**A RESOLUTION REGARDING
TRANSPORTATION EQUITY
BY THE PUBLIC ADVISORY COMMITTEE (PAC) OF THE BRTB**

WHEREAS, the BRTB, the Metropolitan Planning Organization for the Baltimore region responsible for transportation planning and policy making for the Baltimore region; and

WHEREAS, the PAC serves as an advisory body to the BRTB, charged with providing independent, region oriented citizen advice to the BRTB on issues related to the development of the Baltimore Regional Transportation Plan, Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP) and amendments that affect the region's conformity with federal air quality requirements, the public involvement process, regionally significant land use issues, and other regional transportation-related issues, as appropriate, promotes public awareness and participation in the regional transportation planning process and promotes equity in the regional transportation planning process; and

WHEREAS, the PAC has researched and discussed examples of how other MPOs are incorporating an equity lens into their work and specific programs that accomplish the goal of ensuring equity.

THEREFORE, be it resolved, the PAC submits the attached research and recommendations;

BE IT FINALLY RESOLVED, the PAC thanks the BRTB for this opportunity to promote transportation equity, in line with its mission. The PAC thanks the BRTB staff for facilitating its participation in the regional planning process.

Submitted by:

Eric Norton
Chair, BRTB Public Advisory Committee

EQUITY BRIEFING

The BRTB Public Advisory Committee presented to the BRTB on December 19, 2017 a document entitled Defining Equity, outlining a definition of equity as the PAC feels it could be applied to the BRTB's Baltimore region planning activities, as well as specific examples of the kinds of goals that would arise from properly incorporating an equity framework.

Staff has requested more detailed information about how other MPOs are incorporating an equity lens into their work and specific programs that accomplish the goal of ensuring equity.

The examples of equity outlined below are just several examples of how MPOs and other government agencies are taking specific steps to incorporate an equity framework into outreach, public engagement, plans, metrics and analysis, work products, and more. Because each MPO is different, and because numerous approaches are available, the task of unpacking each MPOs specific equity strategies and applying them to the Baltimore region is one that requires significant time and attention.

Therefore, the PAC recommends the BRTB form an equity committee consisting of BRTB members, PAC members, elected officials, affected stakeholders, leaders from area nonprofits and businesses, and other residents. The purpose of the committee would be to:

- · Review examples of how MPO's define equity
- · Identify goals for equity in BRTB decision-making process
- · Examine performance measures and outcomes on equity
- · Develop an equity framework for BRTB work products, including, but not limited to, the long-range plan, the short-range plan, amendments, and the UPWP.

The PAC thanks the BRTB for this opportunity to provide recommendations and BMC staff for facilitating its participation.

Submitted by:

Eric Norton
Chair, BRTB Public Advisory Committee

PUGET SOUND REGIONAL COUNCIL (SEATTLE MPO)

psrc.org/sites/default/files/equoppsusreport2.pdf

Examples:

- **Growing Transit Communities Strategy** - The Regional Transit-Oriented Development Implementation Program convenes partners from across the region and across sectors to develop and implement strategies to promote equitable TOD.
    - Performance Monitoring - tracking data on population, housing, and job growth in the transit community study areas
    - Transit Supportive Planning Toolkit

- **Equity Metrics** - Updated modeling to allow more detailed equity and health analysis, such as:
    - Costs and travel time by income and person/household type (ex: Average Commute Time of higher / lower income)
    - Share of income spent on transportation
    - Active transportation by person types

- **Planning for Whole Communities Toolkit** -25 resource guides describing specific tools and how to put them to work at the local level. Topics include Opportunity Mapping, Community engagement tools, Pedestrian-Oriented Design, Safe Routes to School, Special Needs Transportation, Transit-Oriented Development, Parking Management, etc.

BOSTON REGION MPO

ctps.org/equity

Examples:

- The Boston MPO equity program incorporates the following into their UPWP, TIP, LRTP, PPP, and other work products:
    - Providing TE populations with the opportunity to participate in the MPO's transportation-planning and decision-making processes
    - Ensuring that minority and low-income populations receive a fair share of the MPO's transportation investments, and are not subject to undue burdens as a result of these investments
    - Analyzing the impacts of MPO-funded projects on low-income and minority protected populations
    - Considering demographic equity methodically when selecting studies and projects to be funded by the MPO

- Survey on Transportation Equity - "If you would like the MPO to be aware of transportation equity issues that you face, please take a moment to tell us about your needs by completing the MPO's Transportation Equity Survey."

- Performance Dashboard: The MPO's Performance Dashboard visualizes data on the current state of transportation in the Boston region. It includes demographic data, such as minority population, household income, employment, and disability.

- Meet the MPO staff Open House as part of UPWP development process

- Includes Female-headed households with children and Youth (under age 18) in equity analysis.

METCOUNCIL (MINNEAPOLIS-ST. PAUL)

metrocouncil.org/About-Us/why-we-matter/Equity.aspx

Examples:

- **Equity Outcome in Thrive MSP 2040** - MetCouncil identified equity as one of five key regional outcomes from Thrive MSP 2040, alongside stewardship, prosperity, livability and sustainability. In Thrive MSP 2040, the Metropolitan Council commits to using equity as a lens to evaluate its operations, planning and investments. The Council also commits to exploring its authority to use its resources and roles to mitigate the place-based dimension of racial, ethnic and income-based disparities.
    - *Equity Outcome* - Equity connects all residents to opportunity and creates viable housing, transportation, and recreation options for people of all races, ethnicities, incomes and abilities so that all communities share the opportunities and challenges of growth and change.
    - *Equity Prioritization Criteria in LRTP* - In line with the equity outcome included in Thrive MSP 2040, the 2040 Transportation Policy Plan strategies include equity among the criteria for prioritizing transportation spending across the system.
    - *Accessibility Analysis of Investments* - An analysis of changes in highway and transit accessibility to jobs under the Current Revenue Scenario revealed larger improvements to accessibility for people of color as compared to the general population and people with low incomes.
    - Equity as Technical Investment Factor in Regional Transit Service Improvement Plan
    - Lists access to jobs and opportunity is an issue of equity.

- **Equity Advisory Committee** - The Metropolitan Council created an Equity Advisory Committee with 21 members, four of which are sitting MetCouncil members. The two co-chairs are one MetCouncil member and one member of the community. Terms are staggered so approximately half the members are up for reappointment every two years. Committee work includes: how the Council implements the equity commitments in Thrive MSP 2040; an annual work plan reflecting both policy questions from the full Metropolitan Council and policy topics identified by the committee.

- Added equity items to work program to "fully integrate equity analysis into the center of the planning process."

    Work activities include:
    - Evaluate how the region distributes federal transportation funding.
    - Study potential disparities in preservation and maintenance spending and transportation facility condition by race/ethnicity and income
    - Study potential disparities in safety outcomes by race/ethnicity and income
    - Develop more robust methods of analyzing the benefits and impacts of transportation investments by race/ethnicity and income to aid in using equity as a prioritization factor

    Program activities include:
    - Bus Stop Enhancements
    - Student Internship Program
    - Mechanic Training Program
    - Spanish Classes for Transit Operators and Transit Police

- MetCouncil released Disparities Unmasked: The Twin Cities Metro in 2014, which looked at quality of life indicators for the region and examined disparities by race.

BALTIMORE CITY, DEPARTMENT OF PLANNING, OFFICE OF SUSTAINABILITY

Examples:

Equity in Planning Committee
planning.baltimorecity.gov/equity-planning-committee#Defining Equity

- The City of Baltimore's Department of Planning staff created and convenes an Equity in Planning Committee (EIPC).

- The EIPC's equity lens considers four overarching areas of equity. For any policy or project, decision makers should consider:

    ○ Structural Equity – *What historic advantages or disadvantages have affected residents in the given community?*

    ○ Procedural Equity – *How are residents who have been historically excluded from planning processes being authentically included in the planning, implementation, and evaluation of the proposed policy or project?*

    ○ Distributional Equity – *Does the distribution of civic resources and investment explicitly account for potential racially disparate outcomes?*

    ○ Transgenerational Equity – *Does the policy or project result in unfair burdens on future generations?*

Baltimore Sustainability Plan Proposed Draft (2018)
baltimoresustainability.org

Measuring success
- Track increases in transit on-time performance.
- Track the number of miles of bicycle lanes installed each year, both overall as well as within neighborhoods where residents have the lowest rates of car access.
- Track an increase in residents' access to high frequency transit, measured in terms of number of residents served by transit options less than one-quarter mile from their home; seek a 10 percent annual increase.
- Measure and publish data on travel time, reliability, and average speed of transit throughout corridors where dedicated lanes and priority bus travel have been implemented. Data to include breakdown by neighborhood.
- Measure the number of bicyclists using facilities using annual counts.
- Measure the number of riders using the bus system.

TOOLS FOR MEASURING ACCESSIBILITY IN AN EQUITY FRAMEWORK

https://www.cnu.org/sites/default/files/ssti_transpo_equity.pdf

Four dimensions of equity are:
- Accessibility
- Affordability
- Health and safety
- Procedural equity

Accessibility measures can be used to:
- evaluate if the existing system or proposed changes to the system cause disparities between EJ and non-EJ groups.
- illuminate patterns of accessibility across different communities and geographic areas;
- Comparing accessibility for different transportation modes or demographic groups;
- Identifying accessibility gaps due to poor transit coverage or transportation network connectivity;
- Evaluating projects, policies, and other interventions by modeling changes in accessibility under different scenarios (e.g., by adding or removing network connections, transit lines, or interventions like ramp metering)