

Appendix C

C



Civil Rights and Environmental Justice

The statutory inclusion of environmental justice populations was first introduced under Title VI of the Civil Rights Act of 1964. In 1997, the Department of Transportation updated Order 5610.2 to address environmental justice in minority and low-income populations. The goal of the order is to minimize or mitigate disproportionately high and adverse effects on minority and low-income populations. This includes human health, environmental, social, and economic effects that these populations may experience due to a lack of full and fair transportation options. Addressing and understanding the needs of diverse socioeconomic backgrounds, limited English proficiency (LEP), and minority populations is critical in developing an effective transportation system for the entire community. It is advantageous to the transportation decision-making process to include participation from all potentially affected communities and is a requirement under FTA guidelines. Three fundamental principles have been recognized at the core of environmental justice:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Public Engagement

During the development of the *Connect QC 2050: Quad Cities Long Range Transportation Plan*, in an effort to reach out to all communities, Bi-State provides a public notification to local media for all public input meetings, and to the Regional Transportation Advisory and Transit Interest Groups. Meeting notices are posted on Bi-State's website as well as displayed at an accessible and communal space at Bi-State's office. The kick-off public input meetings were held at locations that were served by a fixed-route public transportation service, or those held virtually during the pandemic were published to

2050

the agency website as notice embedded with links for the meetings. Appendix A includes a detailed list of all input gathered.

Environmental Justice Analysis

Attached in Appendix C are 12 maps displaying median household income, percent minority population, and LEP population in relation to roadway and intersection projects, existing transit routes, existing and proposed nonmotorized trails, and existing sidewalks on major roadways. Maps are illustrated using census tracts and the data is derived from five-year estimates using 2014 to 2018 American Community Survey data. All 12 maps illustrate the current development of the Quad Cities Metropolitan Planning Area (MPA) transportation network, and the proposed transportation network to represent what may be developed through 2050.

The overall goal is to identify particular areas of the Quad Cities MPA that may currently and/or in the future have a higher density of environmental justice (EJ) populations with less access to transportation options in the region. If such areas exist, perhaps development(s) of transit routes, trails, sidewalks, and/or roadways may be necessary to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects on minority populations or low-income populations. It is important that the quality of transit vehicles and transit infrastructure, such as stops and benches, is consistently the same for all social demographic areas in the Quad Cities MPA service area. In addition to equal services, equal amenities within a transit system is also a major environmental justice analysis factor.

The urbanized city centers appear to have the most census tracts with the lowest median household income, the highest percentage of minority population, and the highest LEP population. These areas on both sides of the Mississippi River appear to currently have an adequate amount of transportation outlets for residents to utilize. There are also proposed projects to be developed by 2050. Proposed projects appear to proportionately and consistently grow with the surrounding populations. There are a few other census tracts that appear to have a higher density of environmental justice populations, and may lack a sufficient amount of access to the Quad Cities MPA

Appendix C

2050

transportation network, depending on the mode and personal mobility options. Potential studies and development can be conducted in the future to mitigate areas that may experience disproportionately high and adverse human health and environmental effects, as projects move from planning to implementation. Using the attached maps, recommended census tracts to be examined include:

Median Household Income (Maps C.1, C.4, C.7, and C.10)

1. Geographic coverage of local and state capacity and/or expansion roadway projects reaches most corners of the urbanized area and are located on the federally eligible road system. Extensive coverage of local road projects is found in census tracts with \$50,000-\$99,999 median annual income where new development is occurring. Sixty-nine percent of state projects slated for 2030 and 2050 include coverage in areas under \$50,000 median annual income.
2. Transit routes provide extensive geographic coverage throughout the Quad Cities Region. Transit frequency is not reflected in the maps, but may affect service to transit-dependent populations.
3. Low-income areas of Davenport and Rock Island – Some historical areas with median annual incomes less than \$35,000 lack access to existing nonmotorized trail facilities. Facilities are proposed in these areas. Bicycle and other nonmotorized facilities within developed areas lacking large swathes of the urban area.

Percent Minority Population (Maps C.2, C.5, C.8, and C.11)

1. There are few local capacity and/or expansion roadway projects located in areas with high concentrations of minority populations (>40%). Most projects are located in areas with less than 40% minority population. Twenty-three percent of the state capacity and/or expansion projects on state and federal routes are in or touch areas with high concentrations of minority populations (>40%). These are roadway reconstructions to provide improved connectivity, reduce crashes, and improve system reliability.

2050

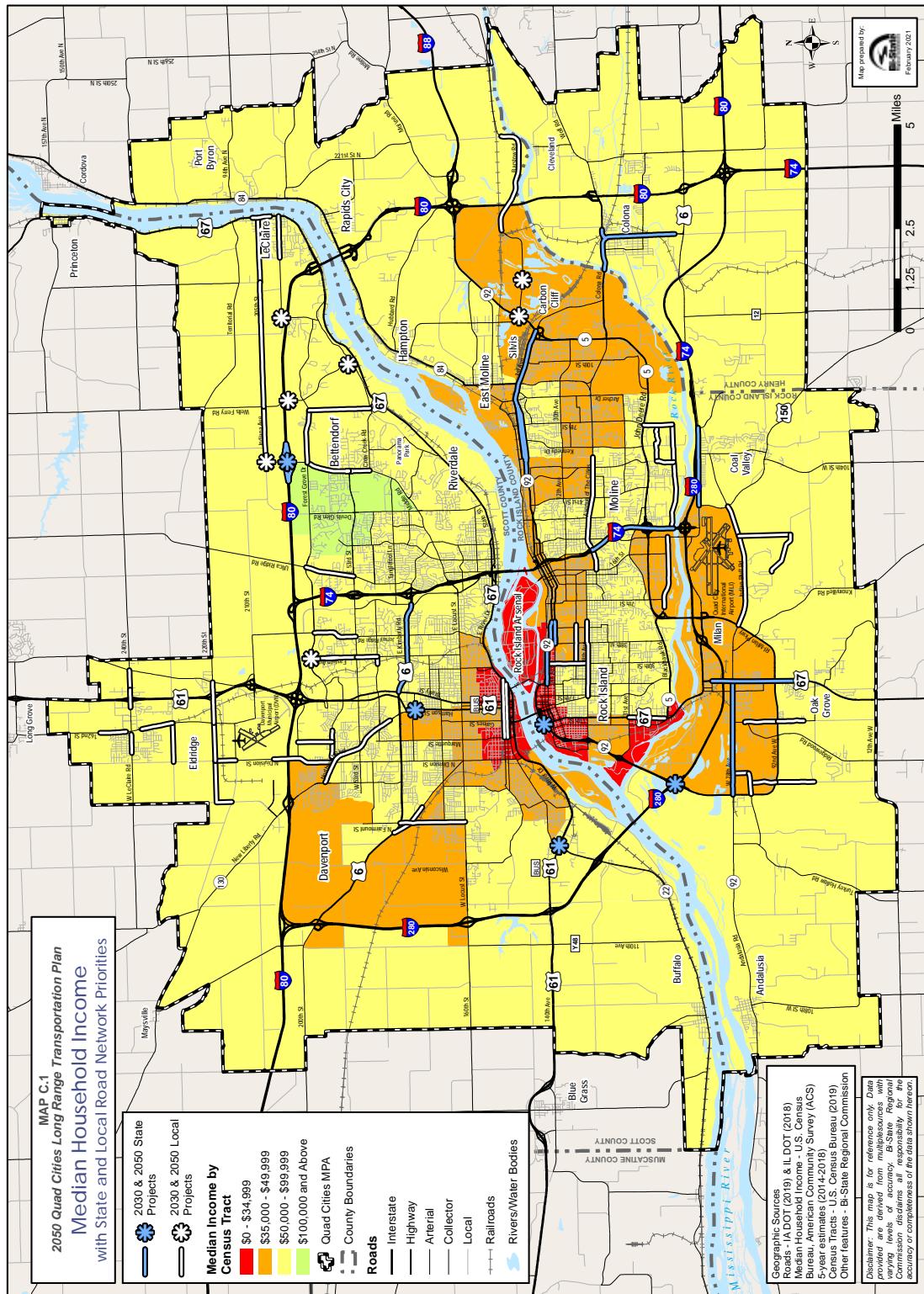
2. West Davenport - Some neighborhoods with between 20 and 39% minority populations in far-west Davenport lack transit access.
3. Davenport - Neighborhoods northeast of downtown with 40-59% minority population lack connectivity to nonmotorized network.
4. East Moline - Neighborhoods south of Avenue of the Cities do not have convenient access to the network. Facilities are proposed for these areas in both cities.

Limited English Proficiency (Maps C.3, C.6, C.9, and C.12)

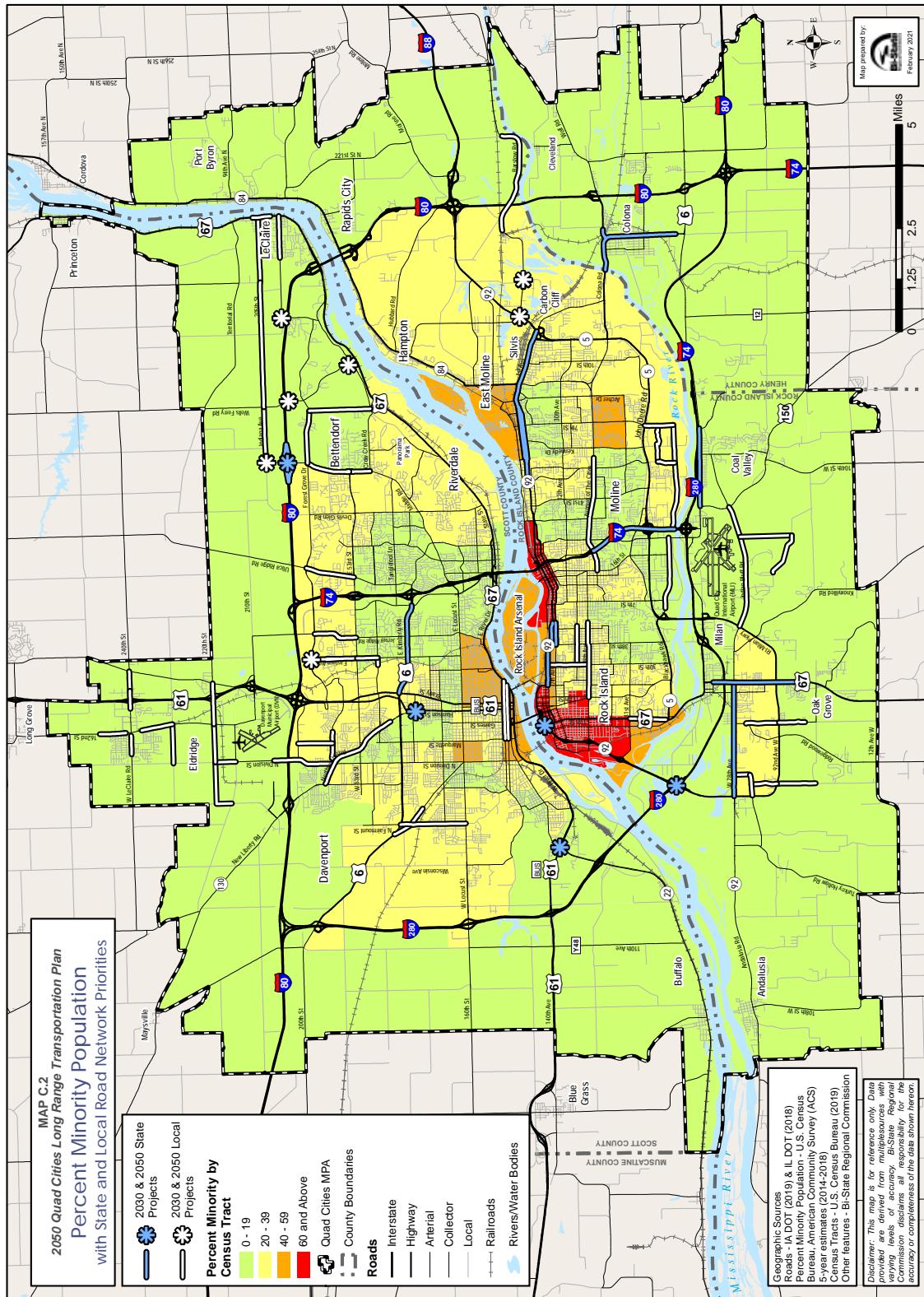
1. LEP populations are more dispersed than the previous two groups. Local and state capacity and/or expansion roadway projects appear to provide some connectivity between and through more concentrated areas with limited English proficiency.
2. Rock Island/East Moline - Areas with between 5.8% and 9.6% LEP households may not have direct transit access, only proximate access to routes located on the borders of the census tracts in question.
3. Davenport - West Davenport LEP populations currently do not have ready access to the nonmotorized network. Moline/East Moline - Nonmotorized access has increased in recent years, with further improved accessibility in coming years, however current facilities are not extensive in these areas.
4. Most major roads in EJ Population areas in the region contain sidewalks. Potential gaps exist in areas of East Moline, Silvis, and Carbon Cliff, with LEP households consisting of between 1.3% and 9.6% of the total in those census tracts.

Appendix C

2050

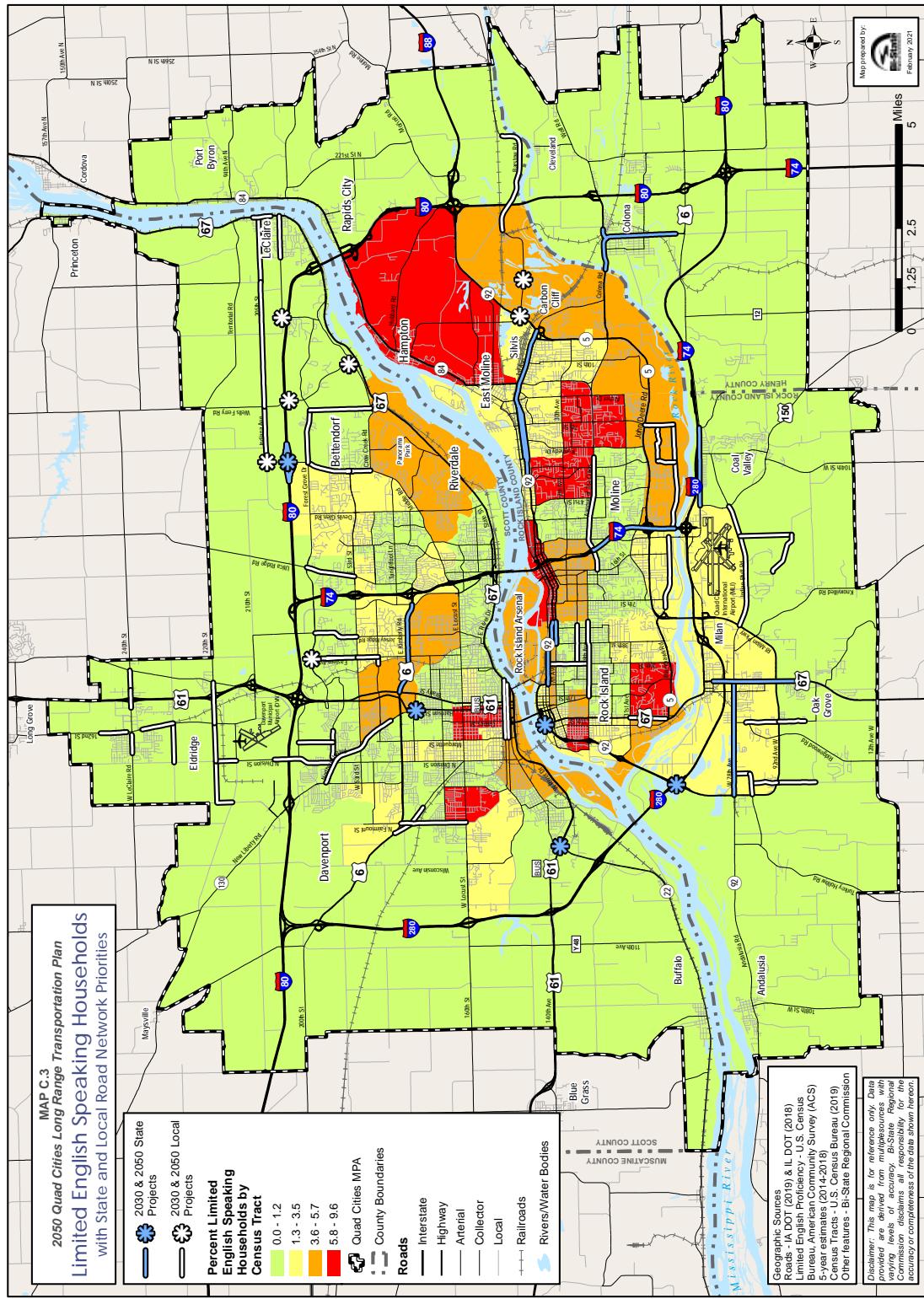


2050

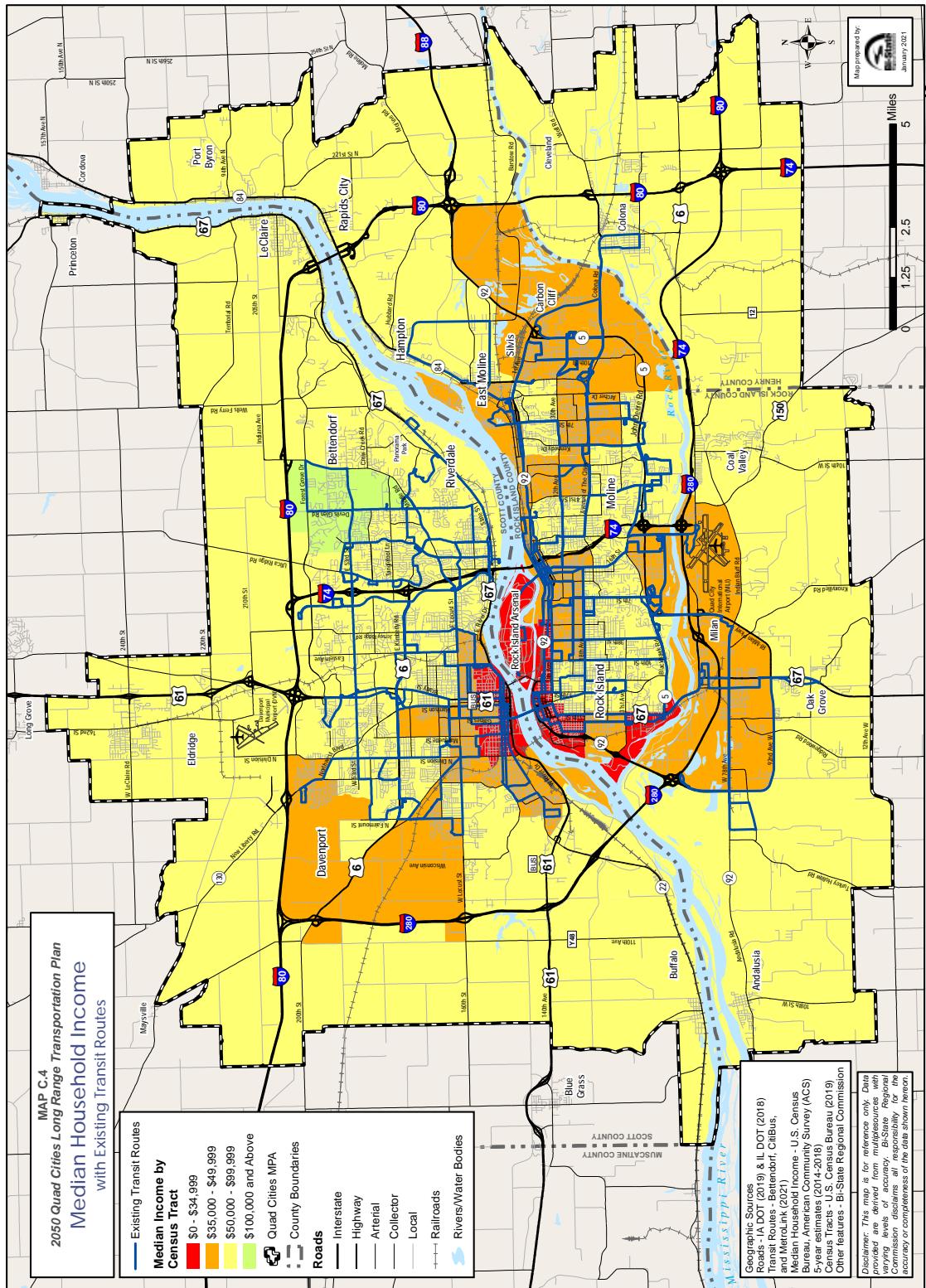


Appendix C

2050

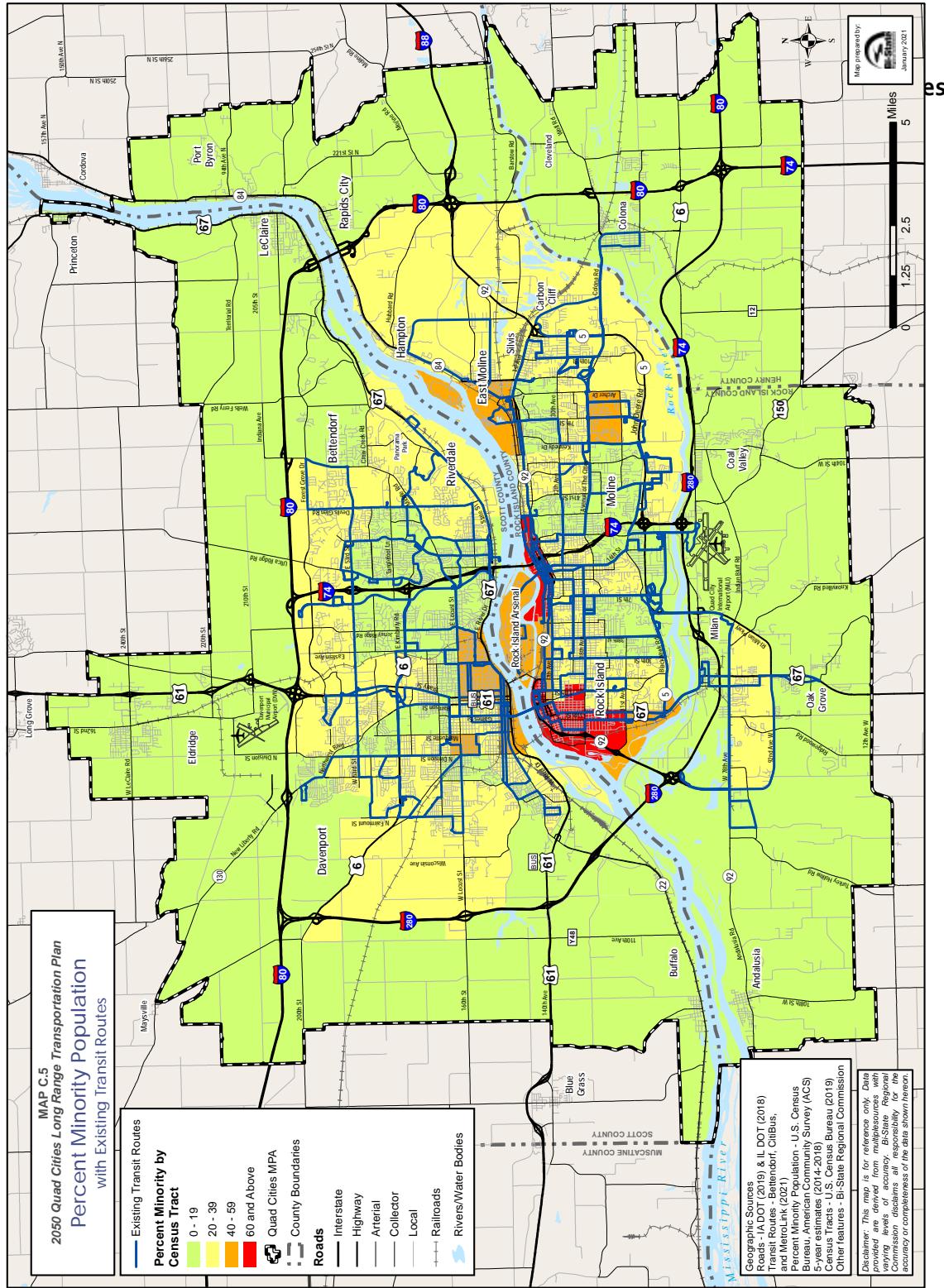


(2050)



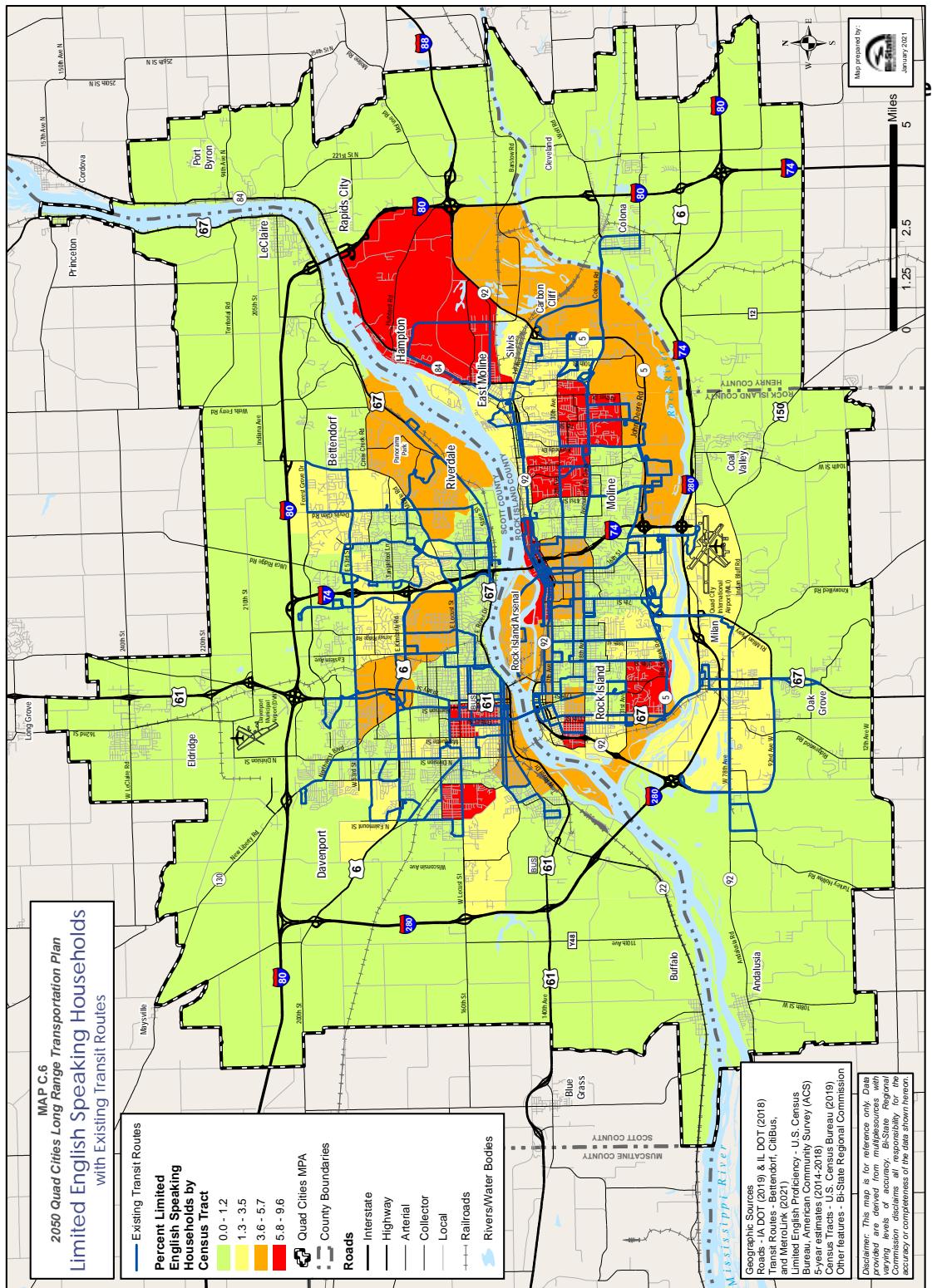
Appendix C

2050



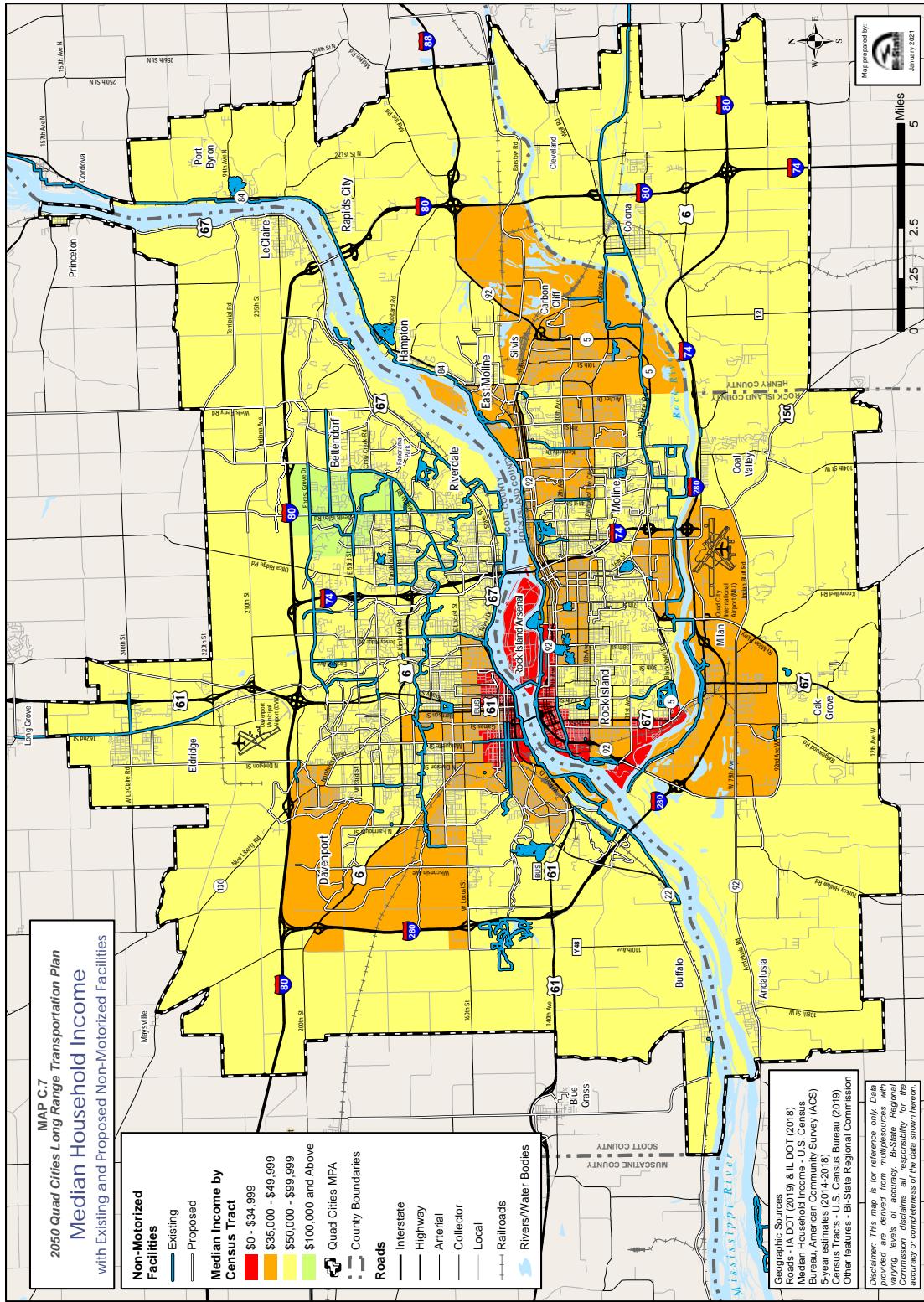
Appendix C

2050

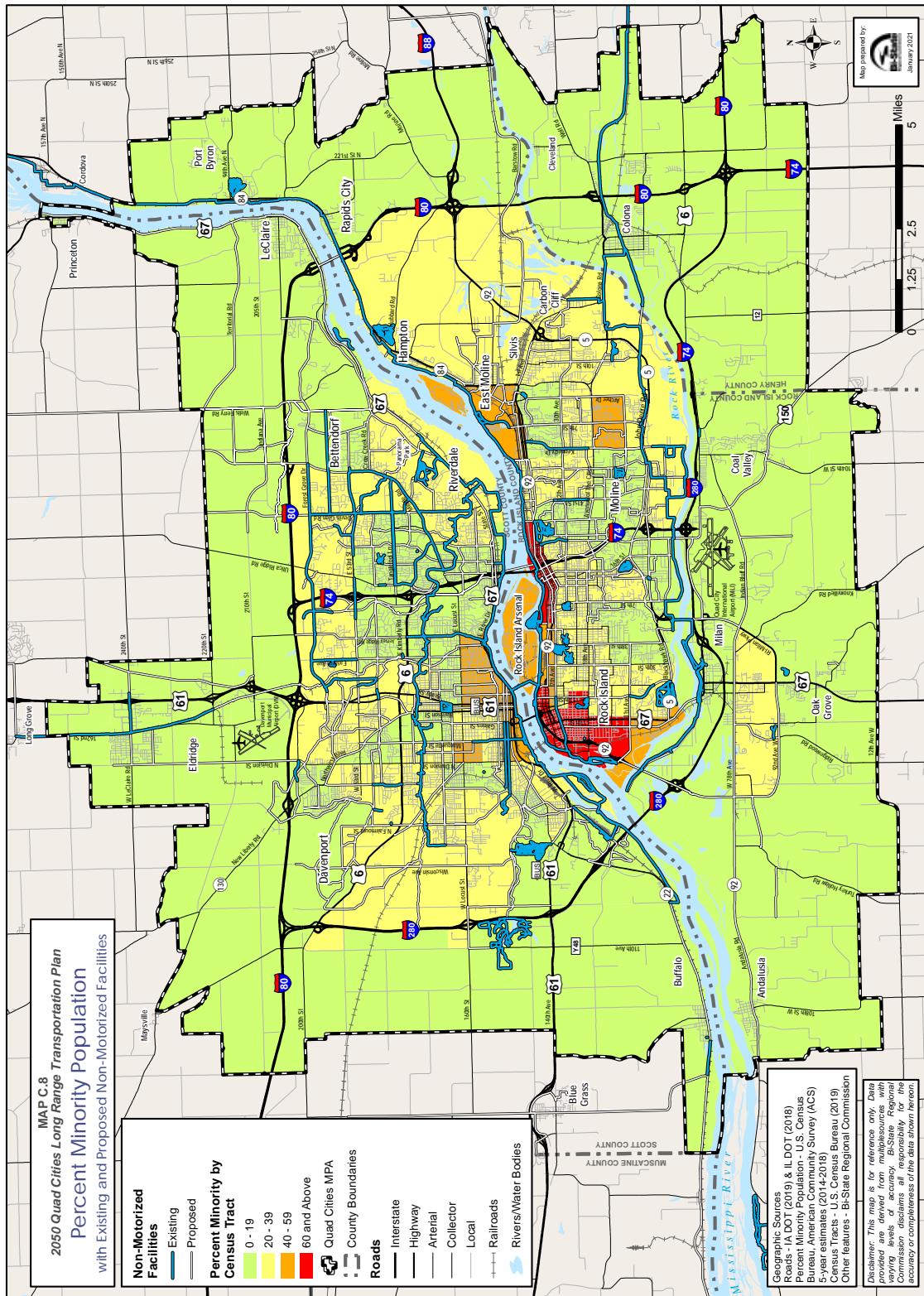


Appendix C

2050

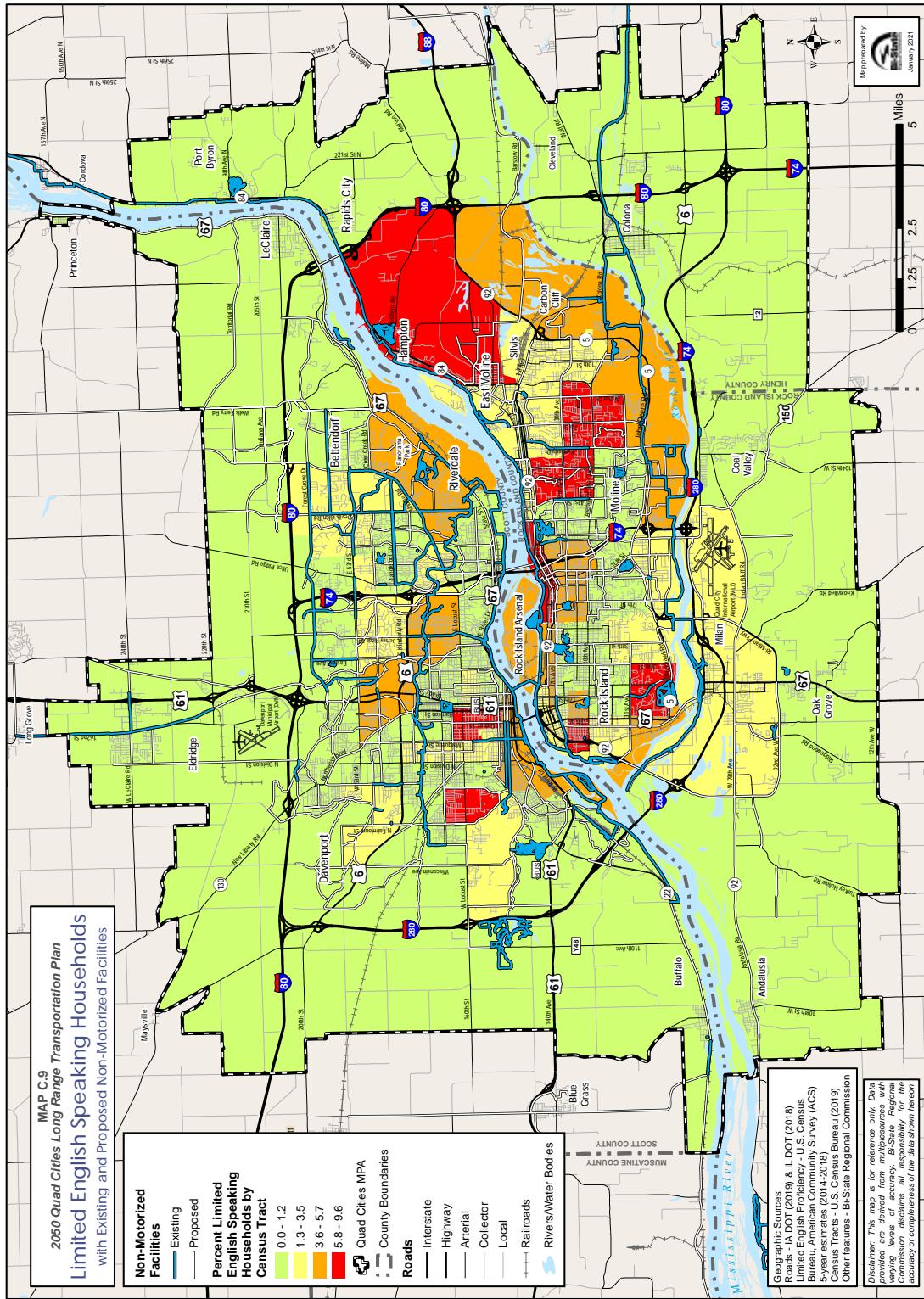


2050

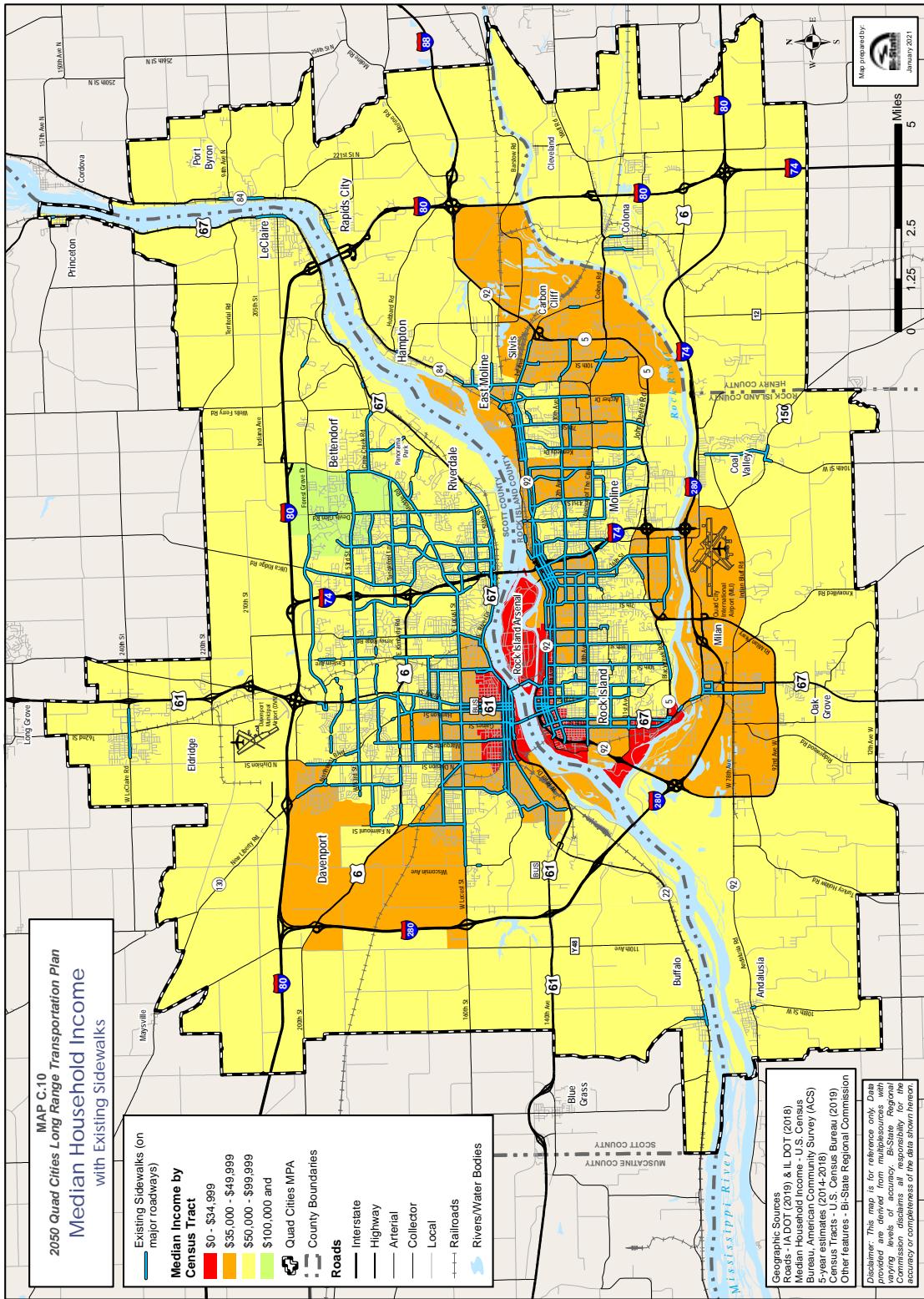


Appendix C

2050

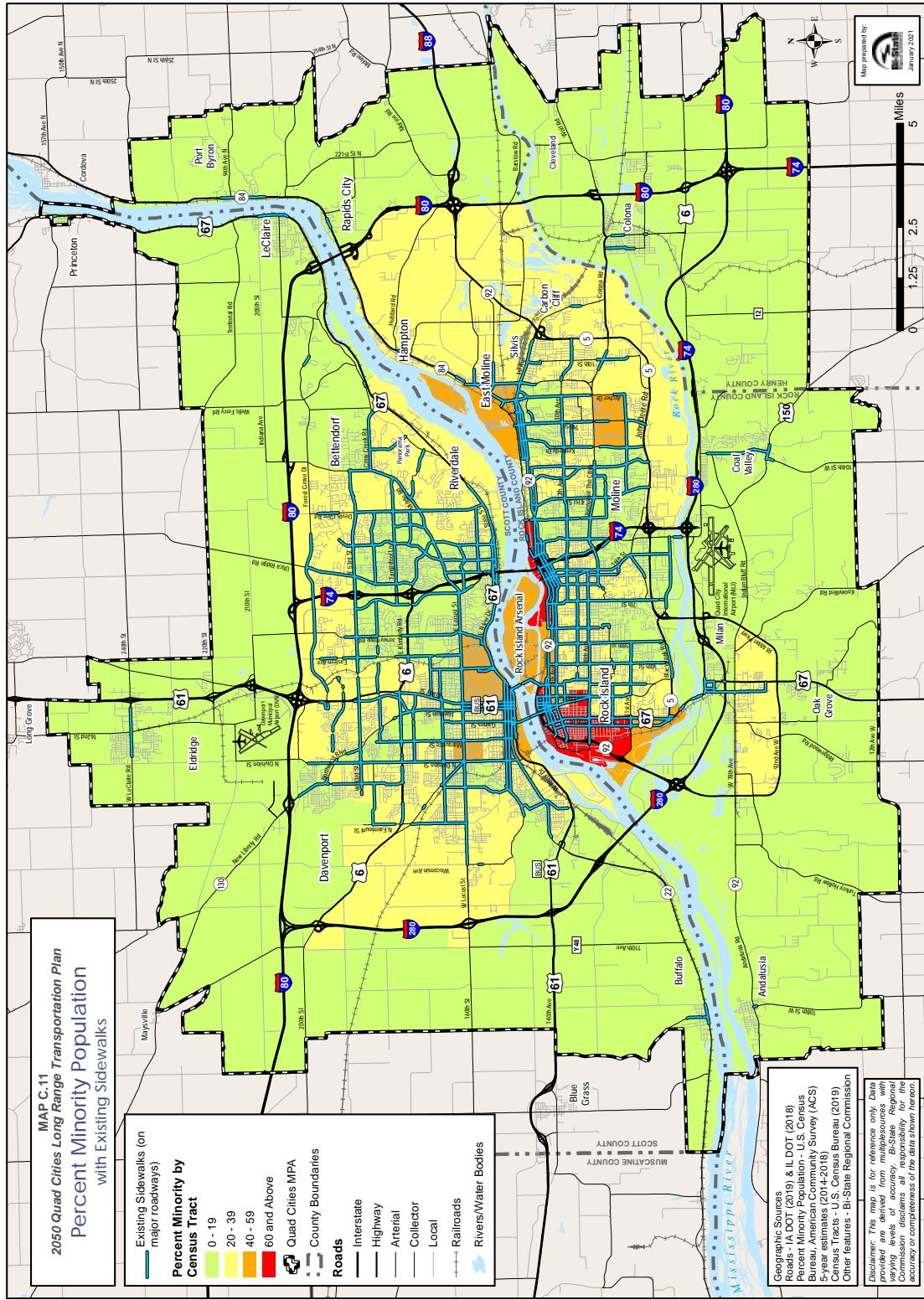


2050



Appendix C

2050



2050

