Transportation Performance Management Webinar Series

TPM and Equity

Sponsored by AASHTO and FHWA

TPM

U.S. Department of Transportation
Federal Highway Administration

AASHTO
The Voice of Transportation

March 16, 2022

TPM Webinar 11

AASHTO Welcome

Matthew H. Hardy, Ph.D.

Program Director for Planning and Performance Management, AASHTO

mhardy@aashto.org

Webinar Agenda

2:00   **Welcome and Introduction**

Matt Hardy, AASHTO

2:05   **FHWA Welcome**

Steve Gaj, FHWA

2:10   **DOT Perspective and Topic Introduction**

William Johnson, Colorado DOT

2:25   **Breakout Groups**

- Organizational Management and Culture

- Communication

- Data

3:00   **Breakout Group Reports and Discussion**

Breakout Facilitators

3:25   **Wrap Up and Next Steps**

Matt Hardy, AASHTO

FHWA Welcome

Steve Gaj

Federal Highway Administration

Stephen.Gaj@dot.gov

DOT Perspective and Topic Introduction

William Johnson

Colorado DOT

will.johnson@state.co.us

AASHTO/FHWA TPM Webinar Series
TPM and Transportation Equity

William Johnson – Performance and Asset Management Branch Manager

March 2022

COLORADO
Department of Transportation

❖ **FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.**

In short, Transportation Performance Management:

❖ Is systematically applied, a regular ongoing process
❖ Provides key information to help decision makers to understand the consequences of investment decisions across transportation assets or modes
❖ Improving communications between decision makers, stakeholders and the traveling public
❖ Ensuring targets and measures are developed in cooperative partnerships and based on data and objective information

❖ **Executive Order 13985** (January 2021)

  ❖ **Executive Order On Advancing Racial Equity and Support for Underserved Communities Through the Federal Government** – "*It is therefore the policy of my Administration that the Federal Government should pursue a comprehensive approach to advancing equity for all*, *including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality. Affirmatively advancing equity, civil rights, racial justice, and equal opportunity is the responsibility of the whole of our Government. Because advancing equity requires a systematic approach to embedding fairness in decision-making processes, executive departments and agencies (agencies) must recognize and work to redress inequities in their policies and programs that serve as barriers to equal opportunity.*"

❖ **It is the right thing to do.**

  ❖ Helps decision makers understand who is impacted by consequences of their decisions.

  ❖ Bridges an information gap in understanding community TPM needs.

❖ What is Equity?

   ❖ **USDOT -** Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved.

      ❖ Executive Order 13985 - the term "equity" means the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.

❖ What is Equity?

- ❖ Transportation equity does not mean equal.
- ❖ Equity is not critical race theory.
- ❖ Equity, more so the specifics of how equity is achieved or demonstrated, will have different meanings to different communities.
- ❖ Time to focus on infrastructure investments.

- ❖ **Colorado Senate Bill 21-260** (June 2021)
  - ❖ **Section 28 43-1-116 creates the Environmental Justice and Equity Branch in CDOT.** *"The function of the Environment Justice and Equity Branch is to work directly with disproportionately impacted communities, as well as with other department programs, in the project planning, environmental study, and project delivery phases of transportation capacity projects. The Branch shall identify and address technological, language, and information barriers that may prevent disproportionately impacted communities from participating fully in transportation decisions that affect health, quality of life…"*
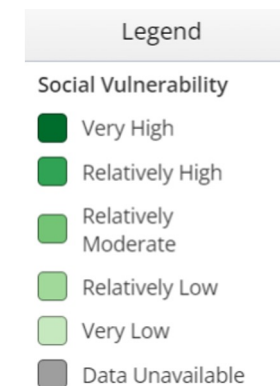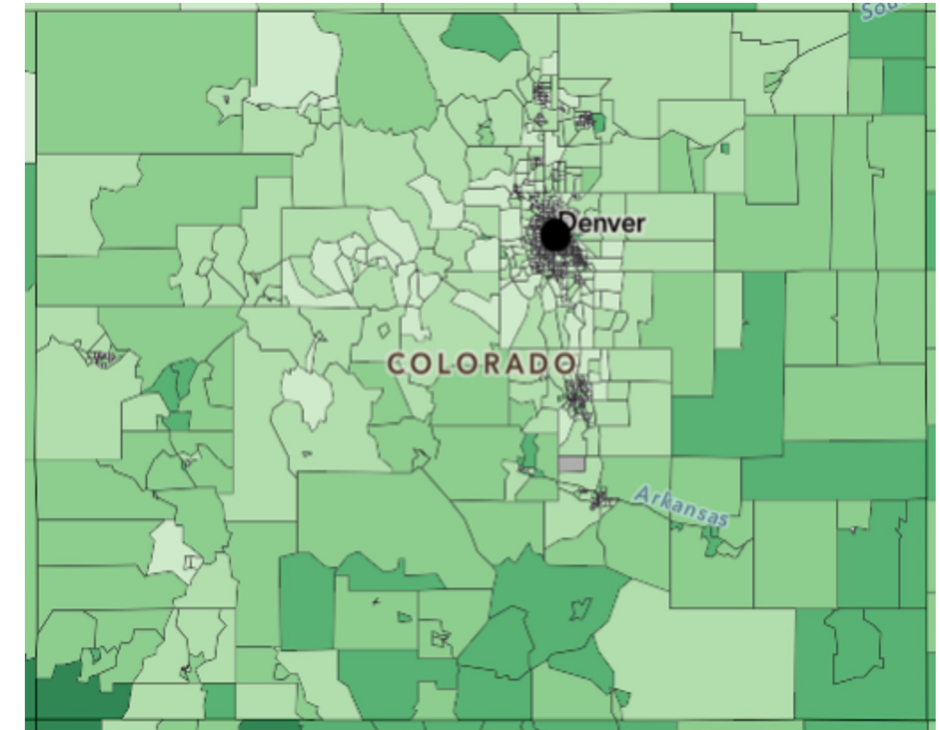 - ❖ In addition to internal EDI initiatives, training, and State/Federal DBE goals.

❖ Social Vulnerability Index (SoVI)

❖ Social vulnerability is the susceptibility of social groups to the adverse impacts of natural hazards, including disproportionate death, injury, loss, or disruption of livelihood.

As a consequence enhancing risk component of the National Risk Index, a Social Vulnerability score and rating represent the relative level of a community's social vulnerability compared to all other communities at the same level. A community's Social Vulnerability score is proportional to a community's risk. A higher Social Vulnerability score results in a higher Risk Index score.

Legend

Social Vulnerability
- Very High
- Relatively High
- Relatively Moderate
- Relatively Low
- Very Low
- Data Unavailable

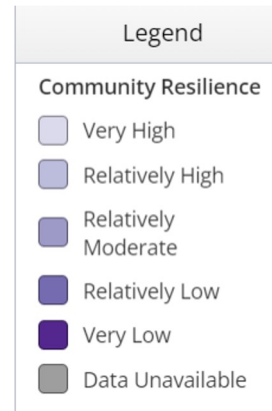| 29 Socioeconomic Variables in SoVI					
Percent Asian	Percent Children Living in 2-parent families	Percent Female Headed Households	Per Capita Income	Hospitals Per Capita	Percent Unemployment
Percent Black	Median Age	People per Unit	Percent Renters	Median Housing Value	Median Gross Rent
Percent Hispanic	Percent Poverty	Percent Unoccupied Housing Unit	Percent of Housing Units with No Car	Percent Female	Percent Mobile Homes

https://www.sc.edu/study/colleges_schools/artsandsciences/centers_and_institutes/hvri/index.php/sovi%c2%ae-0
Credit: Mostafa Badroddin - CDOT

Community Resilience Estimates

❖ The Community Resilience Estimates (CRE) provide an easily understood metric for how at-risk every neighborhood in the United States is to the impacts of disasters.
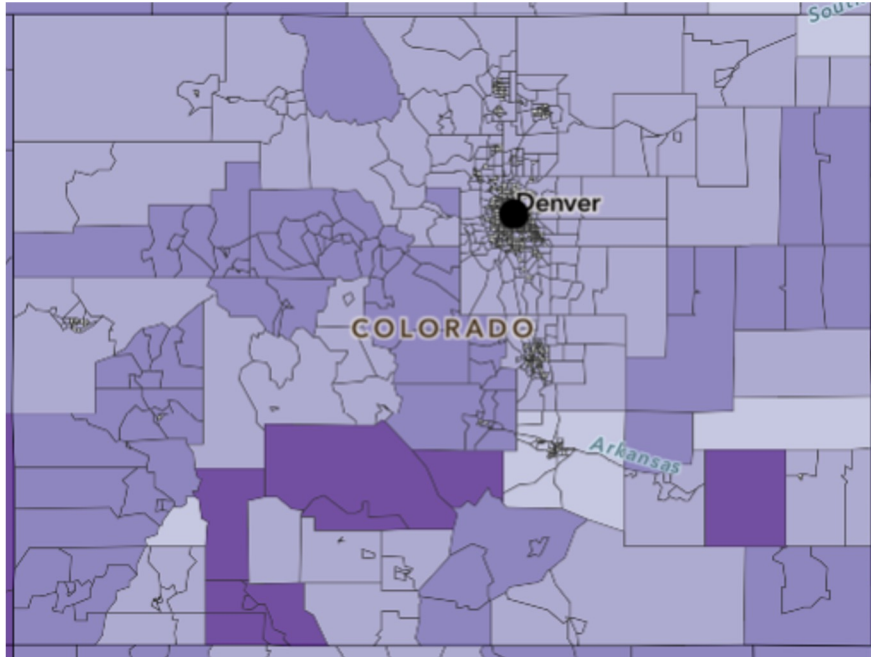
16 Indicators included in CRE			
Population	Veteran Status	Vehicle Access	Disability
Sex	Housing Unit Counts	English Proficiency	Urban/Rural Areas
Internet Access	Age	Household Structure	Educational Attainment
Health Insurance	Income	Race and Ethnicity	Housing Vacancy Rates

Legend

Community Resilience

- Very High
- Relatively High
- Relatively Moderate
- Relatively Low
- Very Low
- Data Unavailable

CRE Interactive Tool:
https://experience.arcgis.com/experience/b0341fa9b237456c9a9f1758c15cde8d/

Datasets:
https://www.census.gov/programs-surveys/community-resilience-estimates/data/datasets.html

CRE for Equity:
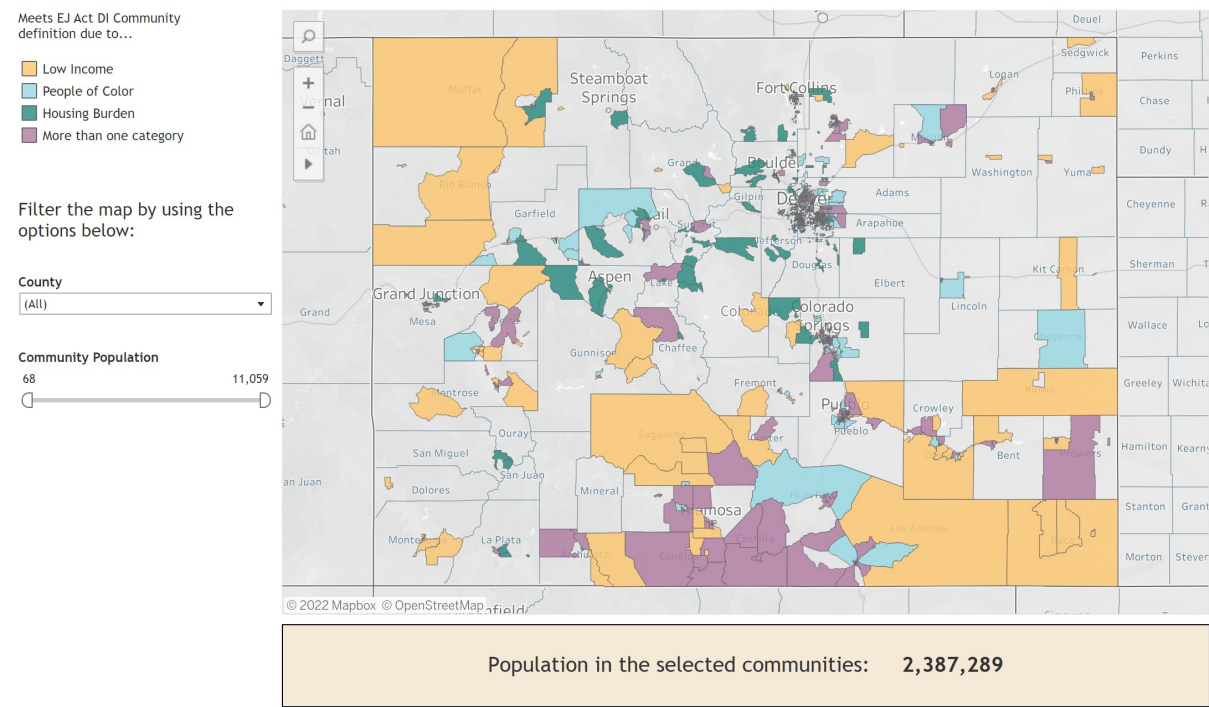https://www.census.gov/programs-surveys/community-resilience-estimates/data/supplement.html

https://www.census.gov/programs-surveys/community-resilience-estimates.html
Credit: Mostafa Badroddin - CDOT

❖ Disproportionately Impacted Communities in Colorado

❖ Defined by the Environmental Justice Act (HB21-1266); which are census block groups where 40% of households are 1) low incomes, 2) housing cost-burdened, or 3) include people of color. Temporary tool available now, with additional information expected to be release June 2022.

Meets EJ Act DI Community definition due to...
- Low Income
- People of Color
- Housing Burden
- More than one category

Filter the map by using the options below:

County
(All)

Community Population
68 — 11,059

Population in the selected communities: **2,387,289**

Block Group FIPS	County	DI Community Reason	Percent Housing Cost-Burdened	Percent Low Income	Percent People of Color	Total Population
080010078011	Adams County	More than one category	65.86%	60.74%	77.07%	1,666
080010078012	Adams County	More than one category	54.21%	63.36%	85.60%	2,549
080010078021	Adams County	More than one category	51.66%	58.91%	88.88%	1,448
080010078022	Adams County	More than one category	40.36%	68.66%	86.48%	1,235
080010078023	Adams County	More than one category	59.65%	68.29%	81.95%	1,706
080010079001	Adams County	More than one category	48.70%	41.88%	70.72%	2,087

- ❖ **Section 11406 – Healthy Streets Program**
  - ❖ **$100,000,000 (each year: 2022-2026) -** *"Priority.--In awarding grants to eligible entities under the program, the Secretary shall give priority to an eligible entity-- (1) proposing to carry out an activity or project in a low-income community or a disadvantaged community;"*
- ❖ **Section 11529 - Active Transportation Infrastructure Investment Program**
  - ❖ **$200,000,000 (each year: 2022-2026) -** Application considerations include, *"The extent to which the eligible organization demonstrates that the grant will address existing disparities in bicyclist and pedestrian fatality rates based on race or income level or provide access to jobs and services."*
- ❖ **Section 11405 - PROTECT**
  - ❖ *$25,000,000 (2022-2023), $30,000,000 (2024-2026) – "for community resilience and evacuation grants."*

BIL - https://www.fhwa.dot.gov/bipartisan-infrastructure-law/
BIL Funding - https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm

- ❖ **Organizational Management and Culture**
- ❖ **Communication**
- ❖ **Data**

- ❖ **Rules:**
  - ❖ **Safe Space**
  - ❖ **Please participate – we are all trying to learn different perspectives.**
  - ❖ **Group Report Out**

Breakout Groups

- Groups (organized by TPM aspects)
  - Organizational Management and Culture
  - Communication
  - Data

- You will be randomly assigned to a group

- Feel free to move to another group if you feel strongly about a different topic

- If you have any technical issues joining a group, remain in the main room and the moderator will assign you to a group

Reports Out and Discussion

- Organizational Management and Culture

- Communication

- Data

What's Next? Poll

https://www.menti.com/6stmdimogi

The voting code 6264 1669

TPM and Equity Brainstorming

How to build trust in traditionally under-served communities.

Geospatial analysis integration based on the census demographic data.

Good event and conversation

Better sharing of what agencies are doing

Session at TPM Conference

ways to evaluate impacts (historic and future)

Guidance on best communications methods for various disadvantaged groups.

Best practices and sharing of how other agencies are investing/considering in integrating equity in decision-making

more guidance on how to use federal monies to address equity, including use for paying diverse communities to engage with DOTs.

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TPM and Equity Brainstorming

Skit if real life examples that people have to participate and engage in

Practical real-world examples with development process and future phases

Workshop at TRB - focus on non traditional datasets, successful practices, analysis mashups (TPM and equity data), and BCA

Helping to figure out *who* is actually benefiting from a particular transportation investment, instead of just what neighborhood it goes through, as the users may be from a wide variety of origins.

What performance measures to use.What do we do with the results of the analysis?

Sources of data

Online trainings to educate all transportation staff on how to imbed equity in everything that transportation agencies have to do

Discussion on what equity factors should be used in transportation planning/ project prioritization (pros and cons)

Pooling of funding to buy access to datasets that may not be available to small or medium-sized organizations.

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TPM and Equity Brainstorming

"Grafting" can be a model to use in fostering higher levels of "social justice" in organizations with inertias, like DOTs.

How to deal with Census differential privacy in small geographies

Webinars. An Transportation Equity Impact Model could be useful. Case studies showing good examples/success stories.

100+ participants left while breakout rooms were being created. Our breakout room was very quiet. It seemed that most did not have a working definition of equity and were looking to see what other DOTs were doing. No formal approach or knowledge of

We have to first get uncomfortable in order to comfortably move forward with creating a paradigm shift surrounding equity.
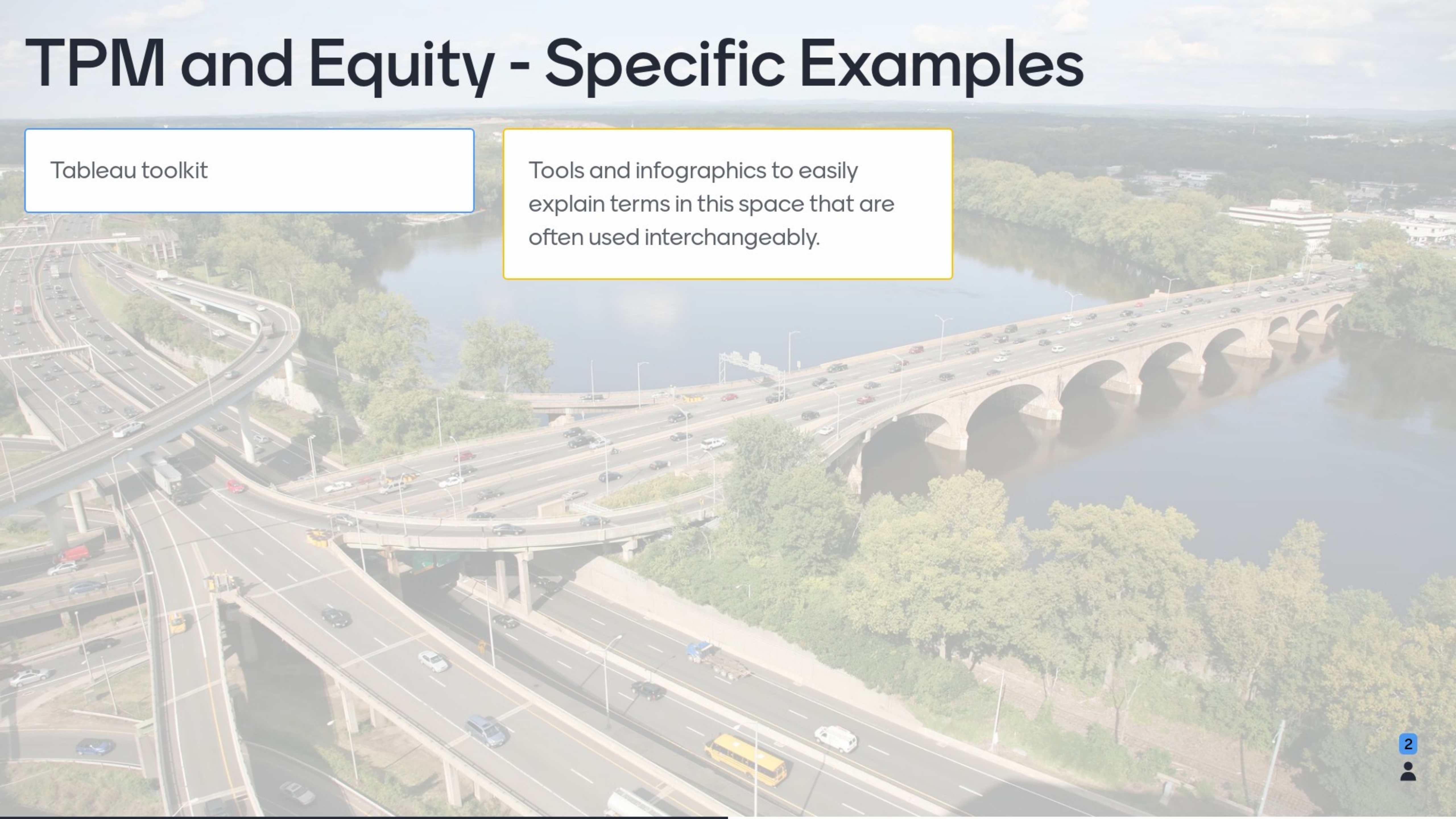
TPM and Equity - Specific Examples

Tableau toolkit

Tools and infographics to easily explain terms in this space that are often used interchangeably.

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TPM and Equity - Research and Technology Transfer Needs

Best practices on public engagement efforts in a post-covid world with more opportunities for hybrid interactions.

Save the Dates!

A bimonthly webinar series, Wednesdays at 2:00 PM EST

Visit TPM-Portal.com to register for future webinars

TPM Webinar 12: Target Setting
May 18, 2022 2 PM Eastern Time

Please let us know about topics of interest for 2022 TPM webinars!

For more information or to register:

TPM–Portal.com

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