

PURPOSE OF DISPARATE IMPACT AND DISPROPORTIONATE BURDEN POLICY

To determine whether the benefits and burdens of projects, programs, and services are equitably distributed, the MPO—in keeping with federal requirements—has proposed a policy to measure the following types of disparities:

- Disparate impact: a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives, but with less disproportionate effects on the basis, of race, color, or national origin.
- Disproportionate burden: a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. A finding of disproportionate burden requires an evaluation of alternatives and mitigation of burdens where practicable.

An MPO's policy could set thresholds to distinguish an acceptable level of impact from a level of impact that has a meaningful effect for the factors analyzed.

BOSTON REGION MPO METRICS ANALYZED FOR DISPARATE IMPACTS AND DISPROPORTIONATE BURDENS IN *CHARTING PROGRESS TO 2040*

Access to Opportunities

- Average highway travel time to industrial, retail, and service jobs
- Average transit travel time to industrial, retail, and service jobs
- Number of industrial, retail, and service jobs within a 20-minute highway trip
- Number of industrial, retail, and service jobs within a 40-minute transit trip
- Average highway travel time to hospitals, weighted by number of beds
- Average transit travel time to hospitals, weighted by number of beds
- Number of hospitals, weighted by number of beds, within a 20-minute highway trip
- Number of hospitals, weighted by number of beds, within a 40-minute transit trip
- Average highway travel time to two- and four-year institutions of higher education, weighted by enrollment
- Average transit travel time to two- and four-year institutions of higher education, weighted by enrollment
- Number of two- and four-year institutions of higher education, weighted by enrollment, within a 20-minute highway trip
- Number of two- and four-year institutions of higher education, weighted by enrollment, within a 40-minute transit trip

Mobility and Congestion

- Vehicle-miles of travel (VMT) per square mile
- Congested VMT
- Transit production time: average door-to-door travel time for all transit trips produced in transportation analysis zones (TAZs) within the MPO region
- Transit attraction time: average door-to-door travel time for all transit trips attracted to TAZs within the MPO region
- Highway production time: average door-to-door travel time for all highway trips produced in TAZs within the MPO region
- Highway attraction time: average door-to-door travel time for all highway trips attracted to TAZs within the MPO region

Air Quality

- Carbon monoxide (CO) emissions per square mile