOT) to implement environmental justice in transportation. These are useful as they are applicable to other situations. The first task consisted of developing a demographic profile of State/MPO areas. Under this task, ODOT and MPOs would determine where low-income populations live and work. The second task would involve establishing methods for evaluating disproportionately high adverse effects and ensuring proportionate benefits. The third task consisted of developing techniques that are acceptable in minimizing adverse effects of projects or mitigating such effects. The fourth task consisted of determining adequate types of public involvement and outreach efforts. The fifth task was ensuring public involvement and outreach during implementation of environmental justice procedures. The sixth task was to examine how the State and MPOs could integrate the above actions and analysis in their planning process. The seventh task consisted of developing acceptable standards for documentation by MPOs and the State. The last task was to determine when which task was to be implemented and by whom.

#### Southern California Association of Governments

- \* 1998 Regional Transportation Plan – Transportation benefits by income quintiles and by race are presented on pp. 4-18 to 4-23 and 5-6 to 5-7.
- \* Memorandum dated June 22, 1999, regarding geographic equity for the Regional Transportation Plan update.

(Refer to HEP-648, 873, 874, 4399, 5755\*, 6255\*)  
*July, 2000*