

# Transportation for Oahu (TOP) 2025 Final Report, April 2001

## ERRATA SHEET:

The following changes and clarifications should be made to Chapter 5.3 of the TOP 2025 final report to reflect the methodology used to determine Title VI and Environmental Justice populations. This methodology was developed as part of the Environmental Justice in the OMPO Planning Process report, approved September 2001. It is available on the OMPO website at <http://www.eng.hawaii.edu/~csp/OMPO/>.

The corrections to the text are italicized.

### Page 5-17, paragraph 4:

The specific impacts of a proposed project on the populations identified under the Environmental Justice regulations cannot be evaluated at the level of a regional plan. *The distribution of projects within a regional plan can be evaluated with respect to Title VI and Environmental Justice to ensure that the benefits of the regional plan benefit all populations regardless of race or income. As projects are programmed for funding, the Transportation Improvement Program (TIP) will be evaluated in a similar manner to verify that the sum of projects within the TIP comply with Title VI and Environmental Justice regulations.*

### Page 5-17, last paragraph, and 5-18:

The shaded areas in Figure 5-9<sup>1</sup> show the locations of minority and low-income populations on Oahu. *Using 1990 U.S. Census data, the following criteria was used to identify areas with concentrated minority ethnic populations:*

- A block group was selected as EJ if the standardized score<sup>2</sup> of the percentage of any of the defined ethnic minorities, standardized over all block groups, equaled or exceeded 1.0.

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<sup>1</sup> In the *Environmental Justice in the OMPO Planning Process* report, this figure is number Figure 5, *EJ Neighborhoods: Minority OR Low-Income – 1990*.

<sup>2</sup> A standardized score is the difference between any given score in the population and the mean of its population divided by the standard deviation of the population. The standardized scores follow the standard normal of “z” distribution for large populations. A z-value of 1.0 is commonly used in transportation planning Environmental Justice work to designate highly concentrated populations. One standard deviation above the mean cuts off approximately the upper third of the distribution; therefore, selecting cases with a standardized score of 1.0 or larger will generally select the upper 34% of a distribution.

- *A block group was selected as EJ if the standardized score of the percentage of families in poverty equaled or exceeded 0.0.*
- *A block group was selected as EJ if the standardized score of the percentage of persons of Hispanic ethnicity or culture equaled or exceeded 1.0.*
- *Remove from the set of blocks considered any blocks that are wholly on federal military base grounds, since many of these areas are not accessible for state and county transportation planning purposes.*

This results in the selection of any block group with a concentration of one or more minorities, and any block group with more than the mean percentage of families at, or below, the poverty level.

As can be seen in the Figure 5-9, the proposed TOP 2025 improvements will help to provide improved transportation service in the areas with the identified Environmental Justice populations. *The Environmental Justice in the OMPO Planning Process report also analyzed the impacts of the TOP 2025 with respect to Title VI and Environmental Justice. The analysis indicated compliance with the principles of Title VI and Environmental Justice based on the quantitative performance measures of mobility, accessibility to transit, safety, equity, and population policy. More specific evaluations will be done when TOP 2025 projects are programmed for funding.*