

# REIMAGINED MOVE 2040

## Appendix 11: Environmental Justice Analysis



## Contents

What is Environmental Justice? .....	4
Measuring Environmental Justice .....	4
Environmental Justice Populations .....	4
Thresholds & Limitations.....	5
Environmental Justice Analysis.....	7
IDENTIFICATION.....	7
Regional Community Profile.....	7
ASSESSMENT .....	13
Existing Conditions & Needs.....	13
Project Distribution.....	15
EVALUATION .....	20
Benefits and Burdens.....	20
Impacts to Minority Populations .....	21
Impacts to Low-Income Populations .....	22
Addressing Disproportionate and Adverse Effects .....	22
Environmental Justice Integration .....	23

## Figures

Figure 1: Minority Populations .....	9
Figure 2: Minority Population Density .....	10
Figure 3: Low-Income Populations .....	11
Figure 4: Low-Income Population Density .....	12
Figure 5: Projects by Mode .....	15
Figure 6: Minority Populations and Project Areas .....	16
Figure 7: Low-Income Populations and Project Areas .....	18

## Tables

Table 1: Minority and Low-Income Populations.....	7
Table 2: EJ Populations.....	13
Table 3: Project Distribution by Category/Type .....	14
Table 4: Project Distribution in Minority Areas.....	17
Table 5: Project Distribution in Low-Income Areas.....	19
Table 6: Traditionally Underserved Outreach Procedures .....	20

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### **WAMPO Transportation Policy Body (TPB) Approval History:**

Amendment 2 - August 9, 2022

## What is Environmental Justice?

The U.S. Environmental Protection Agency (EPA) defines environmental justice (EJ) as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies.

Environmental justice plays an important role in transportation planning. Transportation projects have long-lasting physical impacts on communities, and it is important to evaluate fairness and equity as part of the development of transportation policies and funding decisions. No group of people – by race, ethnicity or socio-economic status – should bear a disproportionate share of negative impacts as a result of decisions made at the federal, state, regional or local levels.

## Measuring Environmental Justice

As part of the Metropolitan Transportation Plan Amendment 2, the census data used for the Environmental Justice analysis was updated from 2013-2017 American Community Survey (ACS) Five-Year Estimates to 2016-2020 American Community Survey (ACS) Five-Year Estimates. Incorporating non-discriminatory considerations and practices into the transportation planning and decision-making processes is one of the main focal areas of the efforts we have undertaken as part of the *REIMAGINED MOVE 2040* plan. This appendix outlines and expands on the environmental justice analysis process, which includes the following core elements:

### Identification

Gathering data supported by descriptive statistics and mapping to describe and identify EJ populations in the region.

### Assessment

Includes reviewing the planned projects in relation to EJ populations. Assessment also includes the implementation of outreach strategies designed to engage traditionally underserved populations.

### Evaluation

Evaluating regional benefits and burdens through an overall assessment of the slate of planned transportation projects to determine if there are disproportionate/adverse impacts to the target populations. This section also includes discussion on how any findings of disproportionate and/or adverse impacts may be addressed.

For more information on Environmental Justice, visit the following US Department of Transportation web-page on the subject at <https://www.transportation.gov/transportation-policy/environmental-justice>.

## Environmental Justice Populations

To identify those included in this discussion as EJ populations we consider two different Executive Orders. Executive Order 12898, discusses Federal Actions to Address Environmental Justice in Minority and Low-Income Populations. There is a separate Executive Order (13166) that addresses Improving Access to Services for Persons with Limited English Proficiency (LEP). For purposes of the analysis in this document, minority and low-income populations are defined as “EJ populations”.

Spatial and demographic data from the U.S. Census Bureau’s (Census) 2016-2020 American Community Survey (ACS) Five-Year Estimates was used to identify environmental justice populations in the WAMPO region. In this

document, environmental justice analysis data was evaluated at the Census tract level (census tracts include one or more Census block groups with 1,500-8,000 residents).

### *Race & Ethnicity*

Aggregated data showing race and ethnicity was organized into the following five categories (the first four of which are classified as EJ “minority” groups):

1. Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent - including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
2. Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
3. Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
4. Other, which includes:
  - a. Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
  - b. American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
  - c. Other Races, and those identified by two or more races.
5. White or Caucasian, which refers to people having origins in any of the original peoples of Europe, the Middle East or North Africa.

### *Low-Income*

Individuals included in the “low-income” category are identified in the analysis as ‘Persons Below Poverty’ based on the Census definition.

## Thresholds & Limitations

Identifying environmental justice populations is useful in understanding the comparative effects of projects throughout all of the affected populations. Thresholds for EJ populations were established in accordance with policy guidance on environmental justice. Population thresholds establish the number or percentage of individuals within a geographic area that must be exceeded to identify an EJ population.

While a convenient and commonly used method to identify EJ populations, the use of thresholds can mask the presence of small pockets of minority populations or low-income populations. WAMPO is mindful that thresholds may exclude some populations from analysis, despite the potential for those populations to be affected by a proposed plan or program. WAMPO also recognizes that EJ determinations are made based on effects, not population size.

Therefore, WAMPO will be analyzing data based on an “EJ Threshold” as well as a regional average comparison to help identify concentrations of minority and low-income populations. Census tracts in this analysis considered to be “environmental justice census tracts” are those that meet the following criteria:

1. EJ Threshold denotes Census tracts with concentrated minority or low-income populations, specifically 50% or greater.

2. Regional Average Threshold: used for those populations that are less concentrated, but still more than 10% of the WAMPO regional average. These averages are outlined in the following section.

## Environmental Justice Analysis

The following sections include the presentation of the EJ analysis organized by the three previously defined core elements (identification, assessment and evaluation).

### IDENTIFICATION

Data supported by descriptive statistics and mapping to describe and identify low income, minority, and LEP populations in the region.

#### Regional Community Profile

The EJ analysis process begins with developing an understanding of the EJ populations present in the region. To do this, WAMPO has gathered data on the size and location of low-income, minority, and LEP populations.

The following table (Table 1: Minority and Low-Income Populations) highlights the distributions of EJ populations in the WAMPO region.

**Table 1: Minority and Low-Income Populations**

POPULATION CATEGORIES		# OF PEOPLE	PERCENTAGE
<b>Total Population Total</b>		533,530	100%
<b>RACE/ETHNICITY</b>	Minority	124,700	23.4%
	Black or African American	43,454	8.1%
	American Indian and Alaska Native	4,825	0.9%
	Asian	22,841	4.3%
	Native Hawaiian and Pacific Islander	326	0.1%
	Some other race	20,640	3.9%
	Two or more races	32,613	6.1%
	[Hispanic or Latino*]	[79,054]	[14.1%]
	White	408,830	76.6%
<b>LOW INCOME</b>	'Persons Below Poverty'	68,777	13.1%

\* Individuals with overlapping Hispanic or Latino ethnicity have been captured among one of the above listed race categories. Source: ACS 2016-2020 5-Year Estimate (B02001, B03003 and S1701)



### *Mapping*

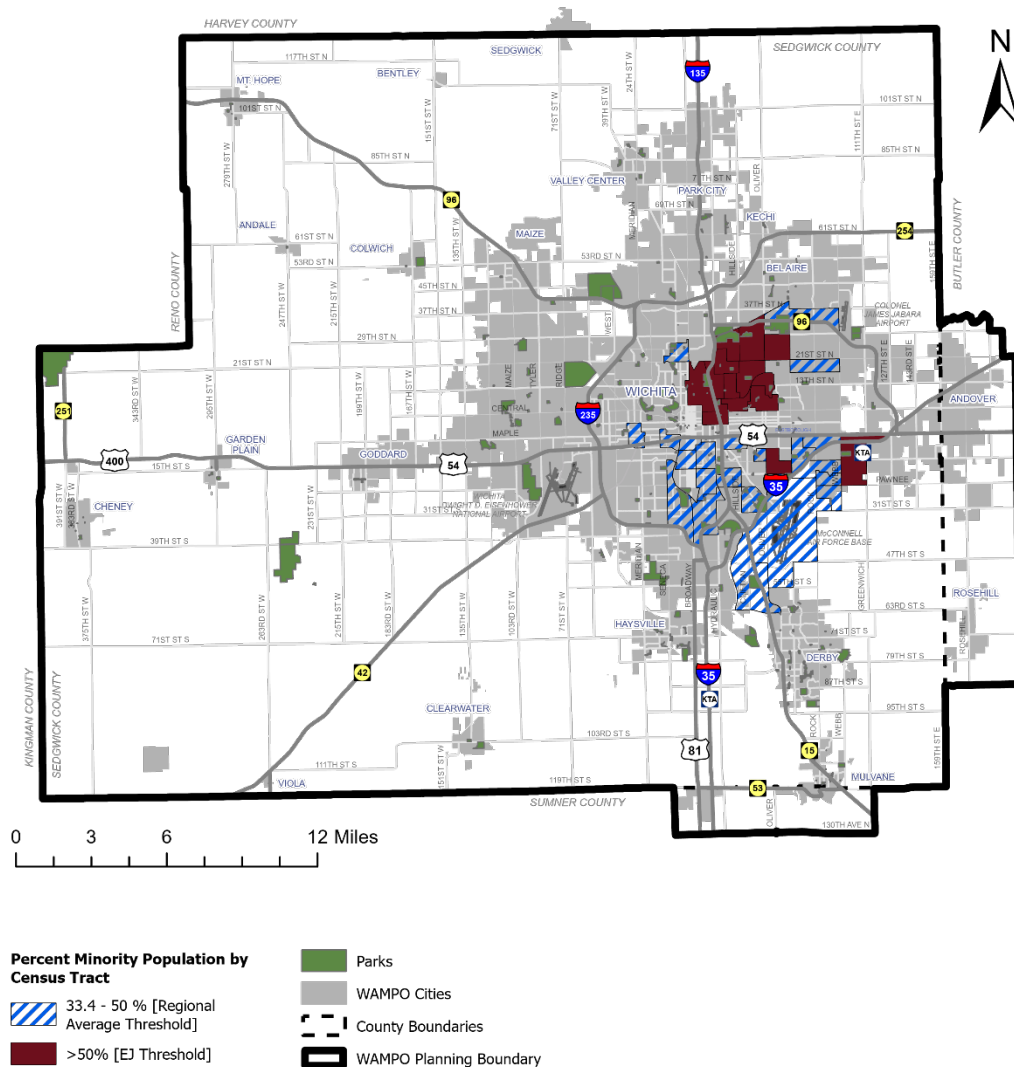
Identifying EJ populations and their locations (**Figures 1, 2, 3, and 4**) is the first step in conducting the benefits and burdens analysis of plans, policies, and programs. Furthermore, demographic and other data collected to identify populations supports other targeted neighborhood level studies as well as the transportation funding applications and planning efforts of WAMPO regional partners.

Minority Populations

The minority population of the WAMPO region is nearly 24% of the total population. An analysis of regional Census Tracts has identified the geographic locations where minority populations are most concentrated. **Figure 1** illustrates the geographic locations of minority populations that are:

1. Greater than the 50% of that tract's total population (**EJ Threshold**, solid dark red)
2. More than 10 % greater than the regional average of 23.4% (**Regional Average Threshold**, cross-hatched blue). Therefore, the Regional Average Threshold tracts are those that are at least 33.4% minority, but less than 50%.

**Figure 1: Minority Populations**

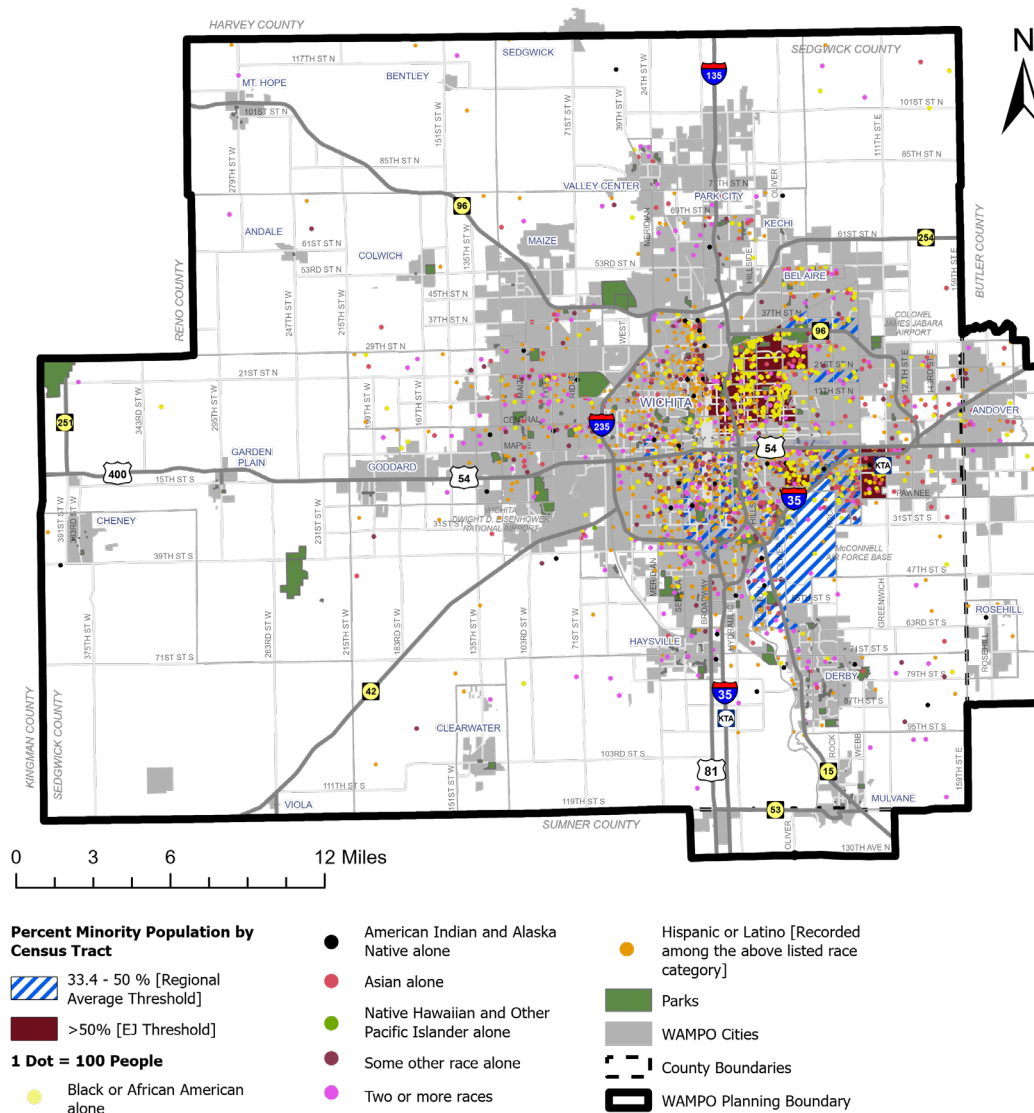


Source: ACS 2016-2020 5-Year Estimate (802001)  
 Produced by: WAMPO  
 Date Exported: 5/10/2022  
 Folder: T:\Reimagined Move2040\Amendment\_in\_2022\EJ\  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Figure 2 illustrates the geographic locations of minority populations that are:

1. Greater than 50% of the tract's total population (**EJ Threshold**, solid dark red)
2. More than 10% greater than the regional average of 23.4% (**Regional Average Threshold**, cross-hatched blue). Therefore, the Regional Average Threshold tracts are those with at least 33.4% minority but less than 50%.
3. One dot represents 100 people and each color represents a minority group

Figure 2: Minority Population Density



Source: ACS 2016-2020 5-Year Estimate (B02001)  
 Produced by: WAMPO  
 Date Exported: 5/11/2022  
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 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

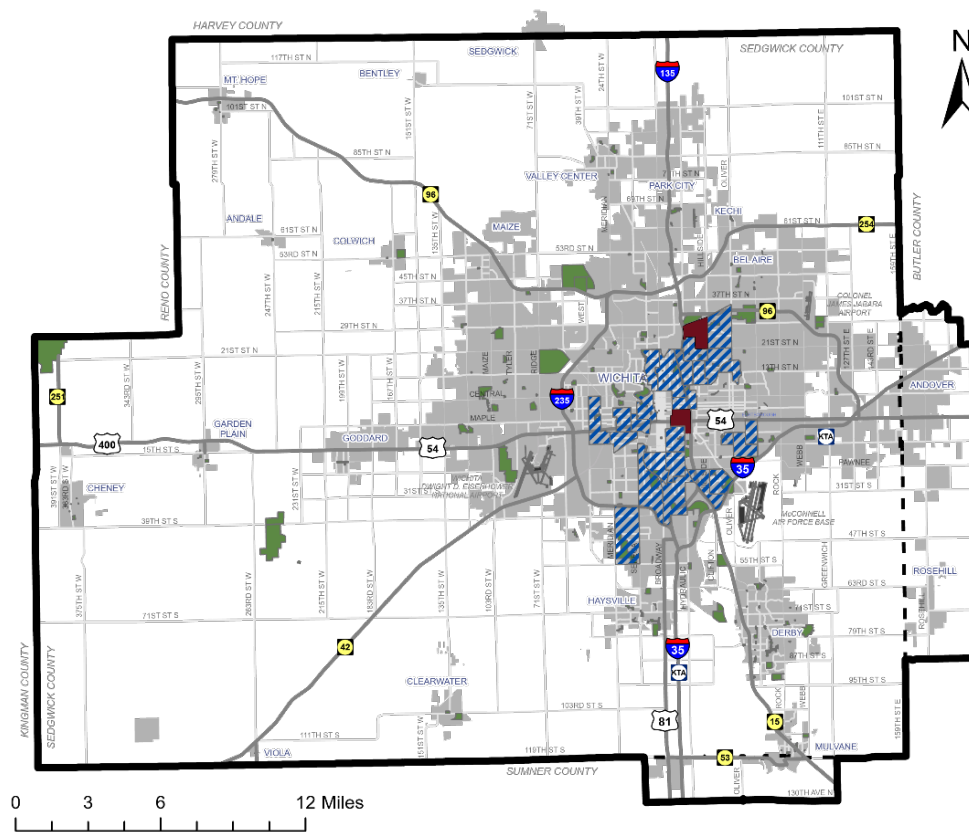
Low-Income Populations

Populations reporting low incomes in the WAMPO region make up around 13.1% of the total population. An analysis of regional Census Tracts have identified the geographic locations of these low-income populations.

Figure 3 illustrates the geographic locations of low-income populations that are:

1. Greater than the 50% of the tract's total population. (**EJ Threshold**, solid dark red)
2. More than 10% greater than the regional average of 13.1% (**Regional Average Threshold**, cross-hatched blue). Therefore, the Regional Average Threshold tracts are those with at least 23.1% of the population that is low-income, but less than 50%.

Figure 3: Low-Income Populations

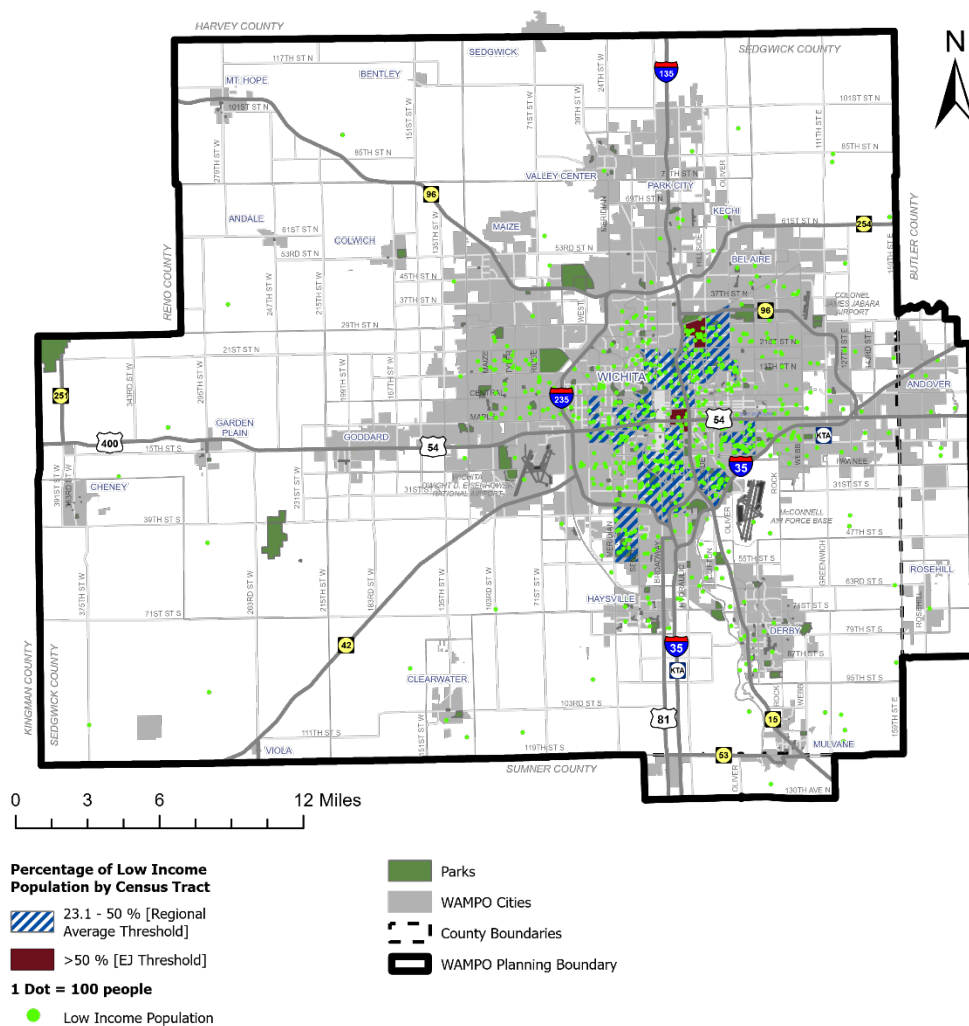


Source: ACS 2016-2020 5-Year Estimate (S1701)  
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 Date Exported: 5/10/2022  
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 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Figure 4 illustrates the geographic locations of low-income populations that meet the previously defined analysis thresholds:

1. Greater than the 50% of that tract's total population. (**EJ Threshold**, solid dark red)
2. Low-income populations more than 10% greater than the regional average of 13.1% (**Regional Average Threshold**, cross-hatched blue), meaning at least 23.1% of the tract population but less than 50%.
3. One dot represents 100 people

Figure 4: Low-Income Populations Density



Source: ACS 2016-2020 5-Year Estimate (S1701)  
 Produced by: WAMPO  
 Date Exported: 5/11/2022  
 Folder: T:\Reimagined Move2040\Amendment\_in\_2022\EJ  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

**Table 2** represents the total population of the census tracts represented in the previous figures. The remainder of this document compares the number of MTP projects in proximity to the populations in EJ census tracts to the number of MTP projects in proximity to the populations that live in census tracts that do not meet the EJ thresholds.

**Table 2: EJ Populations**

	EJ Census Tracts	Non-EJ Census Tracts	Totals
<b>Total Population</b>	145,055	388,475	533,530
<b>Percent of Total Population</b>	27.2%	72.8%	100%

## ASSESSMENT

This section documents the conditions of the system in relation to the EJ populations including traditionally underserved population engagement strategies.

### Existing Conditions & Needs

The next step of the EJ analysis process involves a regional assessment that incorporates the EJ Identification findings into the assessment of regional transportation projects.

#### REIMAGINED MOVE 2040 Projects

The REIMAGINED MOVE 2040 project list identifies each project using following categories labels:

##### Projects Identifiable by Location

Traditional **roadway and bridge** projects are stratified into the following three categories:

1. Expansion projects involve adding significant new capacity.
2. Modernization projects involve: a) significant enhancements to a facility, but without any increase in the number of travel lanes. or b) changing transit routes to reflect changes in employment, school schedules or other demographic changes.
3. Rehabilitation projects involve rebuilding a roadway or other facility without changing the number of travel lanes or other features.

In addition to roadway and bridge projects, there are two other types of geographically identifiable projects found in REIMAGINED MOVE 2040; bicycle/pedestrian projects and transit.

The **bicycle and pedestrian projects** (20 total) include additional bikeways, pathways/trails, safety improvements and wayfinding.

One **transit** project, the Delano Transit Center, is included as a geographically identifiable project.

**Rail projects** include track expansions and the rehabilitation of rail facilities within the WAMPO region.

##### Projects Not Identifiable by Location

46 of the projects on the REIMAGINED MOVE 2040 list are not geographically defined because of the nature of the projects.

This category includes 11 **transit projects** which include funding, and replacing paratransit vehicles. The other 35 projects in this category include:

- Planning projects (6) that include asset management, priority planning, travel demand model, and a bicycle master plan update.
- Technology projects (8) focused on fiber optic installations and Intelligent Transportation Systems.
- A safety project focused on railroad crossing improvements.
- The following categories also had projects that were not geographically identifiable as their extent is regionwide or they are funding set asides or similar programs: road and bridge (14) and bicycle and pedestrian (6).

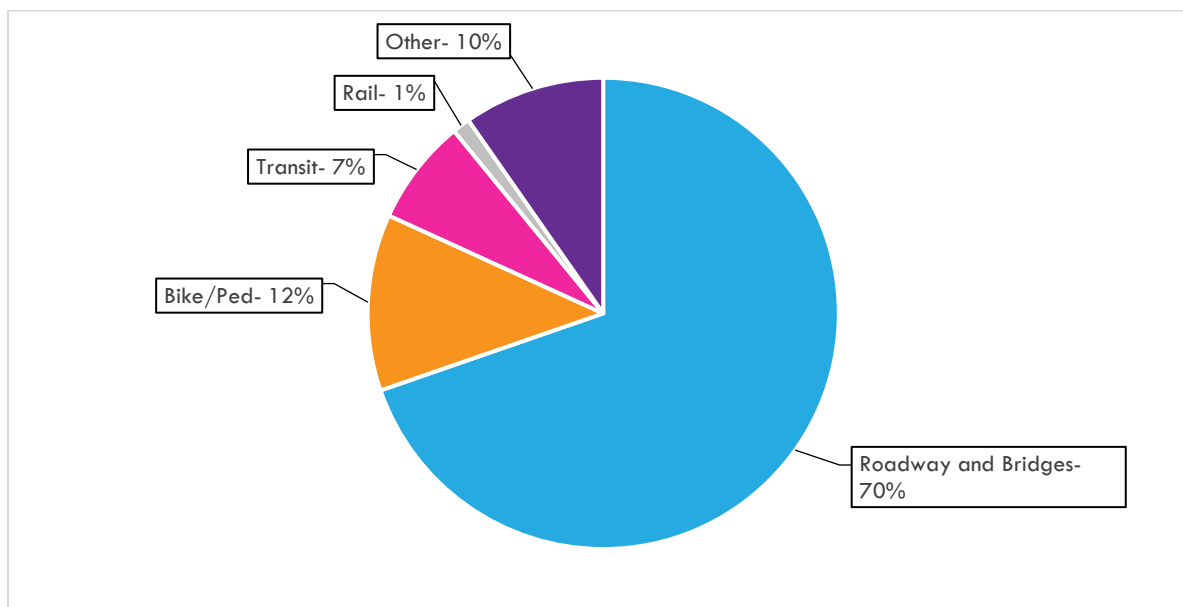
The below **Table 3** shows a frequency distribution of regional projects by category and type.

**Table 3: Project Distribution by Category/Type**

Category/Type	# of Projects	Percent of Total
Expansion	8	4.8%
Modernization	55	33.3%
Rehabilitation	52	31.5%
Bicycle/Pedestrian	20	12.1%
Transit	12	7.3%
Rail	2	1.2%
Other	16	9.7%
<b>Total</b>	<b>165</b>	<b>100.0%</b>

Figure 5 shows the overall split of REIMAGINED MOVE 2040 project types by mode.

Figure 5. Projects by Mode



### Project Distribution

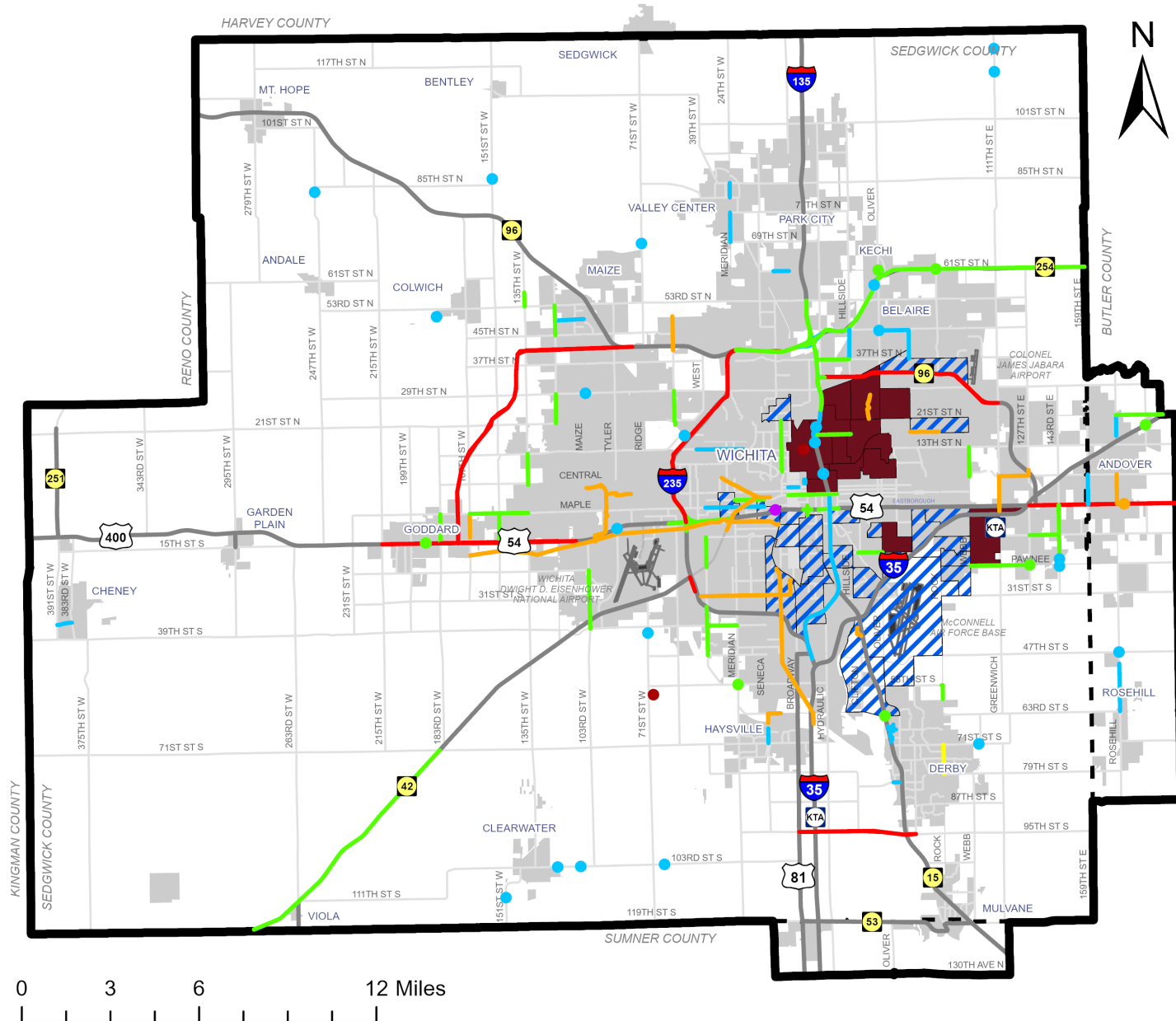
The following analysis featured in **Figure 6** through **Figure 8** will illustrate the regional EJ populations in comparison to these projects combined with additional population distribution tables (**Tables 4 through 6**) by EJ category (minority and low-income). Groups of projects not generally identifiable by location (mappable) are not included in project distributions.

#### Minority Populations



As a reminder, the identification analysis shown previously in **Figure 1** illustrated both the minority EJ Threshold (populations greater than 50%) and the Regional Average Threshold (greater than 33.4%). The following **Figure 6** map overlays the geographic locations of the different mappable projects with the identified thresholds.



Figure 6: Minority Populations and Project Areas










**Percent Minority Population by Census Tract**

-  33.4 - 50% [Regional Average Threshold]
-  >50% [EJ Threshold]

**Amendment 2 REIMAGINED MOVE 2040 Projects**

-  Bike/Ped
-  Technology
-  Rehabilitation
-  Modernization
-  Expansion

-  Transit Center
-  Bike/Ped
-  Rehabilitation - Bridge/Intersection
-  Modernization - Bridge/Intersection/Turn Lanes
-  Rail Track

-  County Boundaries
-  WAMPO Planning Boundary

Source: ACS 2016-2020 5-Year Estimate (B02001)  
 Produced by: WAMPO  
 Date Exported: 5/11/2022  
 Folder: T:\Reimagined Move2040\Amendment\_in\_2022\EJ\  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

The project distribution **Table 4** shows that 26.9% of all mappable projects fall into areas where more than 33.4% of the population identify with a minority group.

**Table 4: Project Distribution in Minority Areas**

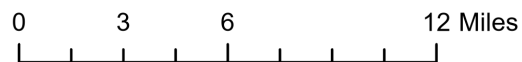
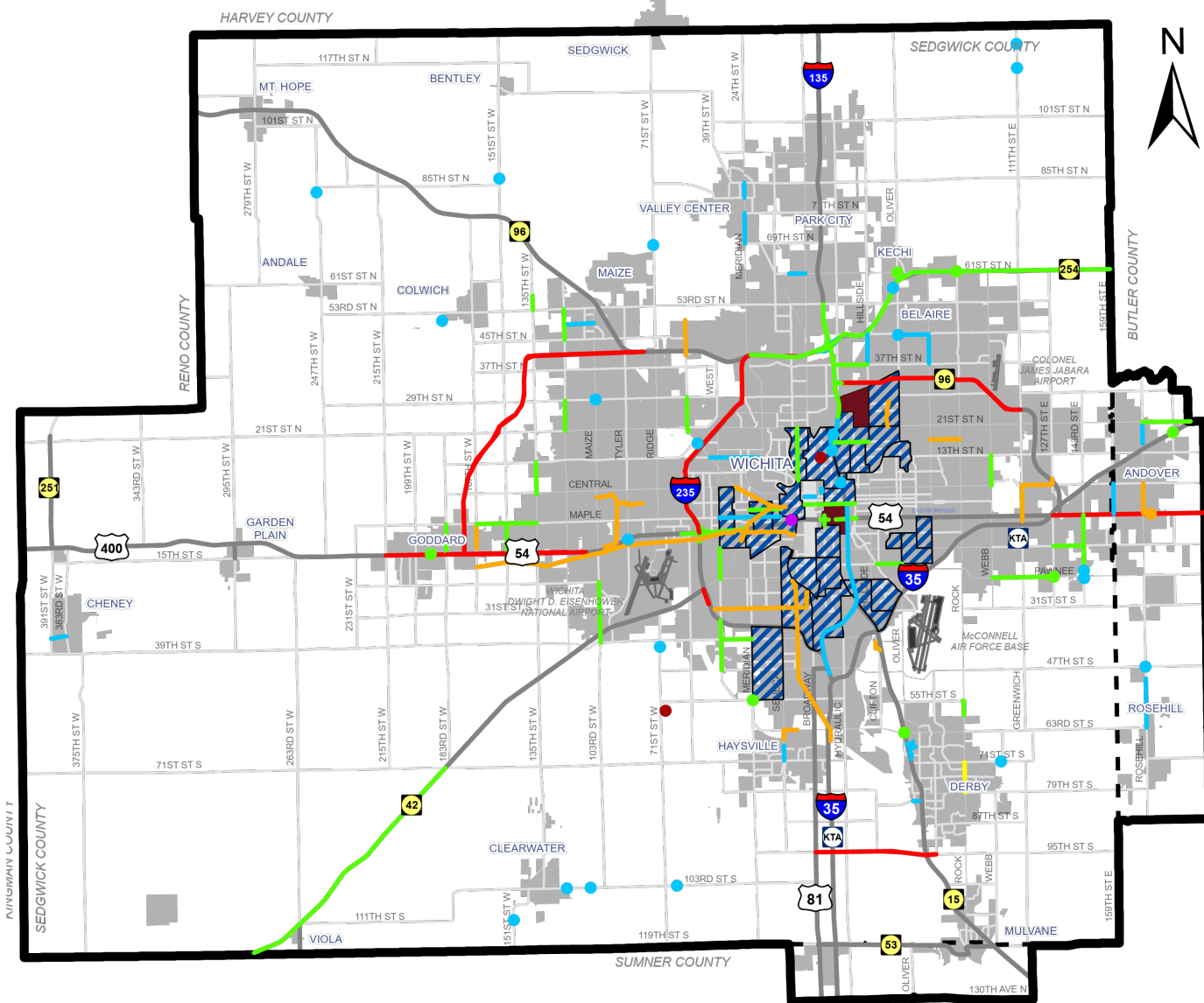
Project Category	Total Number of Mappable Projects	Percentage of Mappable Total Projects	Number of Mappable Projects in Minority Areas	Percentage of Mappable Projects located in Minority Areas
<b>Expansion</b>	8	6.7%	1	0.8%
<b>Modernization</b>	49	40.8%	13	10.9%
<b>Rehabilitation</b>	45	37.5%	8	6.7%
<b>Bicycle/Pedestrian</b>	14	11.7%	8	6.7%
<b>Rail</b>	2	1.7%	1	0.8%
<b>Transit</b>	1	0.8%	1	0.8%
<b>Other</b>	1	0.8%	0	0.0%
<b>Total*</b>	<b>119</b>	<b>100%</b>	<b>32</b>	<b>26.9%</b>

\*Unmappable projects are not included in the total.

#### Low-Income Populations

As a reminder, the identification analysis shown previously in **Figure 3** illustrated that only the Regional Average Threshold for low-income was reached (i.e. low-income populations ranged from greater than 23.1%, but less than the 50% EJ Threshold). The following **Figure 7** map overlays the geographic locations of the different mappable projects with the identified threshold.

Figure 7: Low-Income Populations and Project Areas



**Percentage of Low Income Population by Census Tract**

- 23.1 - 50 % [Regional Average Threshold]
- >50 % [EJ Threshold]

**Amendment 2 REIMAGINED MOVE 2040 Projects**

- Bike/Ped
- Technology
- Rehabilitation
- Modernization
- Expansion

- Transit Center
- Bike/Ped Bridge
- Rehabilitation - Bridge/Intersection
- Modernization - Bridge/Intersection/Turn Lanes
- Rail Track

- County Boundaries
- WAMPO Planning Boundary

Source: ACS 2016-2020 5-Year Estimate (S1701)  
Produced by: WAMPO  
Date Exported: 5/11/2022

Folder: T:\Reimagined Move2040\Amendment\_in\_2022\EJ\

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

The project distribution **Table 5** shows that 23.5% of all mappable projects fall into areas where greater than 23.1%, but less than 50% of the population reported a low-income.

**Table 5: Project Distribution in Low-Income Areas**

Project Category	Total Number of Mappable Projects	Percentage of Mappable Projects	Number of Mappable Projects in Low-Income Areas	Percentage of Mappable Projects located in Low-Income Areas
Expansion	8	6.7%	1	0.8%
Modernization	48	40.8%	13	10.9%
Rehabilitation	46	37.5%	7	5.9%
Bicycle/Pedestrian	14	11.7%	5	4.2%
Rail	2	1.7%	1	0.8%
Transit	1	0.8%	1	0.8%
Other	1	0.8%	0	0.0%
<b>Total*</b>	<b>119</b>	<b>100%</b>	<b>28</b>	<b>23.5%</b>

\* Unmappable projects are not included in the total.

### Engagement Strategies

WAMPO has used the information gathered from mapping to inform the engagement strategies for the REIMAGINED MOVE 2040 plan update. With a focused strategy designed to “going to them” the WAMPO staff, board and committees took a proactive approach to recognizing the potential barriers to involvement, which include language barriers. The below **Table 6** highlights outreach approaches by population characteristic:

**Table 6: Traditionally Underserved Outreach Procedures**

Outreach Approach	Minority	Low-Income	Disabled	Older Adults	Zero-Car Household
Targeted Ads & Notices	X	X		X	
Language Outreach Strategies	X				
Transit-Accessible Meetings		X	X		X
Convenient Meeting Times & Locales		X		X	X
Partnerships	X	X	X	X	X
Coordination	X	X	X	X	

## EVALUATION

This section documents the assumptions related to regional benefits and burdens of specific project types followed by an assessment of anticipated disproportionate and/or adverse impacts associated with the slated REIMAGINED MOVE 2040 projects.

### Benefits and Burdens

There are benefits and burdens to any transportation project and while some may be project-specific, there are assumptions that can be made about those that come a certain project type. Those assumptions are outlined here.

#### Expansion Projects

It can be anticipated that with the construction of a new road facility or widening project, there is a potential for increased air and noise pollution, physical barriers to community connectivity, and safety issues that accompany construction. Impacts to community cohesion are of particular concern in EJ communities. The major benefit of these projects is serving through traffic but not necessarily local access.

#### Modernization Projects

Modernization projects often include features such as turn lanes, deceleration lanes, intersection improvements, and/or enhancements specifically aimed at improving safety all of which provide benefits to local travelers without imposing significant burdens. Projects like these are likely to provide benefits in terms of accessibility and safety.

#### Rehabilitation Projects

The potential impacts to Rehabilitation Projects will likely be temporary as they relate to construction, for example, possible delays and temporary increases in air pollution while construction is occurring. The benefits of these projects will be the improved usability and comfort of the transportation facilities.

### Multi-Modal Projects

There are few potential impacts, with the exception of right of way needs, that would accompany multi-modal projects. Projects like bicycle/pedestrian trails and travel lanes, as well as transit improvements and route maintenance provide the benefit of choice in transportation modes. This can be especially important for EJ populations which tend to have a lower percentage of car ownership and are in greater need of economical choices for getting to school, work, etc.

The proposed transit projects, as discussed earlier are not easily identifiable on a map since they involve funding transit programs and paratransit services. Transit projects make up 7.3% of the total projects in the WAMPO area. These would not be expected to adversely impact EJ areas in the region.

### Rail Projects

Impacts related to rail projects are similar to those associated with roadway expansion and widening projects. Potential for air and noise pollution, reduced community connectivity, and safety issues are all present with the construction of new rail facilities.

## Impacts to Minority Populations

As identified previously in **Table 4**, 26.9% of the mappable projects listed in the MTP are located within or adjacent to census tracts that meet minority population thresholds. The remaining 73.1% of those mappable projects fall within non-minority census tracts. This percentage of mappable projects in minority census tracts is overall relatively consistent with the regional minority population of 23.4%.

One Expansion project fell within identified minority areas which will mean only small impacts are anticipated. The Expansion project that falls within the minority areas are not expected to have additional impacts to community cohesion.

Roughly 10.9% of Modernization projects fall within or adjacent to minority census tracts. Modernization projects make up roughly 40.0% of the total mappable projects in the WAMPO area. These projects are not expected to disproportionately impact minority areas. There may be significant benefits in terms of accessibility and safety from the relatively high proportion of total Modernization projects.

Similarly, about 6.7% of the Rehabilitation projects fall within minority areas. Rehabilitation projects make up 37.5% of the total mappable projects on the MTP list. These projects are expected to have a negligible effect on minority areas.

There are 8 bicycle/pedestrian project that falls within the identified minority areas, accounting for around 6.7% of the mappable projects. These projects are not expected to have a disproportionate impact on minority populations and has the potential to benefit populations that may utilize multiple modes of transportation more often to reach their destination.

One rail project is located within a minority area, comprising 0.8% of mappable projects. This project is anticipated to have impact on the community owing to the construction of new rail track that could likely impact connectivity within the community.

The Delano Transit Center is located within a minority area, making up an additional 0.8% of the mappable projects.

## Impacts to Low-Income Populations

As identified in **Table 5**, 23.5% of the mappable projects listed in the MTP are located within or adjacent to census tracts that meet low-income population thresholds. Roughly 76.5% of those mappable projects fall within areas not considered to be low-income census tracts. This percentage of mappable projects in low-income census tracts is overall relatively consistent with the regional low-income population of 13.1%.

One Expansion project fell within identified low-income areas which will mean only small impacts are anticipated. The Expansion project that falls within the low-income areas are not expected to have additional impacts to community cohesion.

Modernization projects make up around 10.9% of the mappable projects within the low-income census tracts. Overall Modernization projects account for nearly 40.0% of the region's mappable projects. These projects are not expected to disproportionately impact low-income areas.

There are also a similar percentage of Rehabilitation projects (5.9%) which are not expected to have great benefits or burdens. The percentage of mappable Rehabilitation projects overall in the region is 37.5%. The relatively low proportion of Rehabilitation projects is not anticipated to impact low-income populations.

Of the 11.7% of mappable projects that are dedicated to bicyclists and pedestrians, 5 are located in low-income areas. Disproportionate impacts are not expected from these projects and are likely to benefit low-income populations.

One of the two rail projects is located within a low-income area, making up 0.8% of the mappable projects.

The Delano Transit Center is located within a low-income area, making up an additional 0.8% of the mappable projects.

## Addressing Disproportionate and Adverse Effects

This analysis indicates that the fiscally constrained transportation investments included in this plan do not disproportionately burden or deny benefits to EJ communities. As discussed in the previous sections, roughly between 23.5% and 26.9% of mappable projects fall within EJ areas with the WAMPO region. This is compared with 73.1% to 76.5% of mappable projects that are planned within non EJ areas.

It is important to WAMPO to continue emphasizing geographic equity in its federal-aid transportation programming processes. This is especially important when considering multimodal projects like bicycle/pedestrian and transit projects.

In the event that there are disproportionate and adverse impacts identified, WAMPO will work with our member jurisdictions, planning partners (Kansas Department of Transportation and Wichita Transit) and USDOT to identify and document strategies to avoid, mitigate, or minimize the impacts. This may include modifying or selecting additional projects that can be programmed prior to the adoption of the WAMPO Transportation Improvement Program (TIP) or MTP through line items and amendments. Individual project sponsors will consider potential project-level environmental justice impacts for federally funded transportation projects in conjunction with the National Environmental Policy Act (NEPA) process.

## Environmental Justice Integration

Environmental Justice considerations are integrated into all of WAMPO's planning processes, not just the MTP update. This includes the Transportation Improvement Program (TIP), Public Participation Plan (PPP), and the Unified Planning Work Program (UPWP). WAMPO has integrated EJ considerations into the development of the TIP in a number of ways. The TIP implements the long-range transportation plan, *REIMAGINED MOVE 2040*, the development of which included focused attention on burdens and benefits to EJ populations. All projects in the TIP must first be included in *REIMAGINED MOVE 2040*, either as explicitly identified regionally significant projects or as part of the plan's programmatic elements. *REIMAGINED MOVE 2040* was developed with input from community members, leaders, and individuals representing low-income, minority and LEP populations.

During the plan's development over 50 public presentations were given at over 20 locations in the planning area, to local leaders and other members of the public, in order to best understand the perceptions of possible effects that *REIMAGINED MOVE 2040* might have on low-income or minority populations. A summary of these proceedings, along with results and conclusions, can be found in the Public Engagement Appendix.