Chapter 3: RACIALLY CONCENTRATED AREAS OF POVERTY (RCAPS)

The Kansas City region’s growth and development patterns over the past eight decades have resulted in widely disparate geographic areas, including some that are racially and economically segregated and some where residents have increased access to opportunity. This chapter identifies those areas within metropolitan Kansas City that are racially and ethnically concentrated and where the majority of residents also live in poverty. The chapter examines reasons why historic conditions allowed these disadvantaged areas to be created and continue to exist, identifies challenges for reversing trends, and outlines action steps to increase opportunity for those living within the areas to access opportunities in other parts of the metro region.

The U.S. Department of Housing and Urban Development (HUD) defines a Racially Concentrated Area of Poverty (RCAP) as an area with one or more census tracts that contain the following characteristics: (1) a family poverty rate greater than or equal to 40 percent, or a family poverty rate greater than or equal to 300 percent of the metro region’s tract average, whichever is lower; and (2) a nonwhite population that is greater than 50 percent (i.e., 51 percent or higher).

An analysis of the region’s eight RCAPs found:

- The RCAPs are concentrated in portions of eastern Kansas City, Kan., and central Kansas City, Mo. The population in these areas is primarily black and Hispanic, with low incomes.

- While these areas are home to high concentrations of the region’s most disadvantaged households, they are adjacent to areas identified as Opportunity Areas. Public transit is available to most of the RCAP neighborhoods, but the transit service is not adequate to get residents to jobs, education and other important services.

- Strategies to improve the RCAPs include encouraging redevelopment in focused areas along key transportation corridors and at significant intersections; improving the public transit system to enable residents to more easily get to jobs, education and other resources; and providing RCAP residents with better information about opportunities and how to access them.
I. Methodology

Completing this section of the report required an analysis of data provided by HUD. Data from the U.S. Census Bureau, HUD housing files and other federal agencies was supplemented with data provided by the Mid-America Regional Council and local qualitative and quantitative data. In order to capture relevant information, previous plans and studies (including the 2011 Analysis of Impediments to Fair Housing Choice for the Kansas City Region) were reviewed. Additional information collected included data extracted from interviews with key stakeholders in the two communities where the RCAP areas are located—Kansas City, Mo., and Kansas City, Kan.

The data analysis focused on increasing understanding of the neighborhood effects of concentrated poverty and barriers to access to opportunity for residents across the region. This understanding enabled an evaluation of steps to address concentrated poverty, particularly for minority populations.

The analysis found a number of common characteristics among the eight RCAPs in the Kansas City region, including:

- Concentrations of racial and ethnic populations.
- High concentrations of poverty.
- Low educational attainment rates.
- High numbers of vacant properties.
- High crime rates, particularly for violent crimes.
- High fair share affordable housing indices.
- High numbers of assisted housing units, typically clustered rather than scattered.
- High numbers of rental households that are cost-burdened.
- Low or inconsistent access to reliable transportation.

Analysis of Residential Segregation

Residential restrictions due to racial covenants, income limitations, limited access to capital, government policies, a lack of affordable housing in suburban locations and other factors resulted in residential segregation in the Kansas City region throughout the 1900s. According to the 2010 Census, the current population of the Kansas City Metropolitan Statistical Area is 78.4 percent white (non-Hispanic), 12.5 percent black (non-Hispanic) and 8.2 percent Hispanic. Other races make up a small part of the region’s population. The following map displays the population by race for the Kansas City region. There are areas of racial concentration for blacks and Hispanics in both Wyandotte and Jackson counties. While there are concentrations of Hispanic persons in the urban core areas of Kansas City, Mo., and Kansas City, Kan., much of the Hispanic population’s growth has been dispersed in suburban locations throughout the region.

Studies have shown that self-selection by minorities plays a limited role in residential segregation. In fact, the 2011 Impediments to Fair Housing study showed that the highest percentage of black respondents favored an integrated living environment. The average black respondent reported a desire to live in a more integrated setting than his/her actual setting.
Chapter 2 of the FHEA presents information on factors that have played a role in the region’s historic patterns of segregation by race and income. Racial covenants, federal and local housing policies, school district policies, community resistance and housing affordability are all factors that contributed to concentrations of minorities and low-income residents in portions of the region’s urban core. The concentration of subsidized housing and other affordable housing in central cities and older suburbs has perpetuated the isolation of low-income residents from life opportunities available to residents of newer suburban areas. Because higher proportions of minorities are low income, the areas of concentrated poverty are also areas where black and Hispanic populations are concentrated. People of color make up a rapidly growing segment of the population in every county in the region, doubling or nearly doubling in four of the nine counties since 2000. Households with people living in poverty have increased by 75 percent over the past decade while the region’s total population has increased by only 12 percent. There are now more persons in poverty in the region’s suburbs than in its central cities.

One in four of the region’s unemployed residents live in the 20 percent of neighborhoods where at least 60 percent of residents are people of color. Concentrations of unemployment can be found in communities of color in both Jackson and Wyandotte counties. Clusters of unemployment can also be found in outlying cities like Leavenworth, Olathe, Bonner Springs and Richmond, and in Miami County’s rural areas.¹

¹ PolicyLink and PERE, 2013. “An Equity Profile of the Kansas City Region.” Online PDF, www.marc.org/sustainableplaces.
More than one out of every four of the region's blacks and Latinos live below the poverty level — compared to about one in 14 whites. Poverty is also higher for people of other and mixed racial backgrounds, Native Americans and Asians. Latinos are much more likely to be working poor compared to other groups, with rates that are six times those of whites. Blacks also have an above-average working poverty rate. Whites have the lowest rate of poverty.\(^2\)

### II. Identification of RCAPs

Using data provided by HUD, census tracts in Kansas City, Mo., and Kansas City, Kan., were found to meet the RCAP definition. MARC grouped these census tracts into eight RCAPs. These areas, shown on the following map, include three areas in Kansas City, Kan., in Wyandotte County: (1) KCK West, (2) Central KCK, and (3) Southeast KCK — Rosedale, Armourdale and Argentine; and five areas in Kansas City, Mo., in Jackson County: (4) Downtown KCMO, (5) Northeast KCMO, (6) Blue River Valley Industrial, (7) East Side, and (8) Southtown. Appendix A contains RCAP profiles that highlight data for each group.

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The following table provides a breakdown of population by race for each of the eight RCAP areas.

**RCAP Population by Race**

<table>
<thead>
<tr>
<th>RCAP</th>
<th>Total Population</th>
<th>White</th>
<th>Black</th>
<th>Native American</th>
<th>Asian</th>
<th>Pacific Islander</th>
<th>Hispanic</th>
</tr>
</thead>
<tbody>
<tr>
<td>RCAP 1: KCK West</td>
<td>9,062</td>
<td>3,225</td>
<td>4,011</td>
<td>42</td>
<td>337</td>
<td>0</td>
<td>1,166</td>
</tr>
<tr>
<td>RCAP 2: Central KCK</td>
<td>24,918</td>
<td>3,750</td>
<td>11,058</td>
<td>47</td>
<td>211</td>
<td>0</td>
<td>9,455</td>
</tr>
<tr>
<td>RCAP 3: Southeast KCK</td>
<td>7,985</td>
<td>2,846</td>
<td>1,185</td>
<td>30</td>
<td>90</td>
<td>0</td>
<td>3,753</td>
</tr>
<tr>
<td>RCAP 4: Downtown KCMO</td>
<td>5,400</td>
<td>1,382</td>
<td>2,318</td>
<td>11</td>
<td>257</td>
<td>0</td>
<td>1,234</td>
</tr>
<tr>
<td>RCAP 5: Northeast KCMO</td>
<td>18,940</td>
<td>5,907</td>
<td>4,350</td>
<td>81</td>
<td>1,058</td>
<td>17</td>
<td>7,084</td>
</tr>
<tr>
<td>RCAP 6: Blue River</td>
<td>12,688</td>
<td>4,259</td>
<td>2,421</td>
<td>139</td>
<td>658</td>
<td>0</td>
<td>4,697</td>
</tr>
<tr>
<td>RCAP 7: East Side</td>
<td>40,969</td>
<td>4,333</td>
<td>31,537</td>
<td>231</td>
<td>125</td>
<td>0</td>
<td>3,205</td>
</tr>
<tr>
<td>RCAP 8: Southtown</td>
<td>111,495</td>
<td>3,244</td>
<td>7,529</td>
<td>80</td>
<td>81</td>
<td>0</td>
<td>463</td>
</tr>
<tr>
<td>RCAPs Combined</td>
<td>131,457</td>
<td>28,946</td>
<td>64,409</td>
<td>661</td>
<td>2,817</td>
<td>17</td>
<td>31,057</td>
</tr>
</tbody>
</table>

Source: 2010 US Census

In Kansas City, Kan., State Avenue runs east/west through RCAPs 1 and 2. RCAP 1, KCK West, is located along and just north of Interstate 70 and from 78th Street on the west to Interstate 635 on the east. Within RCAP 1, there are a number of assets providing opportunities for education, health care and access to healthy food. These include the Kansas City Kansas Community College, Children’s Mercy Clinic, a branch of the Kansas City Kansas Public Library, three schools, and several retail centers with grocery stores.

Also located in Wyandotte County, RCAP 2, Central KCK, is located east of Interstate 635 and north of Interstate 70, around downtown Kansas City, Kan. It also runs along state Highway 5, and south of that along U.S. Highway 69. RCAP 2 includes four safety net clinics (Children’s Mercy West, Mercy and Truth Health Care, Swope Clinic and Southwest Boulevard Family Health Care.) The area also includes one recreation center, one public library branch, 13 schools, three technical schools, one performance venue, five retail centers and a number of government buildings and historic sites.

RCAP 3, Southeast KCK, is made up of a few clusters scattered among three neighborhoods in proximity to the University of Kansas Medical Center and older industrial areas. One area is just north of the Kansas River in between U.S. Highways 69 and 169, and south of Kansas Avenue. Another is in the Silver City Park area, east of U.S. Highway 69. The last area is to the south of Interstate 35 and west of U.S. Highway 169. RCAP 3 includes the Rosedale, Armourdale and Argentine neighborhoods of Kansas City, Kan. Within this area are a number of assets, including two retail centers, eight K-12 schools and one early childhood center, one community center, one public library branch, and the Silver City health care clinic.
Combined, these RCAPs make up approximately 26 percent of the population in Wyandotte County, according to 2012 census numbers. Blacks and Hispanics are more highly concentrated than other races in the RCAP groups, at 39 percent and 34 percent, respectively. Wyandotte County’s total population includes 40,419 blacks and 42,806 Hispanics, with 40 percent of the black population and 34 percent of the Hispanic population living in an RCAP. This corresponds to the average percentages for the two groups’ concentration in all of the RCAP groups.

Five RCAP areas are located in Jackson County, within Kansas City, Mo. RCAP 4, Downtown KCMO, lies south of the Missouri River, between state Highway 9 and Interstate 29/U.S. Highway 71. This RCAP includes non-contiguous census tracts in areas along Interstate 70/U.S. Highway 71, between Independence Avenue and Interstate 70/U.S. Highway 40, and in the neighborhood known as the Westside, adjacent to Interstate 670 and Interstate 35. Assets within RCAP 4 include three business and industrial parks, one K-12 school, one community center, two retail centers, two entertainment venues and multiple historic properties.

RCAP 5, Northeast KCMO, is adjacent to RCAP 4 to the east and runs along U.S. Highway 24, encompassing areas on both the north and south sides of the highway. It stretches east to Hardesty Avenue and south along Interstate 70/ U.S. Highway 40 to Topping Avenue. Assets in this area include Samuel U. Rodgers Health Clinic, University of Health Sciences’ campus, Lincoln University Extension program, 10 K-12 schools and five retail centers.

RCAP 6, Blue River, is bounded on the north by the Missouri River, between North Chouteau Trafficway and Interstate 435. This area extends south along Interstate 435 to Blue Parkway/Highway 350. Assets in this area include Samuel U. Rodgers Dental Clinic, seven industrial areas and six business parks, Metropolitan Community College Business and Technology School, Central Michigan College campus, seven K-12 schools and three retail centers.

RCAP 7, East Side, is located to the west of RCAP 6 and south of RCAPs 4 and 5. It is clustered along U.S. Highway 71 and bounded on the south by 63rd Street. It also stretches to Blue Parkway/Highway 350 on the east and Volker Boulevard/U.S. Highway 56 on the west. This area offers a number of assets to residents, including Children’s Mercy Teen Clinic, Samuel U. Rodgers Health Center, Seton Center, Swope Health Services, Pioneer Community College, Rockhurst College, 18 K-12 schools, three libraries, a cultural center, eight retail centers, numerous historic properties, and a major employer — Interstate Bakeries Corporation.

South of RCAP 7 is RCAP 8, Souhtown, which includes portions of the Ruskin and Hickman Mills neighborhoods. This area has fewer assets, with Kindred Hospital, reDiscover Behavioral Health, six K-12 schools, two treatment centers, five retail centers, two industrial parks and a community center.

RCAPs 4 through 8 are adjacent to the Troost, Rock Island, and U.S. 40 corridors, which were identified by the Creating Sustainable Places program as existing or potential transit corridors. These RCAPs make up approximately 13 percent of the population in Jackson County, according to 2012 census numbers. Blacks and whites have the highest concentration of race in the RCAP groups, at 53 and 22 percent, respectively. Hispanics are the third largest racial group, with 19 percent of the RCAP population.

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Jackson County’s total population is made up of approximately 163,248 blacks, 477,551 whites and 57,577 Hispanics. Countywide, total of 29 percent of blacks, 4 percent of whites and 29 percent of Hispanics live in RCAPs.

**Factors Contributing to the Creation of RCAPs**

In addition to historic growth patterns, a number of more recent factors have contributed to the creation of RCAPs and led many individuals and families with adequate resources for housing choice to move to areas with greater opportunities. These factors include limited quality housing options, poor performing schools, white flight from urban core neighborhoods and discrimination.

These same factors continue to play a large role in sustaining the concentrated minority and poverty status of these neighborhoods today. Common characteristics of RCAPs that have contributed to the continued disinvestment of these areas include concentrations of racial/ethnic populations, low educational attainment rates, low/inconsistent access to reliable transportation, and a large number of clustered assisted-housing units. A high number of vacant properties, cost-burdened renters and high crime rates (particularly for violent crimes) are also common characteristics.

**III. Quality of Life Indicators for RCAPs**

HUD has developed a set of quality of life indicators for RCAPs. All eight RCAPs in the Kansas City region perform poorly across all but one of these indicators, with an overall average score of 2.4 on a scale of one to 10. The exception is the Job Accessibility Index, which stands at 6.22 for all of the RCAP census tracts. The Opportunity Index indicator is an overall rating score that measures the level of access to opportunities in relation to the other HUD indices.

**HUD Quality of Life Indices for Kansas City RCAPs**

<table>
<thead>
<tr>
<th>Neighborhood School Proficiency</th>
<th>Job Accessibility</th>
<th>Labor Market Engagement</th>
<th>Poverty</th>
<th>Neighborhood Stability</th>
<th>Opportunity Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.30</td>
<td>6.22</td>
<td>2.20</td>
<td>1.22</td>
<td>1.92</td>
<td>1.54</td>
</tr>
</tbody>
</table>
IV. Demographic Trends in RCAPs

Race

Nearly half of the population of RCAP 3 (Southeast KCK) is Hispanic, and 30 percent of all Hispanic RCAP residents live in RCAP 2 (Central KCK). Almost 80 percent of the population of RCAP 7 (East Side) is black. This high concentration of blacks represents 49 percent of the black population of all eight RCAPs. The minority concentration of RCAP 7 is extremely high; 90 percent of RCAP 7 is nonwhite. Poverty rates among blacks are highest in RCAPs 3 (Southeast KCK) and 4 (Downtown KCMO); however, these are RCAPs with much smaller populations. The most diverse RCAPs are 5 (Northeast KCMO) and 6 (Blue River), which share similar racial distributions. RCAPs 3, 4 and 5 have the highest concentrations (as a ratio of poor/non-poor) of poor African-Americans (ratios of 2.56, 2.3 and 1.2 respectively). The highest concentration of poor Asians is in RCAP 4, which has a 5.53 ratio of poor/non-poor. RCAP 8 (Southtown) has the highest concentration of poor Hispanics at 4.14, followed by RCAP 1 (KCK West) at 1.34. The concentration of nonwhite populations as they relate to RCAPs and Opportunity Areas is illustrated in the following map.
**Poverty**

Across all RCAPs, 37.3 percent of residents live in poverty, as illustrated in the map below. RCAP 4 (Downtown KCMO) has the highest rate of poverty at 45 percent. Within RCAP 4, more than 70 percent of blacks and more than 32 percent of Hispanics are living in poverty. RCAP 2 (Central KCK) has the second-highest rate of poverty and the second-highest share of nonwhite residents (87.6 percent). RCAP 7 (East Side), with almost 80 percent of its population black, has the third-highest rate of poverty, 38.6 percent. More than 40 percent of white residents in RCAP 7, approximately 1,762 people, are living in poverty.

**Linguistic Isolation**

RCAPs 5 (Northeast KCMO) and 2 (Central KCK) are the most linguistically isolated, with 18.6 percent and 14.8 percent, respectively, of households including non-English speakers. These two RCAPs account for more than 53 percent of the total Hispanic population across all RCAPs. RCAP 5 has 37 percent of the total Asian population across all RCAPs. The predominantly black RCAPs 1 (KCK West) and 7 (East Side) have the lowest rates of linguistic isolation.

**Disability (2000)**

The two disabilities found in highest proportions were home-bound and physical disabilities. Home-bound disabilities were most frequently reported in RCAPs 4 (Downtown KCMO) and 5 (Northeast KCMO). Physical disabilities were distributed fairly evenly throughout the RCAPs. Employment disability is also quite large, but Census notes indicate that data is unreliable.
V. Other RCAP Characteristics

Affordable Housing

Assisted housing units are found throughout the region, but are mostly concentrated in or around RCAPs. There are 29,289 assisted housing units in the eight RCAPs, and assisted units make up an average of 17.5 percent of the total housing units in those areas. RCAP 4 (Downtown KCMO) has the highest concentration of assisted housing, representing 38 percent of all housing units. The map below shows concentrations of assisted housing, including Low-Income Housing Tax Credit properties (LIHTC), Housing Choice Vouchers, Public Housing, Section 8, and Section 236 throughout the RCAP areas.

In Wyandotte County, the majority of the assisted housing units are in or near the three RCAP groups. There is, however, one area of RCAP 3 (Southeast KCK) that lacks any such housing. This area is just north of the Kansas River in between U.S. Highways 69 and 169, and south of Kansas Avenue. Section 8 housing is not present north of Interstate 70/U.S. Highway 40/U.S. Highway 24. The major clusters of assisted housing units seem to be near the heart of downtown Kansas City, Kan. (near the intersection of U.S. Highway 69 and State Avenue); near the Silver City Park area, east of US Highway 69; and near State Avenue where it intersects Turner Diagonal Highway.
In Jackson County, the majority of the assisted housing units are in or near the five RCAPs, with numerous units spread throughout the county. One cluster of assisted housing units falls outside any RCAP group. The major clusters can be found along the Troost Avenue Corridor (RCAP 1) east from Admiral Boulevard, where all types of housing can be found; and in RCAP 8 (Southeast) between Blue River Road and U.S. Highway 71.

**Crime**

Violent crime has contributed to the disinvestment in older urban core neighborhoods and the loss of middle income households. Violent crime is 18 times more likely to occur in RCAPs than in the areas of opportunity throughout the region. Violent crime rates per 1,000 residents in 2009 and 2010 for all RCAPs combined were 58.6 and 54.5. Property crime rates were 143.8 and 123.8 per 1,000 residents over the same time periods. RCAP 4 (Downtown KCMO) had the highest violent crime rate in 2009, at 70.1 violent crimes per 1,000 residents, but recorded a drop of more than 10 percent in 2010 to 62.5. RCAP 7 (East Side) had a violent crime rate of 67.3 per 1,000 residents in 2009; in 2010, that rate fell slightly to 63. RCAP 6 (Blue River) had the lowest rate of violent crimes per 1,000 residents at 45.9. The map below displays the region’s violent crimes per 1000 residents. [Note: crime data is only available by small area for Kansas City, Mo., and Kansas City, Kan. The rest of the region shows data by city.]

![Violent Crimes per 1,000 Residents](image-url)
Infrastructure and Housing Quality

Access to affordable and appropriately designed housing is a major barrier for many households in the Kansas City region. The 2011 Analysis of Impediments to Fair Housing study found access for disabled households to be a major concern. The study cited a lack of public funds to support the removal of physical barriers in housing, as well as the lack of understanding or willingness by landlords to accommodate disabled households or to make improvements without additional rental costs.

While much of the housing stock within the RCAPs is considered affordable for either ownership or rental, housing condition is a major barrier to meeting the needs of many residents. Much of the housing stock is more than 50 years old with substantial repair needs. Housing values are generally low, with vacant and dilapidated housing or vacant lots affecting property values for occupied units in most RCAP neighborhoods.

Even though housing values are low, one-third of all homeowners and 60 percent of all renter households are considered cost burdened. A household paying more than one-third of its income for rent is considered cost burdened. Cost-burdened owner and renter households have increased over the past decade, with an 11 percent increase for owner households and an 18 percent increase for renters. RCAP 8 (Southtown) had the largest increase in cost-burdened households, with a 31 percent increase for renters. RCAP 6 (Blue River) had the largest increase among owners (25 percent). Vacancy rates throughout the RCAPs are 19.7 per 100 housing units. RCAPs 3 (Southeast KCK) and 4 (Downtown KCMO) have the lowest vacancy rates, at about 11 vacant units per 100 housing units, and RCAP 7 (East Side) has the highest vacancy rate of 24.5 per 100 housing units.

The median housing value in the wealthiest RCAP — $73,000 in KCK West — is half that of the median housing value in the poorest Opportunity Area — $147,000 in Eastern Jackson County. The median housing value in the poorest RCAP — Blue River, at $22,000 — is less than 1/8 that of the wealthiest Opportunity Area — South Johnson County/South KCMO, at $211,000.

Loan Practices

Residential lending in the RCAPs is limited, with fewer than 10,000 loans issued for the eight areas that contain more than 183,000 housing units. This represents one loan for every 20 homes, compared to one loan for every five homes in the Opportunity Areas. Of the total loan applications by RCAP homeowners in 2010, 57 percent were conventional and 43 percent were FHA, VA or other federally insured loan products. RCAP 8 (Southtown) was the most active in loan applications, with a loan application rate of 47.3 per 1,000 residents — almost double the next closest RCAP. RCAP 4 (Downtown KCMO) is the second most active, with a rate of 28.3 loan applications per 1,000 residents.
The poor quality of the housing stock in the RCAPs and incomes of property owners are factors in the level of lending activity. Just over 60 percent of all loan applications in the RCAPs were to refinance properties; 34 percent for were for purchases; and 5.5 percent for home improvements.

In RCAP 8 (Southtown), more than 65 percent of the 3,077 loan applications were to refinance homes. This was also true for RCAPs 6 (Blue River) and 7 (East Side). RCAP 8 had the lowest loan denial rate at 17 percent. Denials were primarily due to a lack of collateral (27 percent of the time) and poor credit (21 percent of the time). RCAP 4 (Downtown KCMO) had the next highest share of refinancing loan applications, and the second lowest loan denial rate at 20 percent. More than 35 percent of loans denied in RCAP 4 were due to a lack of collateral, indicating that households in this RCAP tend to have fewer assets and by proxy, less overall wealth.

**Assets and Services**

Transportation access is cited in the 2011 Analysis of Impediments study as a major need. Public transportation service limitations were cited by more than 47 percent of residents. Another recent study found that while the majority of urban core residents live in proximity to public transit services, only 28 percent of those residents live close to transit services that could help them access employment centers.

The 2011 Analysis of Impediments study also found that poor performing schools were cited as a limitation for 28 percent of residents.

The following chart shows survey responses from residents who were asked to rank the degree to which a variety of services are delivered equitably across their communities.

**Stakeholder Assessment of Equity in Service Delivery**

<table>
<thead>
<tr>
<th>Service</th>
<th>Very Equitable</th>
<th>Very Inequitable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transportation (1.9)</td>
<td>21.7%</td>
<td>47.8%</td>
</tr>
<tr>
<td>Schools (1.6)</td>
<td>24%</td>
<td>28%</td>
</tr>
<tr>
<td>Code Enforcement (1.6)</td>
<td>8.7%</td>
<td>30.4%</td>
</tr>
<tr>
<td>Street Infrastructure (1.4)</td>
<td>20%</td>
<td>10%</td>
</tr>
<tr>
<td>Water/Sewer Infrastructure (1.3)</td>
<td>20.8%</td>
<td>13%</td>
</tr>
<tr>
<td>Police Service (1.0)</td>
<td>36.4%</td>
<td>8.3%</td>
</tr>
<tr>
<td>Parks and Recreation (0.9)</td>
<td>30.4%</td>
<td>13%</td>
</tr>
<tr>
<td>Fire Service (0.9)</td>
<td>52.2%</td>
<td>17.4%</td>
</tr>
<tr>
<td>Trash Pickup (0.8)</td>
<td>50%</td>
<td>25%</td>
</tr>
</tbody>
</table>

Notes: n=22. The average ranking for each category is shown in parentheses.

BBC Research Consulting, Stakeholder Survey December 2010–February 2011
**Economic Characteristics**

One of the most important methods to reduce poverty and increase access to opportunity is to support education, workforce development and connection to jobs. Many residents in the RCAPs lack the necessary education and skills to take advantage of jobs, both within the RCAPs and throughout the region. Some residents have backgrounds that include felony convictions or poor credit, which create barriers to employment. Some lack personal transportation and have to rely on an insufficient public transit system.

The four largest employment sectors in the RCAPs are Educational Services, Manufacturing, Health Care and Social Assistance, and Wholesale Trade. Together, these four sectors employed 26,843 workers out of a total RCAP employment of 52,993, or roughly half of all jobs. RCAP 7 (East Side) has the fewest jobs per capita, with only 2.18 jobs for every 10 people (using total population, not labor force). RCAP 6 (Blue River), on the other hand, has 9.96 jobs for every 10 residents, indicating an area with a strong employment base.

In the map below, blue indicates areas with more jobs than workers; yellow areas are balanced; and red areas have more workers than jobs.

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**Jobs/Worker Balance**

One of the challenges that emerged from this analysis is the relative lack of jobs in each RCAP that match...
residents’ current educational attainment levels. For example, RCAP 5 (Northeast KCMO) has the lowest educational attainment rate of the RCAPs, with a high school graduation/GED rate of 62 percent in 2010, but in 2011 only 10 percent of all jobs in this area were available to workers with less than a high school degree. In other words, for the approximately 4,408 residents with less than a high school education, RCAP 5 only had 294 jobs available. Sadly, this is relatively consistent across all RCAPs.

The map below shows the relative match between worker educational levels and wage rates as an indication of jobs-skills match. Blue means that people who live in the area have lower wages than those who live elsewhere and work in the area. Red indicates areas where residents have higher wages than people who work in the area but live elsewhere.

Very few jobs in the RCAPS are held by the RCAP residents; the East Side RCAP ranks highest, with 8.4 percent, and the lowest is 1 percent in Blue River. There are 8,800 people with less than a high school education living in the East Side RCAP, and only 800 jobs in that area are held by people with less than a high school education (i.e., 10 people per available job). Conversely, in the Central Business Corridor, there are 8,900 jobs for people with less than a high school education, and 4,600 residents have that level of education. This represents two jobs per resident. Overall, there are not enough jobs in RCAP areas to meet the needs of residents with limited education.
VI. Strategies to Address Barriers to Opportunities

The following set of strategies could improve the ability of people of color and low-income residents to connect with opportunities. They include strategies that increase access to opportunities throughout the region and strategies to improve RCAP neighborhoods allowing residents to take advantage of new investment.

- **Transportation** — Increase transportation services to enable residents to more easily access education and employment opportunities. Encourage investment in a multi-modal transportation network that balances the needs of motorists, transit, pedestrians and cyclists. Increase walkability score around major employers/job centers.

- **Education** — Improve public educational systems and increase access to universal high quality early education programs.

- **Workforce Development** — Support workforce development that provides access to training and job placement and support services. Develop a coordinated, comprehensive employment and job-training system that is accessible to all residents, and create partnerships between employers and schools at all levels to maintain a direct relationship between skills taught and jobs in demand.

- **Safe and clean neighborhoods** — Enhance code enforcement and community policing in urban core neighborhoods and support leadership training for neighborhood residents to become more involved in neighborhood watch and other strategies and programs.

- **Improve Market for Middle-Income Residents** — Provide guidelines to ensure that new development is designed to reflect and strengthen the existing character of urban core neighborhoods.

- **Address Fair Housing Challenges** — Increase capacity of fair housing service providers and use of housing advocacy toolkits. Expand the use of public service announcements to increase awareness; provide multilingual materials. Increase awareness and use of the new housing discrimination complaint app and create a local app for filing complaints. Assess the use of clearinghouse help in determining trends associated with housing discrimination.

- **Affordable Housing** — Encourage major employers to support the development of affordable housing along transportation corridors, and explore innovations in public housing. Use tax abatements, reduced development fees and revenue bonds to encourage mixed-income development. Improve coordination of nonprofit housing groups and help them work together, streamlining how they apply for funding and submit reports. Scale up property management capacity so communities see that multifamily housing will be managed by high capacity managers. Rezone underutilized/underbuilt land near transit stops on corridors. Work with the newly established Land Bank, community development organizations and others to reduce the number of vacant structures and lots.

- **Increase Rate of Homeownership** — Increase/improve access to housing counseling services. Work with local lenders to establish special products for first-time homebuyers; Work with the Federal Home Loan Bank and regulatory Community Reinvestment Act agencies to increase local lenders’ awareness of resources needed to work with first-time homebuyers.