The National Academies of
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TRANSPORTATION RESEARCH BOARD

# Balancing the Scales-- Equity Analysis in Transportation Planning

**October 22, 2020**
**2:00-3:30 PM Eastern**

**@NASEMTRB**
**#TRBwebinar**

# PDH Certification Information:

- 1.5 Professional Development Hours (PDH) – see follow-up email for instructions
- You must attend the entire webinar to be eligible to receive PDH credits
- Questions? Contact Reggie Gillum at RGillum@nas.edu

***The Transportation Research Board has met the standards and requirements of the Registered Continuing Education Providers Program. Credit earned on completion of this program will be reported to RCEP. A certificate of completion will be issued to participants that have registered and attended the entire session. As such, it does not include content that may be deemed or construed to be an approval or endorsement by RCEP.***

**#TRBwebinar**

RCEP

REGISTERED CONTINUING EDUCATION PROGRAM

# Learning Objectives

1. Identify the blend of qualitative and quantitative assessments needed for equitable decision-making

2. Understand the inclusive engagement and thoughtful communication fundamental to effective equity-related analyses

3. Enrich each step of an equity analysis by applying two or more analysis techniques

# Balancing the Scales
## *Equity in Transportation Planning*


Image: Robert Wood Johnson Foundation, 2017. Accessed from National Academy of Medicine. 10/29/20. https://nam.edu/programs/culture-of-health/culture-of-health-program-meetings/culture-of-health-program-november-meeting-2-summary/health-equity-bike-graphic/

# What We Hope to Achieve Today

- *By sharing our experience and generating ideas with you, we hope we can --*
  - Help transportation planners in the group to develop and implement equity analyses that address the unique context of your community
  - Spark some fresh insights among all of us about how we can "walk the talk" of promoting equity, not only in *what* we do, but in *how* we do it.
- *Using this information and these ideas, we hope you can --*
  - Identify the blend of qualitative and quantitative assessments needed for equitable decision-making
  - Describe how inclusive engagement and thoughtful communication is fundamental to effective equity-related analyses
  - Apply the analysis framework and techniques to your work
  - Keep ideas flowing and conversation going with your colleagues

# Catalyst for Today's Webinar


https://www.nap.edu/download/25860


https://www.nap.edu/download/25886

# TCRP Report 214 Study Team

## TCRP Project H-54 Panel

- Lee L. Davis, (Chair), *Lee L. Davis & Associates, Palmdale, CA*
- Ashley B. Burns, *Burns Innovation Group, New Orleans, LA*
- Aida Copic, *Transit Authority of River City, Louisville, KY*
- Kayla Marie Ferguson, *RPM Transportation Consultants, LLC, Nashville, TN*
- Kristin M. Haldeman, *Arlington Public Schools, Arlington, VA*
- Austin Lee, *AC Transit, Oakland, CA*
- Heidi Schallberg, *Metropolitan Council, St. Paul, MN*
- Ken Zatarain, *WSP, Portland, OR*
- **In Memoriam**: Nicole E. Tishler, *Massachusetts Department of Transportation, Boston, MA*

## TCRP Staff and Agency Liaisons

- Gwen Chisholm-Smith, *TCRP*
- Wesley Blount, *Federal Highway Administration*
- Ken Cervenka, *Federal Transit Administration*
- Christopher Zeilinger, *Community Transportation Association of America*

## Research Team

- Hannah Twaddell, Principal Investigator
- Beth Zgoda, Research Team Leader
- Aida B. Douglas, Subject Matter Expert
- Eliot Rose, Initial Principal Investigator
- ICF Researchers and Peer Reviewers: Les Brown, James Choe, Catherine Duffy, Taylor Gestwick, Terrance Glover, Paul Hershkowitz, Jessica Klion, Alanna McKeeman, Radha Neelakantan, Lindsay Oluyede, Katie O'Sullivan, Amy Snelling, Allie Thompson, Jon Walker, Paul Wlodkowski

# Literature Review and Pilot Studies


- 25 MPOs selected from an initial sample of 60 for in-depth study.
- 4 Pilot Studies

# What is Equity in Transportation?

*Equity in transportation seeks **fairness in mobility and accessibility** to meet the needs of **all community members**.*

- Facilitate social and economic opportunities *by …*
- Providing equitable levels of access to affordable, reliable transportation options *based on..*
- The needs of the populations being served, *particularly …*
- Populations that are traditionally underserved.

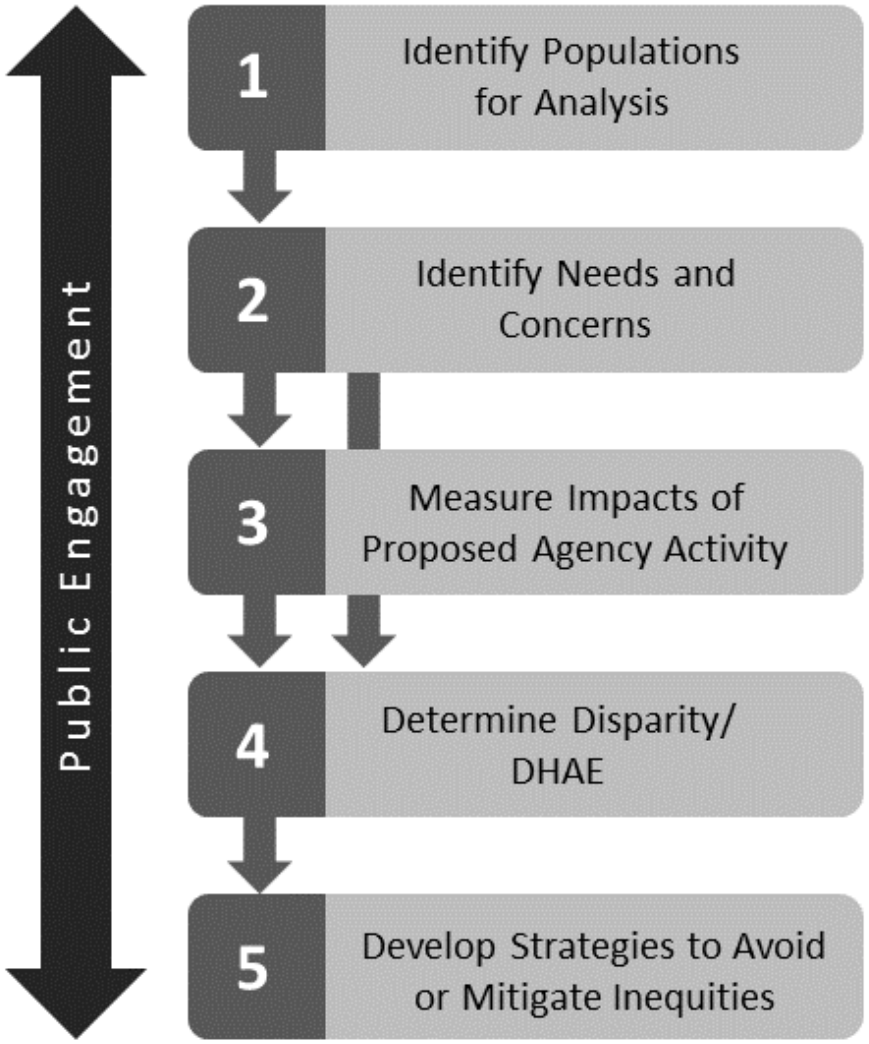

Text: FHWA Office of Planning and Environment Environmental Justice. Accessed 10/29/20. https://www.fhwa.dot.gov/environment/environmental_justice/equity/

Image: Emanu. Accessed 10/19/2020. https://emanug.squarespace.com/

# Equity Analysis Requirements

- Federal Laws and Directives
  - Title VI, Civil Rights Act (1964)
  - Environmental Justice Executive Order 12898 (1994)
  - Limited English Proficiency Executive Order 13166 (2000)
- Required Populations for Analysis
  - Low income persons
  - Ethnic and cultural minority persons
- Required Outcomes
  - Avoid, minimize, mitigate disproportionately high and adverse effects
  - Ensure full and fair participation in decision-making
  - Prevent denial of, reduction in, or delay in receipt of benefits

# Framework for Equity Analysis



# The Foundation: Inclusive Public Engagement

## Connect

- Tailor engagement to community interests and needs

## Educate

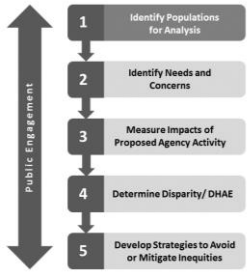
- Equip people to make meaningful contributions

## Sustain

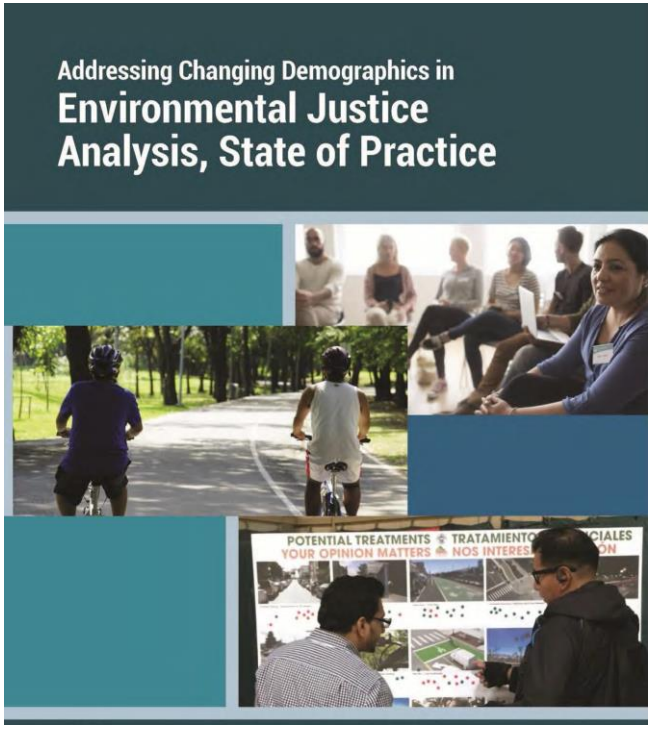
- Build lasting relationships and partnerships

***1) Identify Populations…2) Identify Needs…3) Measure Impacts…4) Determine Disparity/DHAE…5) Develop Strategies***

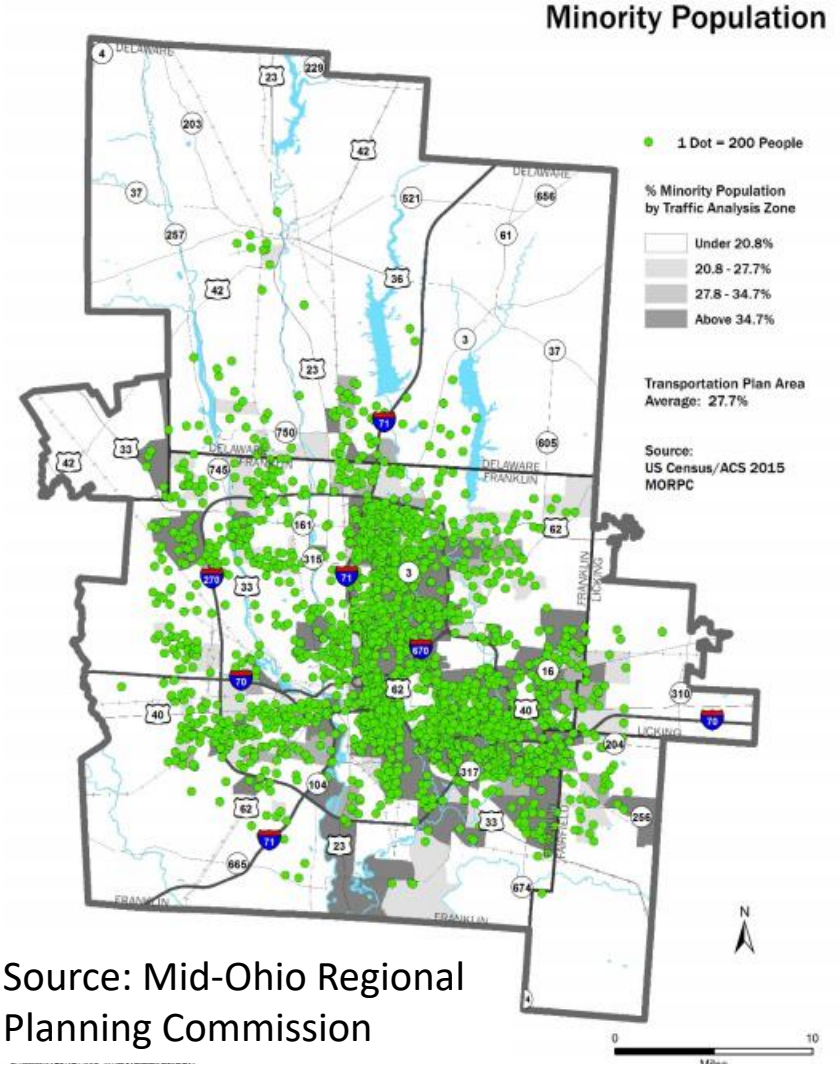
# Step 1 – Identify Populations




- Define Population Groups for Analysis
- Identify Regional Distribution of Underserved Persons
- Identify High-Priority Areas
- Understand Demographic Change

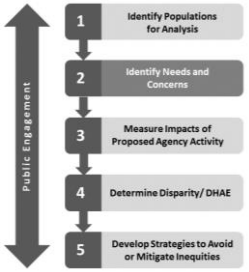



Source: Federal Highway Administration

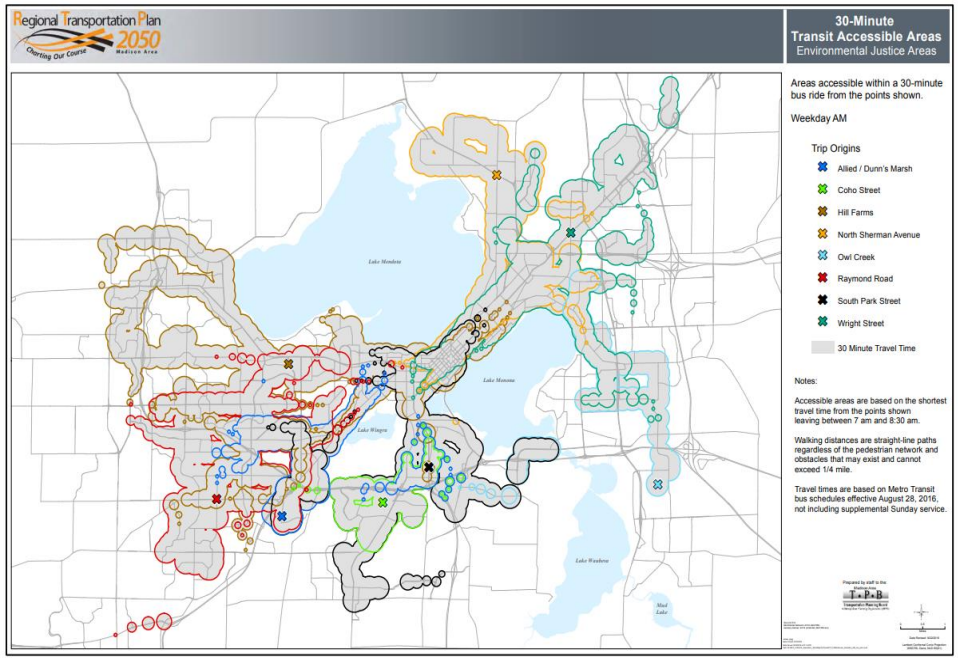



Source: Mid-Ohio Regional Planning Commission

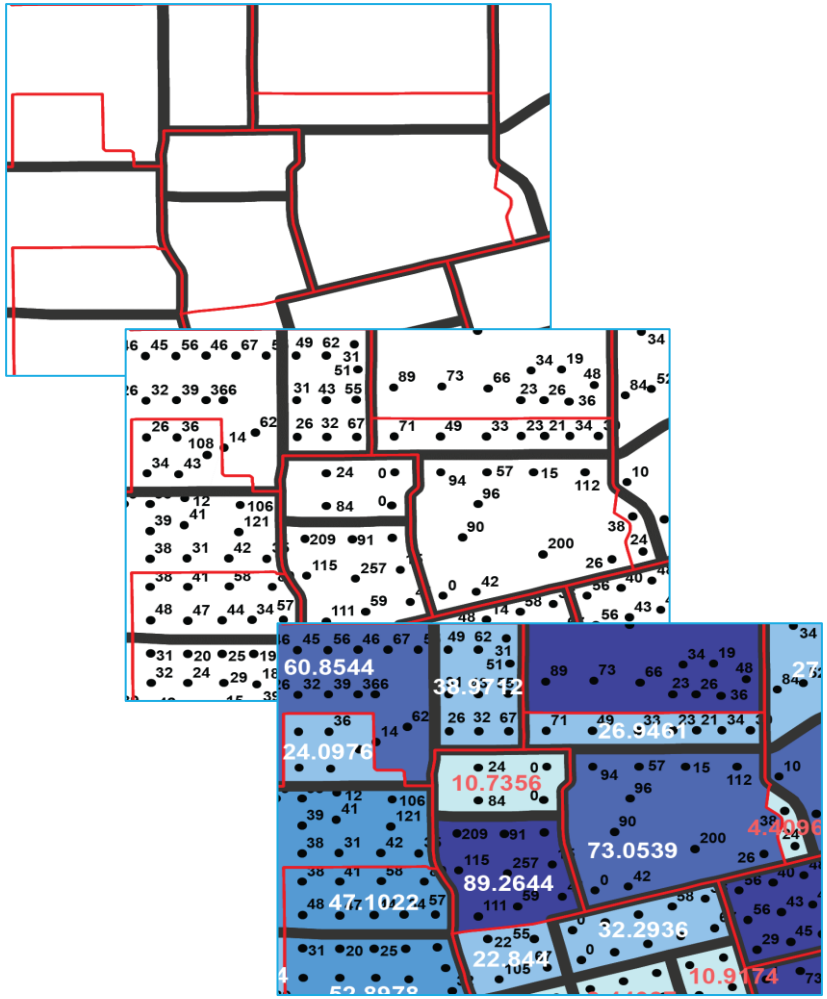
# Step 2 – Identify Needs and Concerns




- Identify Needs at Regional Level
- Identify Needs at Neighborhood Level
- Document Findings for Use in Other Steps

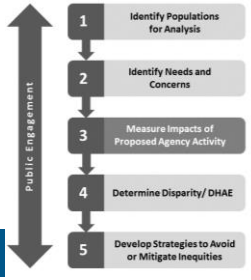



*Madison Area Transportation Board. 2017. Regional Transportation Plan, Appendix B: Environmental Justice Analysis. (TCRP Report 214, Vol 1, Figure 4) Access by a 30-minute bus ride from high-priority communities during weekday morning peak period.*




*Denver COG Pilot Study (TCRP Report 214 Vol 1 Appendix A, Fig A-4): Illustration of Block Group-to-TAZ Equivalency. TAZs are represented by black lines, Block Groups are represented by red lines; Block centerpoints are then used to create an equivalency layer shown in blue*

# Step 3 – Measure Impacts

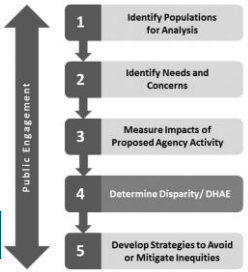



- Select Indicators
- Differentiate Project Types for Evaluation
- Measure Outputs
- Measure Outcomes
- Document for Use in Next Steps

| Types of Projects to Consider Breaking Out for Further Analysis | |
|---|---|
| **Projects tending to have net benefit to adjacent communities** | Transit, if it stops in the community<br>Maintenance and preservation projects<br>Bicycle and pedestrian facilities<br>Highway modernization<br>Safety countermeasures |
| **Projects that may generate a net burden to adjacent communities** | Highway expansions that could fragment a neighborhood or speed up traffic in a pedestrian area<br>Express transit lines that bifurcate the community without adding access |
| **Modes favored by underserved persons** | Transit<br>Bicycle and pedestrian facilities |

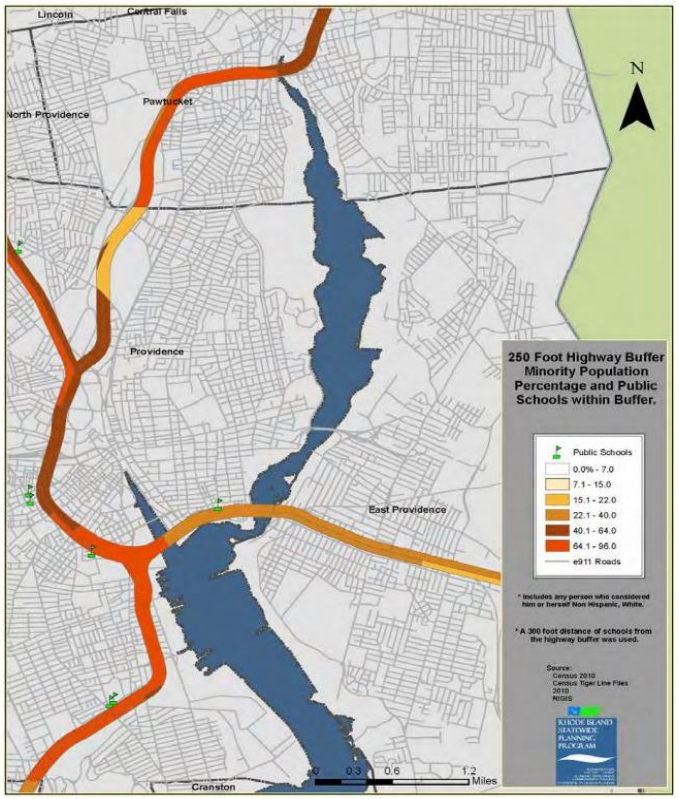
| Benefits | Sample Output Indicators | Sample Outcome Indicators |
|---|---|---|
| **Travel time reductions** | Dollars invested in projects to improve system efficiency | Average commute travel times<br>Number of jobs accessible in 30-minute commute |
| **Congestion reductions** | Dollars invested in projects to improve system efficiency | Vehicle/ person hours of delay<br>Congested lane miles<br>Passenger/ freight throughput |
| **Safety improvements** | Dollars invested in countermeasures<br>Numbers of countermeasure projects | Decreases in injuries and fatalities |
| **Travel option improvements** | Transit hours of service and service frequencies<br>Sidewalk network coverage<br>Bike lane network coverage | Number of jobs accessible in 30-minute transit commute |
| **Infrastructure condition** | Dollars invested in maintenance | Roadway and sidewalk condition |
| **Burdens** | | |
| **Air or water pollution** | Number of CMAQ-funded projects | Exposure to mobile source air emissions |
| **Displacement of persons or businesses** | Number of households and businesses within or adjacent to proposed roadway expansion corridors | Number of households or businesses displaced or rendered less accessible (usually not known until project design but can be estimated prior to that) |
| **Loss of access to transit** | Number of transit stops removed<br>Reduced frequency or coverage of transit routes | Number of households with no access to transit |
| **Destruction/disruption of community resources, cohesion, or economic vitality** | Density of walkable intersections<br>Pedestrian network connectivity index<br>Ratio of high- to low-stress streets (using a pedestrian Level of Traffic Stress index tool) | Increased travel times to access key destinations by mode |

# Step 4 – Determine Disparity/ DHAE



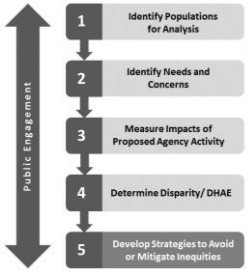

- Screen for Disparate Impacts Using Quantitative Methods
- Validate Findings with Qualitative Methods and Stakeholder Involvement
- If Disparate, Diagnose Why

| Potential Exposure to Pollution from Highway Traffic | | | | | |
|---|---|---|---|---|---|
| | Study Area | | Reference Area | | Location Quotients |
| | Targeted Underserved (A) | Total Population (B) | Targeted Underserved (C) | Total Population (D) | (A/B)/(C/D) |
| **Minority** | 7,691 | 20,367 | 248,882 | 1,052,567 | 1.68 |
| **Population Below Poverty Level** | 3,538 | 20,367 | 123,396 | 1,052,567 | 1.48 |

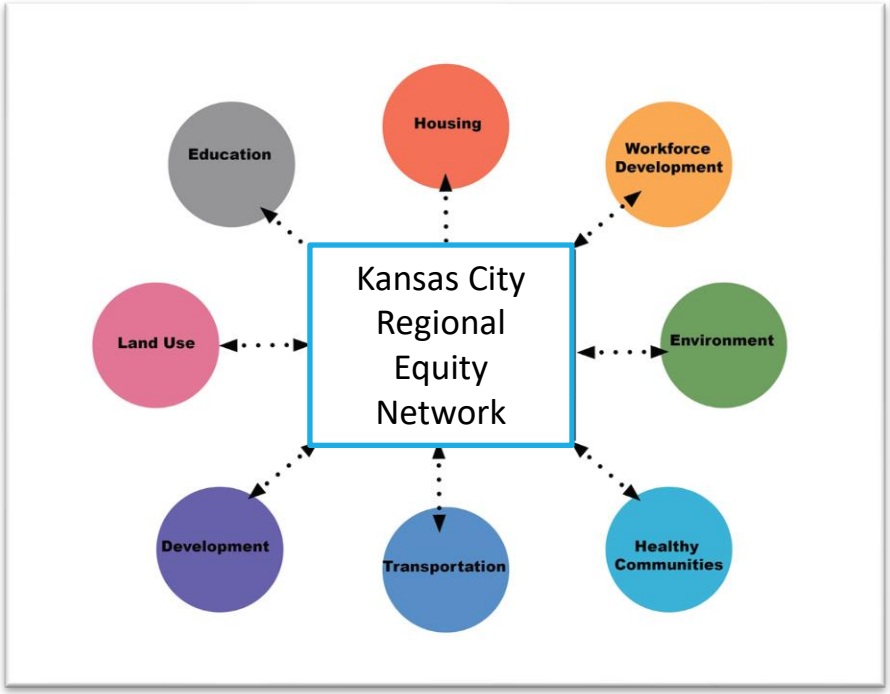



**State Planning Council in Rhode Island** defined the study area as a 250 foot buffer around limited access roadways, and determined the demographic makeup of the study area compared to the statewide demographics. The resulting location quotients of 1.68 for minorities and 1.48 for the population below the poverty level indicated a disproportionate exposure to pollution and risk of asthma. Source: Rhode Island State Planning Council. 2017. Long Range Transportation Plan.

# Step 5 – Develop Strategies




- Invest in Projects that Advance Equity
- Address Equity in All Phases of Planning and Decision Making




| MTP/ TIP Project Evaluation Criteria | MPO |
|---|---|
| Reduce the score of a roadway project in the MTP if it adds vehicle lanes in an underserved area | Charlotte County-Punta Gorda |
| Points for MTP transit system expansion projects serving an underserved community, and for TIP projects that benefit census tracts with high indicators of Potential Disadvantage communities | Delaware Valley Regional Planning Commission |
| Points awarded depending on the degree to which a TIP project in an underserved community improves access to opportunities | East-West Gateway Council of Governments |
| For TIP projects adjacent to underserved communities, points added or subtracted depending on net positive or adverse impacts to adjacent communities. Points are earned with transit improvements, safety enhancements, bicycle/pedestrian improvements; points can be subtracted for displacement of residents or creating barriers. | Memphis Urban Area MPO |
| TIP points awarded for projects that improve multimodal accessibility in EJ areas, and to projects that benefit public health (particularly in areas with health outcome disaparities) by improving safety, providing community/social space, and/ or improving access to parks/open space, health care, healthy foods, and opportunities for physical activity. | Madison Area Transportation Planning Board |

# Methods for Further Research

- Quantifying public and stakeholder engagement
  - Setting measurable objectives
  - Evaluating progress
- Mapping locations of required populations without using bright-line population concentration thresholds
- Developing and selecting indicators
  - Current needs
  - potential impacts
- Identifying and documenting existing and potential disparate impacts for entire plans/ programs (broader, more complex than individual projects)
- Developing performance-oriented strategies to estimate potential positive impacts

# The Transportation Planning Industry: Observations on Diversity in Employment

Sherry Burton Steine,

Senior Transportation Planner, ICF

# CRITICAL ISSUES IN TRANSPORTATION 2019

## POLICY SNAPSHOT

## INSTITUTIONAL AND WORKFORCE CAPACITY: PROVIDING A CAPABLE AND DIVERSE WORKFORCE

"Given the growing, shifting, and increasingly diverse population of the United States, the perspectives of a variety of racial and ethnic communities are needed to inform transportation planning and decision making at all levels. *How can we best attract more students and professionals from underrepresented racial and ethnic groups to transportation?"*

# Diverse Transportation Planning Agencies, Organizations & Functions

- Transportation is diverse and complex
- 50 State DOTs
- 6,000 Transit Agencies
- Over 400 MPOs
- Local Planning agencies
- Private consulting firms
- Varied culture, structure & responsibilities
- Different social, political, and institutional structures
- Workforce, training and funding

# Historical View

- The history of transportation planning and urban renewal in the 1950’s, 60’s, and 70’s has left a traumatic history in the eyes of many minority populations.
- Because of this “infrastructural trauma” experienced by many minorities, including indigenous populations, there is a lack of trust and comfort with their inclusion.
- Transportation planning historically was not open to many underrepresented communities in process or as career option.

# Historical Context of the Transportation Industry

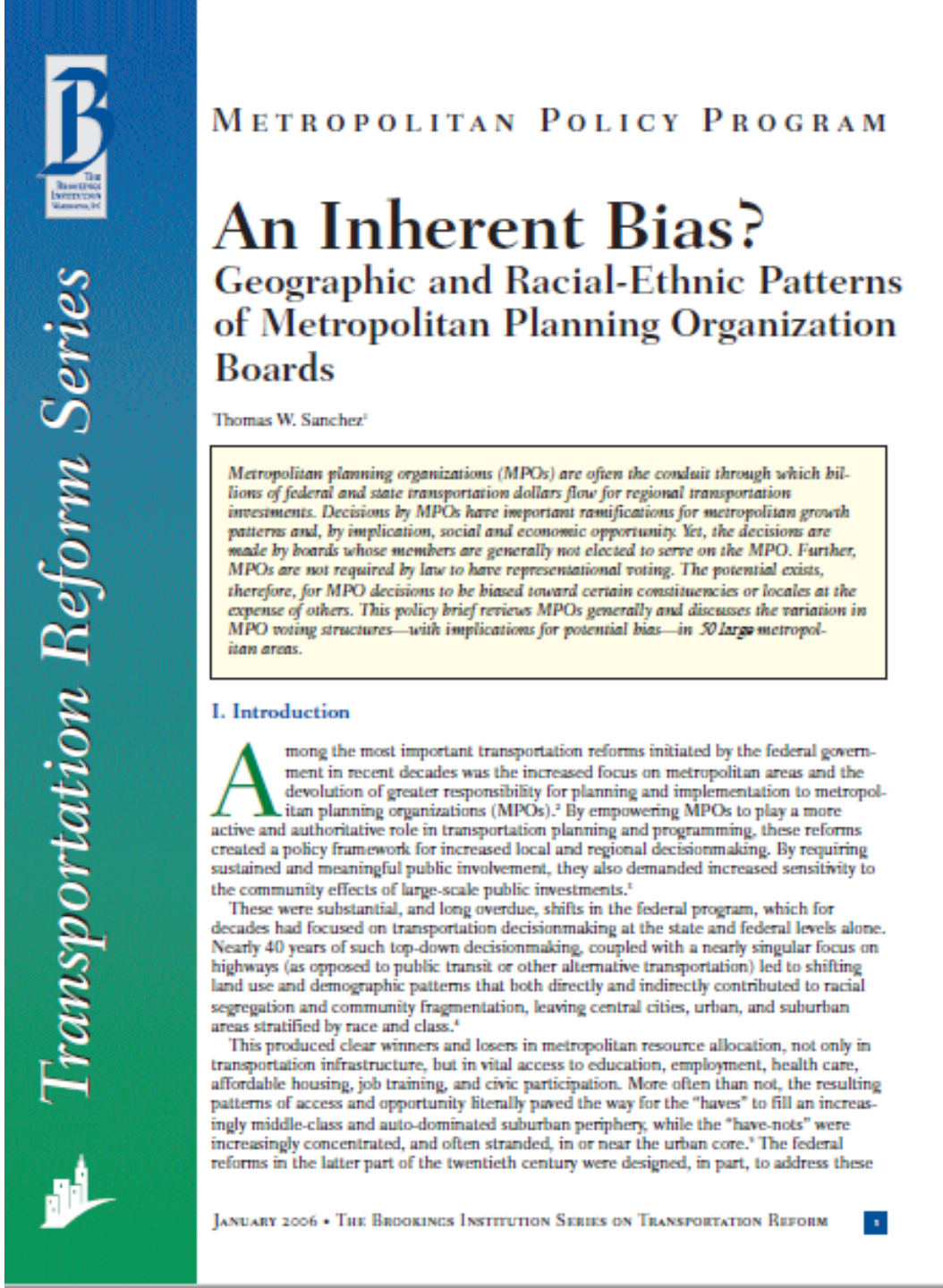
- The Transportation Industry has been historically white male dominated.
- The historic nature of the industry and culture has not been welcoming to women and minorities. Thus, creating a non-inclusive culture which hindered recruitment efforts from underrepresented groups.
- “Without enhanced strategic and intentional efforts to welcome diversity, the industry will miss, and even lose ground with, a key segment of the labor market.”

**Source: A View from the Top: The Future Multimodal Workforce, TRNews September/October 2019. Candace Blair Cronin, ICF and Lawrence Goldstein, TRB**

# MPO Board Representation

A 2006 Brookings Institute Study found:

- “MPO boards underrepresented racial minorities and overrepresent white constituents.”
- “Of all voting members from the 50 selected MPO boards, 88 percent are white, while about 7 percent of all board members were black, 3 percent were Hispanic, and 1 percent were Asian/Pacific Islanders.”
- “Although the racial and ethnic composition of voting members is an indirect measure of adequate public participation and representation, it may serve as an indicator of the degree to which minorities have a voice in regional policymaking.”



Transportation Reform Series

METROPOLITAN POLICY PROGRAM

An Inherent Bias?

Geographic and Racial-Ethnic Patterns of Metropolitan Planning Organization Boards

Thomas W. Sanchez[1]

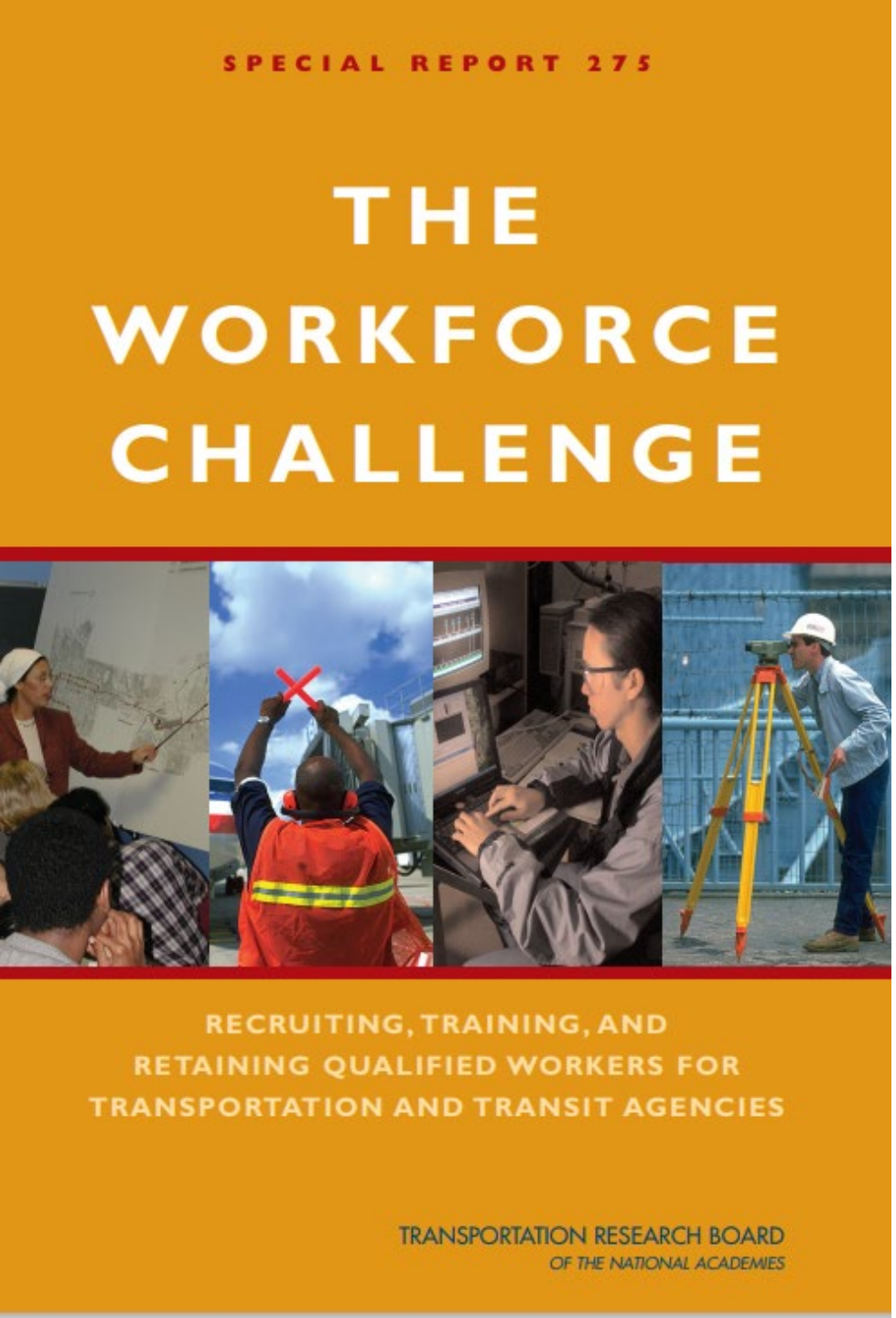
*Metropolitan planning organizations (MPOs) are often the conduit through which billions of federal and state transportation dollars flow for regional transportation investments. Decisions by MPOs have important ramifications for metropolitan growth patterns and, by implication, social and economic opportunity. Yet, the decisions are made by boards whose members are generally not elected to serve on the MPO. Further, MPOs are not required by law to have representational voting. The potential exists, therefore, for MPO decisions to be biased toward certain constituencies or locales at the expense of others. This policy brief reviews MPOs generally and discusses the variation in MPO voting structures—with implications for potential bias—in 50 large metropolitan areas.*

I. Introduction

Among the most important transportation reforms initiated by the federal government in recent decades was the increased focus on metropolitan areas and the devolution of greater responsibility for planning and implementation to metropolitan planning organizations (MPOs).[2] By empowering MPOs to play a more active and authoritative role in transportation planning and programming, these reforms created a policy framework for increased local and regional decisionmaking. By requiring sustained and meaningful public involvement, they also demanded increased sensitivity to the community effects of large-scale public investments.[3]

These were substantial, and long overdue, shifts in the federal program, which for decades had focused on transportation decisionmaking at the state and federal levels alone. Nearly 40 years of such top-down decisionmaking, coupled with a nearly singular focus on highways (as opposed to public transit or other alternative transportation) led to shifting land use and demographic patterns that both directly and indirectly contributed to racial segregation and community fragmentation, leaving central cities, urban, and suburban areas stratified by race and class.[4]

This produced clear winners and losers in metropolitan resource allocation, not only in transportation infrastructure, but in vital access to education, employment, health care, affordable housing, job training, and civic participation. More often than not, the resulting patterns of access and opportunity literally paved the way for the “haves” to fill an increasingly middle-class and auto-dominated suburban periphery, while the “have-nots” were increasingly concentrated, and often stranded, in or near the urban core.[5] The federal reforms in the latter part of the twentieth century were designed, in part, to address these




# Changes in the Industry

- Technological Change
- Globalization
- Aging of the Population and other Demographic Trends
- Ethnic Diversification of the Workforce (this includes Indigenous Populations)

Source: Hudson Institute 1997.
The Transportation Workforce Challenge: Recruiting, Training, and Retaining Qualified Workers for Transportation and Transit Agencies
Recruiting, Training, and Retaining Qualified Workers for Transportation and Transit Agencies -- Special Report 275 (2003)

# Review of Approaches to Diversity Recruitment

- Required initiatives
- Initiatives that impact work environment
- Human resource strategies
- Initiatives that establish responsibility or accountability
- Initiatives that leverage external relationships
- Approaches to identifying outstanding barriers

Source:  TCRP J-11/Task 35 [Active]

Resource Guide for Improving Diversity and Inclusion Programs for the Public Transportation Industry  Interim Report March 2020

# Community Engagement on Transportation Projects. Who is doing it?

- Who is doing it and what is the impact?
- Are minority recruitment efforts aimed at community engagement functions or other professional levels of transportation planning?

https://www.seattletimes.com/seattle-news/transportation/ask-an-expert-how-can-transportation-planners-better-serve-black-and-brown-people/


# Potential Solutions

- Workforce Capacity Building is needed to develop pipelines.
- Internal and external pipelines that extend both into talent pools that have been productive historically as well as into sources that have not been fully explored.*
- State DOTs and MPOs have an opportunity to invest in workforce education and internships for underrepresented populations.
- Recruit underrepresented populations and elected officials to participate on MPO Boards. Provide Board Member training.

***Source: A View from the Top: The Future Multimodal Workforce, TRNews September/October 2019. Candace Blair Cronin, ICF and Lawrence Goldstein, TRB**

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# MORPC Equity Analysis in Planning Products

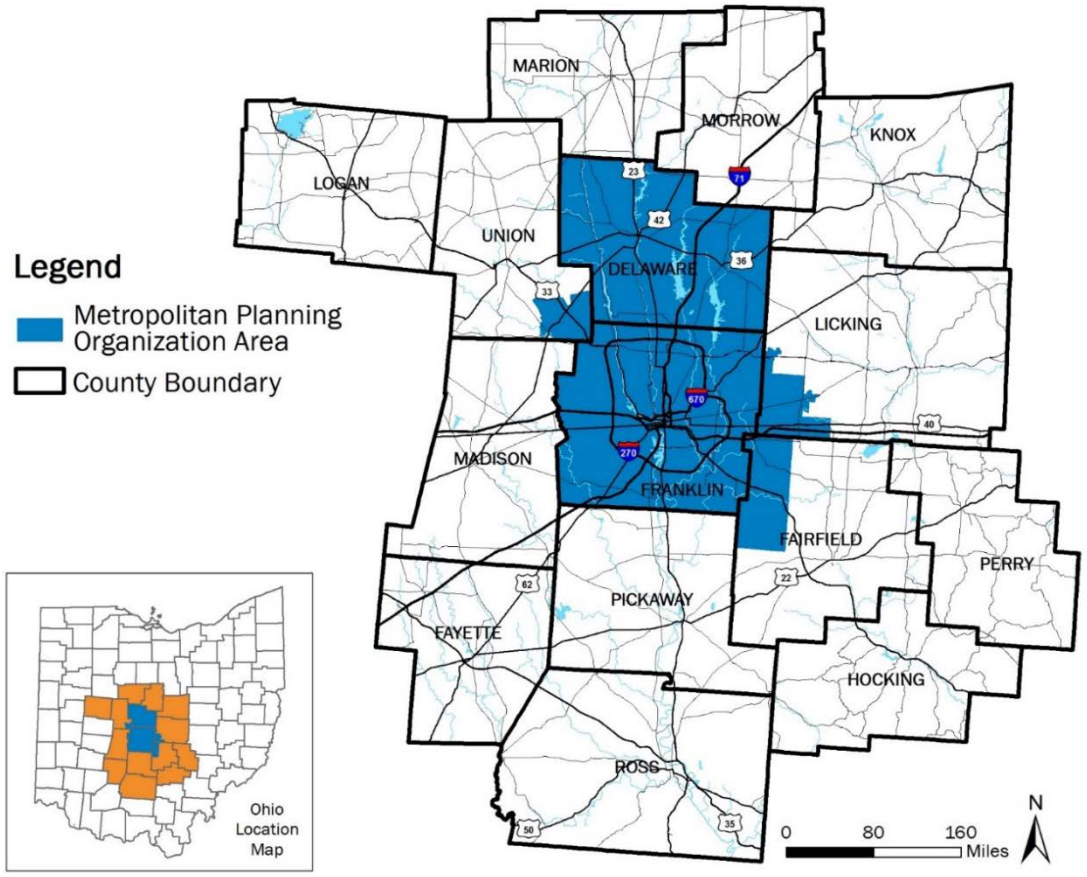
## TRB Webinar: Balancing the Scales--Equity Analysis in Transportation Planning

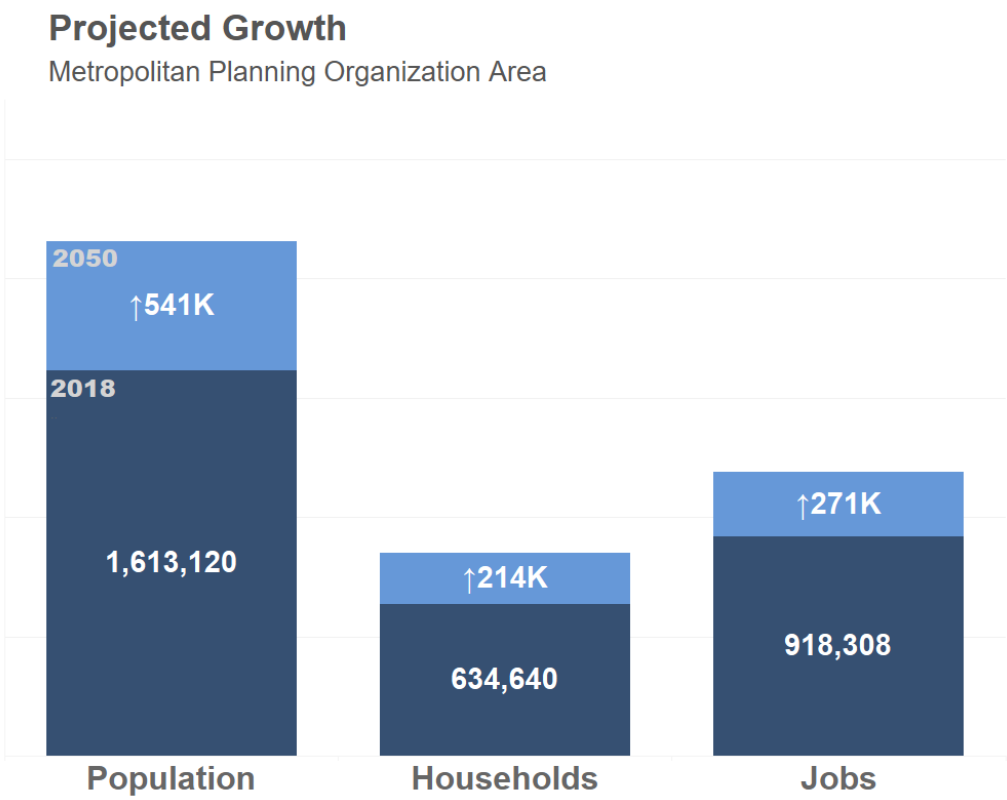
OCTOBER 2020

# PRESENTATION TOPICS

- Introduction to MORPC
- History with Environmental Justice Analysis
- MTP & TIP Analysis Procedures
- TCRP Research Pilot
- Additional Thoughts

# Metropolitan Planning Organization & Area of Interest



# OUR TRANSPORTATION SYSTEM

- 5,600 lane miles of roadways, 2,300 bridges
- More than 19 million fixed-route passenger trips annually
    - COTA
    - Delaware County Transit Board (DCTB)
    - Licking County Transit Board (LCTB)
    - Lancaster Public Transit System (LPTS)
    - Union County Area Transit Service (UCATS)
- 700 miles of existing bikeways
- 40% of arterials and collectors have sidewalk coverage
- 11.5 million Central Ohio Greenways bike/pedestrian miles traveled annually
- 5 intermodal lifts/railyards

# MORPC Technical Environmental Justice Analysis History

- Initially developed in 2000/2001
- Slight tweaks over time
- Applied to:
  - Each Metropolitan Transportation Plan (every 4 years)
  - Each Full TIP update (every 2 years)
- Can apply to recommendations of major studies

- Travel demand model is key tool in MOPRC's EJ analysis

## EJ Analysis Measures

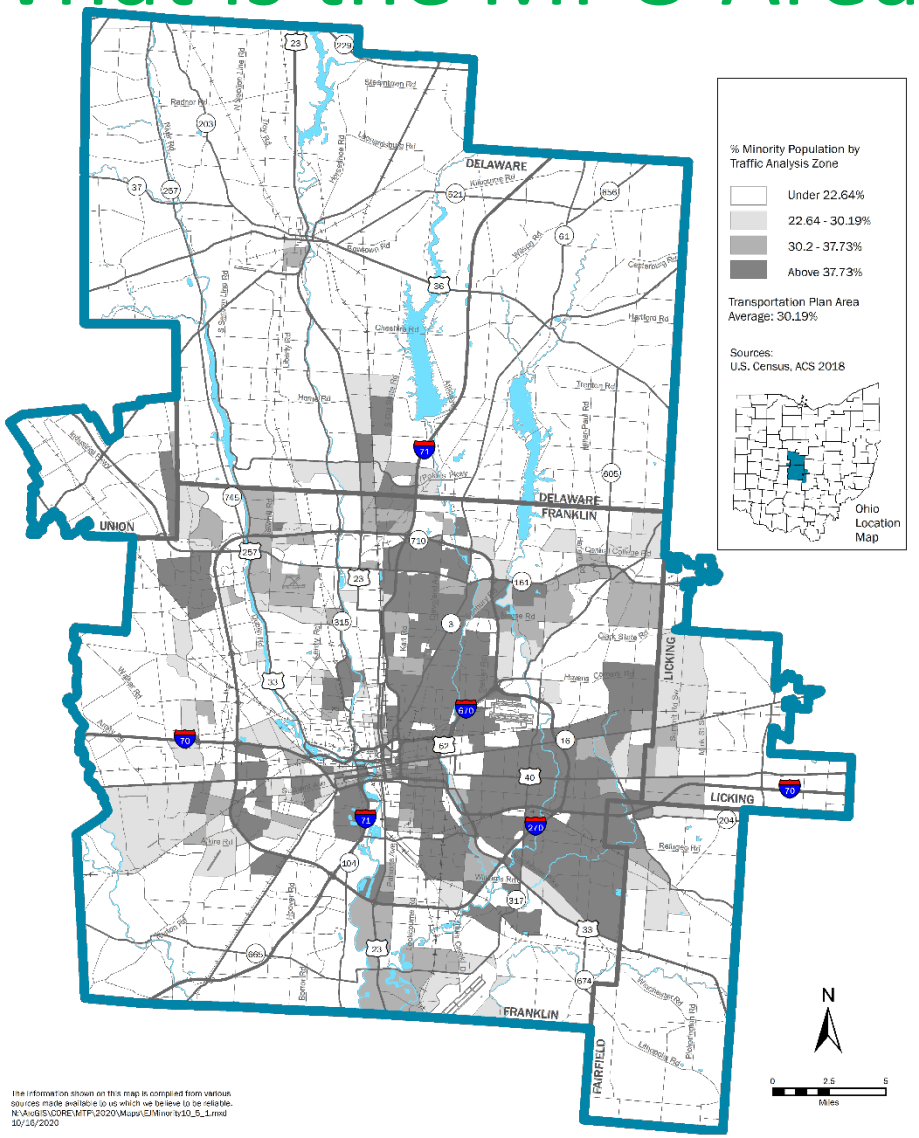
- Meaningful
- Able to be Applied or Determined
- Quantifiable or Qualitative
- Compare:
  - Population Groups
  - Geographic areas
- May be Mode Specific

## Target Populations

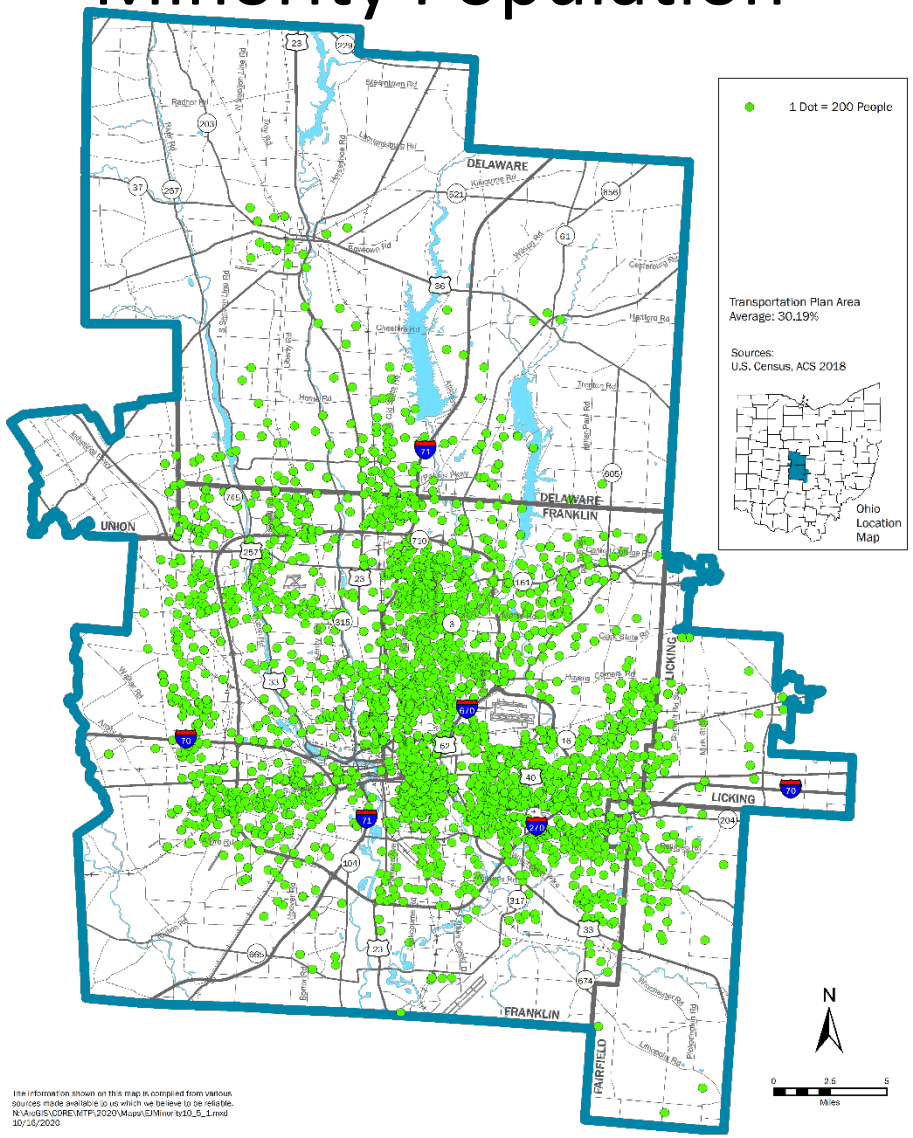
- Minority
- Poverty

- Hispanic
- Older than 65
- Disabilities
- Zero Car Households

# What is the MPO Area Like?

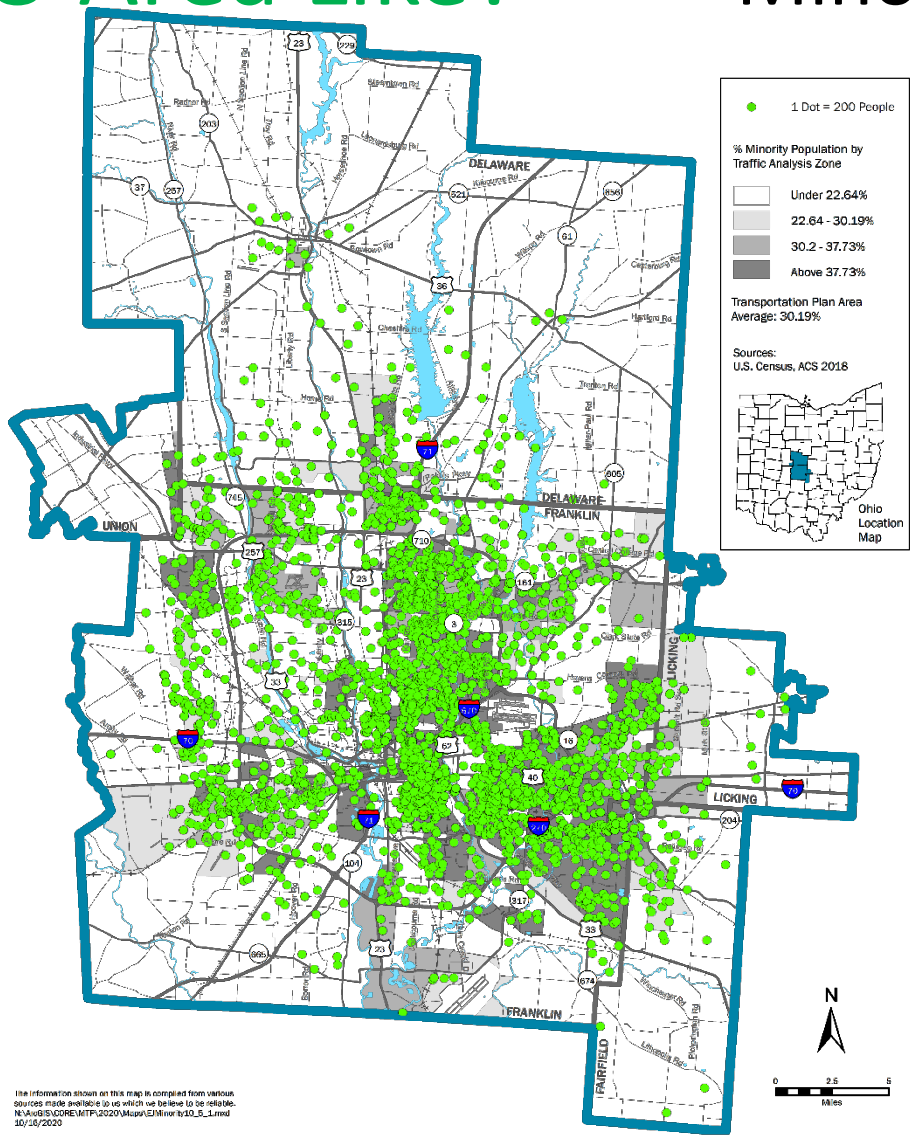



# Minority Population

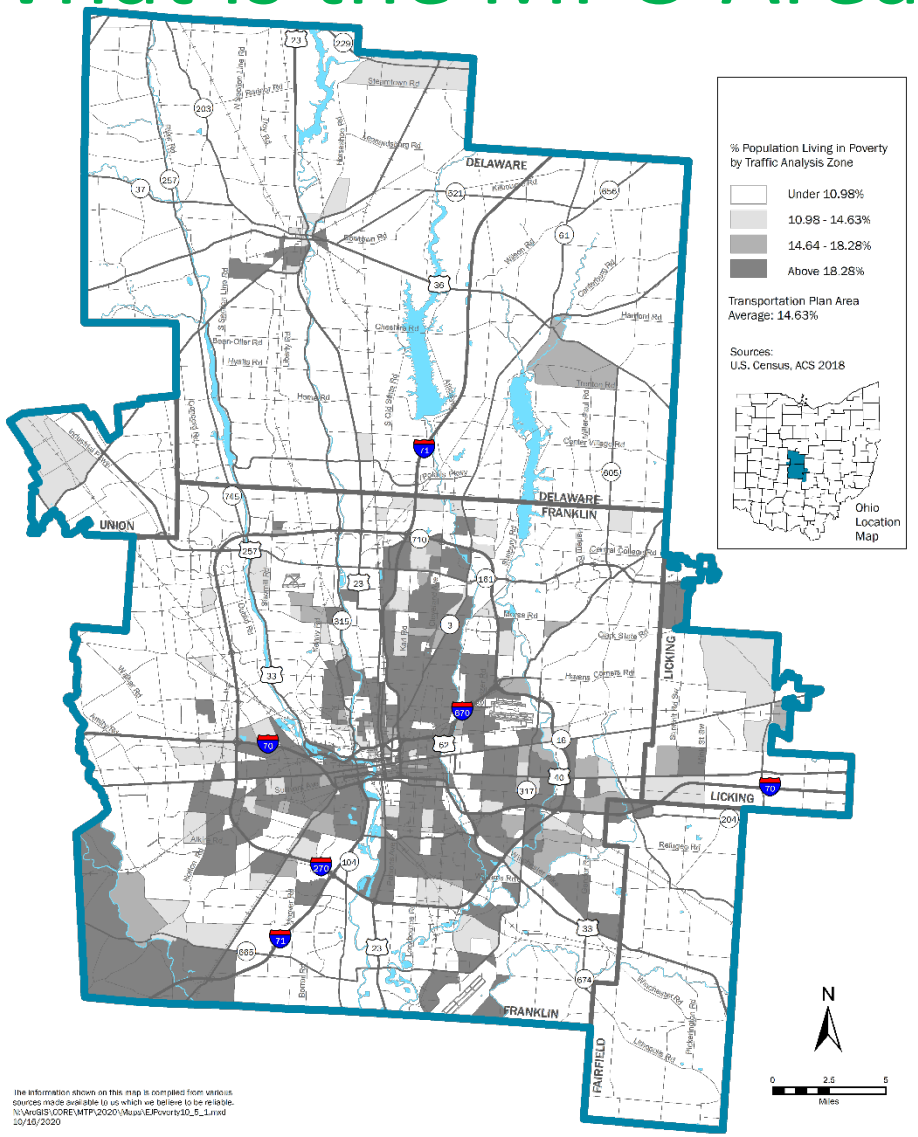


# What is the MPO Area Like?

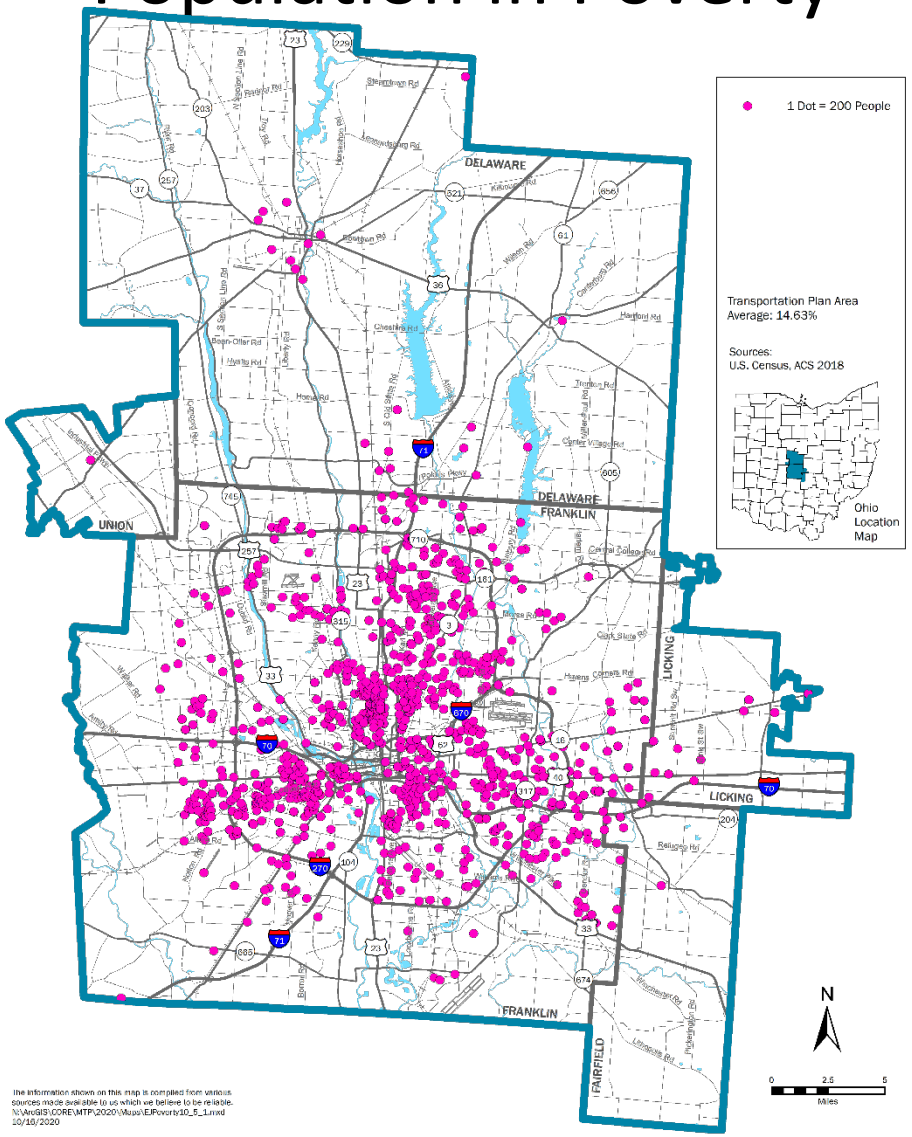
## Minority Population



# What is the MPO Area Like?

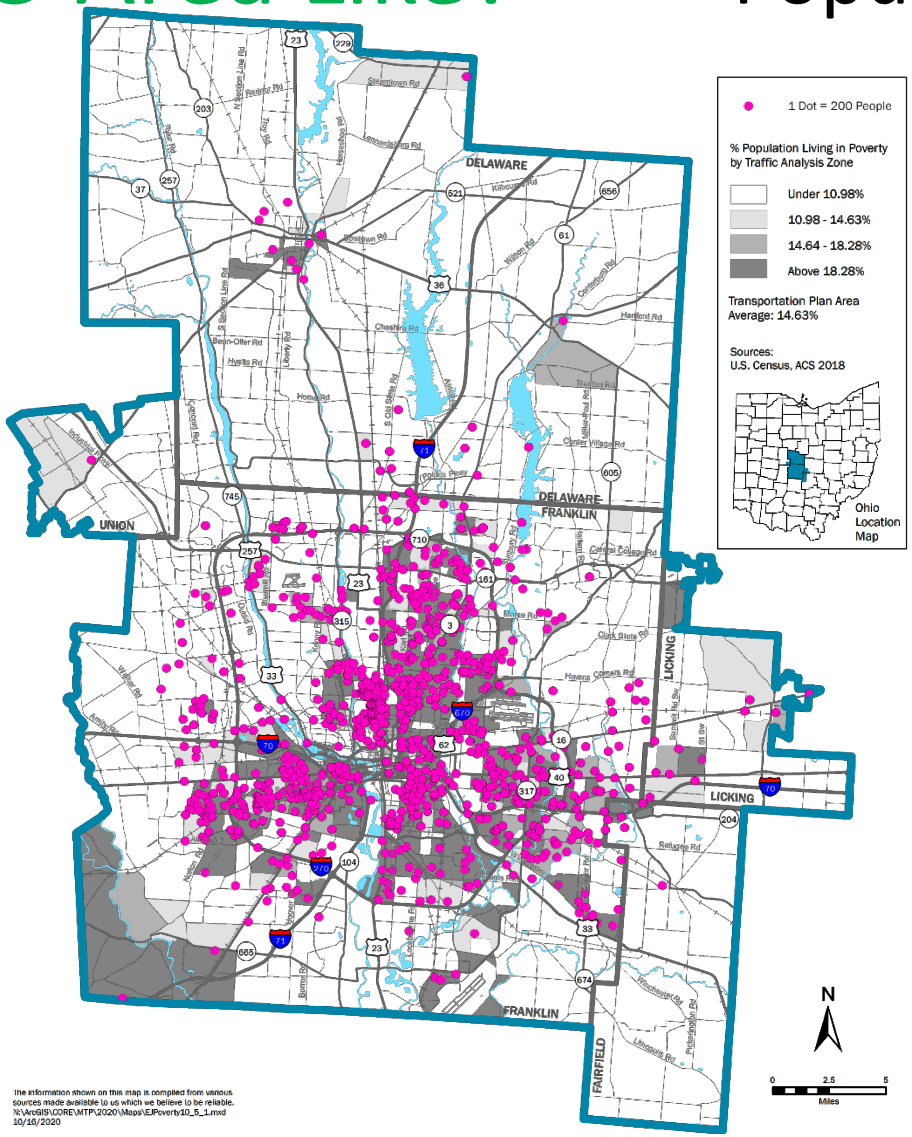



# Population in Poverty



# What is the MPO Area Like?

## Population in Poverty



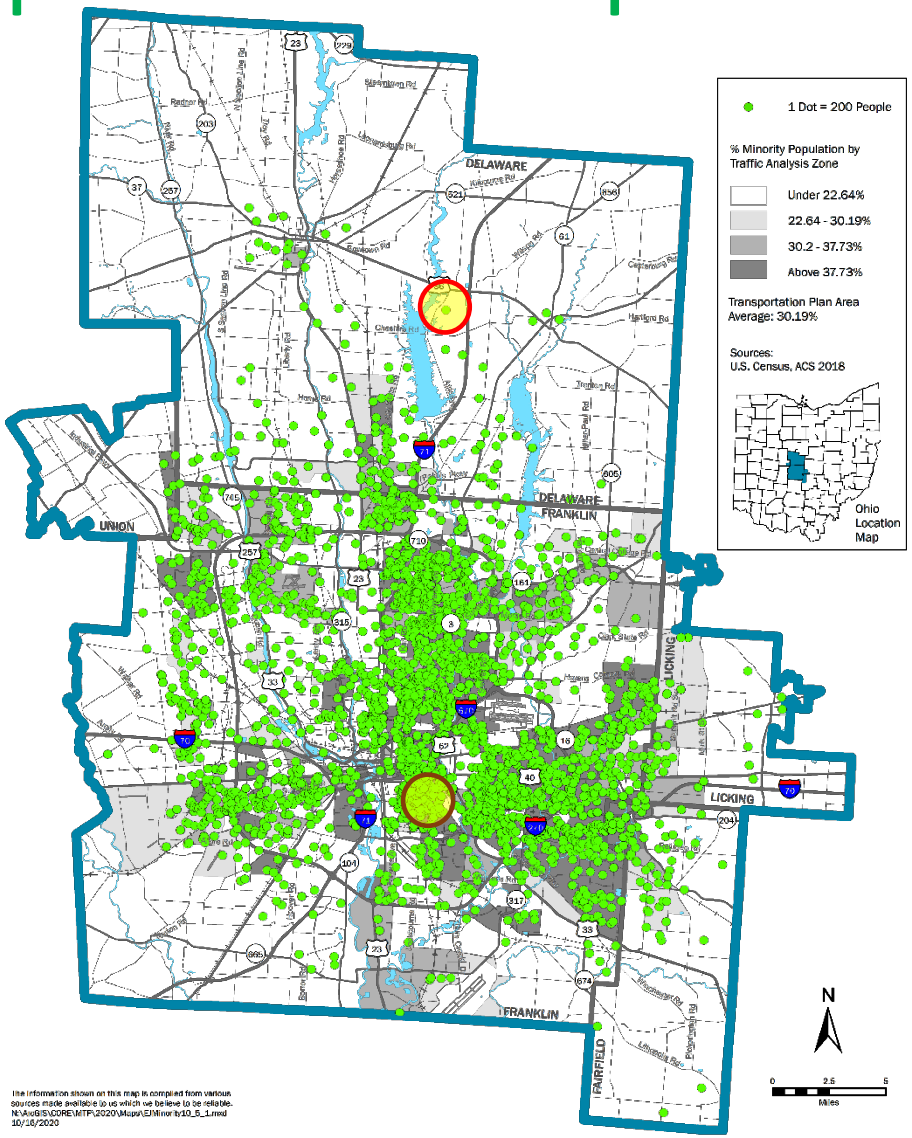
# Measures

- Types
  - Population Group Based
    - Numeric measures to compare different population groups
  - Geographic Area Based
    - Numeric measures to compare different geographic areas
  - Maps
    - Visual inspection to draw general conclusions (can be boiled down to value(s))
- Classification
  - Accessibility
    - Based on location only
  - Travel
    - Based on forecasted travel patterns

# Travel Demand Model is Key Tool

- Develop Target & Non-Target Populations by zone (existing, horizon year)
- Develop other information by zone
  - jobs, shopping opportunities, other home-based opportunities (existing, horizon year)
  - Key destinations – colleges, hospitals, major retail, Columbus CBD
- Create Travel Time Skims
  - Existing, horizon year Base, horizon year Build (MTP or TIP)
  - Congested Highway, Peak Transit, off-Peak Transit
- Trip Tables (existing & horizon year)

# Population Group Measure

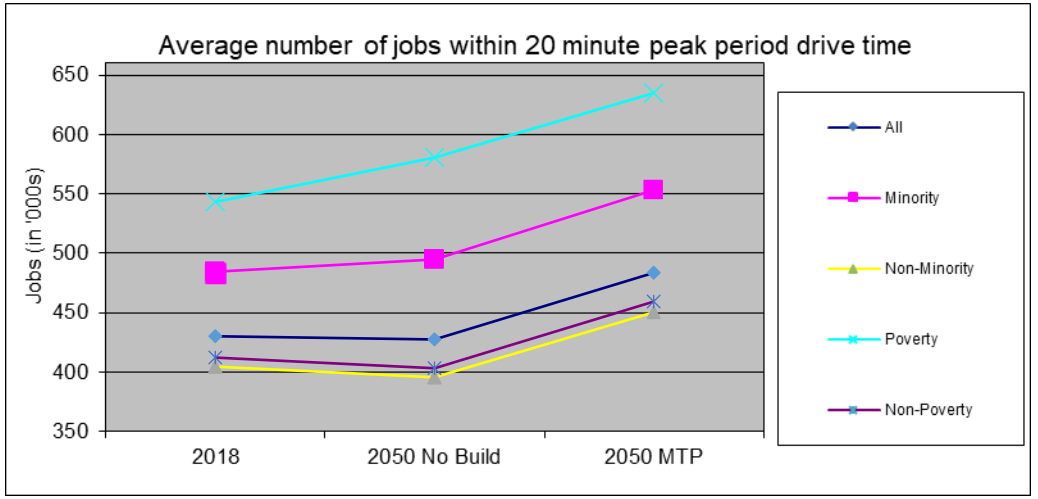



## How we Calculate it

| Zone | Non-Target Pop | Target Pop | Value Base | Value MTP |
|---|---|---|---|---|
| 1 | 95 | 5 | 40,000 | 60,000 |
| 2 | 30 | 70 | 100,000 | 130,000 |

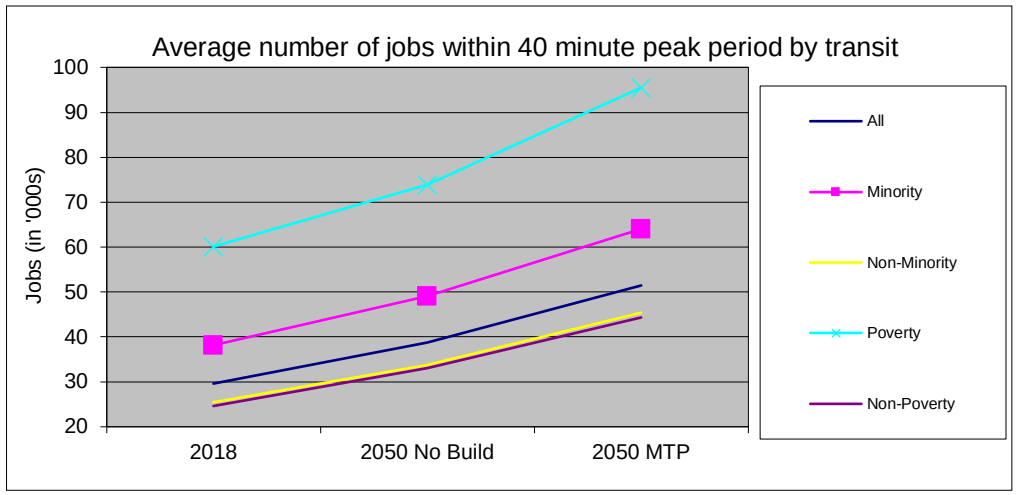
| | Weighted Average | |
|---|---|---|
| | Value Base | Value MTP |
| Non-Target Pop | 54,400 | 76,800 |
| Target Pop | 96,000 | 125,333 |

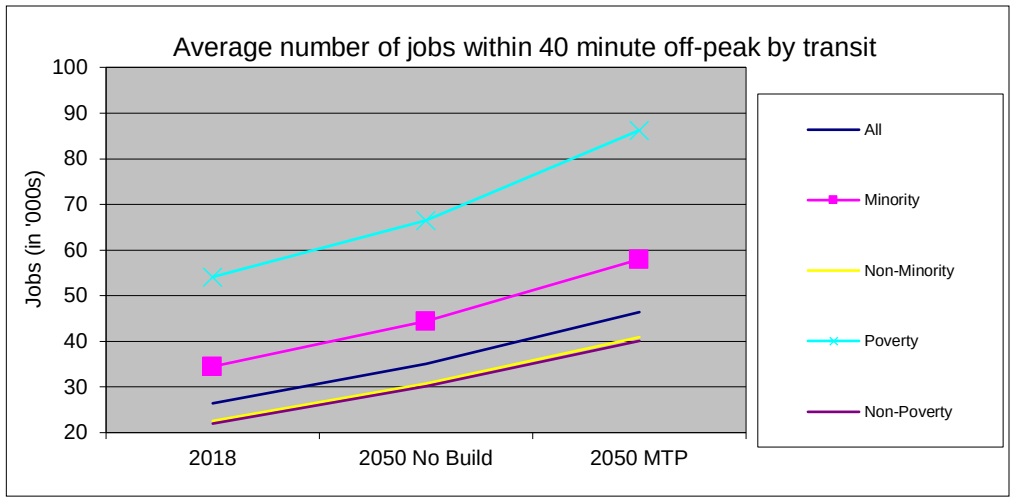
## How we Show it



# Each Measure Looked at 3 Ways

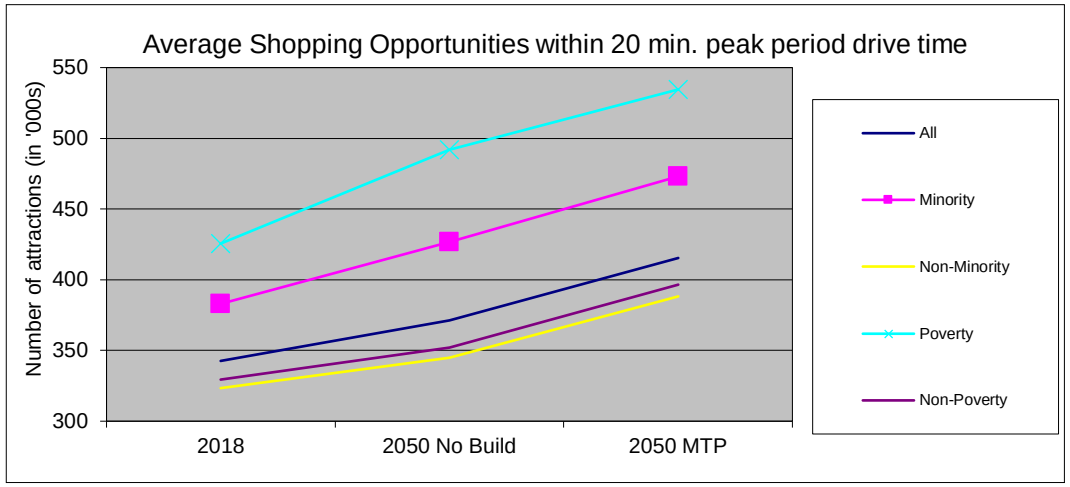
- 20 minute auto travel time
- 40 minute peak period transit travel time
- 40 minute off-peak period transit travel time

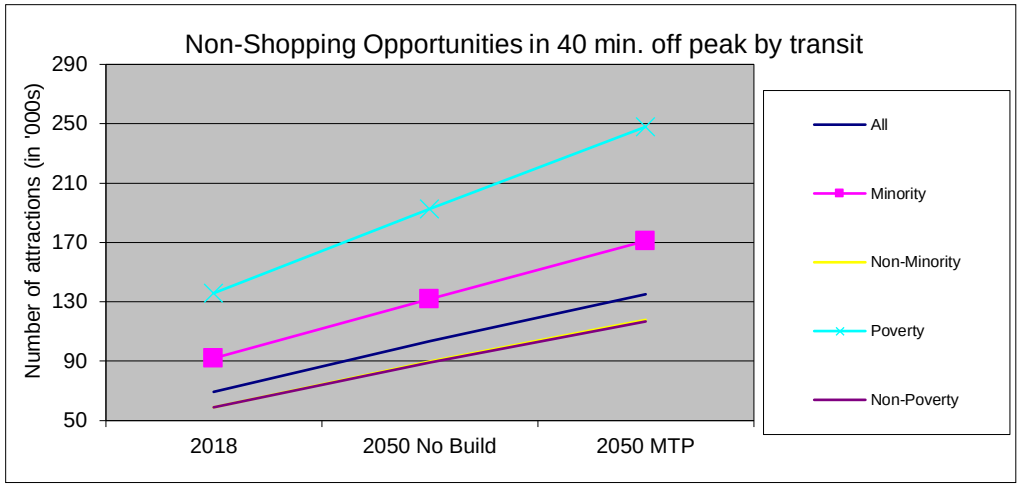


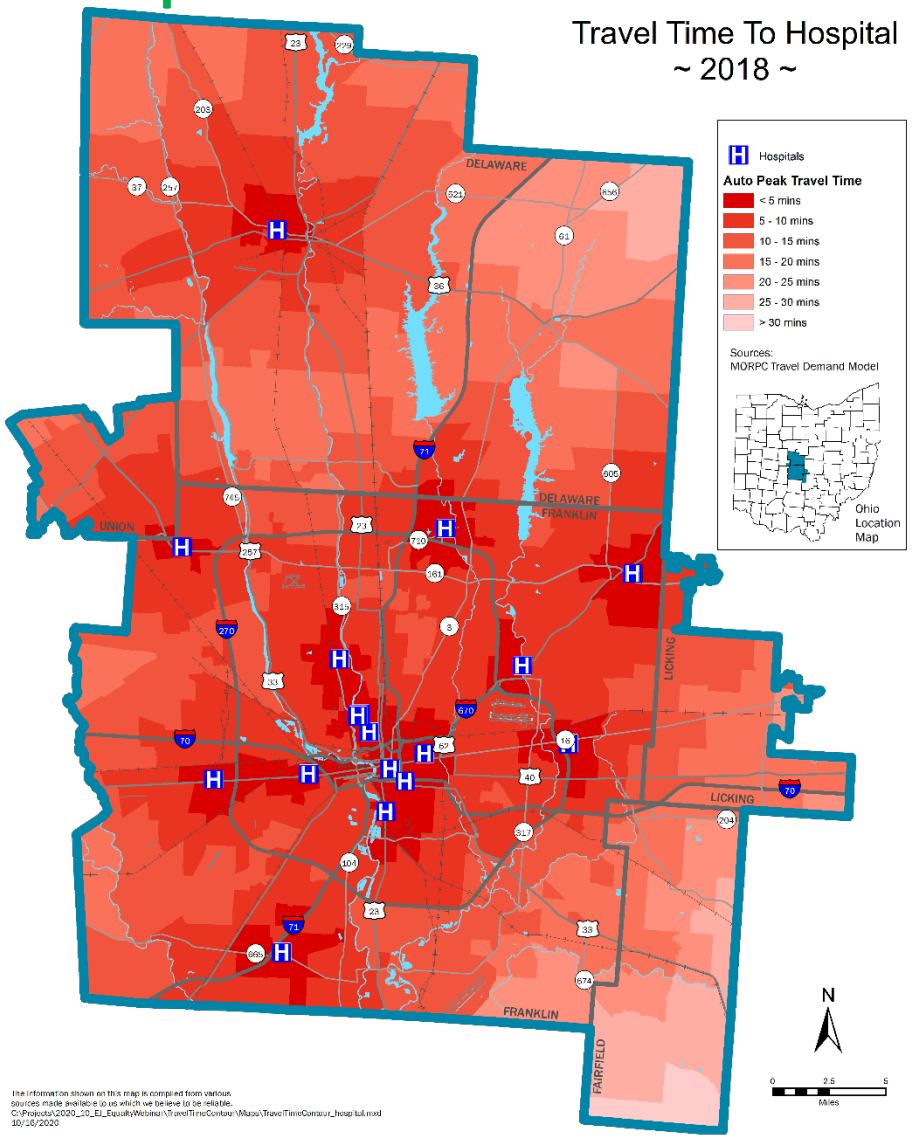
# Population Based Accessibility Measures

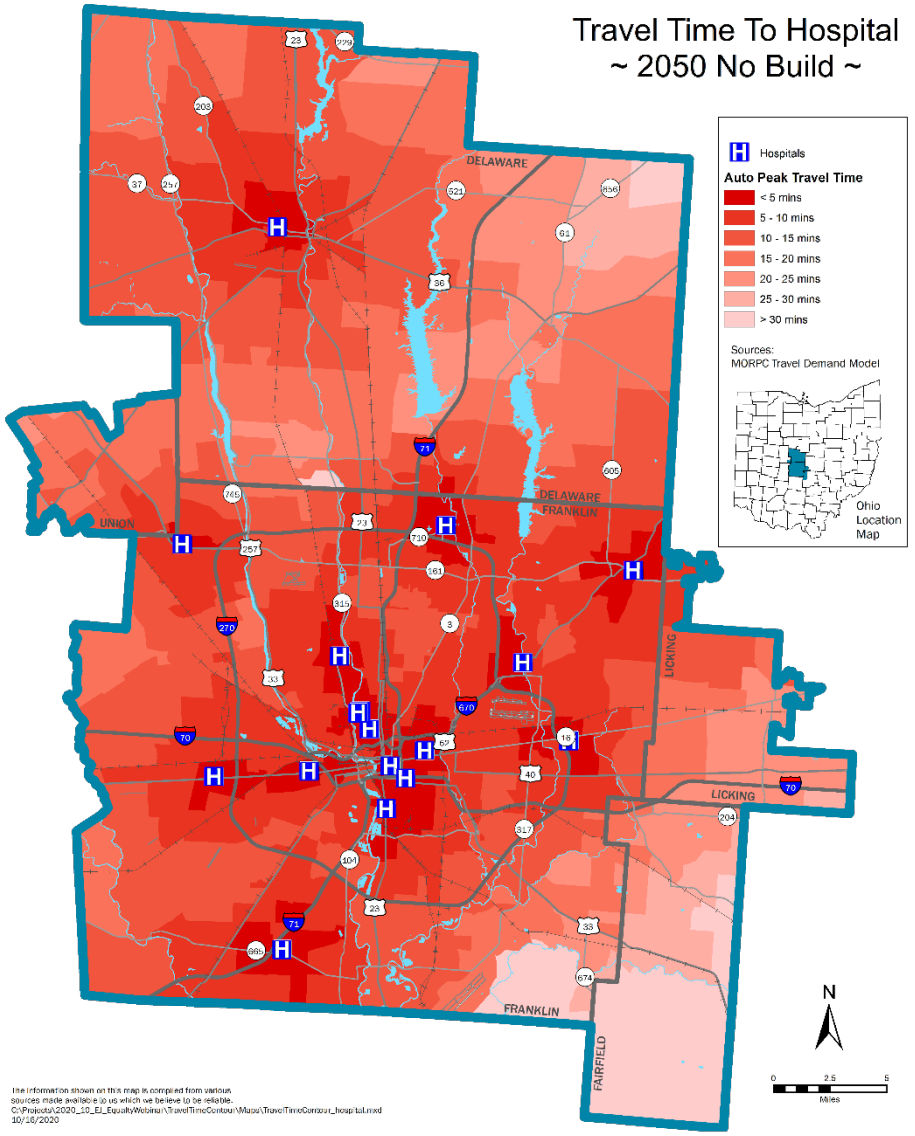
- Job opportunities
- Shopping opportunities
- Other opportunities
- Percent close to college, hospital or major retail
- Transit accessibility to CBD



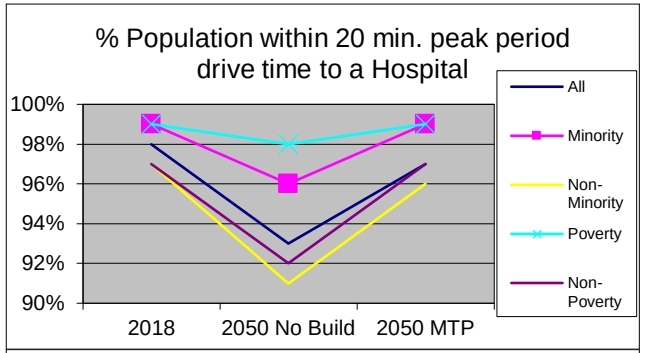



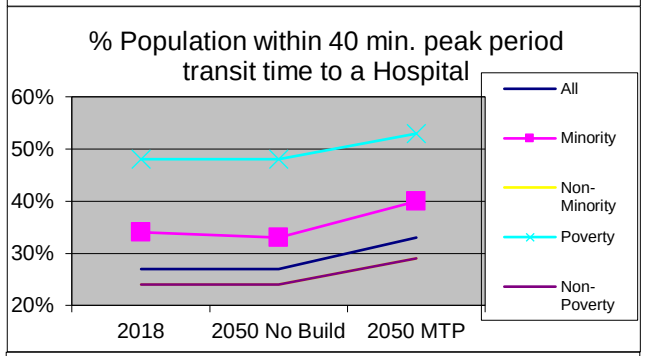
# Map Based Measures

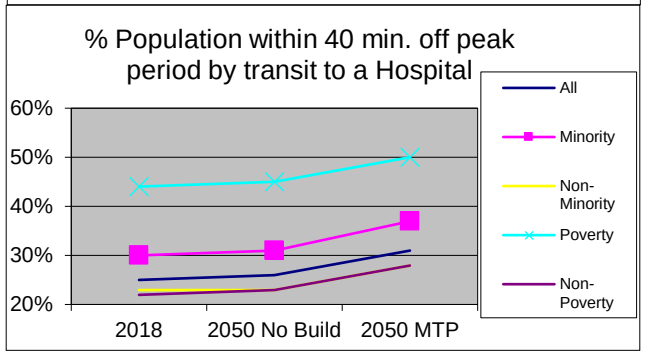


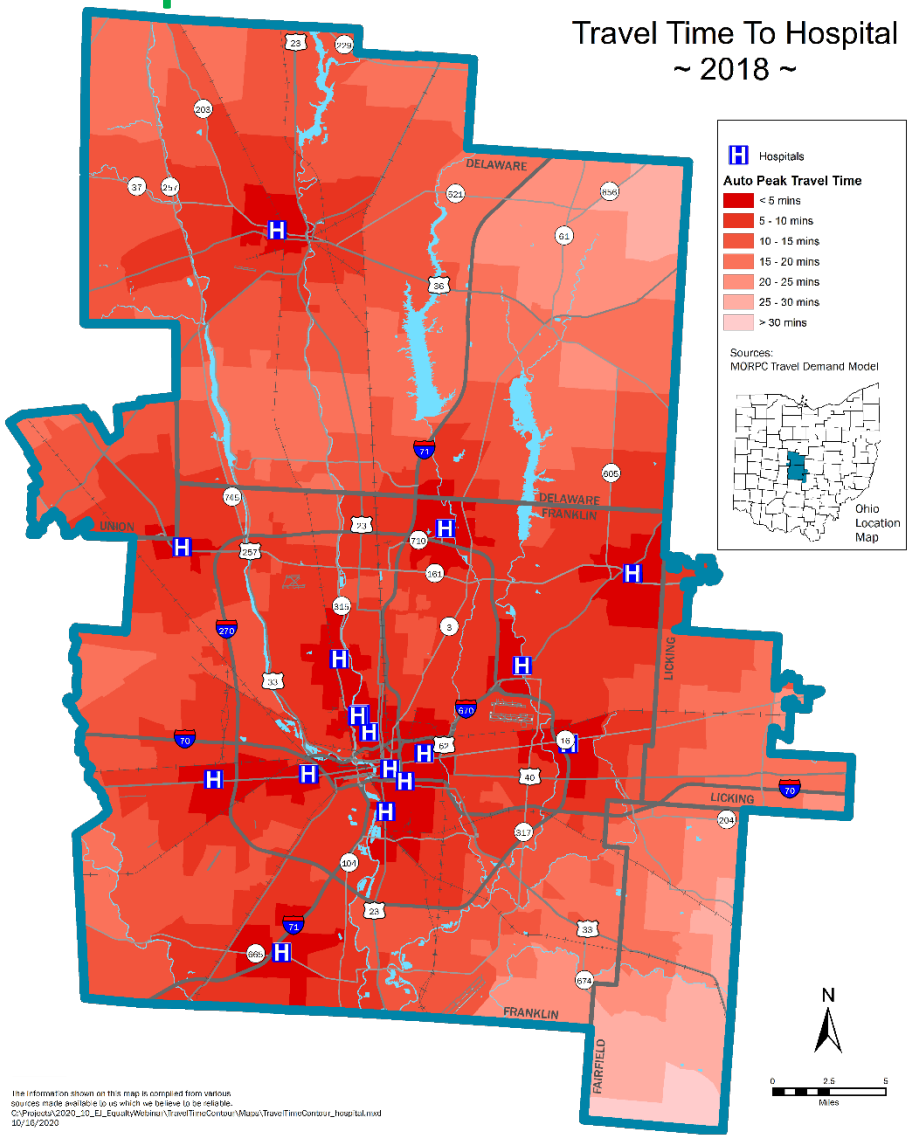

## Maps Boiled down to a number

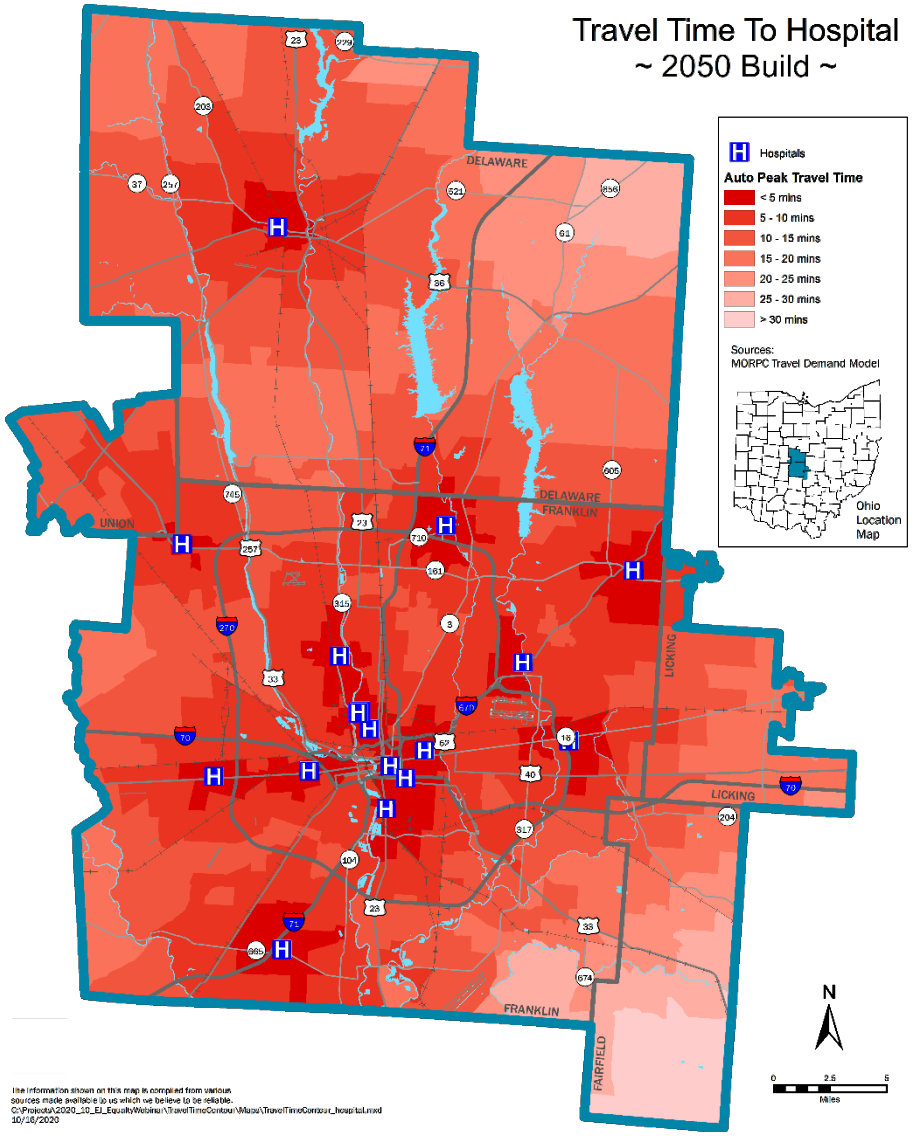


# Map Based Measures

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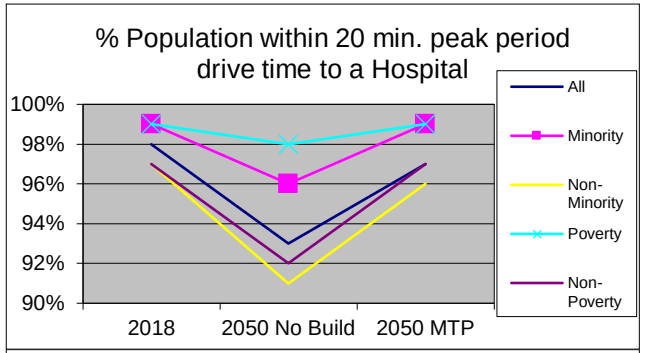
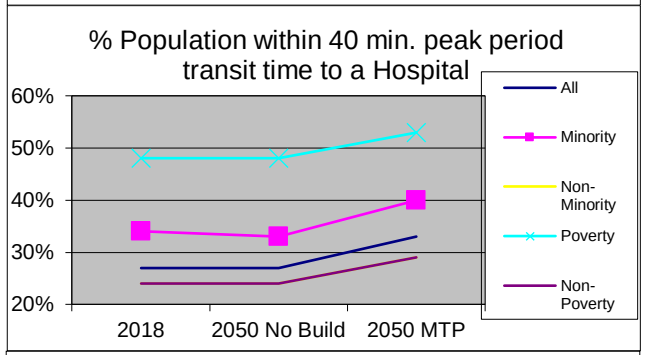
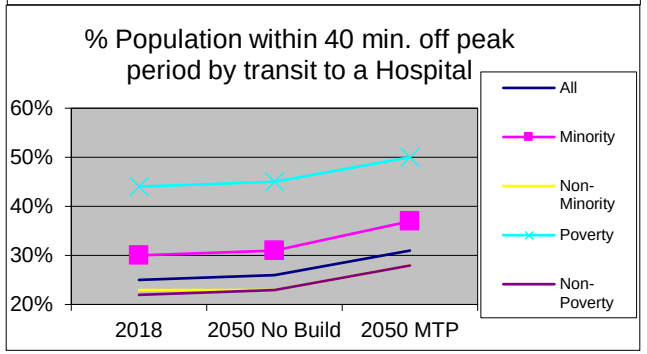
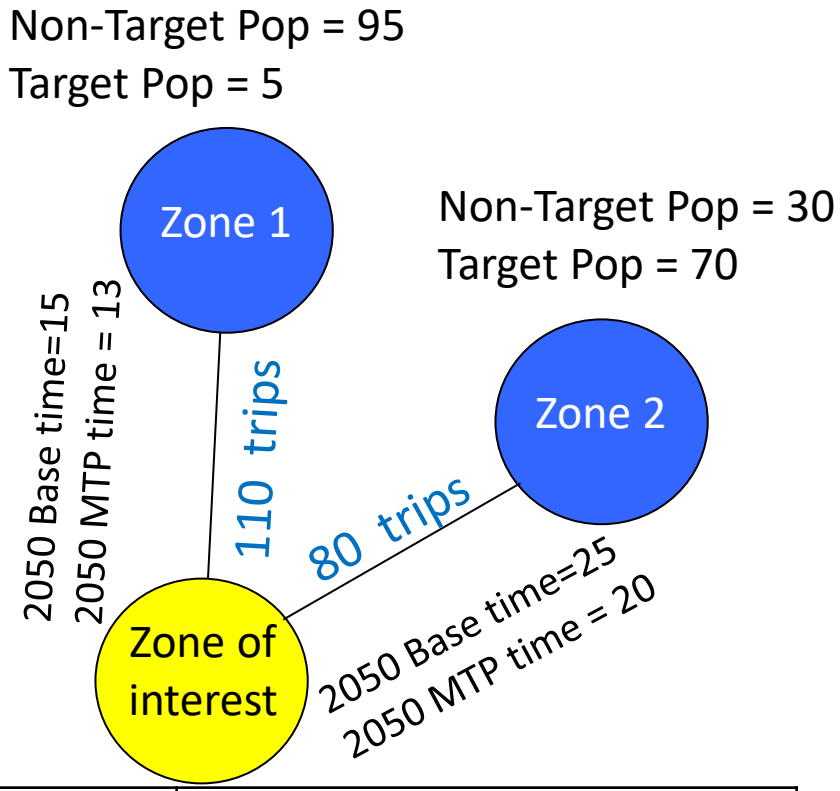


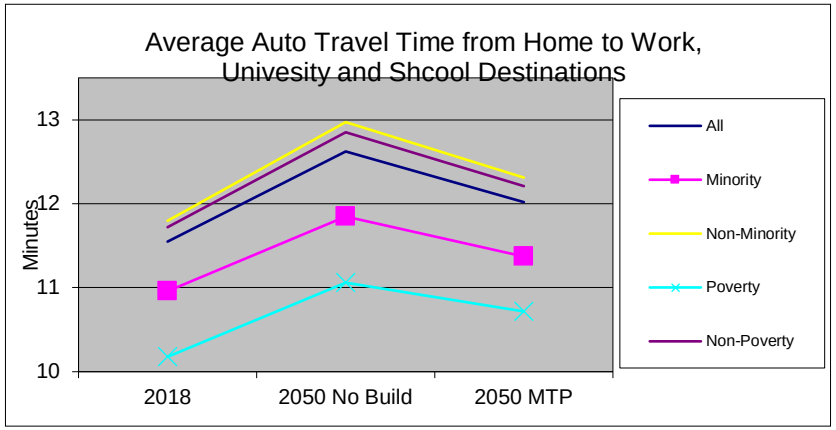
# Population Based Travel Measures

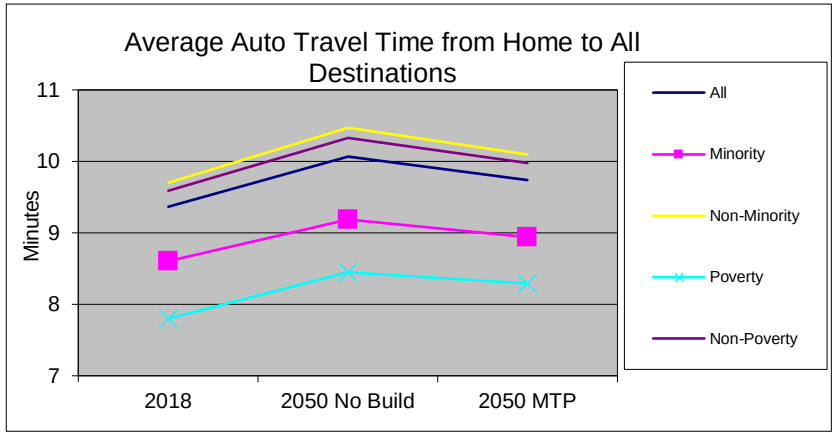
- Average travel time for work/university/school purposes
- Average travel time for shopping purposes
- Average travel time for other purposes
- Average travel time for all purposes
- Average travel time to Columbus CBD

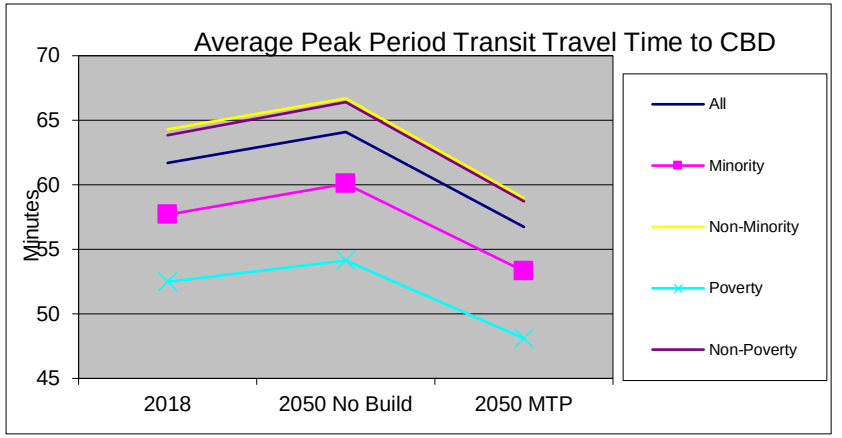


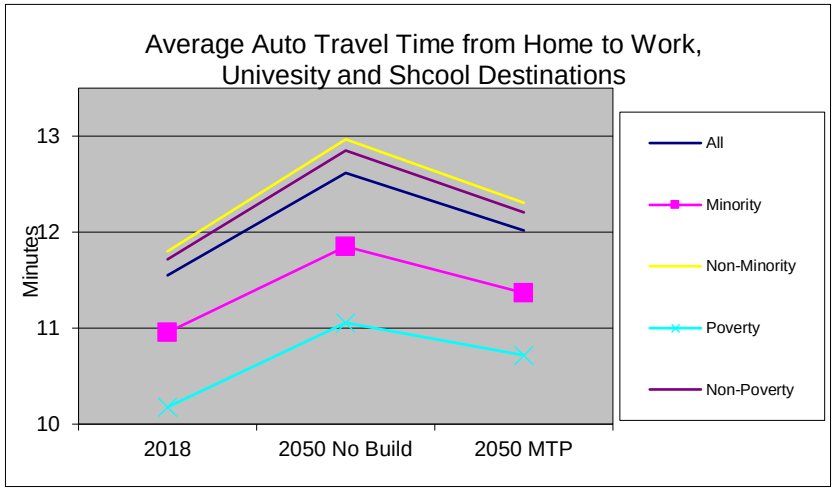

| | Weighted Average | |
|---|---|---|
| | Base | MTP |
| Non-Target Pop | 16.9 | 14.3 |
| Target Pop | 21.4 | 19.4 |

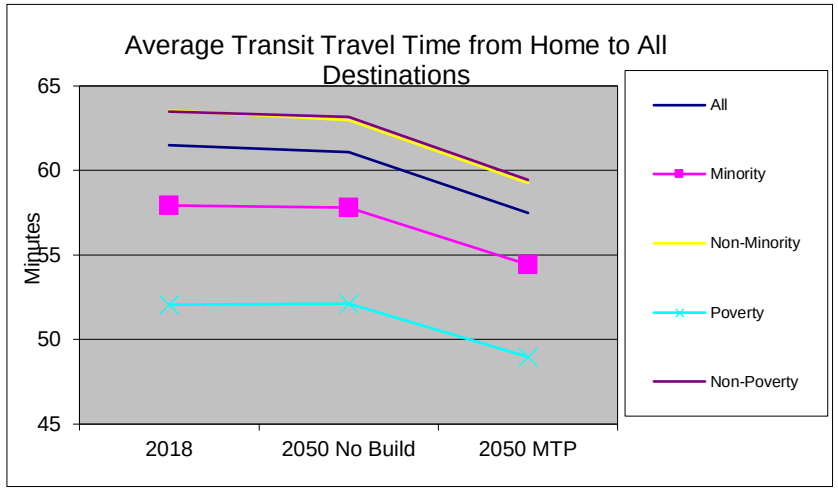
# Population Based Travel Measures – Graph Examples

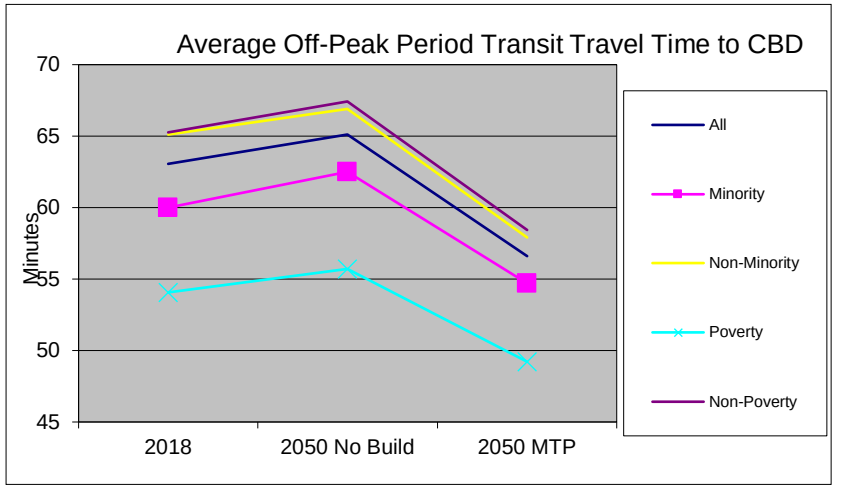


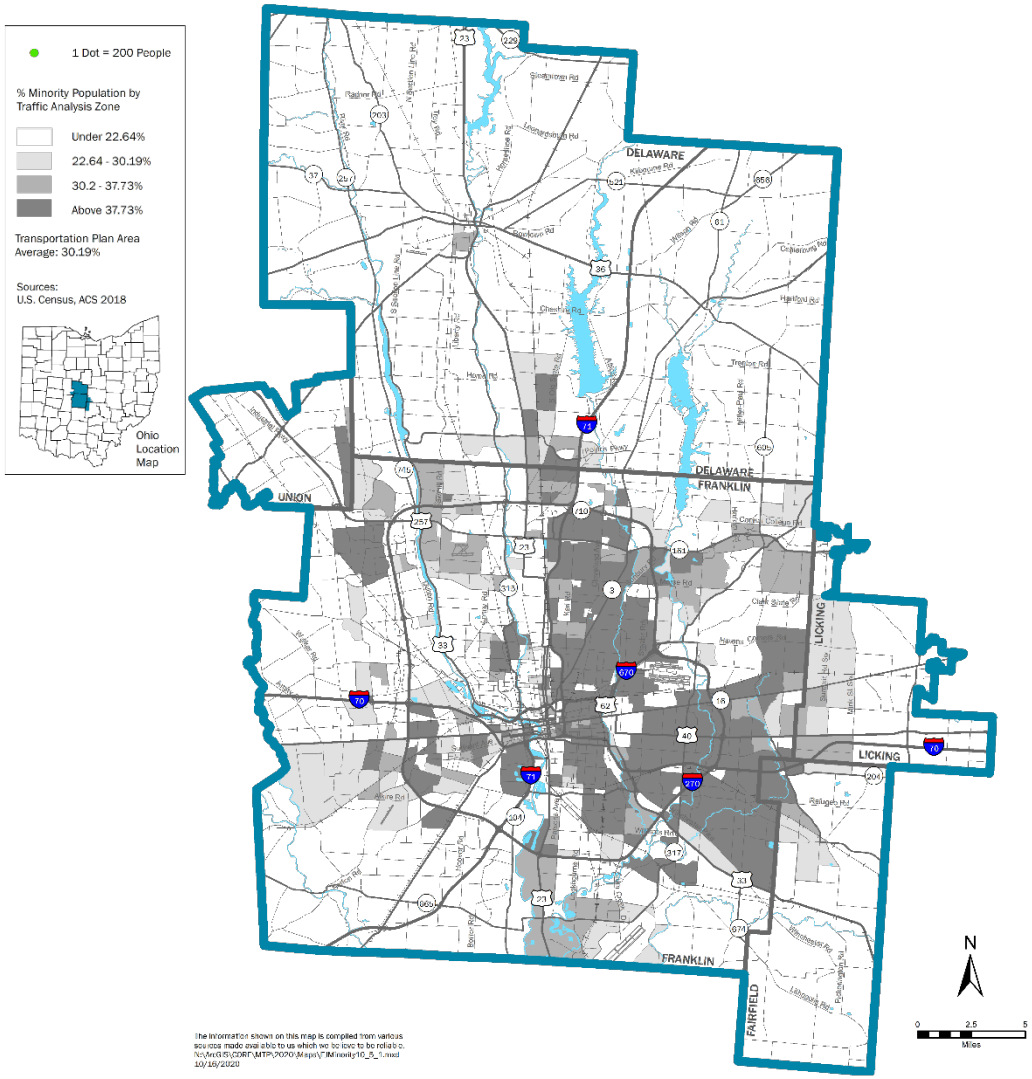



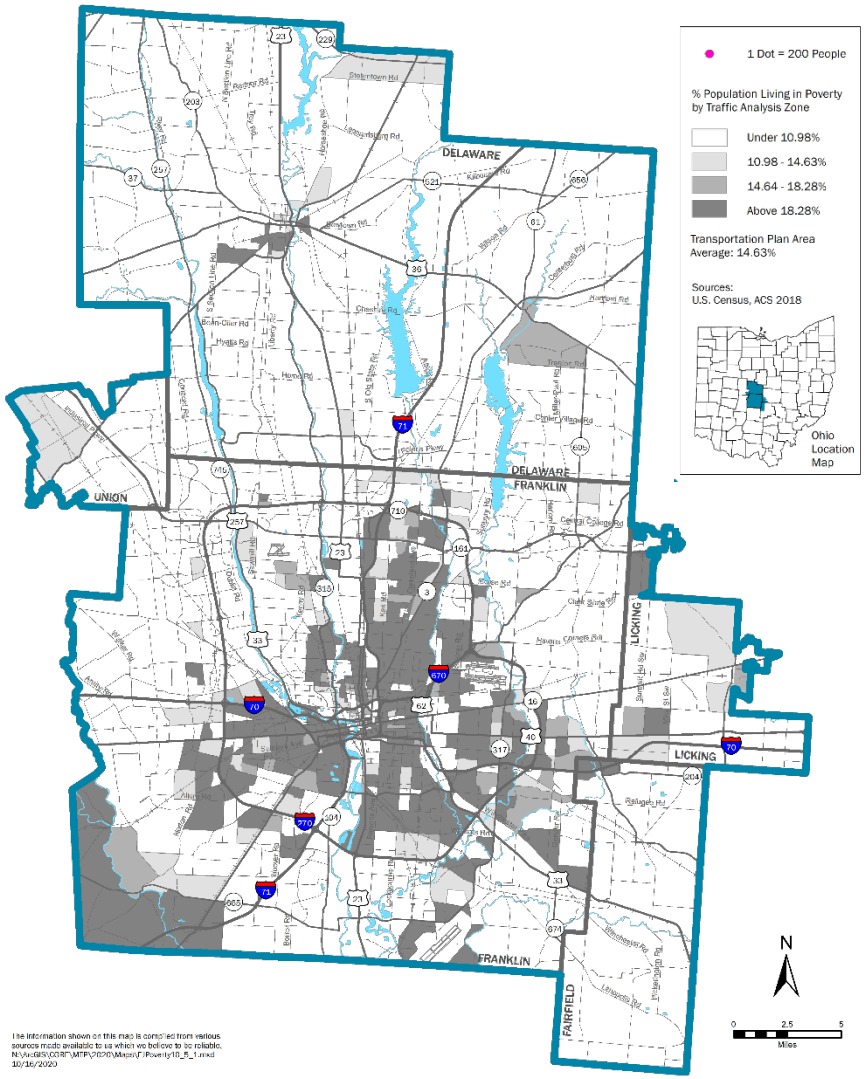



# Geographic Based Measures

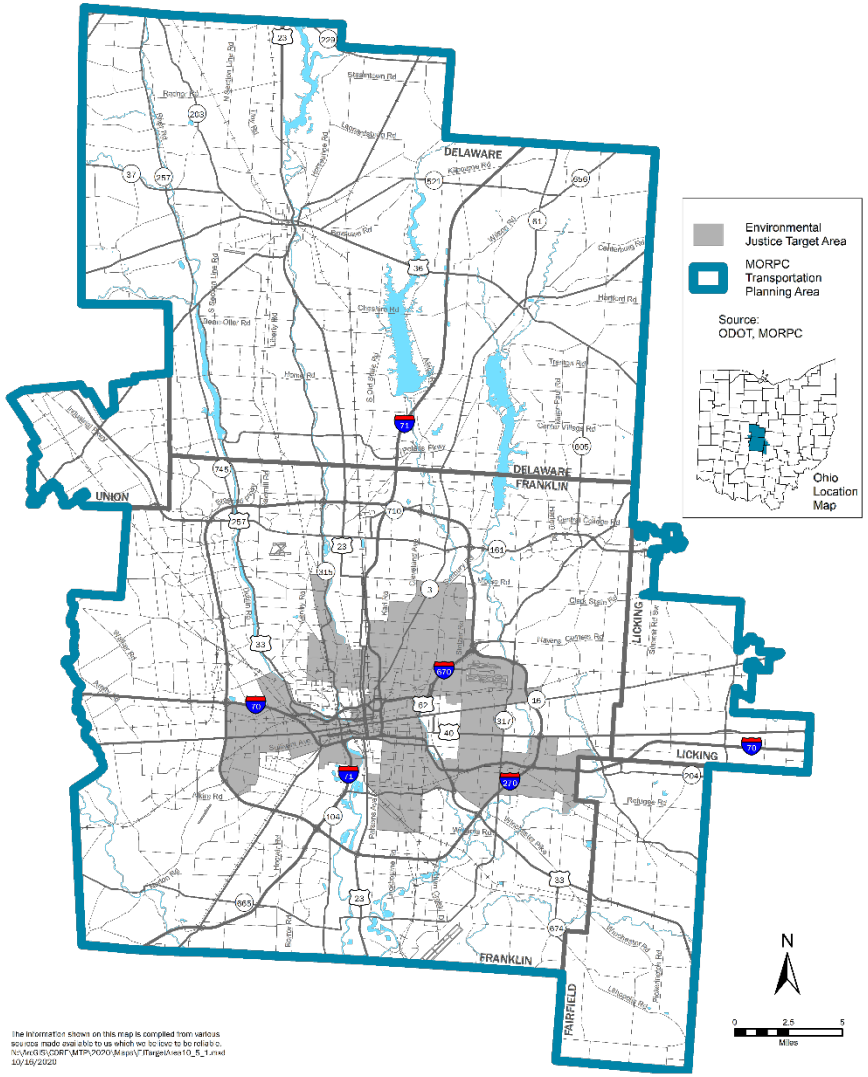
- Congested Vehicle Miles of Travel
- Transportation Investments

# But What Should Geographic Area Be

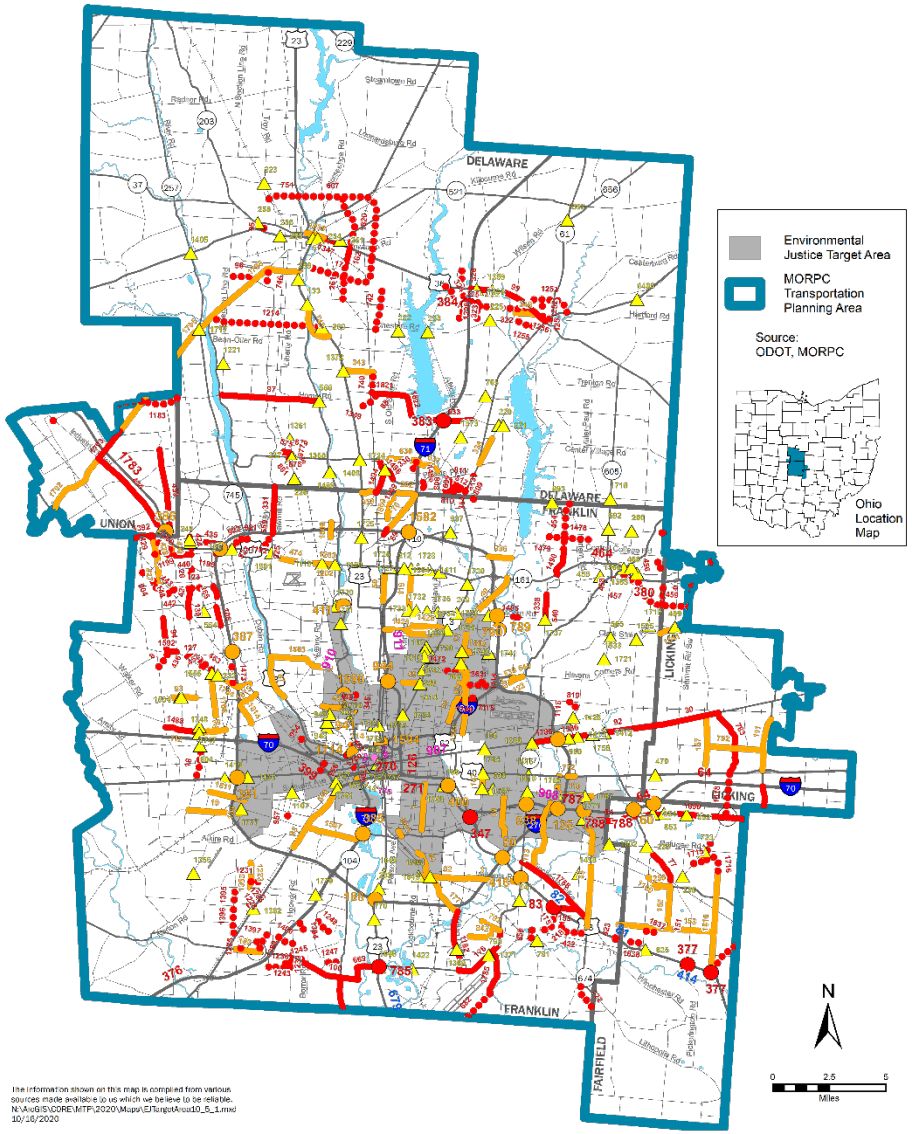


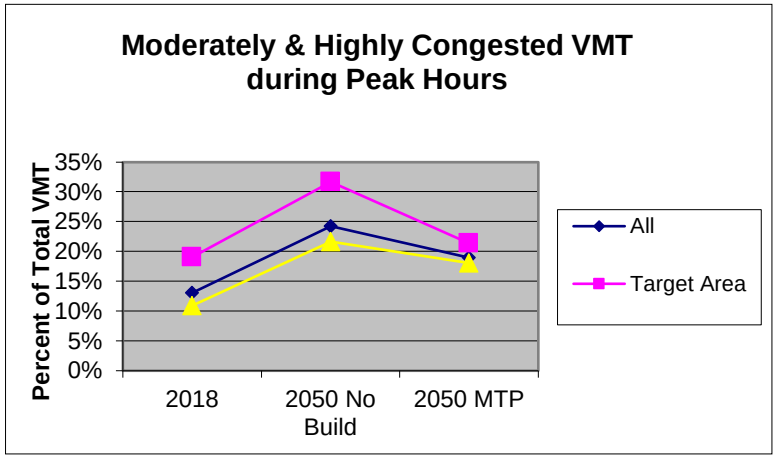



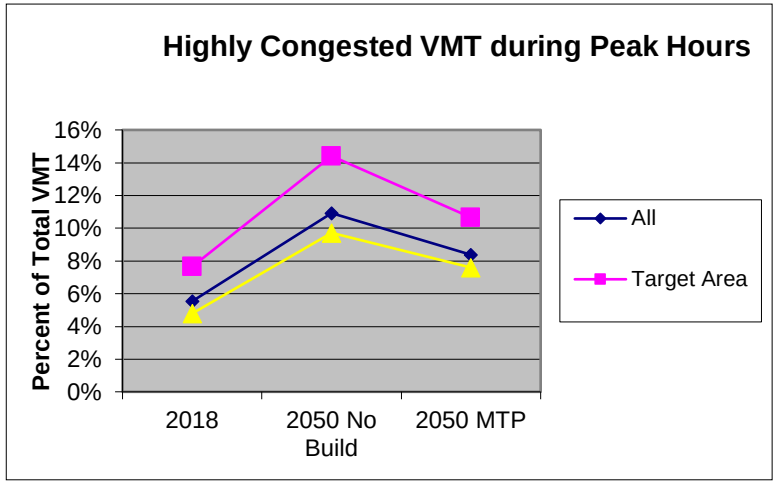
# But What Should Geographic Area Be



# MORPC EQUITY ANALYSIS – TRB WEBINAR OCTOBER 2020




| | | Plan Funding (millions) | Proportion |
|---|---|---|---|
| Location-Specific Projects* | Target Area | $2,558 | 9% |
| | Non-Target Area | $4,715 | 16% |
| Region-Wide Projects/Activities** | | $21,684 | 75% |
| | Total | $ 28,957 | 100% |

*related to highway capacity expansion

**including COTA service expansion and other general funding (e.g., maintenance and studies) which would be used throughout the whole region

# Technical Analysis In Summary

- Need multiple measures
  - Quantitative
  - Visual
- Prefer population based
- Travel model is key tool
- Summary interpretation
  - Each measure
  - In aggregate

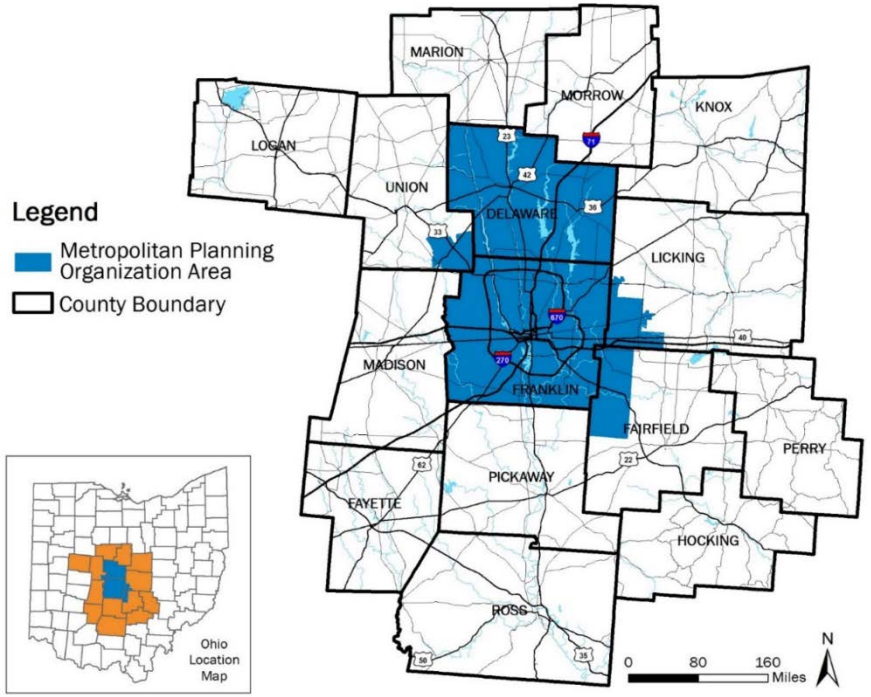
# TCRP Research Report 214 – MORPC Pilot Case Study

- Build upon
  - Current MORPC EJ techniques
  - Smart City Implementation
  - New Bus Rapid Transit Route
- Move beyond auto and transit measures
  - Walking
  - Biking
  - Ride hailing
- Identify level of effort and issues to systematically analyze
- Develop results for selected test locations

# Additional Thoughts

- MORPC is more than an MPO

- Low income repair and weatherization programs
- Water planning
- Government affairs
- Energy and air quality



# THANK YOU


## Nick Gill, PE

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***TRANSPORTATION & INFRASTRUCTURE DEVELOPMENT***

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**P. 614.233.4151**

**111 Liberty Street, Suite 100**
**Columbus, OH 43215**

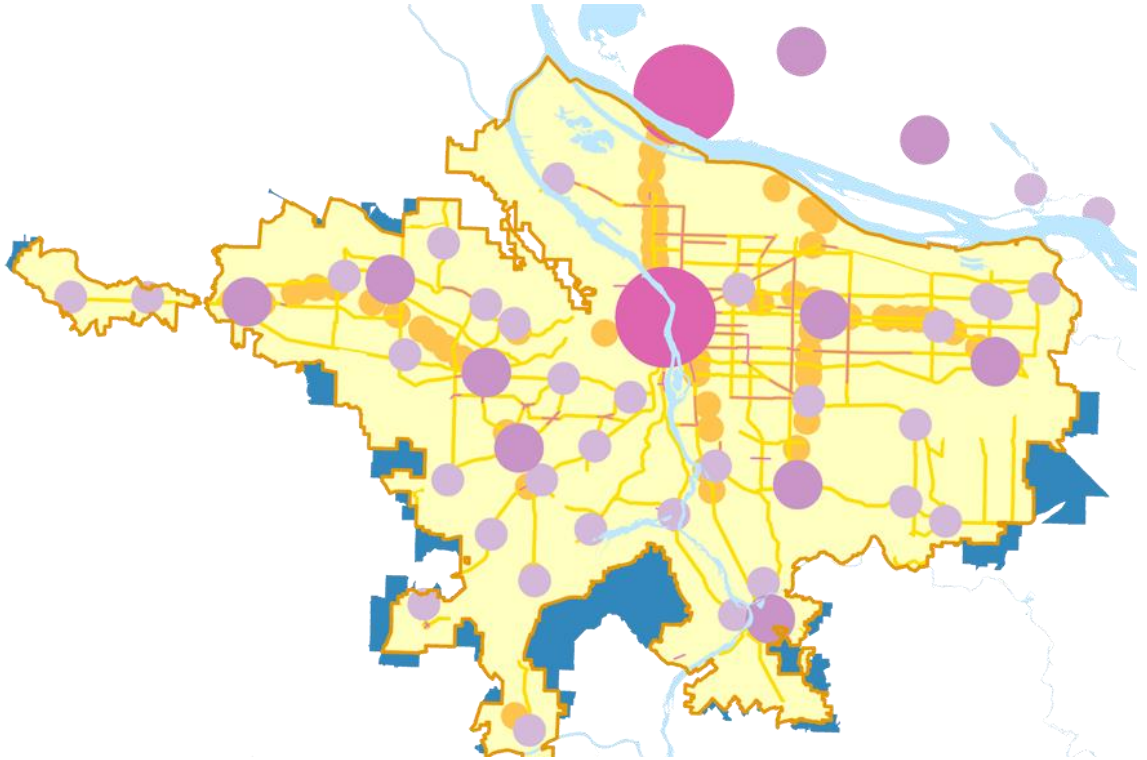
**www.morpc.org**

# EMBEDDING EQUITY INTO THE REGIONAL TRANSPORTATION BLUEPRINT & BEYOND

October 22, 2020 | Grace Cho, Transportation Planner

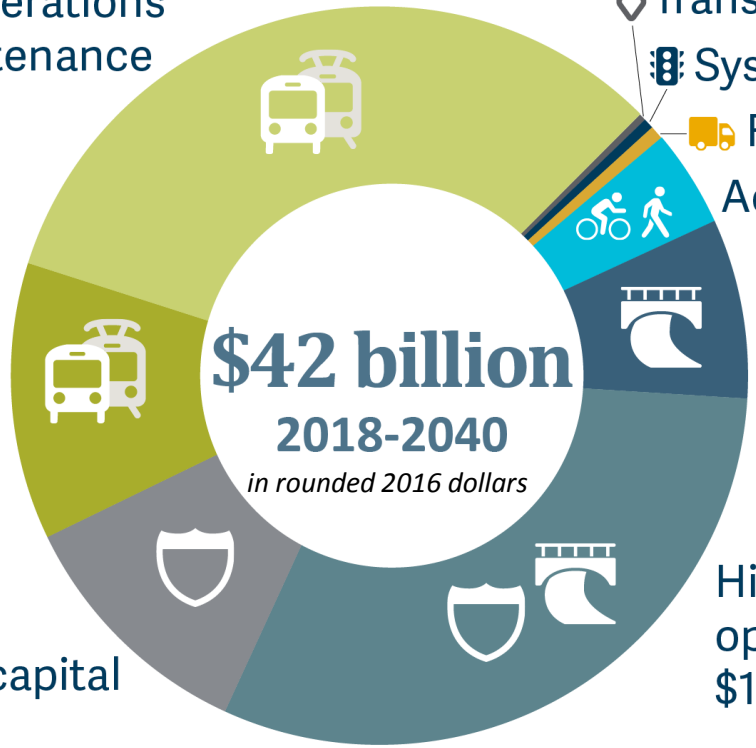
# Portland metropolitan region

- 23 cities, 3 counties
- 1.6 million (OR side)
- 260,000 acres
- Elected regional government
    - Metro Council
- Bi-State MPO
    - JPACT & Metro Council



# The 2018 Regional Transportation Plan (RTP)

# 2018 Regional Transportation Plan




Transit operations and maintenance $13.7B

Transportation demand management $0.13B

System management and operations $0.19B

Freight access $0.25B

Active transportation $1.8B

Roads and bridges capital $3.3B

Transit capital $5.1B

Highway, road and bridge operations and maintenace $13B

Highways capital $4.6B

Source: 2018 Regional Transportation Plan Constrained Priorities

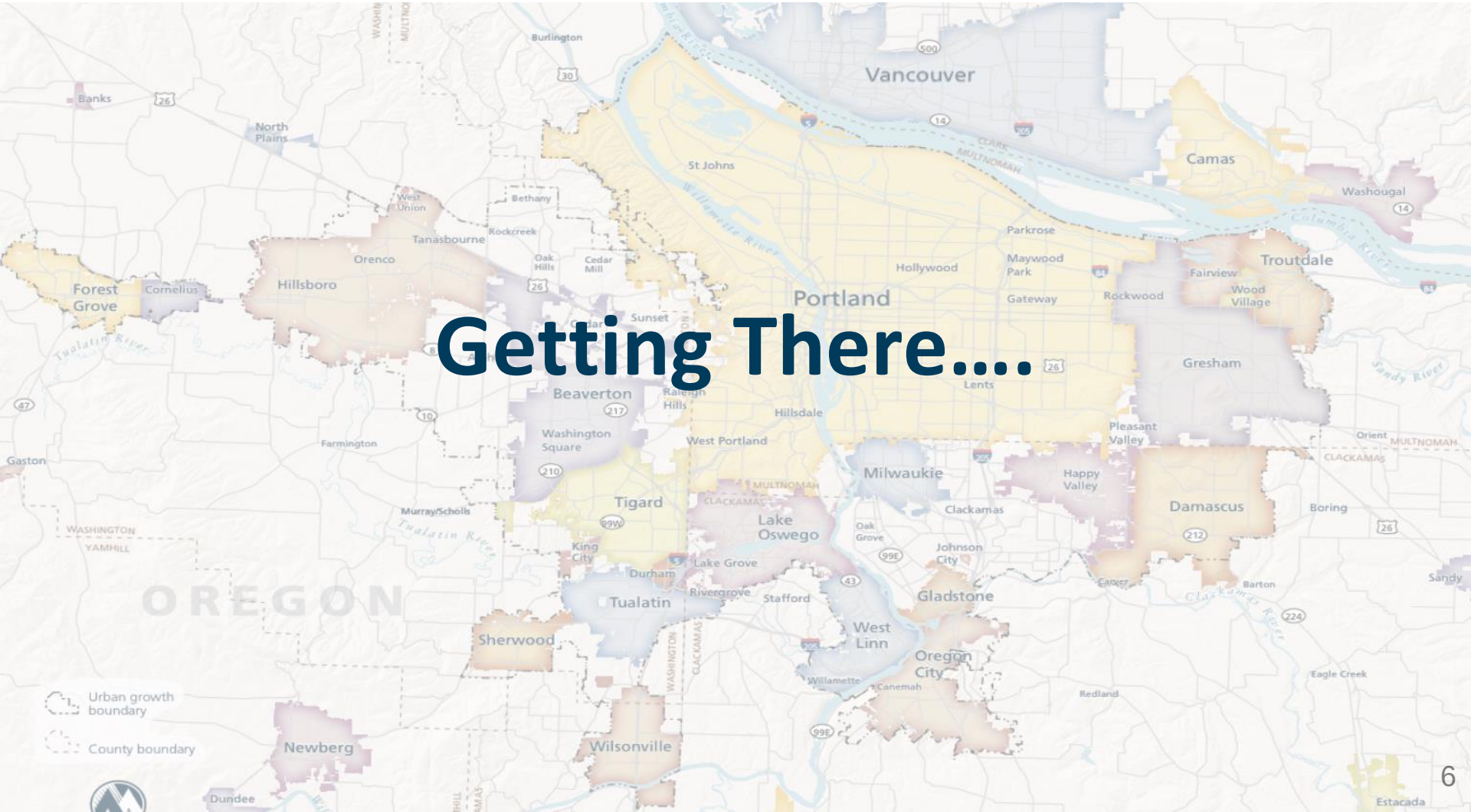
# 2018 RTP Priorities

**Equity**

**Climate**

**Safety**

**Manage Congestion**

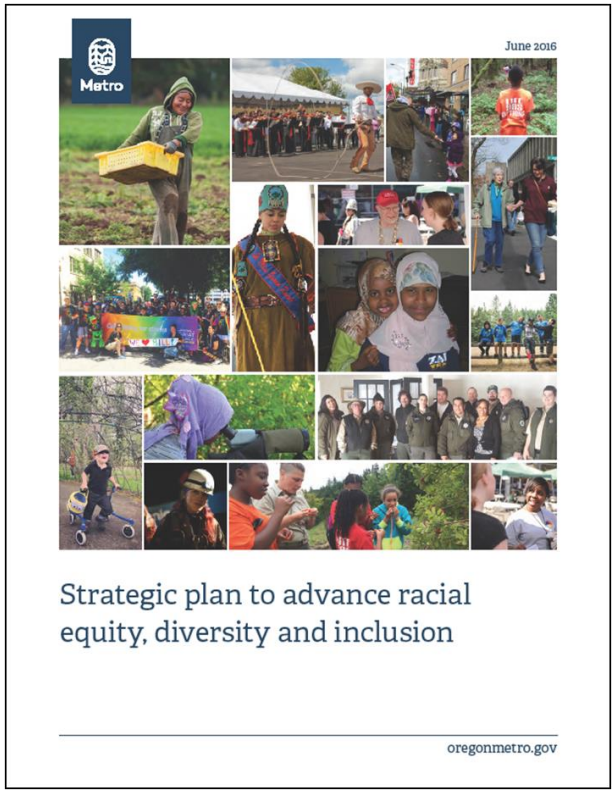

Getting There….
Vancouver
Portland
Gresham
Beaverton
Hillsboro
Tigard
Lake Oswego
Tualatin
Sherwood
Wilsonville
Newberg
Milwaukie
Oregon City
West Linn
Gladstone
Troutdale
Camas
Washougal
Damascus
Forest Grove
Urban growth boundary
County boundary
OREGON

# Commitments from 2014 Regional Transportation Plan

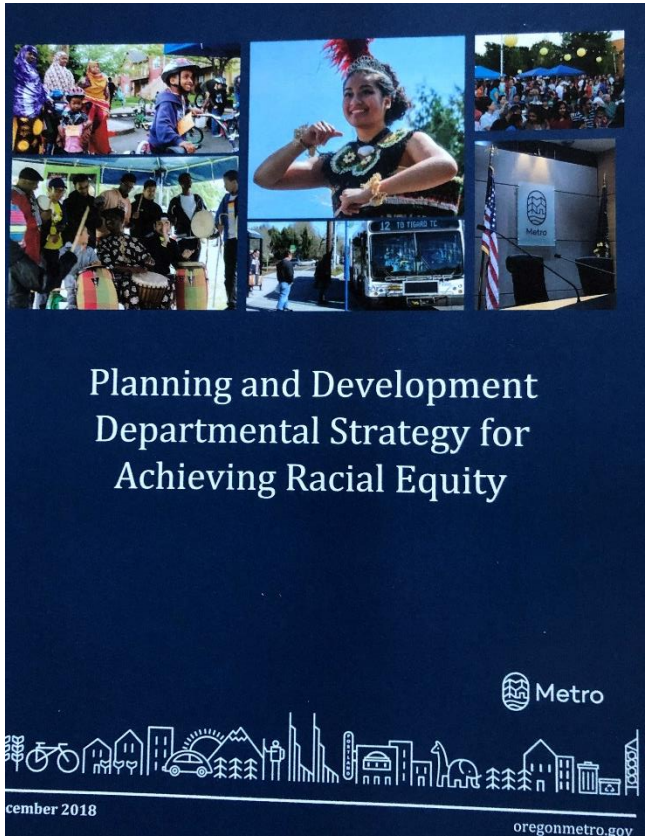
Feedback from community the Civil Rights Assessment did not reflect community values

Staff recommendation to approach the equity evaluation of the 2018 RTP differently to reflect community values

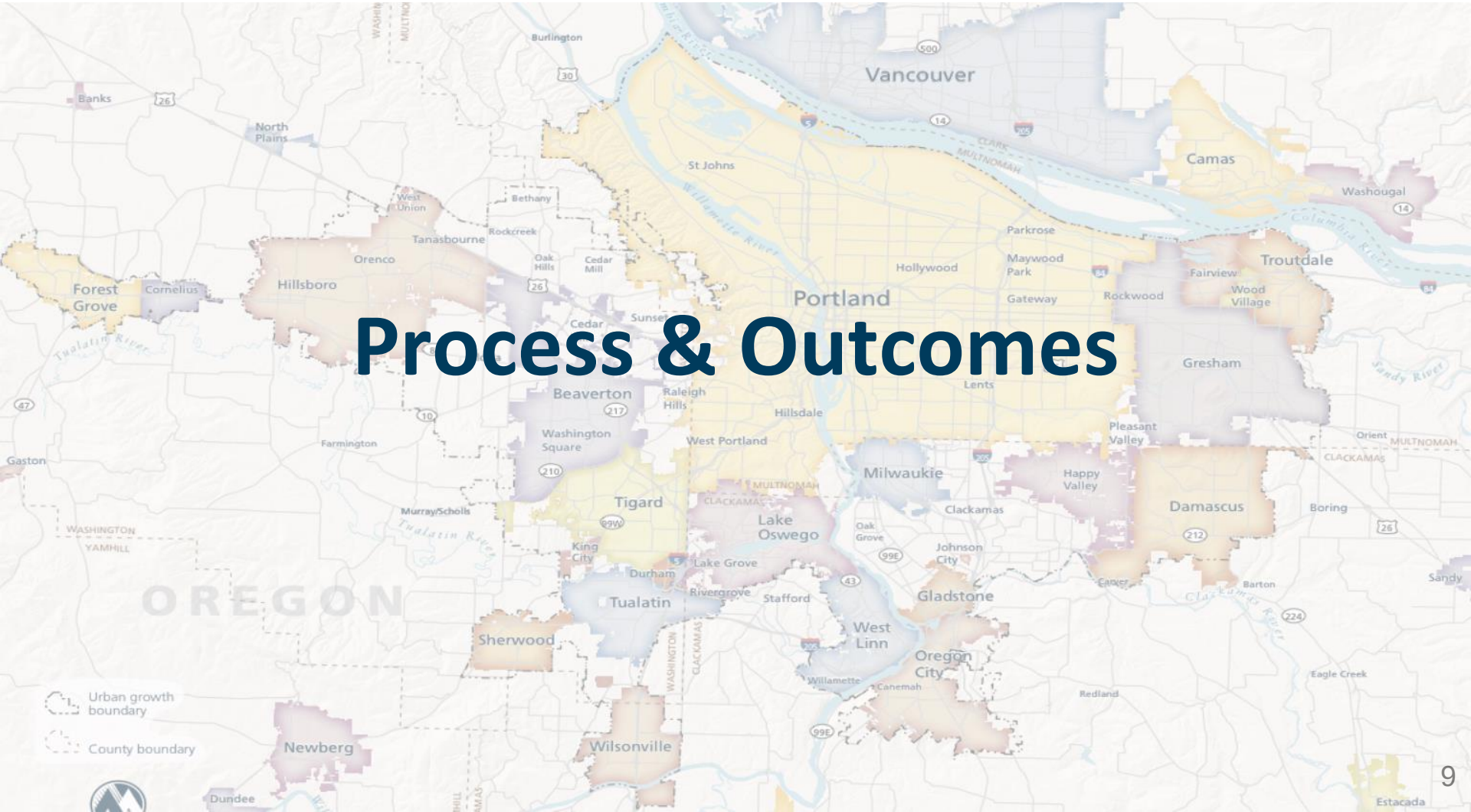
# Metro's Strategic Plan to Advance Racial Equity, Diversity, Inclusion







# Process & Outcomes



# The charge: evaluate equity in the Plan's investment strategy

Policy direction

- Measure what matters
- Support leadership desire to understand RTP effects on reducing disparities, advancing equitable outcomes

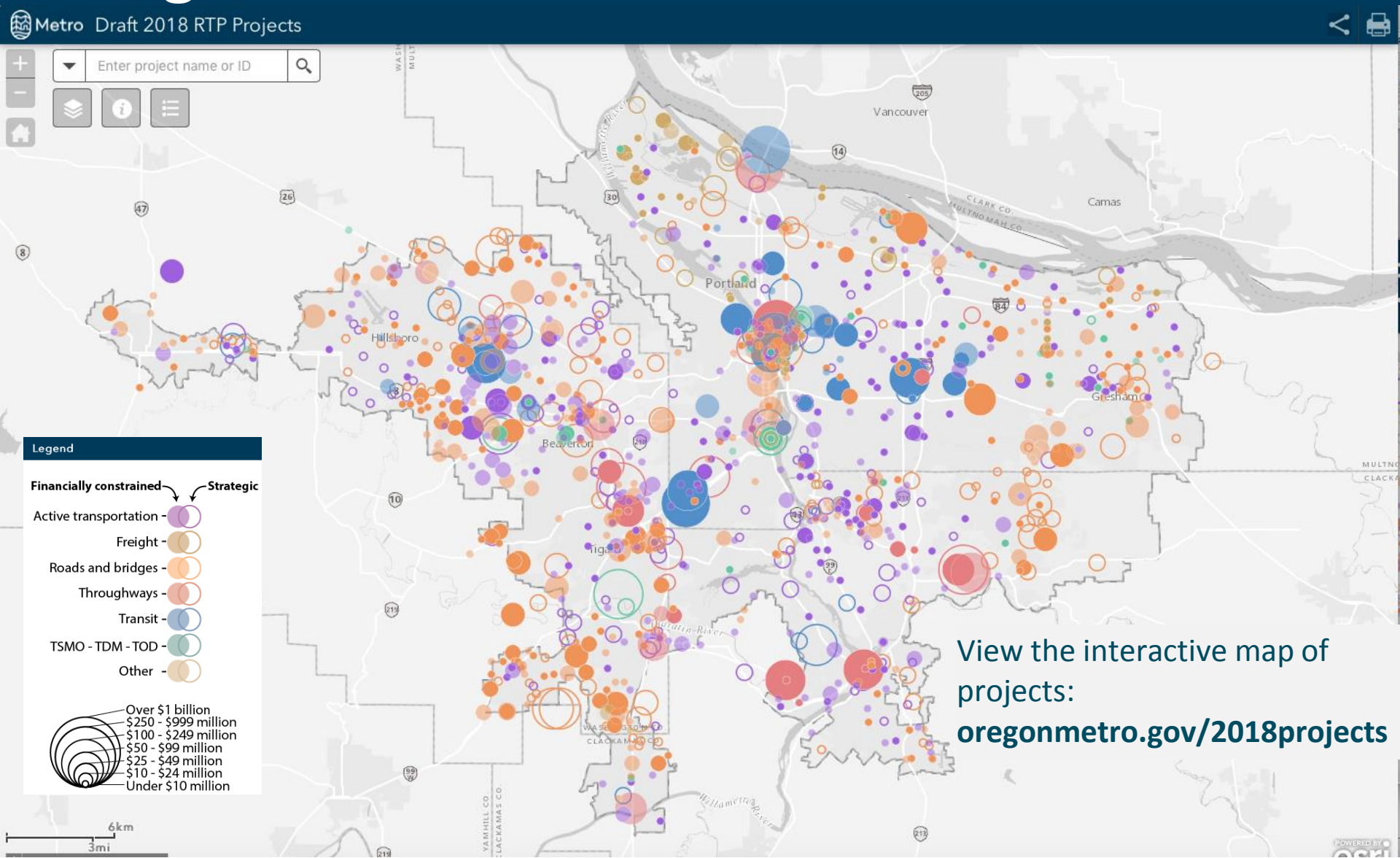
# Public engagement approach: start with communities

- Regional leadership forums
- Community leader forums
- Briefings and stakeholder meetings/workshops
- Discussion groups/focus groups
- Community tours and stories
- Focused social media and surveys
- Technical work groups

# Community defined evaluation measures

- **Access**
  - Jobs and Community Places
- **Safety**
  - Addressing high injury corridors
- **Travel Options**
  - Completeness of the active transportation network

# Evaluation findings: focused investment in marginalized communities



# Evaluation findings: marginalized communities expected to experience multiple benefits

- **Grows access to transit**, frequency and ridership
- **Improves safety**, especially on high injury corridors in marginalized communities
- **Increases affordable travel options**, particularly people of color and people with low income
- **Continue to build out the system,** particularly around active travel and transit

# Public engagement combined with data analysis


Regional Leadership Forum | 2018

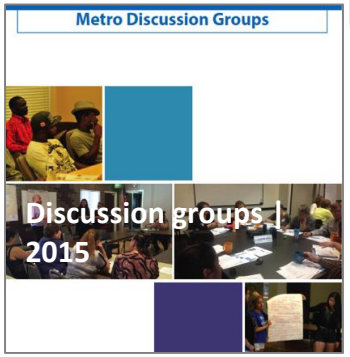

Regional Leadership Forum | 2016

Nearly **19,000 individual** touch points from 2015-18


Regional Leadership Forum | 2016

On-line surveys | 2016


Community Leaders Forum | 2018

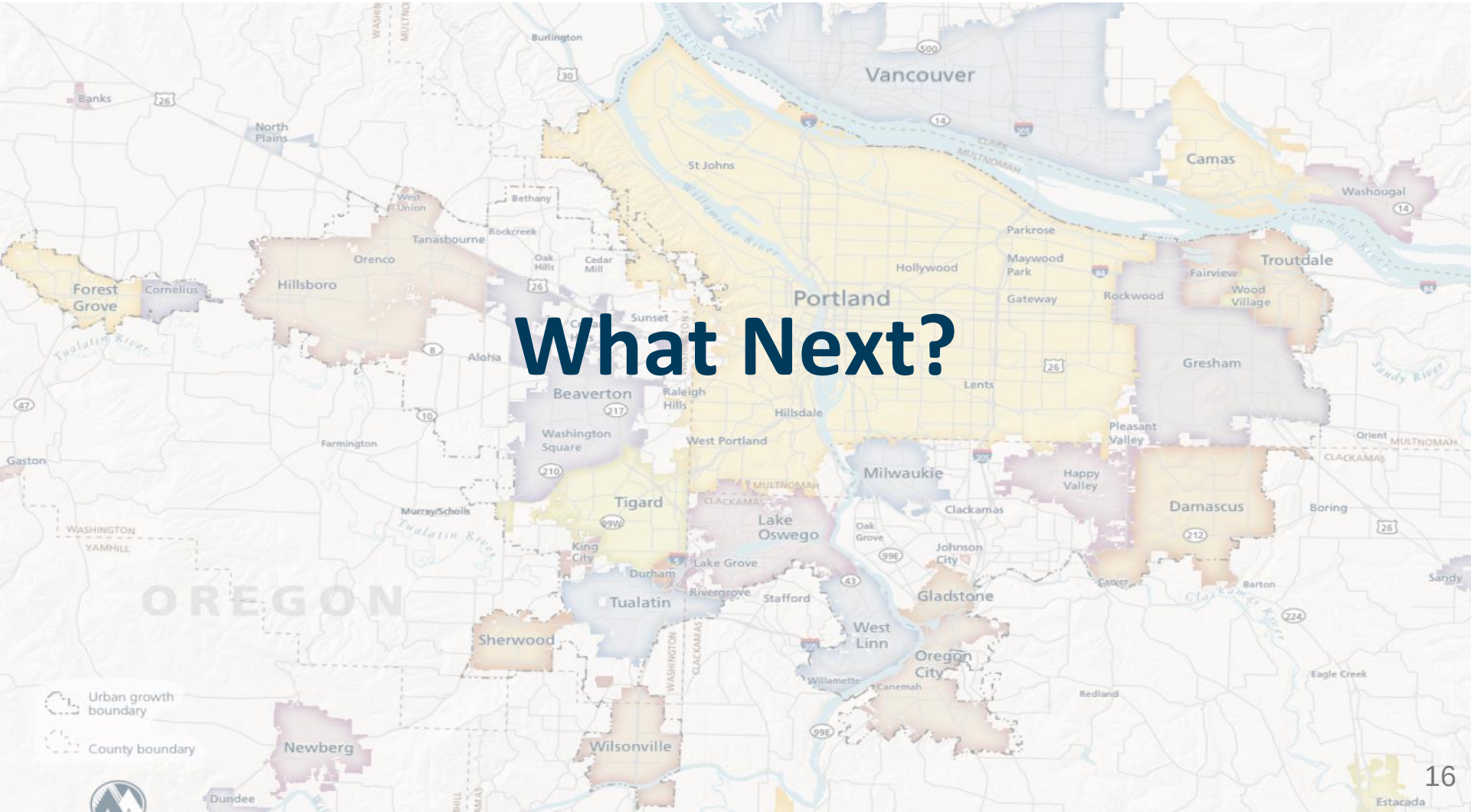


Discussion groups | 2015


JPACT meetings | 2015-18


Regional Leadership Forum | 2016

Regional Snapshots | 2016-18


Vancouver
Camas
Washougal
Troutdale
Portland
Gresham
Beaverton
Hillsboro
Forest Grove
Cornelius
Tigard
Tualatin
Sherwood
Lake Oswego
Milwaukie
Oregon City
West Linn
Gladstone
Damascus
Wilsonville
Newberg
Urban growth boundary
County boundary

# What Next?

# Equity evaluation…the tip of the iceberg

- 2021-2024 MTIP equity evaluation
- Get Moving 2020 ballot measure
- Planning department programs
- Other Metro program areas
  - Parks and Nature
  - Solid Waste
- Regional Barometer

# 2021-2024 Metropolitan Transportation Improvement Program


2021 – 2024 Metropolitan Transportation Improvement Program (MTIP) policy direction

April 2019

oregonmetro.gov/mtip


ADOPTION DRAFT

2021-2024 Metropolitan Transportation Improvement Program

June 2020

oregonmetro.gov

# Proposed measure 26-218: "Get Moving 2020"

Proposed transit, traffic and other transportation projects & programs in Multnomah, Washington & Clackamas counties

Developed with input from community and leaders from around the region

**Learn more: oregonmetro.gov/transportation**

# Proposed measure 26-218: If the measure passes

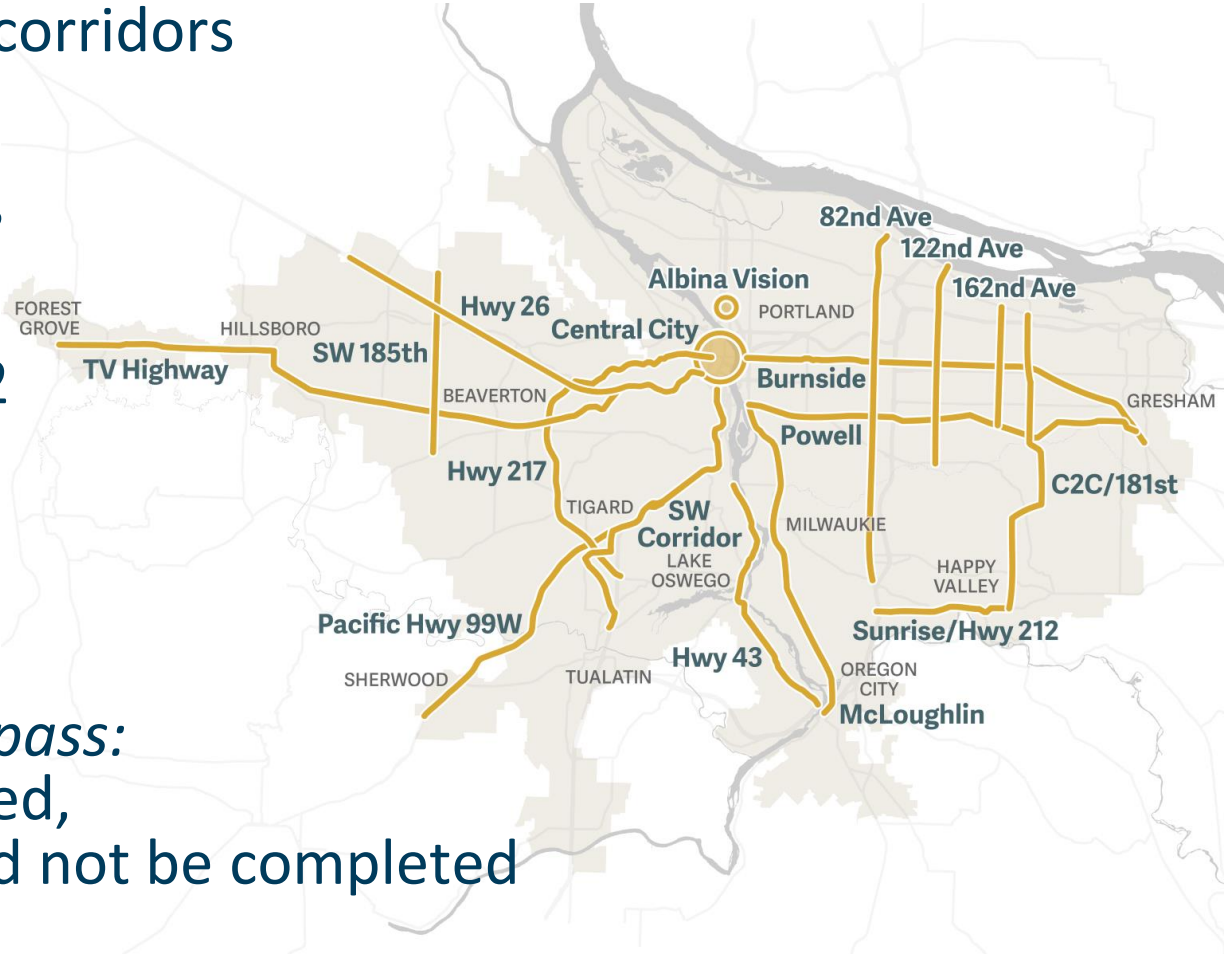
Proposed projects in 17 corridors

Proposed regional transportation programs

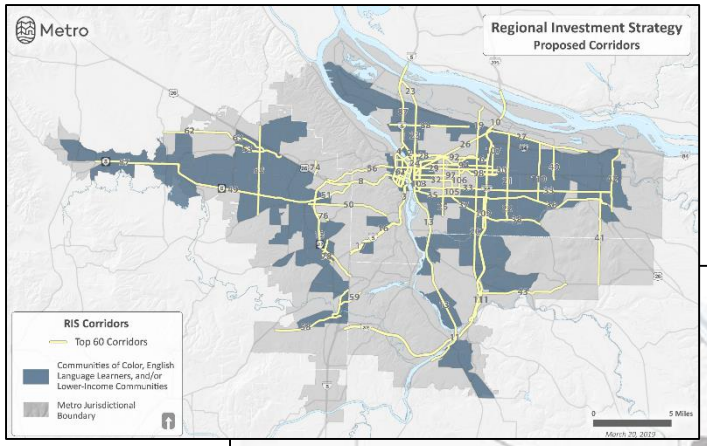
Proposed tax on certain employers, starting 2022 (up to .75% of payroll)

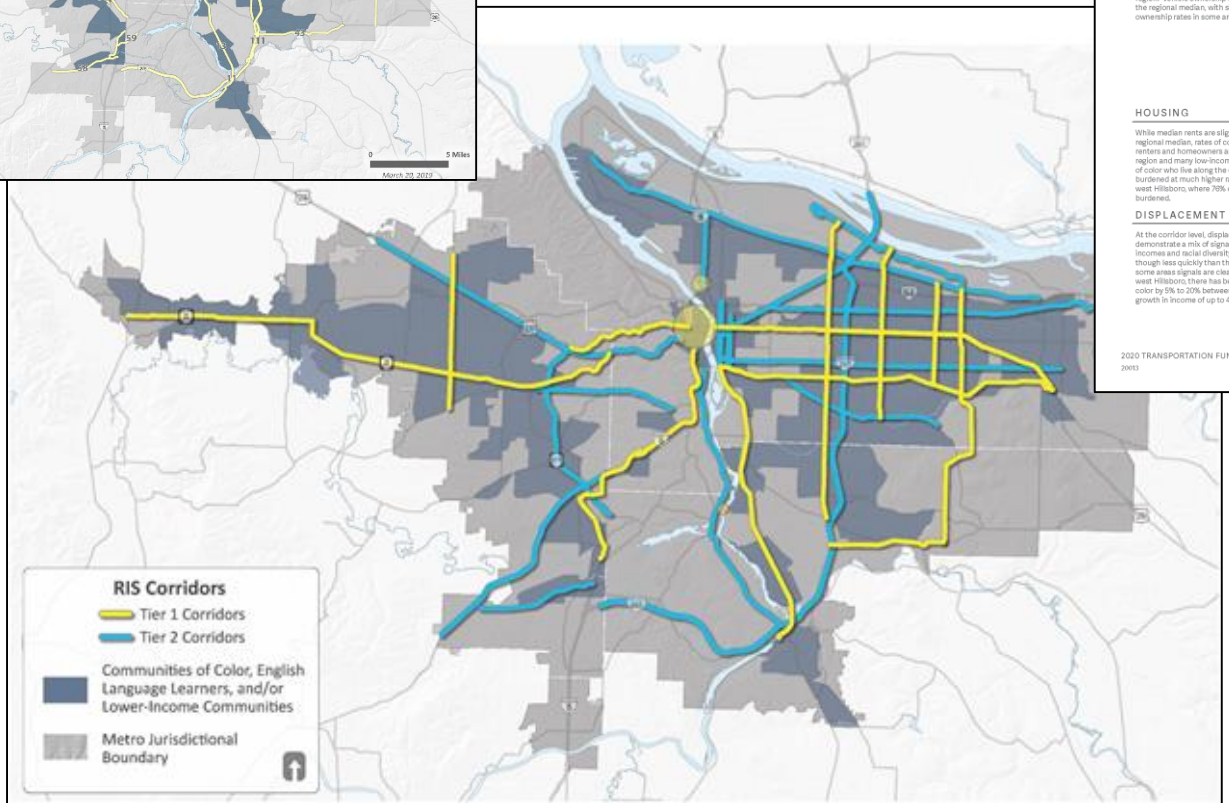
Proposed independent oversight committee(s)

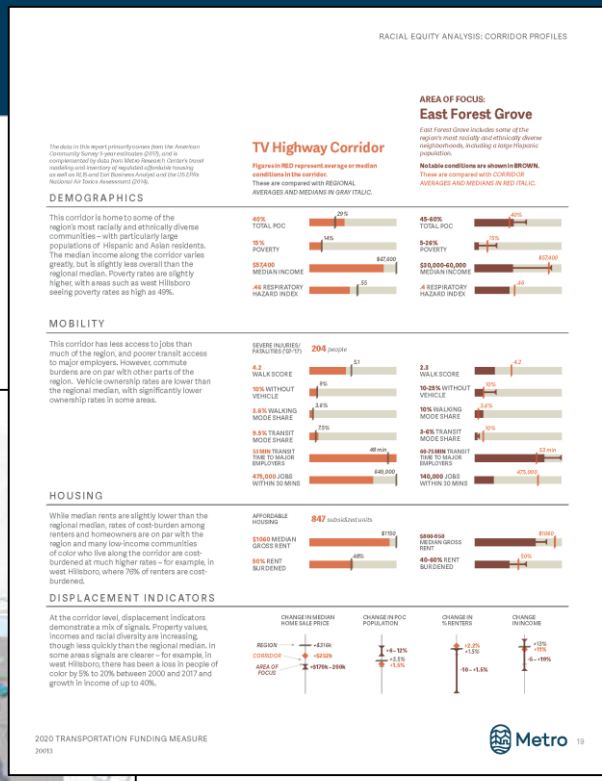
*If the measure does not pass:*
Tax would not be assessed, projects/programs would not be completed



# Proposed measure 26-218: equity analysis in action

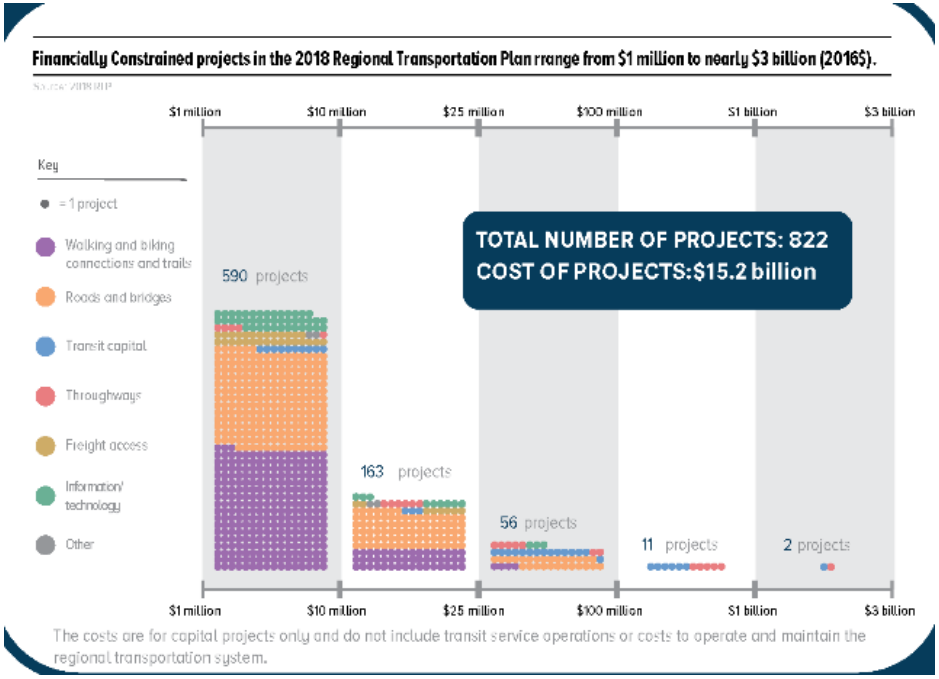


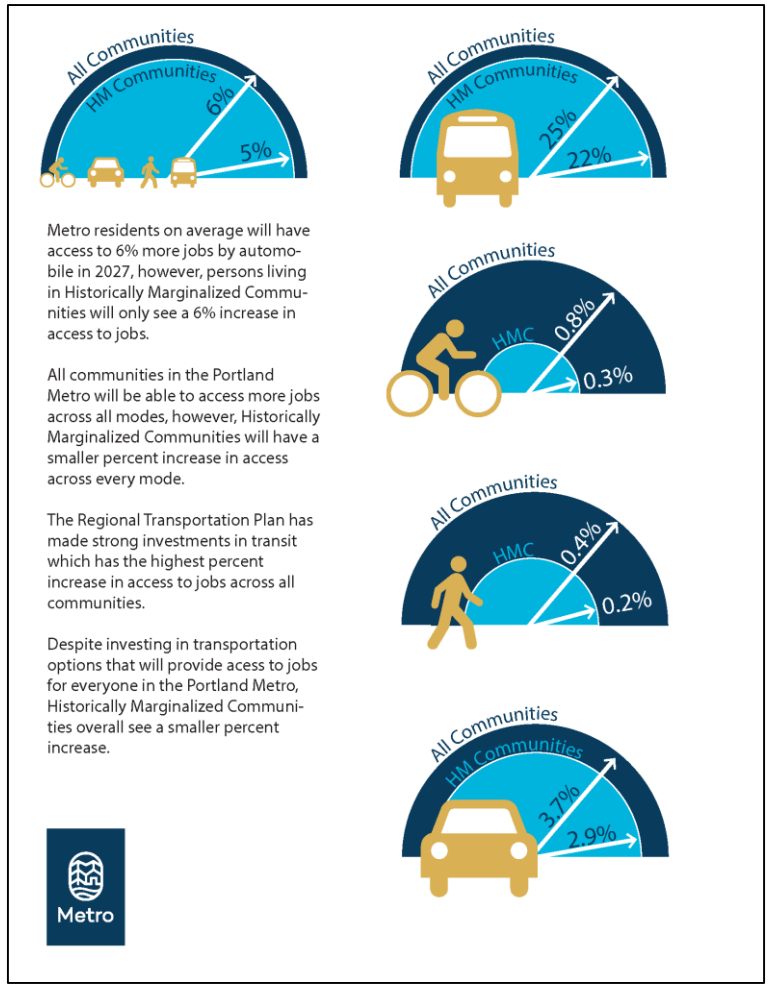




# Other Thoughts

# Communication is key



# Bold leadership




# It takes a village

Special shout outs to many incredible partners

- Metro 2018 RTP team
  - Kim Ellis, 2018 RTP Project Manager
  - Joe Gordon, Research Center
  - Peter Bosa, Research Center
  - Cindy Pederson, Research Center
  - Cliff Higgins, Communications
  - Peggy Morell, Communications
- Portland State University TREC and NITC
  - Professor Aaron Golub
  - Katherine Selin, Research Assistant
- All the members of the transportation equity work group

# 2018 Regional Transportation Plan

oregonmetro.gov/rtp

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# Get Involved with TRB

Receive emails about upcoming TRB webinars
https://bit.ly/TRBemails

Find upcoming conferences
http://www.trb.org/Calendar

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# Get Involved with TRB

**#TRBwebinar**

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Transportation Research Board

*Getting involved is free!*

**Be a Friend of a Committee** bit.ly/TRBcommittees

- Networking opportunities
- May provide a path to Standing Committee membership

**Join a Standing Committee** bit.ly/TRBstandingcommittee

**Work with CRP** https://bit.ly/TRB-crp

**Update your information** www.mytrb.org

# Register for #TRBAM

- 100th TRB Annual Meeting is going virtual January 2021
- Follow online using #TRBAM
- Check our website for more information

# Other TRB events for you

- *November 12*: TRB Webinar: Celebrating TRB's Centennial by Exploring the Future of Transportation Research

# TRB turns 100 on November 11, 2020


***Help TRB:***

- Promote the value of transportation research;
- Recognize, honor, and celebrate the TRB community; and
- Highlight 100 years of accomplishments.

Learn more at

**www.TRB.org/Centennial**

#TRB100

***MOVING IDEAS: ADVANCING SOCIETY—100 YEARS OF TRANSPORTATION RESEARCH***