



PROPOSING AN EQUITY FRAMEWORK

Public Advisory Committee of the BRTB

Background

The mission of the BRTB Public Advisory Committee is to:

- Serve as an advisory body to the BRTB.
- Provide independent, region-oriented citizen advice on issues related to the development of the Baltimore Regional Transportation Plan, Unified Planning Work Program, Transportation Improvement Program 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.
- Promote public awareness and participation in the regional transportation planning process. Promote equity in the regional transportation planning process.

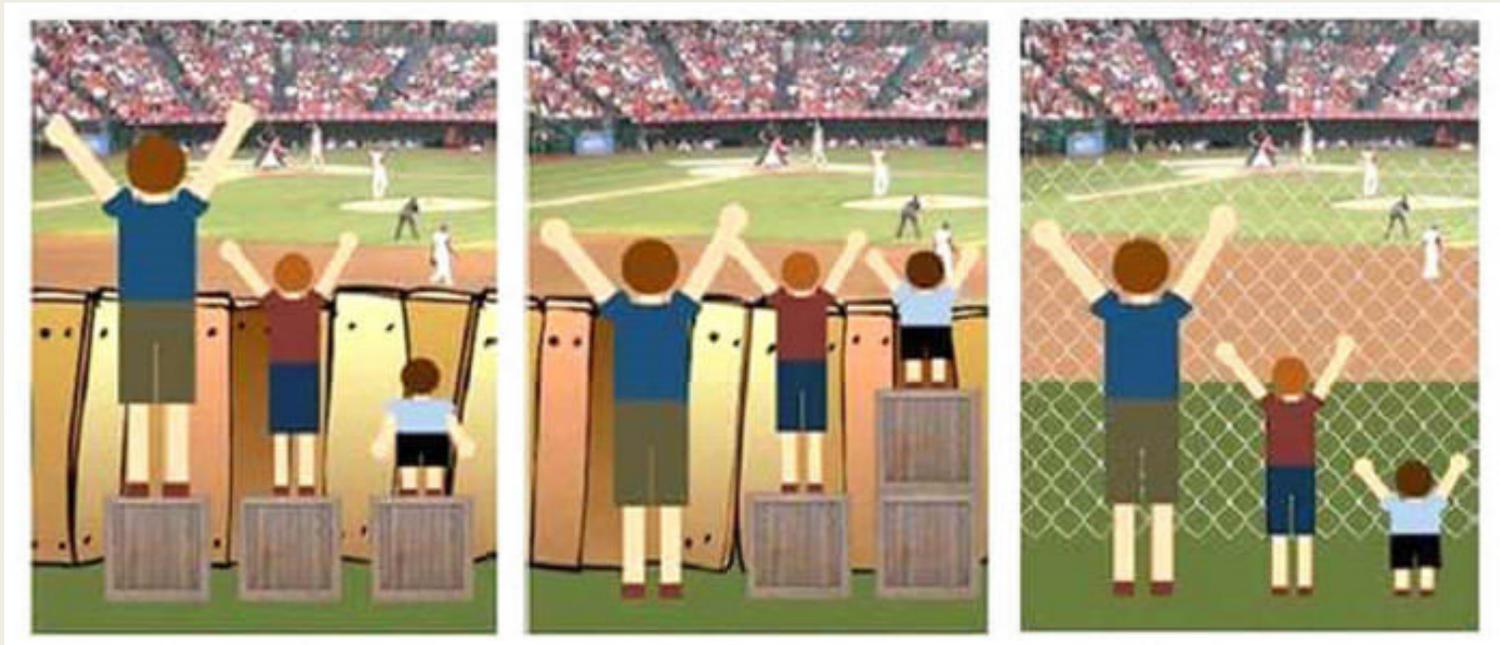
Background (cont.)

The BRTB already addresses Title VI and Environmental Justice a number of ways:

- Title VI Notice, Policy, and Complaint Procedure
- Limited English Proficiency Plan
- Public Participation Plan
- Outreach
- Vulnerable Populations Index Tool

How is this different?

- Existing laws and policies prevent discrimination or exclusion
- An equity framework actively promotes inclusion



What does it look like?

The BRTB commits to:

- Ensuring access to mobility and multi modal range of quality transportation options regardless of age, race, gender, ethnicity, income, location, or physical limitations.
- Creating affordable transportation options for all people.
- Ensuring access to quality jobs, workforce development, and contracting opportunities.
- Ensuring inclusion, not only as participants but also as decision-makers in planning processes, implementation and evaluation.
- Assessing the distribution of resources, investment, and benefits to explicitly measure outcomes for vulnerable populations as compared to total population or other relevant comparison group.

Why the region could benefit

Opportunities

- Growing regional population
- Increasing diversity
- Highly-skilled, well-educated workforce
- High median household income

Challenges

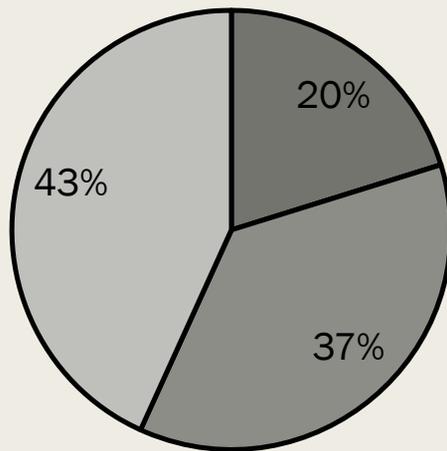
- Segregation by race and income
- Concentrations of poverty
- Isolated neighborhoods
- Aging population



Where the jobs are

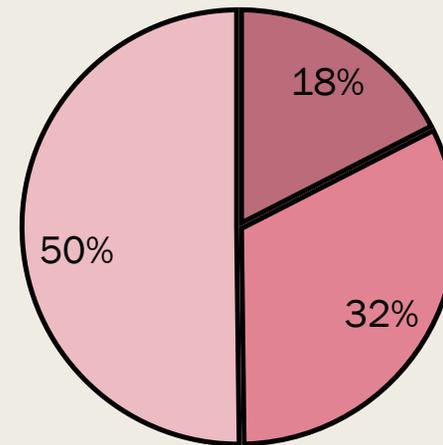
1998 Job Share

- CBD + 3 miles
- 3 - 10 miles
- 10 - 35 miles

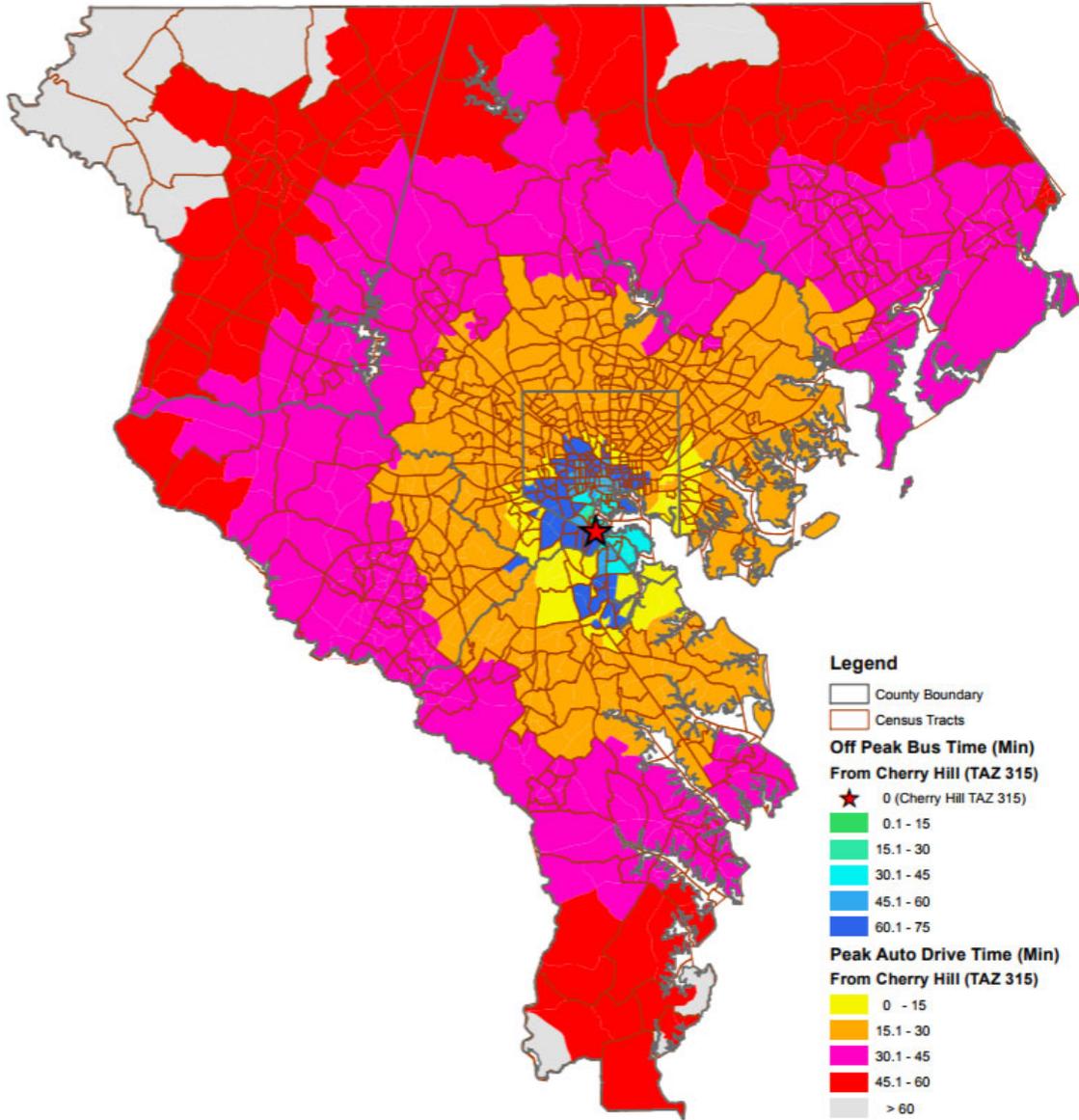


2010 Job Share

- CBD + 3 miles
- 3 - 10 miles
- 10 - 35 miles



Sources: Brookings ; Job Sprawl Revisited, 1998 & Job Sprawl Stalls, 2013



Legend

- County Boundary
- Census Tracts

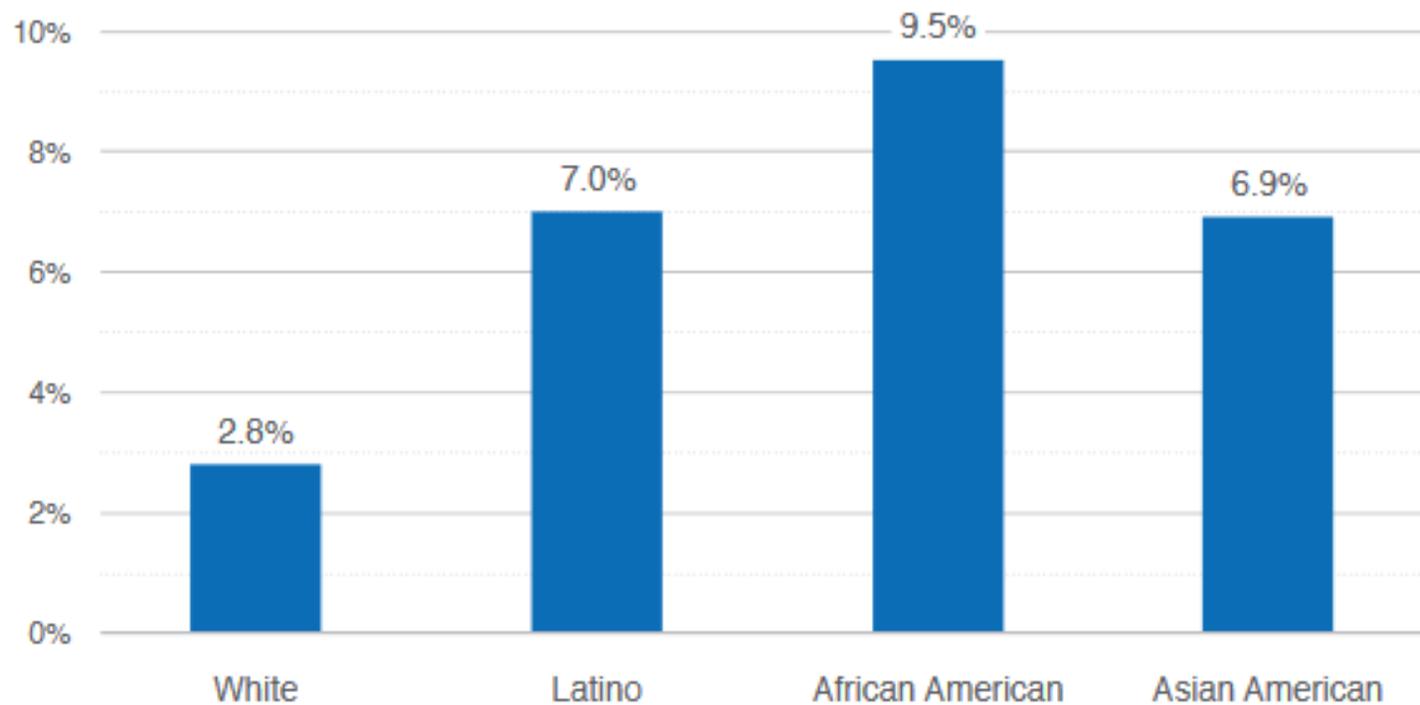
**Off Peak Bus Time (Min)
From Cherry Hill (TAZ 315)**

- ★ 0 (Cherry Hill TAZ 315)
- 0.1 - 15
- 15.1 - 30
- 30.1 - 45
- 45.1 - 60
- 60.1 - 75

**Peak Auto Drive Time (Min)
From Cherry Hill (TAZ 315)**

- 0 - 15
- 15.1 - 30
- 30.1 - 45
- 45.1 - 60
- > 60

Figure 1. Percentage of Workers Without a Vehicle at Home by Race and Latino Ethnicity, 2011-2015



Note: Racial categories exclude Latinos.

Source: Author's analysis of American Community Survey data from IPUMS-USA, University of Minnesota, www.ipums.org.

Disparities by Race and Ethnicity in the Twin Cities, 2012

Measure	White, non-Latino	Persons of color	Rank of disparity among 25 largest metro areas
Percentage of population age 25+ with a high school diploma	96.3%	78.3%	3
Percentage of civilian working-age population that is employed	79.4%	64.8%	1
Percentage above poverty threshold	93.6%	74.3%	1
Per capita income	\$37,943	\$18,078	4
Percentage of householders who own their homes	75.8%	37.0%	1



Thrive MSP

ONE VISION, ONE METROPOLITAN REGION

The asks

- BRTB adopt an equity framework that provides performance indicators on equity that enable decision-making based on the principles outlined in the PAC Equity Subcommittee document.
- Apply the equity framework to BRTB work products, including, but not limited to, the long-range plan, the short range plan, amendments, and the UPWP.
- Update the PAC bylaws to reflect the Mission of the PAC, including the promotion of equity.
- Update the PAC bylaws to make the Ad Hoc Equity Subcommittee a standing subcommittee of the PAC.