

Transportation Equity Advisory Group Notes

Attendance: ARC: Melissa Roberts, Maria Roell, Raven Hinson, Kofi Wakhisi, Aileen Daney, Byron Rushing. Kyung-Hwa Kim; Brian Gist, Southern Environmental Law Center; Kirsten Cook, Partnership for Southern Equity; Nathaniel Smith, Partnership for Southern Equity; Sherry Williams, GA STAND Up

Review of Federal Laws

Melissa walked through Title VI, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act regulations and how ARC is currently meeting them.

Review of Equitable Target Areas

Maria presented the first Equitable Target Areas methodology from 2011 and the current methodology from 2014.

The 2011 ETAs included the variables listed below by census tract using above average values to create an index:

- **Age:** Population \geq 65 Years Old
- **Education:** Population $>$ 18 Years Old with No High School or College Degree
- **Mean Housing Value:** Below Regional Average Mean Housing Values
- **Poverty:** Above Average Percent of Households in Poverty
- **Race:** Above Average Percent of Minorities

Later, the Mean Housing Value and Education measures were reconsidered as they constituted proxies for poverty which was already included. Also, based on the binary equity measure for project evaluation this method was found to cover too broad of a geographic area to be effective so the method was updated with new data in 2014.

The 2014 ETAs included the variables listed below by census tract using standard deviation to create an index and weighting poverty more strongly than race.

- **Poverty:** Percent population in poverty (ACS 5-year 2012)
- **Race:** Percent population African American, Asian, Hispanic, other non-White race (Census 2010)

Discussion on Measures and Further Analysis

- Mean Housing Value was used in the 2011 version, a different measure that could be interesting to look into is the amount of renters vs owners.
- Also, banks have HMDA (Home Mortgage Disclosure Act) data that could be analyzed
- Education was used in 2011, but unemployment and free school lunches could also be used
- If we could find data on mobility based unemployment (unemployed because of the inability to get to work) that would be ideal
- Because transportation projects are a long-term project, future demographic shifts should also be considered when evaluating the equity of a project. EX: the beltline as a project vs its effect on displacement
- Modelling future demographic trends is difficult, but you can use past trends to find patterns such as assuming economic development follows new infrastructure. Educated hypotheses can

be made. HMDA data is required to be provided to ensure that financial institutions are serving the housing credit needs of all neighborhoods and communities and could be used to find areas of less investment.

- A model of displacement (where are displaced people going) would also fill the need for future demographic trend modelling. It would require a lot of community engagement on the ground.
- Another measure is the percent of children in school that have moved at least once per year. The school systems have that measure.
- We already know that people move to a place with less expensive housing if they are being displaced, so we can use that information.
- The federal government is researching into how MPOs are looking at changing demographics with a report due to come out later this year.
- ARC needs to focus on what the community wants
- ARC needs to get a better idea of where people in ETAs are going (especially for work) and where they would like to get to.

Update to the Equitable Target Area Methodology

Aileen discussed a methodology from the Philadelphia region’s MPO, Delaware Valley Regional Planning Commission (DVRPC), that focuses on all the protected classes listed by the Federal Highway Administration. This list includes the following variables at the census tract level.

Inputs (Census Tract Level)	Definition	Protected Class
Youth	Under 18	Age
Older Adults	Over 65	Age
Female	Populations who identify as female	Sex
Racial Minority	Nonwhite populations	Race and minority
Ethnic Minority	Hispanic or Latino origin (only ethnicity available per Census)	Minority and national origin
Foreign Born	Nativity in the US	National origin
Limited English Proficiency	Speak English “not well” or “not at all”	National origin and limited English proficiency
Disabled	Populations who identify as disabled	Disability
Low Income	At or below 200% of Federal Poverty Level for a family of 4	Low Income

DVRPC also posted this method as an interactive map with all the data available online.

<https://www.dvrpc.org/webmaps/IPD/#map> The group agreed that this presentation and amount of information would be helpful for the region and more useful than the static maps we use now. The interactive feature would also allow users to toggle certain variables on and off based on what they are using the map for.

Concerns

Should some of the variables included in this example be weighed more heavily than others?

Could income get washed out by having so many other variables?

Is the cumulative effect its own weighting system?

Are some of the variables too similar causing double counting?

We cannot chase pockets of disadvantaged populations – we need to understand where they are and where they're going to go

Additional Thoughts and Comments

Layering the measures brought up in the meeting on top of the DVRPC style base map could provide some interesting insights. These measures include:

- Mean housing value over time
- Rent vs ownership
- Education
- Free and reduced lunch
- HMDA
- Unemployment
- Transient children by school
- Understand inequities not just in terms of where people live, but where people work (workflow analysis)

Different populations interact with transportation in significantly different ways. When looking at safety data, while minorities have worse outcomes as a group, the circumstances differ with each group. An index can be useful, but we need to think about when and how to analyze each protected class separately.

ARC needs to have a stronger role in helping project sponsors submit more equitable projects

- Is there a way to evaluate populations needs and how populations interface with the transportation system and project type as a TIP criteria input?

ARC should evaluate methodology based on mission and beliefs of the Transportation Equity Advisory Group

Online mapping can help with ground-truthing some of the data we have or need.

The term “Equitable Target Area” is up for debate. Any suggestions for a better title are welcome!

Next Steps and Future Meetings

This working group will be convened again soon to:

- continue our discussion of the methodologies and
- address the concerns voiced about the new proposed method.
- We will also be discussing how to better address equity in project evaluation. (Next project solicitation to begin January 2019)

Future Topics

- Combining quantitative and qualitative data
- Evaluation method for determining benefits and burdens