Transportation Authority of Marin

**DATE:** February 25, 2021

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*
Derek McGill, Planning Manager

**SUBJECT:** Advancing Equity in Transportation (Discussion), Agenda Item No. 8

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## RECOMMENDATION

This is a discussion item only.

## BACKGROUND

Since its inception in 2004, TAM has sought to advance equity and provide mobility for all in Marin County. This goal was reflected in the 2003 Vision Plan which led to the passage of Measure A, the original ½-Cent Transportation Sales Tax, in 2004, and the development of TAM's mission statement:

> "TAM is dedicated to making the most of Marin County transportation dollars and creating an efficient and effective transportation system that promotes mobility and accessibility by providing a variety of high-quality transportation options to *all users*" (emphasis added).

Since this time, TAM has incorporated equity considerations into its policies, plans, programs, funding, and projects, notably through the Community Based Transportation Plan (CBTP) process (developing community driven plans and priorities), the Lifeline Program (funding projects identified and prioritized through the CBTP process), and through the Regional Transportation Planning (RTP) development process and outreach workshops.

In 2017, TAM updated its 2003 Vision Plan to advance policy, projects, and revenue considerations in advance of revenue measures such as Regional Measure 3 (RM3) and Measure AA, the renewal of Measure A. The 2017 Vision Plan highlights equity as one of TAM's guiding principles:

> "**Promote equity** by providing transportation that is accessible, affordable, and convenient for all residents and workers in Marin County."

The 2017 Vision Plan also identifies specific strategies, projects and general mobility investments that advance equity in Marin County. These include, but are not limited to efforts such as:

- transit operations, maintenance, and capital improvements
- partnerships and service enhancements through shared mobility providers
- creating bus-on-shoulder facilities (part time transit lanes) on Highway 101
- Safe Routes to Schools and crossing guard programs,
- Bike and ped improvements

**DISCUSSION/ANALYSIS**

In June 2020, the TAM Board discussed transportation impacts resulting from the worldwide COVID-19 pandemic. and requested staff to focus on equity. Over the course of 2020, staff conducted an internal review of TAM's current equity practices and efforts and coordinated with partner agencies regarding advancing equity. Staff will present on existing efforts and receive input on potential next steps to advance equity in transportation and support countywide planning efforts.

This item was presented to the Funding, Programs and Legislative (FPL) Executive Committee at its February 8th meeting. The FPL Executive Committee noted its support for continuing this effort, and asked staff to consider the following:

- review historical investments for funding allocated to equity communities
- identify opportunities for commissioners to participate in equity discussions
- embed equity in outreach, and review definitions of equity needs such as third shift workers
- revisit vision plan, and vision statement and embed equity in planning, outreach and operations
- support projects and competitive funding applications with this effort.

**FISCAL IMPACTS**

Not Applicable

**NEXT STEPS**

Staff will seek grant opportunities to advance equity in transportation. Additionally, staff will return to the TAM board with an update on the 2017 Vision Plan by November 2021.

**ATACHMENTS**

Attachment A: Staff Presentation

# Advancing Equity in Transportation

## TAM Board of Commissioners Meeting

*February 25, 2021*

# June 2020 COVID-19 Discussion

**Asked who is most Impacted?**

Included, but not limited to:

- Low income
- Transit dependent
- Senior populations
- Gig workers/ independent contractors
- Retail/hospitality workers
- Healthcare/essential workers & job sites

TAM Board Direction to Focus on Equity

# Questions for Today

- Are we currently providing the right balance of equity in the decision-making process?
- Should TAM take a leadership role in equity planning across all transportation modes?
- Are the goals for advancing equity correct?
- How does TAM ensure we are breaking down silos, and furthering equity?
- Given competing demands, limited staffing, how do we create a meaningful and sustainable ongoing process for TAM?

# Objectives in Advancing Equity

- Establish relationships and regular coordination with underserved communities
- Embed equity in TAM's decision-making process and county's transportation planning process
- Support Marin's needs in regional/state competitive funding
- Others?

# Internal Review

- TAM Equity Practices
  - Planning and programs
- Legal Framework
- Definition of Equity
- Other Agencies' equity efforts
  - Regional MTC efforts
  - Transit Operators
  - Local Jurisdiction Discussions
- Identified potential areas for future exploration

# Overview Of TAM Activities

Vision Plan Goal to "Maximize mobility for all residents of Marin County including seniors, youth, and disadvantaged residents"

**2006** Community Based Transportation Plans – Canal, Marin City

**2011** Regional Transportation Plan Workshops

**2015** Community Based Transportation Plans – Marin City, Novato

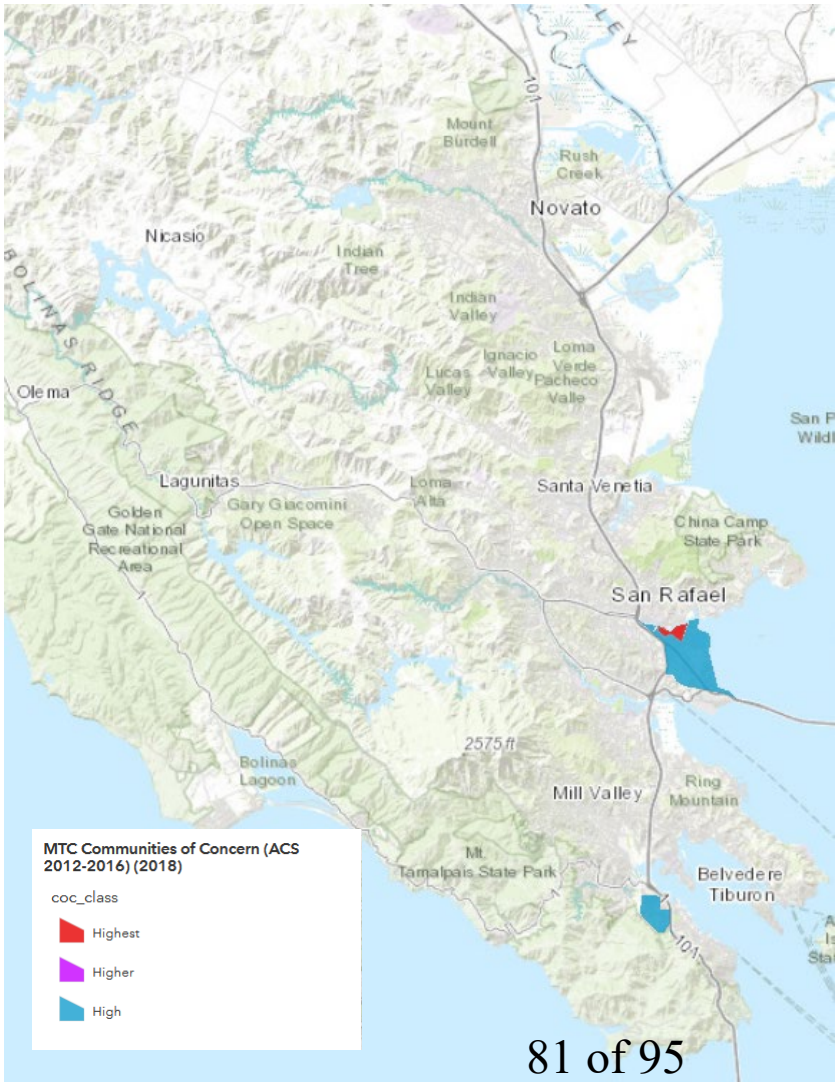
Regional Transportation Plan Workshops

**2017** Strategic Vision Plan Strategy to "**Promote equity** by providing transportation that is accessible, affordable, and convenient for all residents and workers in Marin County."

**2020** June COVID-19 Impacts Discussion

# Equity Communities

- State definition excludes Marin's communities
- Regional definitions
  - ✓Marin City, East San Rafael
- System-wide challenges exceed geographic definition
- Increased focus in regional/state funding programs
- Flexibility needed at local level
  - ✓Novato CBTP
  - ✓Senior/Disabled populations



# Existing Planning & Policy Framework

Regional Transportation Plan
MTC/ABAG's Plan Bay Area

Equity is embedded in all elements of the plan

Countywide Transportation Plans / TAM Vision Plan

Equity Guiding Principle, identifies supportive projects and activities

Corridor Plans

Community Based Transportation Plans

Short Range Transit Plans

Local Bike Ped Plans

Additional Planning Efforts (Sea Level Rise, Climate Change Wildfire evacuation, Safety)

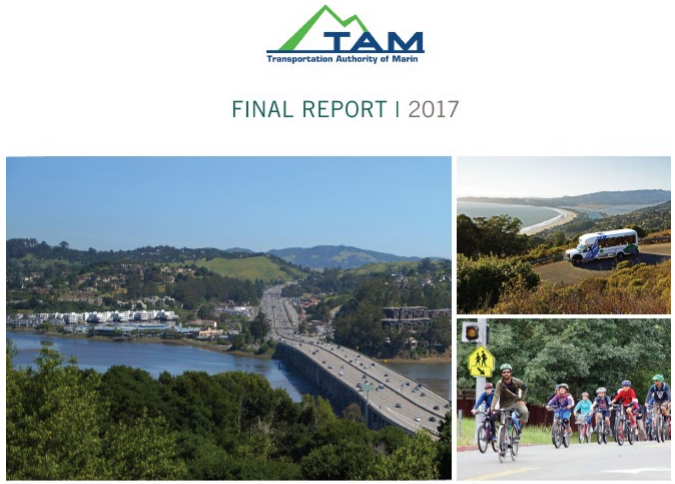
Transportation Programs (Alt Fuels, TDM, SR2S, Innovation, etc)

General Plans

Project Development Process

Equity addressed within specific programs. Dependent on resources, focus, scope of individual projects or programs.

# TAM's 2017 Vision Plan




**Vision**

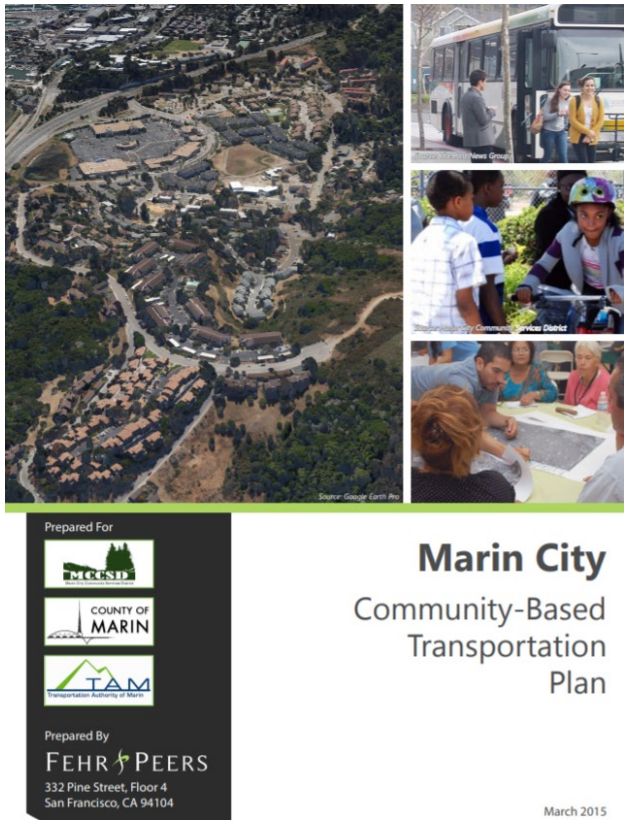
"TAM's vision is to have an efficient and effective transportation system, one that enhances our scenic environment, **provides equity for all of our users (including our vulnerable populations),** and grows our economy for our residents, visitors, and workforce."

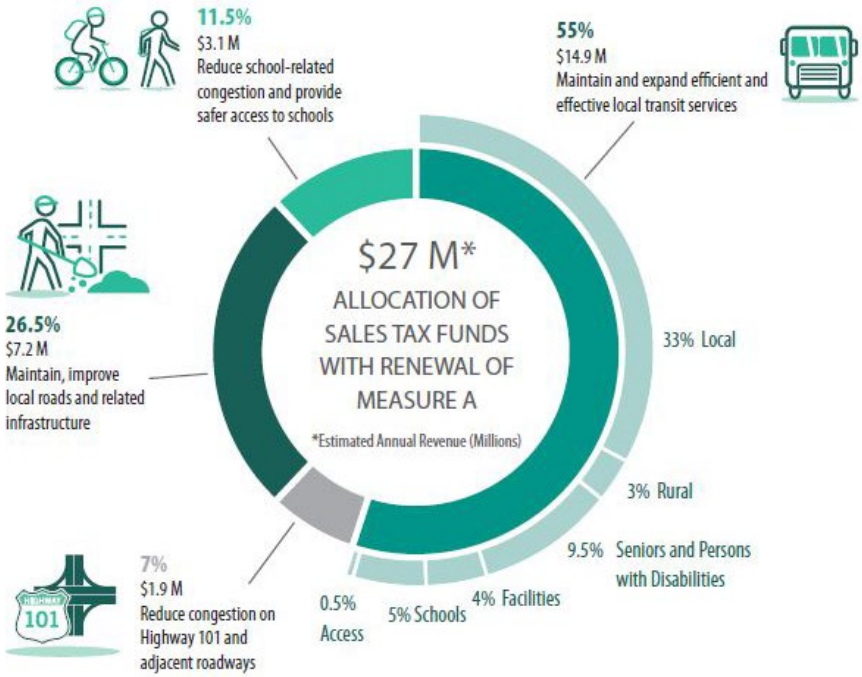
**Guiding Principle**

**"Promote equity** by providing transportation that is accessible, affordable, and convenient for all residents and workers in Marin County."

Four-year update cycle, scheduled for November 2021.

# Direct Actions that Address Equity




CLIPPER. START℠

# Areas for Further Exploration

- Review existing definitions
  - Do existing definitions support Marin's needs?
  - Who, what, when, where of equity?
- Equity Framework (Potential SWOT Analysis)
  - Planning
  - Outreach
  - Funding
  - Project Delivery
  - Programs
- Internal operations review
  - Training
- Evaluation Goals and Criteria
- Commissioner Involvement

# US 101/580 Example

NB US 101 to EB I-580 Direct Connector Project

# Example from 580/101 Direct Connector Project: Equity Analysis Approach

Public Engagement Process

Step 1: Identify Populations for Analysis

Step 2: Identify Needs and Concerns

Step 3: Measure Impacts and Determine Disparity/DHAE*

Step 4: Develop Strategies to Avoid or Mitigate Inequities

*disproportionately high and adverse effects

NB US 101 to EB I-580 Direct Connector Project

# Public Engagement Approach

## Connect

Meaningfully connect with and listen to community

## Collaborate

Equip SWG and community to make meaningful contributions

## Sustain

Plan for equitable outcomes and build lasting relationships and partnerships/Tools to be effective

Steps 1 through 4

# Who are the disadvantaged communities impacted by the decision?

- **Federal Highway Administration Definition**
  - Cultural: Race, Languages spoken, National Origin
  - Physical: Age, Income, Ability status
  - Transportation: Personal vehicle availability
- **What does the data tell us about disparities in these communities?**

Step 1: Identify Populations for Analysis | Step 2: Identify Needs and Concerns | Step 3: Measure Impacts and Determine Disparity | Step 4: Develop Strategies to Avoid/Mitigate Inequities

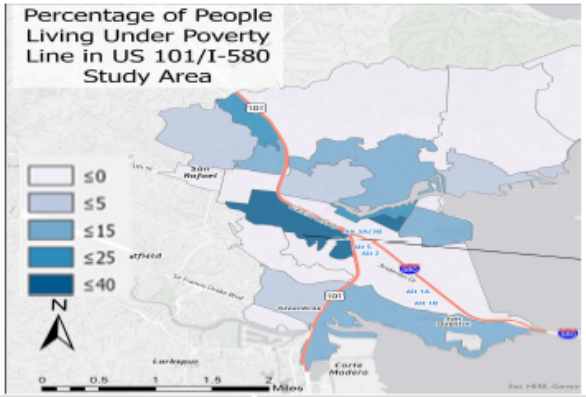
NB US 101 to EB I-580 Direct Connector Project

## Cultural

- 56-70% of Canal District residents born outside US
- 61-75% of Canal District residents identify as people of color
- 16-30% of Canal District residents have limited English

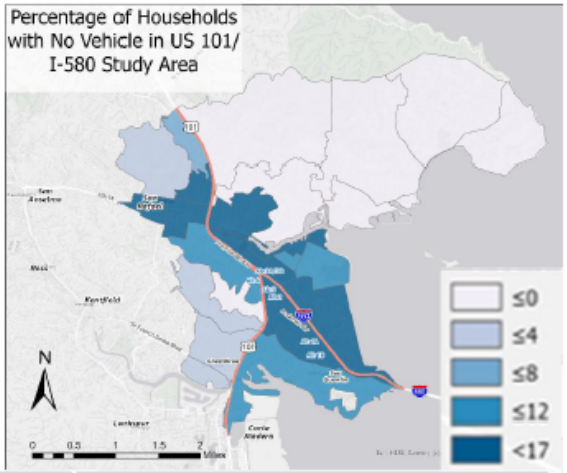
## Physical

- 26-40% of Canal District residents live in poverty
- Median age of 26-35 for Canal District residents
- 2.6-5% of Canal District residents have different abilities




## Transportation

- Average Canal District household has more drivers than cars
- 5 to 8% with access to no-vehicles (higher than other areas)




Step 1: Identify Populations for Analysis → Step 2: Identify Needs and Concerns → Step 3: Measure Impacts and Determine Disparity → Step 4: Develop Strategies to Avoid/Mitigate Inequities

NB US 101 to EB I-580 Direct Connector Project

# Equity Discussion - Potential Project Topics

| | Current Phase | Bellam Design | EIR Phase | Other Area Planning |
|---|---|---|---|---|
| | | | | |
| **Access and Parking** | | | | |
| Canal Access/Travel Time | | | | |
| Parking | | | | |
| Transit Access | | | | |
| **Safety** | | | | |
| Emergency Access/Response | | | | |
| Pedestrian and Bike Safety | | | | |
| Vehicular Safety | | | | |
| **Environment** | | | | |
| Air Quality | | | | |
| Visual/Physical | | | | |
| **Beautification/Placemaking** | | | | |
| Landscape/ Beautification | | | | |
| Public Art/Placemaking | | | | |
| **Land Use/Job Impacts** | | | | |
| Property Impacts | | | | |
| Job Impacts | | | | |

**Examples of Project Area Planning**

San Rafael General Plan Update

Priority Development Area Grant

Local Traffic Planning

Economic Development Activities

Step 1: Identify Populations for Analysis | **Step 2: Identify Needs and Concerns** | Step 3: Measure Impacts and Determine Disparity | Step 4: Develop Strategies to Avoid/Mitigate Inequities

NB US 101 to EB I-580 Direct Connector Project

# Equity Considerations - Community Engagement

Public Engagement Process

- Partner with Canal Alliance and others to develop outreach efforts with the community
- Present project to community in Spanish and Vietnamese, gather input and comments
- Leverage existing community communication platforms
- Develop survey questions in partnership with the Canal Alliance and others for the community to respond to

# Example Transportation Equity Resources

- MTC Equity Platform: https://mtc.ca.gov/about-mtc/what-mtc/mtc-abag-equity-platform
- Solano TA Equity Guiding Principles: https://sta.ca.gov/sta-transportation-equity-guiding-principles/
- TRB Guide to Equity Analysis in Transportation Planning: http://www.trb.org/Main/Blurbs/180936.aspx
- Safe Routes Partnership Equity Commitment: https://www.saferoutespartnership.org/healthy-communities/equity

# Next Steps

- November 2021 update to Vision Plan
- Potential Grant Application
  - Facilitator/consultant support
  - Establishment of Equity Roundtable or Working Group for input on activities and opportunities
  - Develop recommendations and identify implementable actions for TAM Board consideration
- Identify training opportunities

# Questions and Discussion

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