

# EQUITY-BASED ACCESSIBILITY TARGETS

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# Presentation Outline

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- Accessibility Overview
- Current Accessibility Targets
- Framework for Equity Analysis / Equity Emphasis Areas
- Potential Equity-Based Accessibility Targets
- Discussion (Anytime)



# Accessibility



# What does “Accessibility” mean?

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- Accessibility **measures the number of opportunities** (jobs, households, etc.) **that can be reached in a specific amount of time from a given location by automobile, transit, or some other mode of transportation.**
- The accessibility of an area increases as the amount of activity (employment, housing development, etc.) in or around the area increases or the speed of travel to or from the area increases.
- Conversely, losses in accessibility occur when activity decreases or travel times increase due to higher congestion levels.



# Current Accessibility Targets (1 of 2)

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The Region Forward Coalition developed nine (9) targets designed to measure the region's progress toward improved accessibility:

1. Capture 75% of the square footage of new commercial construction in Regional Activity Centers
2. Capture 50% of new households in Regional Activity Centers
3. By 2020, the housing and transportation costs in Regional Activity Centers will not exceed 45% of area median income (AMI)
4. Reduce daily vehicle miles (VMT) per capita

**Continued . . .**



# Current Accessibility Targets (2 of 2)

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## ... Continued

5. All Regional Activity Centers will have transit access
6. Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's Plan
7. Increase share of walk, bike, and transit trips (for all trips and commute trips)
8. Give priority to management, performance, maintenance, and safety of all transportation modes and facilities.
9. Transportation investments will link Regional Activity Centers



# Equity



# Social Equity Considerations

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Income

Minority

Disability

Age

Gender

Sexual  
orientation

Limited  
English  
proficiency

Others . . .



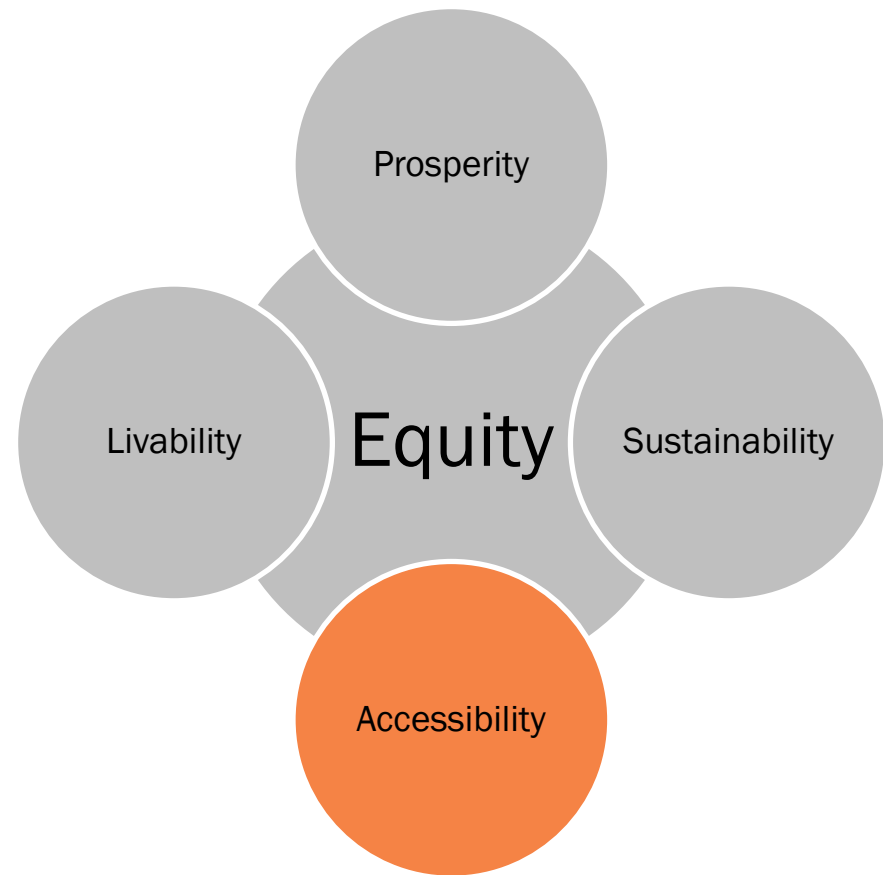
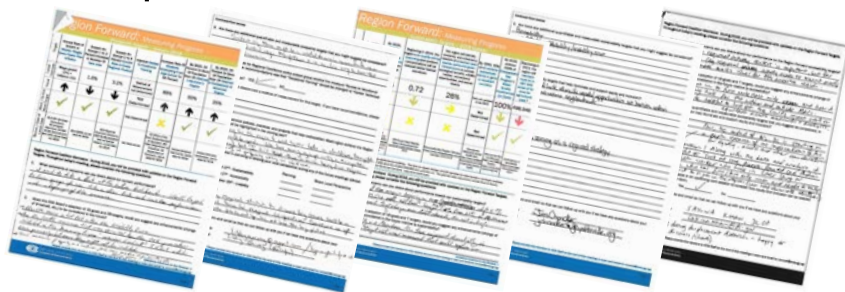


# RFC Social Equity Process

In 2018, the RFC began taking a pulse on the Region Forward targets while considering how social equity and inclusion can be weaved into the Region Forward vision.

Process:

- Updating data for existing targets
- Offering framing questions to speakers
- Soliciting input at meetings with questionnaires



# Social Equity Work Session, November 2018

## Goals:

1. Shared understanding of social equity
2. Craft a preliminary social equity goal
3. Consider potential social equity targets, including Accessibility Targets

### Region Forward Coalition

#### Social Equity Work Session: Potential Social Equity Targets

Name: \_\_\_\_\_

*Directions: We are seeking your input. Please share thoughts, comments, and/or concerns about the below concepts for social equity targets*

Prosperity	Comments
Potential Target 1: Reduce income inequality	_____
Potential Target 2: Narrow the white/non-white income gap	_____
Potential Target 3: Increase the share of those born in DC, MD, or VA and living in the region who attain a Bachelor's Degree or higher	_____
<b>Accessibility</b>	
Potential Target 1: Average access to jobs from Equity Emphasis Areas is equal to or better than the rest of the region.	_____
Potential Target 2: Average commute times from Equity Emphasis Areas are not significantly higher or worse than the rest of the Region.	_____
<b>Livability</b>	
Potential Revised Target 1: Narrow the gap in life expectancy across Metro D.C	_____
Potential Target 2: Reduce the number of racially and ethnically concentrated areas of poverty (R/ECAPs)	_____
Potential Target 3: Reduce homelessness in metropolitan Washington	_____
<b>Sustainability</b>	
Potential Target 1: Incorporate social equity, cultural sensitivity, and community health considerations into local climate change planning, program, and policy decisions.	_____



# Social Equity Targets & Accessibility

## ACCESSIBILITY

### Current Goals



#### Land Use

- We seek transit-oriented and mixed-use communities emerging in Regional Activity Centers that will capture new employment and household growth.



#### Transportation

- We seek a broad range of public and private transportation choices for our Region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy use of the automobile.
- We seek a transportation system that maximizes community connectivity and walkability and minimizes ecological harm to the Region and world beyond.



#### Housing

- We seek a variety of housing types and choices in diverse, vibrant, safe, healthy, and sustainable neighborhoods, affordable to persons at all income levels.

### Current Targets

- Capture 75% of the square footage of new commercial construction in Regional Activity Centers
- Capture 50% of new households in Regional Activity Centers
- By 2020, the housing and transportation costs in Regional Activity Centers will not exceed 45% of area median income (AMI)
- Reduce daily vehicle miles (VMT) per capita
- All Regional Activity Centers will have transit access
- Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's Plan
- Increase share of walk, bike, and transit trips (for all trips and commute trips)
- Give priority to management, performance, maintenance, and safety of all transportation modes and facilities.
- Transportation investments will link Regional Activity Centers

### Responses to July Questionnaire on Accessibility

- "The share of sustainable, accessible jobs within a 45-minute transit commute from target COG Equity Areas."
- "Increase access to jobs within transit commute from Equity Emphasis Areas"
- "The issue of lower wage, often service workers being scattered, and, presumably, less able to use transit, something we should focus on in targets for inclusion and equity?"
- "Households at 70 percent of AMI with access to transportation within ½ mile (10 min)/headways."
- "Recommend a more aggressive target for population/household growth in RACs, by either increasing the target from 50% to 75% of new households in RACs, OR 50% of new households in particular RAC typologies from Place + Opportunity"
- "We should consider a lower threshold for affordability. Housing costs should be no more than 1/3 of AMI."

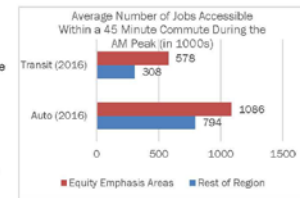
### Potential Social Equity Targets for Accessibility:

**Potential Target 1: Access to jobs within a 45-minute commute in the AM peak from target equity areas is equal to or better than the rest of the region**

**Approach:** Utilize data from the base year analysis of the Environmental Justice Analysis

**Source:** Utilize data from the base year analysis of the Environmental Justice Analysis

**Performance:** In 2016, there were 578 thousand jobs available within a 45-minute transit commute and 1.09 million jobs available within a 45-minute auto commute from Equity Emphasis Areas

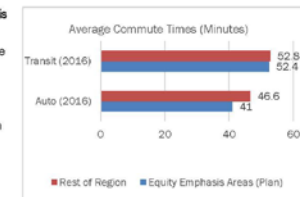


**Potential Target 2: Commute times from Equity Emphasis Areas are equal to or better than the rest of the Region**

**Approach:** Utilize data from the base year analysis of the Environmental Justice Analysis

**Source:** Utilize data from the base year analysis of the Environmental Justice Analysis

**Performance:** In 2016, the average commute by auto in Equity Emphasis Areas was 41.0 minutes while it was 46.6 minutes in the rest of the Region. The average commute time by transit was 52.4 from the Equity Emphasis Areas and 52.8 minutes from the rest of the Region.



**Potential Revision to Housing Targets --** In September, the COG Board adopted Resolution R33-2018, directing the Planning Directors and Housing Directors to address the region's growing shortage of housing for workers to fill current and future jobs. As part of the work, the Planning Directors and Housing Directors will examine the existing housing targets under the Accessibility target. **The Region Forward Coalition will learn more about this work during the January meeting.**

**Equity Emphasis Areas** – Are small geographic areas that have above average concentrations of low-income, minority populations, or both. The TPB-approved methodology for identifying EEAs relies on the U.S. Census Bureau American Community Survey (ACS) data on income, race, and ethnicity. Tracts are identified as Equity Emphasis Areas if one of two criteria are met: 1) Tracts must have a concentration of individuals identified as low-income more than one-and-a-half times the regional average, or 2) Tracts must have high concentrations of two or more minority population groups or high concentrations of one or more minority population groups together with low-income concentrations at or above the regional average.

Additional information can be found at [mycog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas/](http://mycog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas/).

*Note: The above charts were prepared to help convey this concept. They use data from a staff analysis of the Transportation Planning Board's 2016 Constrained Long Range Plan. The Environmental Justice Analysis for Visualize 2045 is underway.*



# Framework for Measuring Equity

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**Equity Emphasis Areas (EEAs):** small geographic areas (Census Tracts) that have above average concentrations of low-income, minority populations, or both. The TPB-approved methodology for identifying EEAs relies on the U.S. Census Bureau American Community Survey (ACS) data on income, race, and ethnicity.



# Applying EEAs

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- TPB developed EEAs to conduct equity analysis in accordance with Federal regulations for metropolitan transportation planning.
- EEAs consider income and race/ethnicity, but not other equity factors such as age, disability, gender, sexual orientation, and limited English proficiency.
- EEAs can be applied for other equity-based purposes.

EXAMPLE: projects considered for funding under TPB's Transportation Land-use Connections (TLC) Program are evaluated against a set of criteria, including increased access in EEAs.



# Applying EEAs

**TLC** Transportation/Land Use Connections  
FY 2020 Technical Assistance

**APPLICATION EVALUATION SHEET**

**Project Application:**  
**Selection Panel Member:**

Use this sheet for your review of the applications submitted to the TPB for FY 2020 TLC technical assistance. The Qualitative section is based on your professional review of the application and score. Please use an additional page for your notes/comments if needed. The Program Priorities Section is based on your score of how the applications meets TLC priorities.

Qualitative	Program Priorities	
Enter your notes/comments below	Criteria	Score
	Regional Activity Centers (MAX 9pts):	
	Increased Access in Equity Emphasis Areas (MAX 9pts):	
	Multimodal transportation options (MAX 8pts):	
	Ped/Bike Access Improvements to high-capacity transit stations (MAX 8pts):	
	Completion of the National Capital Trail (MAX 8pts):	
	Cross-jurisdictional Collaboration (MAX 8pts):	
<b>Total Qualitative Assessment Score (MAX 50pts):</b>	<b>Total Regional Goals Score (MAX 50pts):</b>	

Program Priorities	
Criteria	Score
Regional Activity Centers (MAX 9pts):	
Increased Access in Equity Emphasis Areas (MAX 9pts):	
Multimodal transportation options (MAX 8pts):	
Ped/Bike Access Improvements to high-capacity transit stations (MAX 8pts):	
Completion of the National Capital Trail (MAX 8pts):	
Cross-jurisdictional Collaboration (MAX 8pts):	
<b>Total Regional Goals Score (MAX 50pts):</b>	



# PROPOSED TARGETS



# Proposed Target 1

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**Transportation investments will promote improved connectivity between:**

- (1) Regional Activity Centers, and**
- (2) between EEAs and Regional Activity Centers/High-Capacity Transit Areas.**





# Proposed Target 1

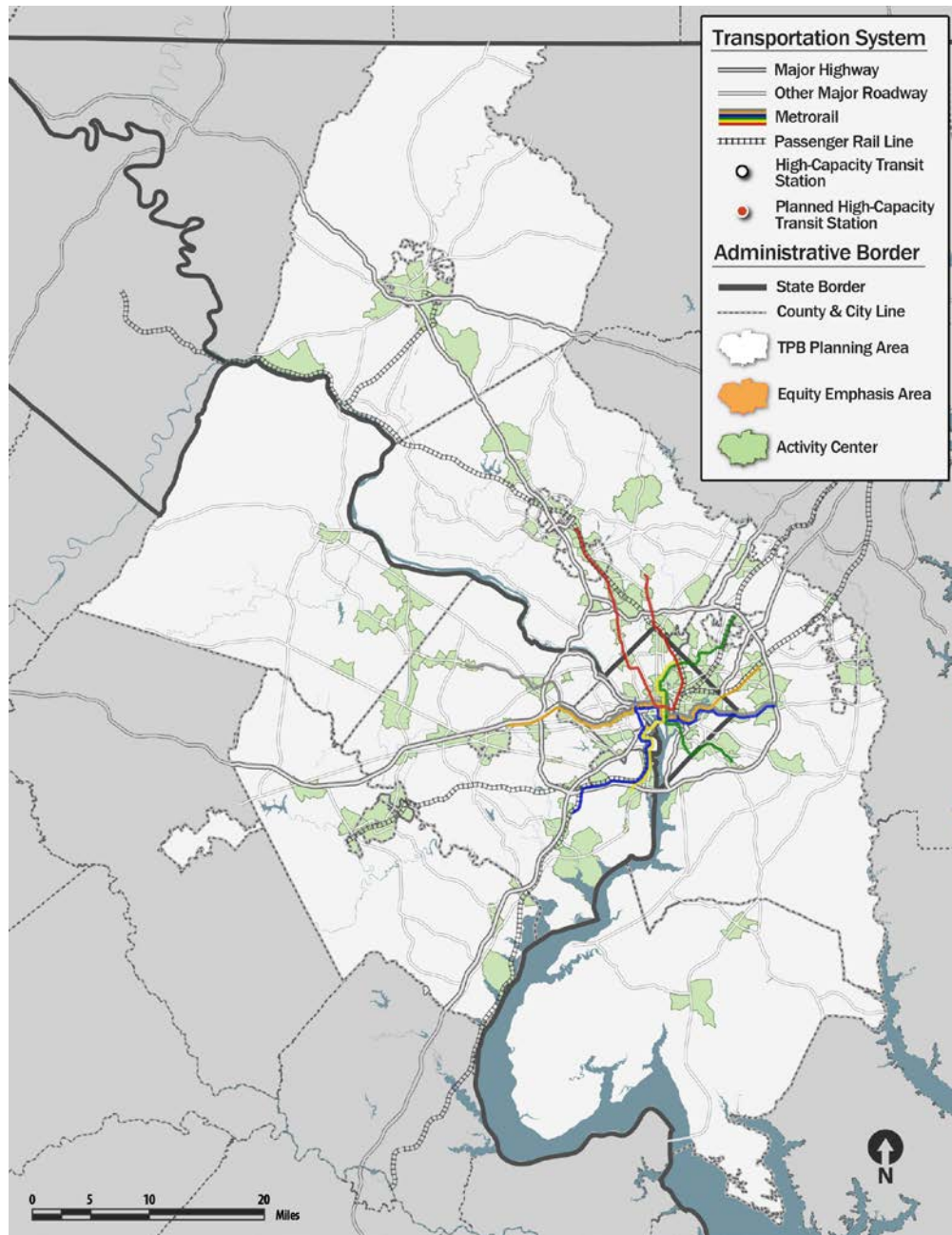
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- **Adapted from existing target: Transportation investments will link Regional Activity Centers**
- **Measurable using existing transportation analysis and modeling tools, including EEAs**



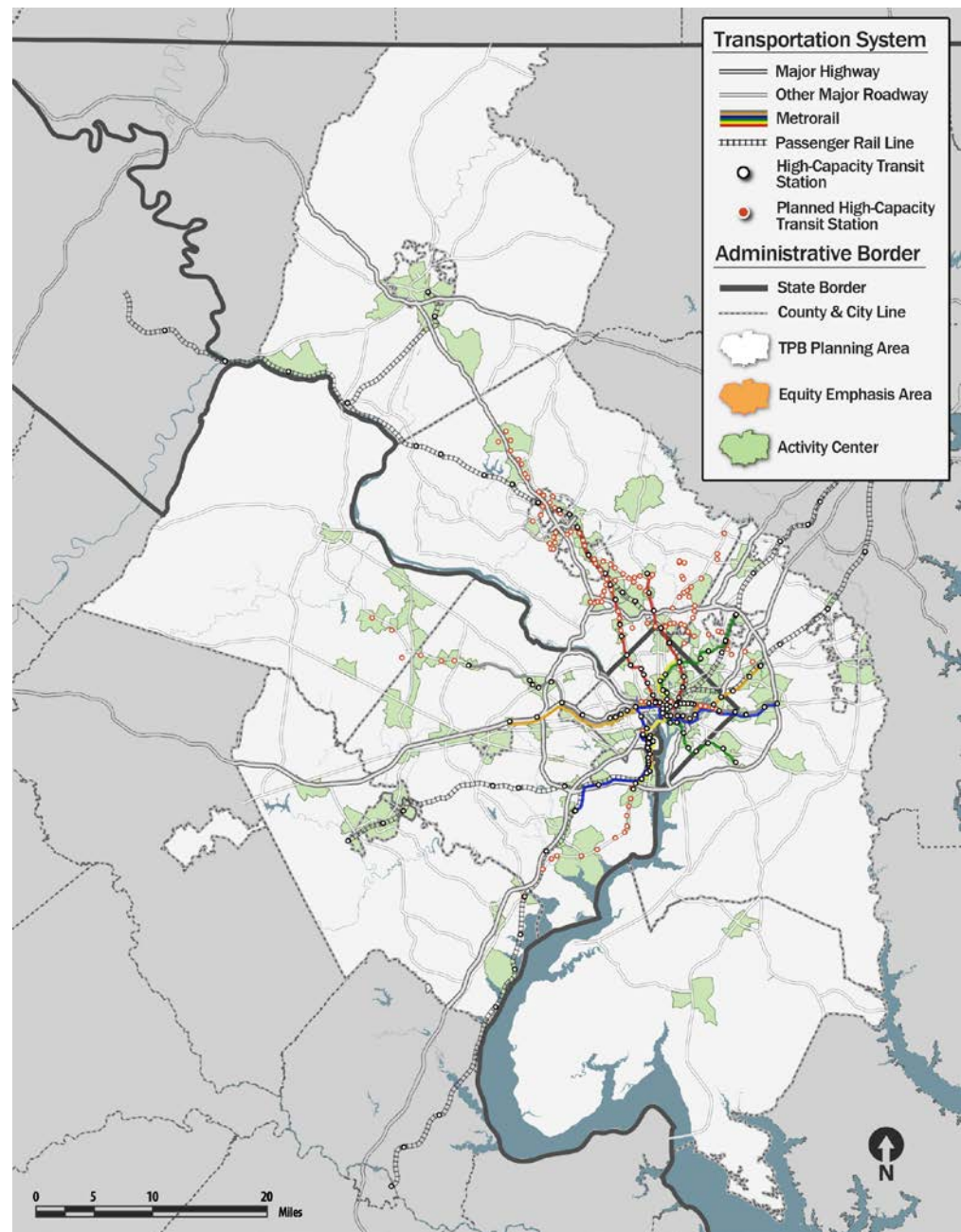
# Proposed Target 1

- Regional Activity Centers



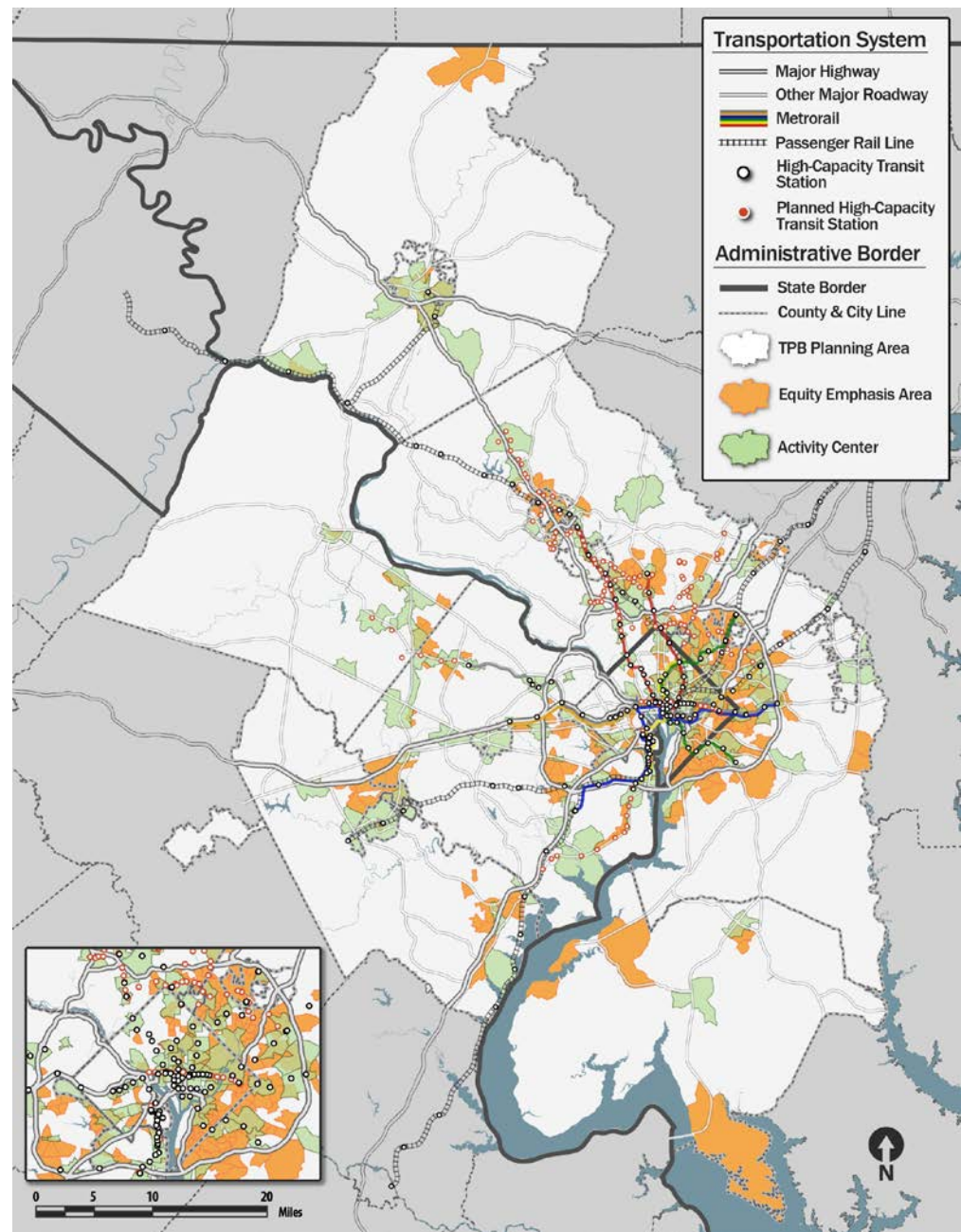
# Proposed Target 1

- Regional Activity Centers
- High-Capacity Transit Areas



# Proposed Target 1

- Regional Activity Centers
- High-Capacity Transit Areas
- Equity Emphasis Areas



# Proposed Target 2

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**Access to jobs within a 45-minute commute from target equity areas is equal to or better than the rest of the region.**





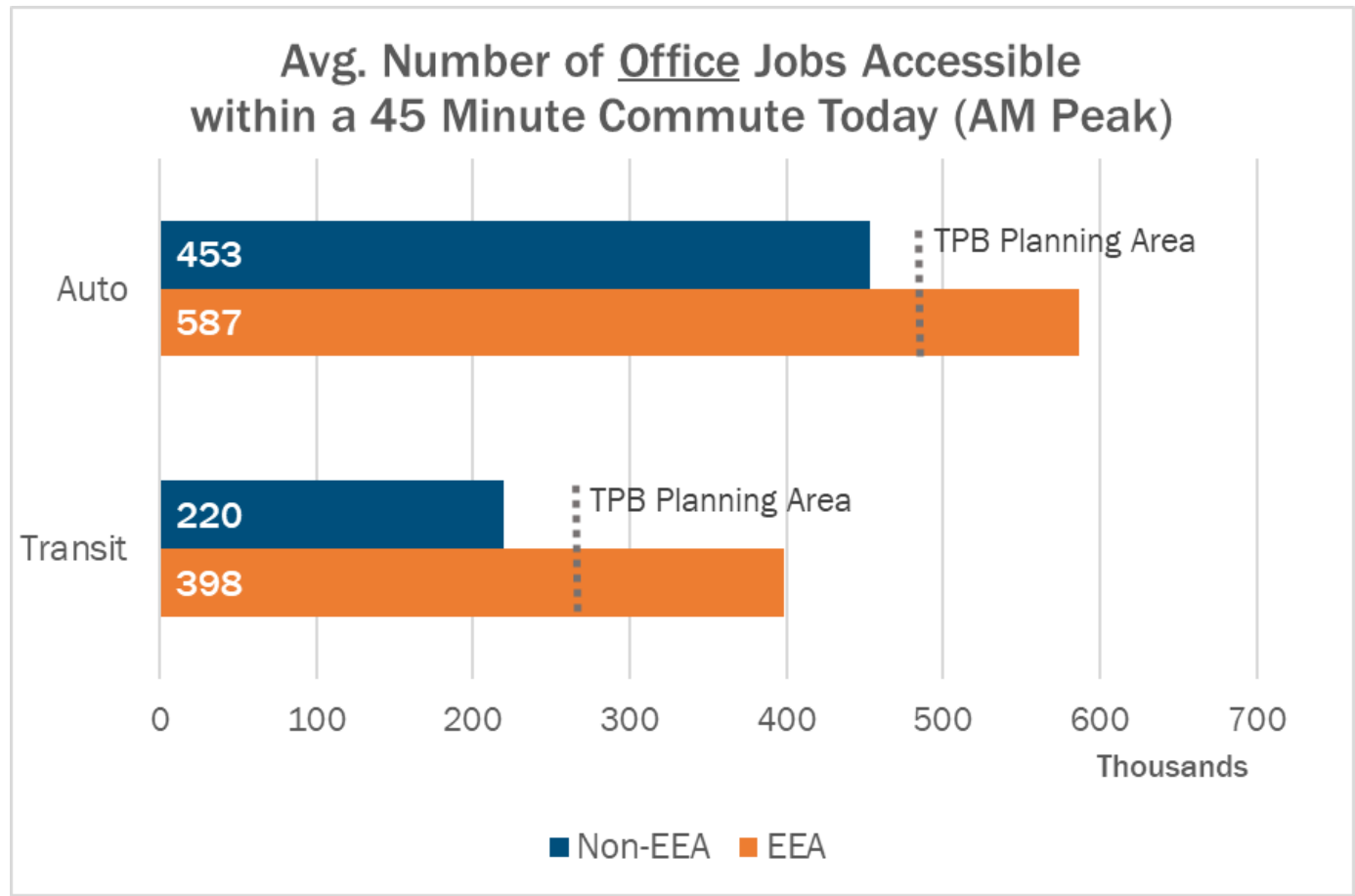
# Proposed Target 2

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- **New Target, initially proposed last year**
- **Measurable using existing transportation analysis and modeling tools, including EEAs**
- **Provides mode-specific measurements**
- **Office and non-office jobs are used to indicate different types of jobs that may be accessible**



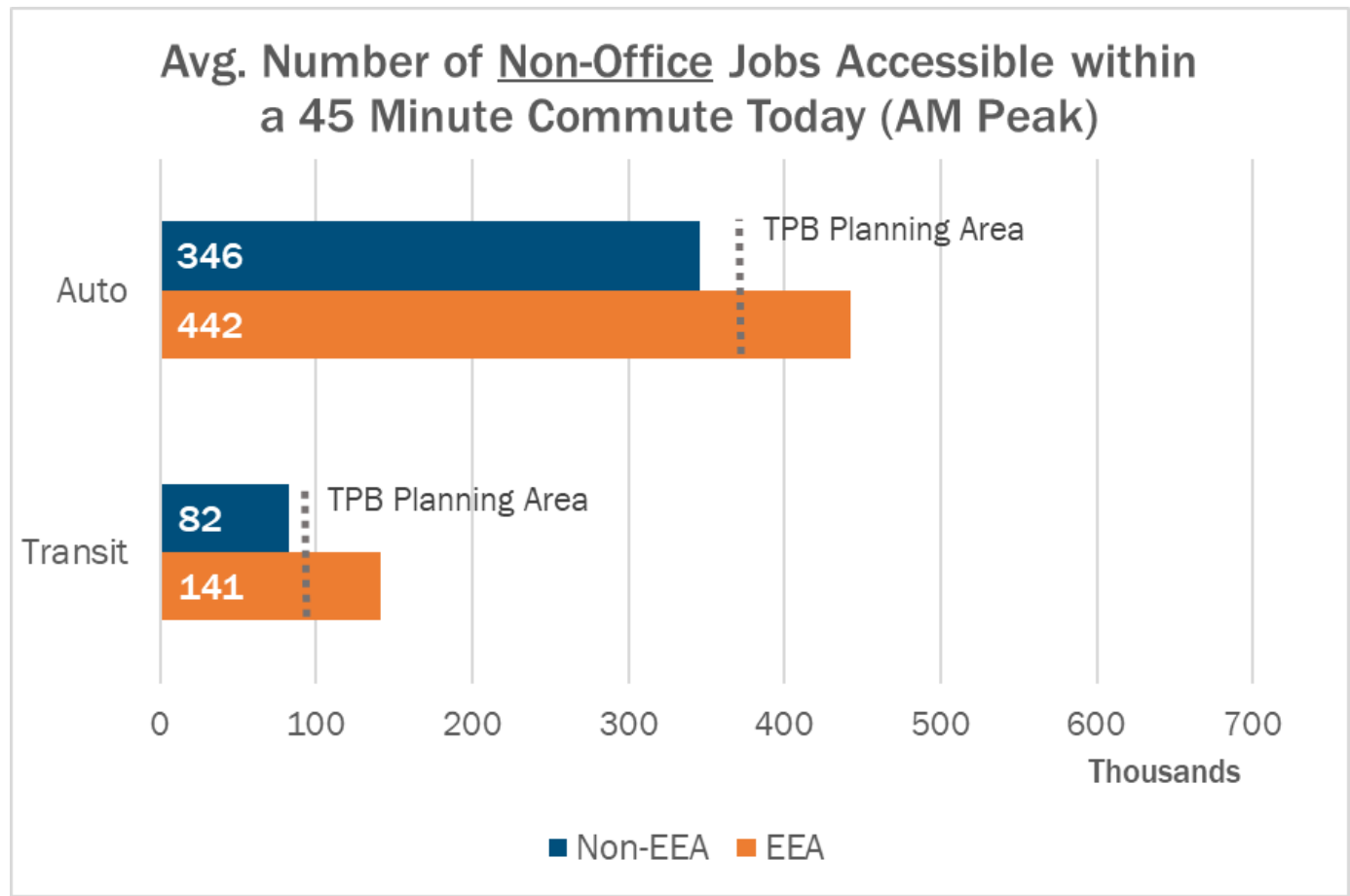
# Proposed Target 2



Source: Visualize 2045 Analysis based on Travel Demand Model Estimates



# Proposed Target 2



Source: Visualize 2045 Analysis based on Travel Demand Model Estimates





# Proposed Target 3

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**Commute times from Equity Emphasis Areas are equal to or better than the rest of the Region.**



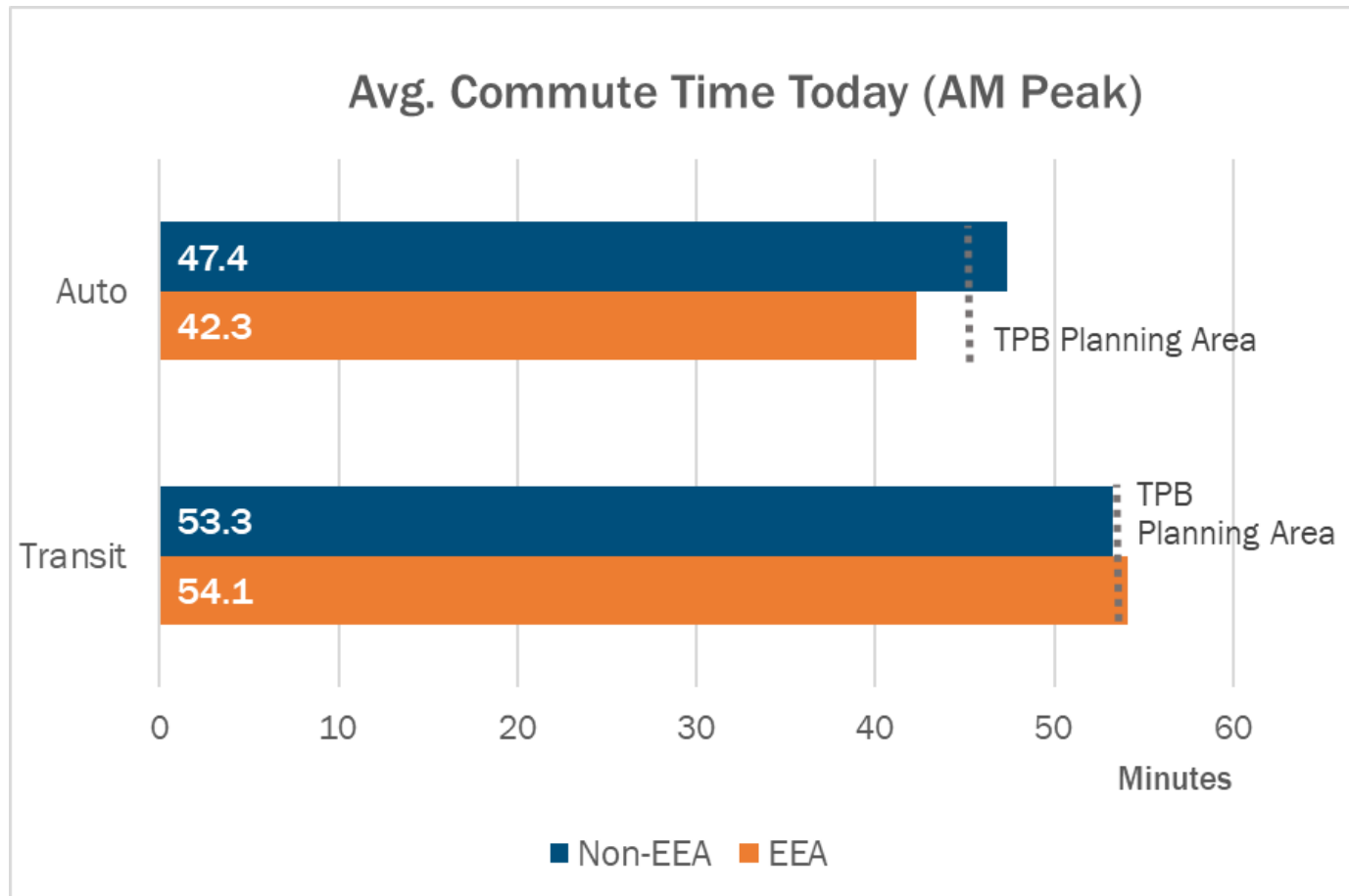
# Proposed Target 3

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- New Target, initially proposed last year
- Measurable using existing transportation analysis and modeling tools, including EEAs
- Provides mode-specific measurements
- Improved travel time could measure both access or quality of life
  - could also be considered a “Livability” target, in addition to an “Accessibility” target



# Proposed Target 3



Source: Visualize 2045 Analysis based on Travel Demand Model Estimates



# QUESTIONS / DISCUSSION



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