



CTPP Status Report



U.S. Department of Transportation
Federal Highway Administration
AASHTO Standing Committee on Planning



TRB Census Subcommittee
Bureau of Transportation Statistics
Federal Transit Administration

Census Transportation Planning Product (CTPP) Highlights

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CTPP Oversight Board Webinar on Small Geography Data Reporting

In January 2018, the CTPP Oversight Board officially announced that following the release of the 2012 – 2016 dataset in 2019, it will discontinue requesting small geography at the Transportation Analysis Zone (TAZ) and Transportation Analysis District (TAD) levels, adopting the standard Census Block Group for future data tabulations.

To help the transportation community prepare for this change, the Board hosted a webinar on Tuesday, April 3, 2018. The webinar included overviews of the Board's policy, the proposed criteria for the 2020 Census Participant Statistical Areas Program (PSAP), the Board's recommendation to update tract and block group delineation criteria, and what that means to metropolitan planning organizations (MPO) and States. The webinar recordings and presentation slides are available at [AASHTO CTPP website](#). The comment period to the Federal Register is closed for the PSAP, and we are awaiting word on if and how delineation criteria will change. A big THANK YOU to all the agencies who submitted comments to the Federal Register on PSAP!

CTPP Applications E-learning Module

The new CTPP Applications E-learning module is now live! This new module is designed to help transportation data users

learn how to think about the CTPP data from two perspectives: 1) Does the CTPP contain information needed for the particular application? and 2) Does the project require data provided by the CTPP? Check out the module for real-world examples of effective data analyses, including:

- Analyzing Commuter Flows.
- Mode Choice Analyses.
- Demographic Analysis.
- Environmental Justice analysis.

We hope that by the end of the module, you will learn how to identify creative ways in which you can use CTPP data, and assess whether CTPP data can answer your research or planning questions. View the CTPP applications module now from [AASHTO CTPP Website!](#)

Indicators of Potential Disadvantage (IPD) Analysis at DVRPC

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Aligning MPO Equity Analysis with Legal Guidance

The Delaware Valley Regional Planning Commission (DVRPC)—the MPO of Greater Philadelphia—has recently launched an update to the [Indicators of Potential Disadvantage \(IPD\) analysis](#). The IPD analysis is used throughout the agency to demonstrate compliance with Title VI of the Civil Rights Act and fair treatment of population groups identified through Environmental Justice (EJ).

DVRPC first created the analysis in 2001, and it was initially called “Degrees of Disadvantage (DOD).” Since then, the dataset used in the analysis has been updated annually to include most recently available data from the U.S. Census Bureau’s American Community Survey (ACS).

To begin this evaluation, the DVRPC project team conducted an internal review of the use of the analysis tool, researched best practices at other peer agencies, reviewed Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and U.S. Census Bureau guidance; and evaluated data sources and published margins of errors. Based on this research, the project team found gaps in the original IPD analysis, or as it will be referred in the coming paragraphs, IPD 1.0:

1. Some protected class populations are not accurately identified.
2. The binary binning method we employed excluded census tracts with

lower concentrations of a population from being analyzed and included in equity considerations.

3. Other MPOs and related agencies have developed new best-in-class practices.

To remedy these gaps, the DVRPC project team updated two major elements of the IPD analysis for IPD 2.0: 1) the indicators were better matched to the populations that Federally funded agencies are required to consider, and 2) the methodology was updated to acknowledge the varying levels of concentration of those populations.

Updating Indicators

In our reevaluation of our indicators, we sought to more directly and clearly identify populations protected under [Title VI of the Civil Rights Act](#) and considered within the [Executive Order on Environmental Justice](#). Additional considerations were added based on the [FHWA’s Environmental Justice recommendations \(2017\)](#), [FHWA’s Title VI and Additional Nondiscrimination requirements \(2017\)](#), [FTA’s Environmental Justice policy guidance \(2012\)](#), and [FTA’s Title VI requirements and guidelines \(2012\)](#). Table 1 shows indicators we chose, data sources, the population protected under the regulations and guidance, and the documents that support each indicator.

IPD 1.0 had a mix of population-based and household-based indicators. Because the regulations and guidance were clearly about protecting individuals’ rights, we made each indicator population-based. Our IPD 1.0 indicators were updated in the following ways:

- **Adding.** We added three new indicators for groups identified in the documents that we were missing: “Female,” “Youth” (defined as population younger than 18 years), and “Foreign Born”.
- **Relabeling.** We relabeled two of the IPD 1.0 indicators—“Non-Hispanic

Minority” became “Racial Minority,” and “Hispanic” became “Ethnic Minority”—to make our terminology more consistent with the groups identified in the regulations and guidance. Although the Census Bureau currently only collects

information on one ethnicity, our new label accommodates any additional minorities that could come in future ACS releases, such as Middle East or North African (MENA).

Table 1. Summary of IPD analysis alignment with relevant regulations and recommendations

Indicator in IPD Analysis	ACS Data Table for Indicator in IPD Analysis	Protected Class Indicator Represents	Authorizing Source or Guiding Document
Youth	B09001: Population Under 18 Years by Age	Age	FHWA’s Title VI Program and Related Authorities: 23 CFR 200
Older Adults	S0101: Age and Sex	Age	FHWA’s Title VI Program and Related Authorities: 23 CFR 200
Female	S0101: Age and Sex	Sex	FHWA’s Title VI Program and Related Authorities: 23 CFR 200
Racial Minority	B02001: Race	Race and Minority	Executive Order 12898, Title VI of the Civil Rights Act of 1964, FHWA’s Title VI Program and Related Authorities: 23 CFR, and Title VI Requirements and Guidelines for FTA Recipients
Ethnic Minority	B03002: Hispanic or Latino Origin by Race	Minority and National Origin	Executive Order 12898, Title VI of the Civil Rights Act of 1964, FHWA’s Title VI Program and Related Authorities: 23 CFR, and Title VI Requirements and Guidelines for FTA Recipients
Foreign Born	B05012: Nativity in the United States	National Origin	Title VI of the Civil Rights Act of 1964, FHWA’s Title VI Program and Related Authorities: 23 CFR, and Title VI Requirements and Guidelines for FTA Recipients
Limited English Proficiency	S1601: Language Spoken at Home	Limited English Proficiency and National Origin	Title VI of the Civil Rights Act of 1964, FHWA’s Title VI Program and Related Authorities: 23 CFR 200, and Title VI Requirements and Guidelines for FTA Recipients
Disabled	S1810: Disability Characteristics	Disability	FHWA’s Title VI Program and Related Authorities: 23 CFR 200
Low-Income	S1701: Poverty Status in the Past 12 Months	Low-income	Executive Order 12898 and FHWA’s Title VI Program and Related Authorities: 23 CFR

- Redefining.** We redefined two indicators to better reflect those covered in the documents. “Households in Poverty” became “Low-Income”—defined as population below 200 percent of the poverty rate. “Elderly over 75” was changed to more current term “Older Adults,” and now includes those who are 65 years old or greater.
- Removing.** Two of the indicators were removed, despite their utility for some EJ analysis and transportation planning. “Carless Households” are important to consider in transportation planning, but not in any way protected in regulations. “Female Heads of Household with Children” are protected in so far as they are female, but the measure was

excluding the majority of females, who too are protected.

Updating Methodology

IPD 1.0 made a course assessment of each tract in our region, asking only if it was above or below the regional average. The IPD always has used a composite score across all its variables giving a tract a 1 value for each indicator that exceeded the regional average, and a 0 to each that fell below that threshold. When summing our former 8 variables on a given tract, its composite score could be anywhere from a 0 (where all indicators fell below the regional average) to an 8 (where every indicator was above that average). This score is then used by DVRPC’s plans, programs, and decision-making processes to meet the nondiscrimination requirements and recommendations of Title VI and EJ.

Figure 1 displays the implications of this methodology on one of our 2.0 variables, Older Adults. This bell curve of tract counts for each percentage value of Older Adults living in the tracts shows those that got a score of 0 in white and those receiving a score of 1 in magenta. But tracts near the regional average are a lot more like each other than they are like tracts at either “tail” of the curve. And when margin of error is factored, there are plenty of tracts with estimates near, but below, the mean whose upper-bound estimate is above the mean, and the reverse could be said for those tracts just exceeding the mean. The IPD 2.0 methodology sought to rectify this by placing tracts near the mean into a bin called “average,” and used standard deviation breaks from the mean to differentiate higher or lower concentrations of a given indicator in 4 other bins: well below average, below average, above average, or below average. Figure 2 shows the results of that methodology on the Older Adults indicator.

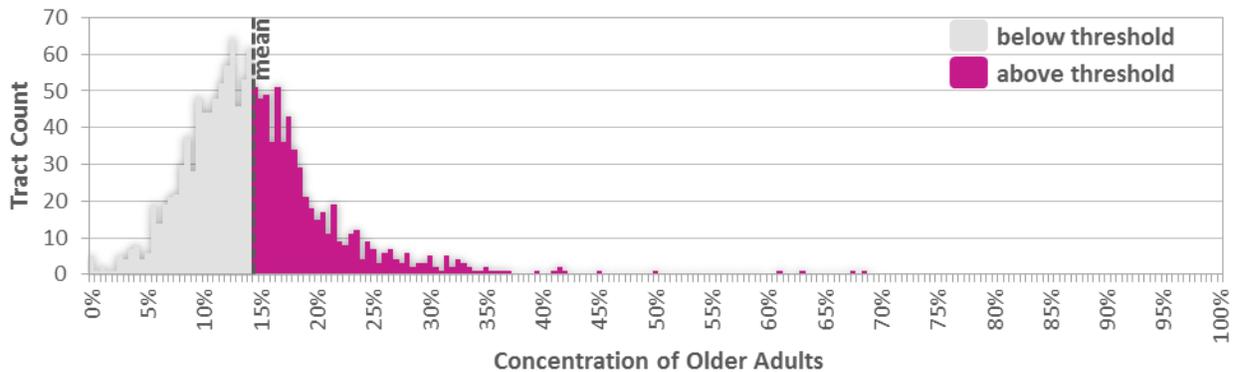


Figure 1. IPD 1.0 binning results on tract distribution of older adults concentration

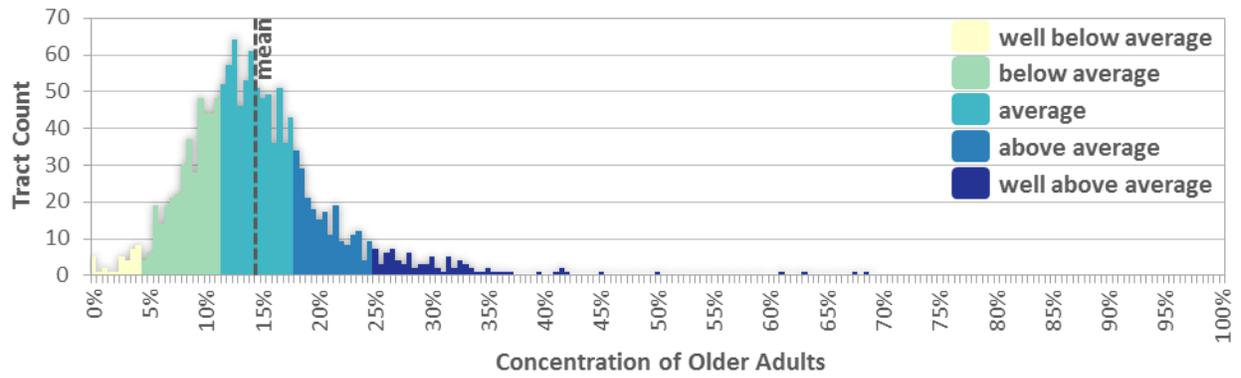
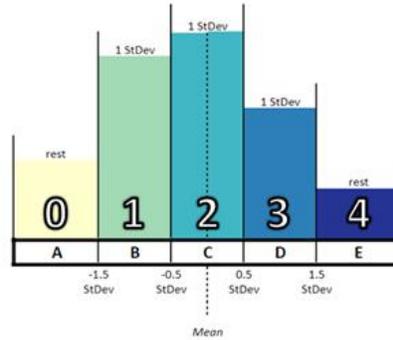


Figure 2. IPD 2.0 binning results on tract distribution of older adults concentration

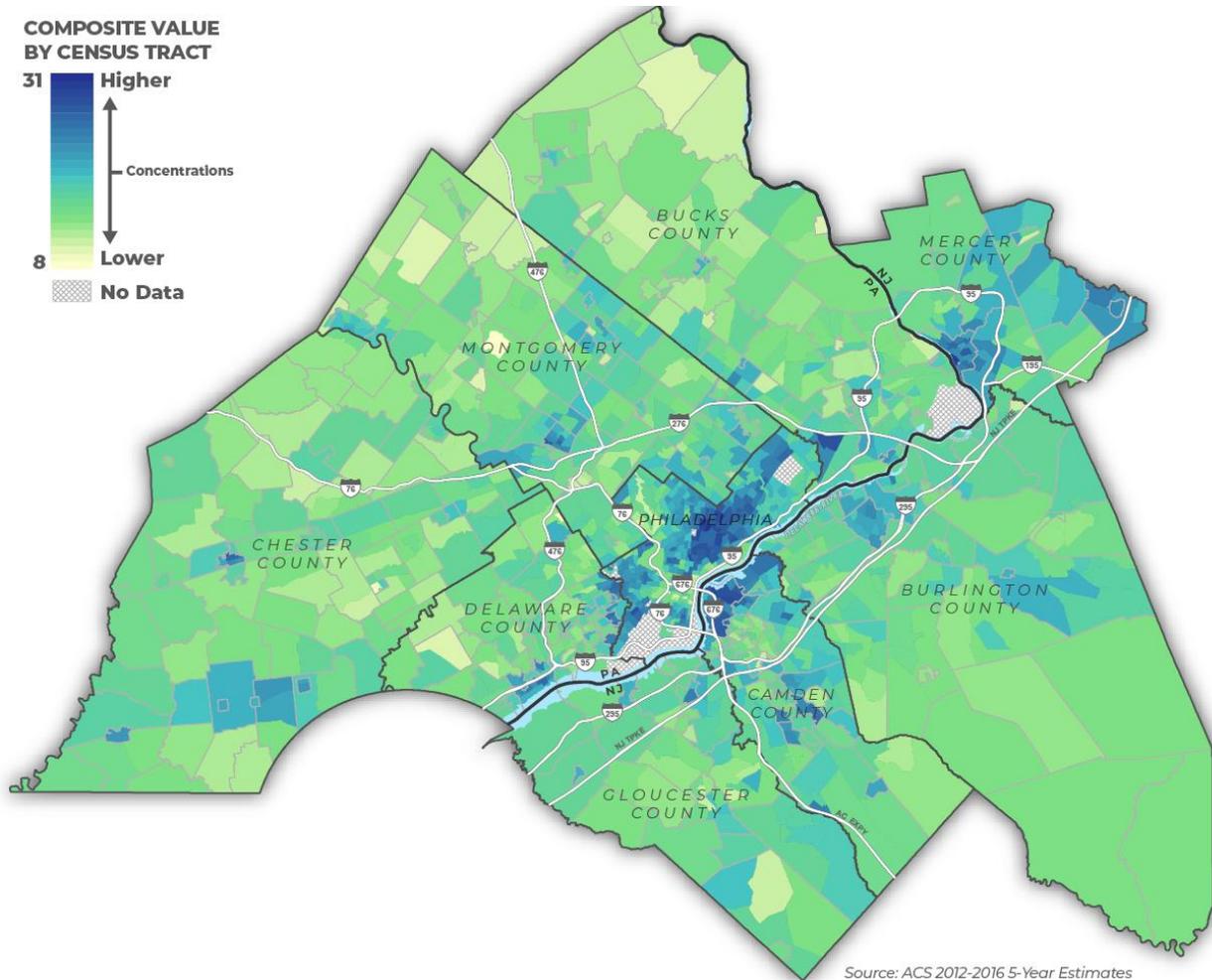
Creating a composite score for 5 bins instead of 2 simply meant adding higher values for higher concentrations of an indicator, but the method acknowledged the presence in below average or average tracts (albeit lower than some other tracts) of populations covered in the guidance and regulations we are required to follow. For each of our 9 indicators, well-below average tracts receive a 0, below average receive a 1,

average tracts receive a 2, above average tracts receive a 3, and well above average tracts receive a 4 (see Figure 3). While technically possible to get a composite score ranging from 0 to 36 by this method, our IPD 2.0 based on 2016 five-year ACS estimates ranges from 8 to 31. See Figure 4 for map of the region with new composite scoring methodology.



A – well below average B – below average C – average D – above average E – well above average

Figure 3. Example standard deviations and corresponding scores



Source: ACS 2012-2016 5-Year Estimates

Figure 4. IPD 2.0 map with new indicators and methodology

This update was decided on after evaluating the intention of the Civil Rights Act (do not discriminate) and the Environmental Justice executive order (identifying disproportionate adverse effects), and the project team learned that using a regional threshold did not meet these equity standards. By creating an overly simplistic “yes/no” methodology, persons in census tracts below the regional average were excluded from the analysis that are protected or meant to be considered under these regulations. Additionally, a tract may be incorrectly excluded or included in the analysis due to the margin of error of the ACS data used for that indicator. The new methodology allows at least a score of 1 for nearly all tracts, reflecting consideration for estimates that have some likelihood of being in a higher scoring.

The change to a standard deviation methodology is supported by both FHWA’s and FTA’s Title VI recommendations to simply identify the protected classes using demographic data from the U.S. Census Bureau as the first step in conducting equity analyses. Additionally, [FTA’s EJ guidance](#) cautions recipients of Federal funds to not be too reliant on population thresholds to determine the impact of a program, plan, or policy to a population group, but rather design a meaningful measure to identify the presence of all protected and considered population groups, and then calculate the possibility of discrimination or disproportionately high and adverse effect on these populations. The standard deviation methodology supports this ability to determine discrimination or disproportionate impacts based on the presence of protected and considered populations, not just the concentration of population.

Next Steps

Now that IPD 2.0 is launched, the DVRPC project team will explore other changes and uses of the new IPD by undertaking the following activities:

- **Update Webmap as Feedback is Received.** The IPD webmap will be updated as the team continues to seek feedback from planning partners and other agencies:
<https://www.dvrpc.org/webmaps/IPD/>.
- **Updating Planners’ Methodology.** The *Planner’s Methodology* document will be updated with the processes, recommendations, and best practices for how planners at DVRPC and beyond can address equity in their work. This document will contain the aforementioned recommendation for planners to continue to use carless households and female-head of households in their planning processes. The updated *Planner’s Methodology* will be based on the document published in CY2015, which can be found here:
<https://www.dvrpc.org/Products/TM14005/>.
- **IPD Update 2.1 (throughout FY2018 and FY2019).** Throughout this internal review, the DVRPC project team received a lot of valuable feedback, recommendations, and suggestions from staff and stakeholders on how to create additional equity analyses and measures. These suggestions could not be considered until the foundation of the IPD analysis was evaluated and updated. Some of these suggestions include building a geographic information system (GIS) webmap of additional equity measures, toolkits for evaluating planning projects, using CTPP data to understand workplace Title VI and EJ considerations, and revisiting the naming of the Indicators of Potential Disadvantage.

The project team welcomes your feedback on these changes to the IPD analysis—DVRPC’s most widely used tool for demonstrating compliance with Title VI, EJ, and other related nondiscrimination statutes. Please contact Shoshana Akins at sakins@dvrpc.org with any questions, comments, or feedback.

Employment Data for Planning: A Resource Guide

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For transportation planning, modeling, and policy analyses, high-quality employment data is a critical input to understanding key questions. These data help answer questions, such as: Where do workers live in a region? How do workers travel? How many trips are generated in an area? How accessible are employment centers? How many workers are employed in an area, and just what does employment mean? However, the application and interpretation of employment data vary widely across transportation agencies and for various planning purposes. Federal and State agencies and private vendors provide a variety of sources of employment data—each with different measurement or estimation procedures, sample universes, time periods, geographies, categorizations, and other information linked to employment. These data sources can produce significantly different estimates of total employment or distribution patterns of workers and employment locations within an area. These complexities present challenges for agencies, and implications for planning, policy, and modeling applications.

The National Cooperative Highway Research Program (NCHRP) 08-36, Task 127 produced a guidebook for understanding employment data and potential applications. This resource provides practitioners with a single point of reference for a variety of summary and detailed information on employment data. This technical guide is structured to provide summary-level, practical information to help transportation professionals understand the range of available employment and economic data sources, how data may be

applied, and what data source may be best suited for various transportation planning applications. This resource guide is not intended to replace technical information on datasets available from Federal agencies.

Summary of Resources and Information

The Task 127 Resource Guide provides a starting point for understanding the universe of available data sources and presents common applications of those data. Summary discussion and descriptive information on primary applications and major issues encountered when using data sources are provided. Additional detailed information on major public data sources and available information on private data sources, such as sample size and universe, geographic resolution, reporting and update frequency, and limitations and data cautions also are included. The guidebook serves as a practical and informative resource for transportation planners and includes descriptive information on the following major topics:

- **Overview of commonly used public and private employment data sources, potential applications in transportation planning, and discussion of major issues encountered when applying these datasets.** A wide range of data is available from public agencies and commercial vendors that enable various counts, summaries, analyses, and mapping of employment data. For transportation planning purposes, employment data sources provide a full set of counts, indicators, estimation measures, and analytical tools to identify needs and issues. These data can inform policies, strategies, and decisions within statewide or regional long-range plans down to corridor or local area plans. Employment data are critical for developing and applying travel demand and activity-based models. Data also can be applied to inform policy choices, program evaluations, and economic

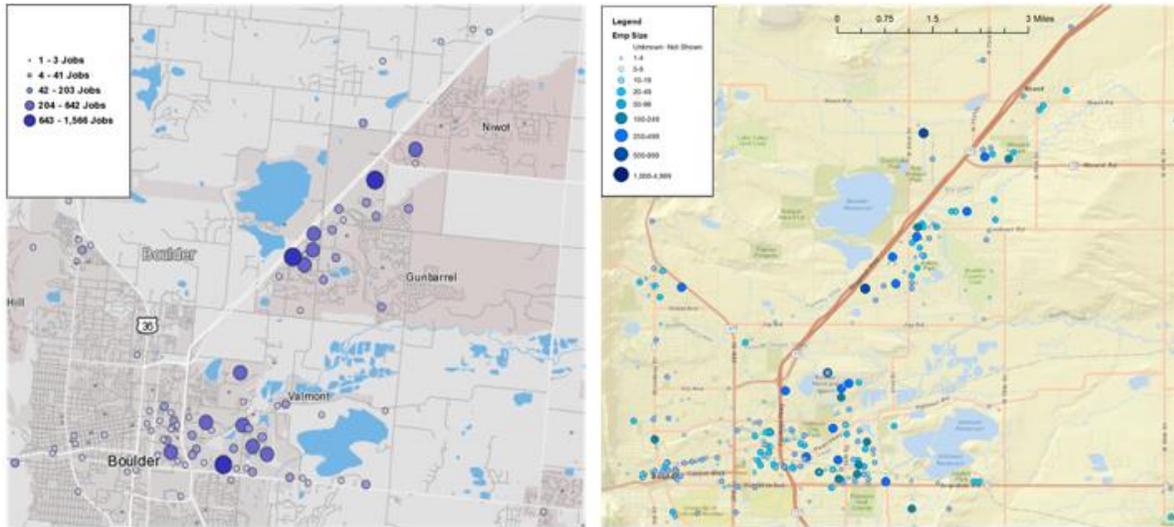
analyses. These datasets include those most commonly used by transportation professionals. Sources discussed in the guidebook include Current Population Survey, Current Employment Statistics, Quarterly Census of Employment and Wages, County Business Patterns, Nonemployer Statistics, ACS, Census Transportation Planning Products, Quarterly Workforce Indicators, LEHD Origin-Destination Employment Statistics, YourEconomy Time Series, InfoUSA, Dun & Bradstreet, Inc., Woods & Poole, and Moody's Analytics IHS Global Insight).

- **Summary discussion of frequently asked questions when using employment data and critical considerations for primary employment data sources.** Common questions raised by practitioners through this research effort are discussed. These FAQs include:
 - What are the differences between jobs, workers, and employment?
 - How does a company differ from an establishment?
 - Who is counted as a worker at an employment site?
 - What does labor force mean?
 - What are some common issues that affect the accuracy of employment data?
 - How can I validate data and check for data weaknesses or issues?
 - How can I combine or reconcile disparate employment estimates?
 - What are the advantages of commercial vendors compared to free public sources?
 - How do different data sources address persons who are self-employed or who work from home?

- How are hard-to-reach or transitional employment such as migrant farmworkers or military service members accounted for?

When it comes to counting employment in a given area, different datasets use differing definitions of work, work-areas, industries, and other key factors. As a result, different data sources may result in significantly different total counts, with implications for transportation planning and modeling. The Task 127 Resource Guide includes discussion of these differences and comparisons of counts between public and private sources. A snapshot of a comparison between public and private geolocation of employment and establishment counts is included in Figure 5.

- **A series of quick reference guides to enable practitioners to skip directly to topics of interest and identify appropriate data sources, given an agency's geography, capacity, resources, and the intended application of data.** These tables provide quick reference guides for the use and best source of employment data. A selection of sample tables are provided in Table 2. Additional matrices are included in the guidebook.
- **Detailed information on the primary sources of employment data.** This section provides detailed information links to further research and readings for more than a dozen commonly used public and private datasets. Topics covered for each dataset include covered occupation and industry categories, sample size and framework, geographic resolution, update frequency, cost of acquisition or required processing resources, and limitations and data cautions).



LEHD-LODES

Private Vendor Database

Source: Analysis of LEHD-LODES OnTheMap data and private vendor data.

Figure 5. Example spatial distribution and employment patterns, public and private data sources

Table 2. What questions are being asked?

Questions	CPS	CES	QCEW	CBP	NES	ACS	CTPP	QWI	LODES	YTS	USA	D&B	W&P	MAS	IHS
How do workers commute?						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								
Where do workers live and work?						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>						
How many workers are in an area?	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>										
How many jobs are in an area?		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>							
How many establishments are in an area?		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>					
What does the workforce look like?				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>						
What does business activity look like?			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>					
What industries are in an area?	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>									
How has the economy changed?	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>										
How will the economy change in the future?													<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Where are employment centers in an area?							<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				
Where are establishments located?											<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			

CPS—Current Population Survey, CES—Current Employment Statistics, QCEW—Quarterly Census of Employment and Wages, CBP—County Business Patterns, NES—Nonemployer Statistics, ACS—American Community Survey, CTPP—Census Transportation Planning Products, QWI—LEHD Quarterly Workforce Indicators, LODES—LEHD Origin-Destination Employment Statistics, YTS—YourEconomy Time Series, USA—InfoUSA, D&B—Dun & Bradstreet, Inc., W&P—Woods & Poole, MAS—Moody’s Analytics, and IHS—IHS Global Insight.

Table 3. What data coverage is available?

Universe	CPS	CES	QCEW	CBP	NES	ACS	CTPP	QWI	LODES	YTS	USA	D&B	W&P	MAS	IHS
Workers	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>										
Jobs		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Military															
Unpaid Workers	<input checked="" type="checkbox"/>														
Self-Employed	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/> (1)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
Farm Workers	<input checked="" type="checkbox"/>														
Private Employment	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Public Employment	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				

CPS—Current Population Survey, CES—Current Employment Statistics, QCEW—Quarterly Census of Employment and Wages, CBP—County Business Patterns, NES—Nonemployer Statistics, ACS—American Community Survey, CTPP—Census Transportation Planning Products, QWI—LEHD Quarterly Workforce Indicators, LODES—LEHD Origin-Destination Employment Statistics, YTS—YourEconomy Time Series, USA—InfoUSA, D&B—Dun & Bradstreet, Inc., W&P—Woods & Poole, MAS—Moody’s Analytics, and IHS—IHS Global Insight.

^a CBP includes employment data from establishments with 1 paid employee. A self-employed business owner may be an employer, though the majority of nonemployer business owners are self-employed.

- **Survey responses from transportation agencies reflecting the use of employment data in real-world transportation planning and analyses.** Survey information provides a snapshot on how agencies are using data (Figure 6), what data sources they rely on, and what challenges or workaround solutions are employed by agencies when working with data. Responses help shed lights on best practices and concerns and issues when using data.

High-quality employment data are necessary for transportation planning, whether used for performance management, travel demand modeling, or policy analysis. Availability of these data varies widely, however, as do the methods that the transportation

community uses to combine, adjust, and manipulate employment data drawn from multiple sources. Transportation practitioners also vary widely in their understanding of the sources and attributes of employment data. Data also are sometimes manipulated and used purposes for which they were not gathered. As agencies move towards greater accountability in transportation planning, they need to have confidence in the information they produce, and they need to know their data sources are reliable. The Task 127 Resource Guide provides a summary resource for the transportation community to examine potential data sources, and their related applications, critical concerns and issues, and appropriate use.

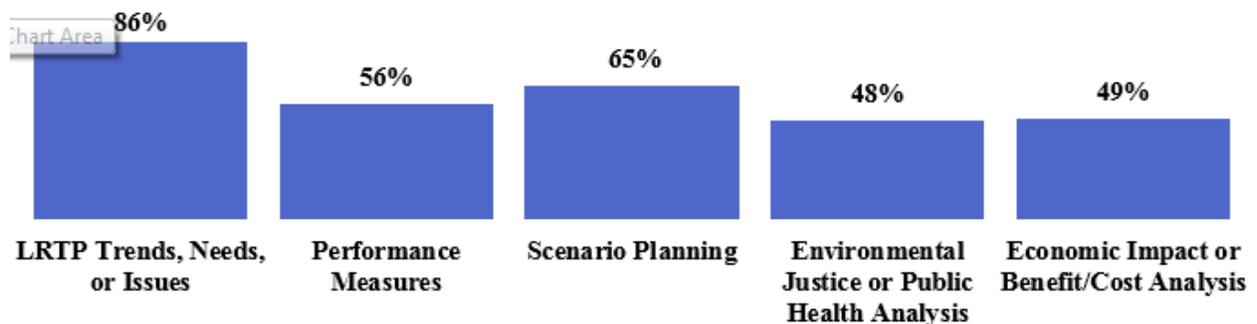


Figure 6. Question 1A: What type of projects do you use employment data for long-range planning?

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CTPP 2006-2010 Data: <http://ctpp.transportation.org/Pages/5-Year-Data.aspx>

CTPP website: http://www.fhwa.dot.gov/planning/census_issues/ctpp/

FHWA website for Census issues: http://www.fhwa.dot.gov/planning/census_issues

AASHTO website for CTPP: <http://ctpp.transportation.org>

1990 and 2000 CTPP data downloadable via Transtats: <http://transtats.bts.gov/>

TRB Subcommittee on census data: <http://www.trbcensus.com>

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CTPP Listserv

The CTPP Listserv serves as a web-forum for posting questions, and sharing information on Census and ACS. Currently, more than 700 users are subscribed to the listserv. To subscribe, please register by completing a form posted at: <http://www.chrispy.net/mailman/listinfo/ctpp-news>.

On the form, you can indicate if you want emails to be batched in a daily digest. The website also includes an archive of past emails posted to the listserv.