

Civil Rights & Affirmative Action

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REVENUE AND FINANCE:

The Uncertainty of Funding



REASONS FOR UNCERTAINTY

- Federal Recessions
- Funding Extensions (as opposed to long term bills)
- Lack of Gas Revenue for the Transportation Trust Fund



PROPOSED RESEARCH

The Revenue and Finance Research Subcommittee developed a problem statement to further understand how agencies are affected by and are managing the common issue of uncertain funding. They submitted their proposal to the National Cooperative Highway Research Program (NCHRP) for review. The subcommittee is requesting an estimated \$400,000 and research to take about 18 months.



SOME OTHER INFORMATION

- Seattle Transit



SOUNDTRANSIT

- Infragard



2017 TRB Annual Meeting

Shivani D. Patel

Environmental Justice in Transportation Committee

- **Center for Environmental Excellence identified challenges for EJ practitioners:**
 - Limited availability of case studies
 - Very limited technical assistance
 - Limited coordination between state DOTs and MPOs
 - Citizen participation

Challenges

- Case studies

- Shortage

- Seeking more than positive examples

- Technical Assistance

- No manual

- Led to the development of 'The Practitioners Peer Exchange Roadmap

- Collaboration

- Within agencies and between state DOTs and MPOs

- Consistency of data and information exchange

- Involvement of citizens

- Early inclusion

- Maintain dialogue

Environmental Justice Research with Texas Metropolitan Planning Organizations

- Lessons from The Center for Transportation Training and Research (CTTR) and MPOs in the Dallas and Houston, Texas Regions
 - Houston Galveston Area Council (H-GAC) experienced problems using the traditional income and minority formula to determine EJ areas
 - New ways to evaluate EJ communities
 - CTTR examined social factors as a means to evaluate service for the regions

Methodology

- **Data Source-ACS**

- Race

- Income

- In addition:**

- Age

- Persons w/o high school diploma

- Zero car ownership

- Senior population

- Non-English speaking HHs

- Female-headed HHs

Methodology: The Seven Steps

- Step 1. Collect Equitable Target Area (ETA) population data
- Step 2. Creating the formula

for example- Minority Population Distribution (MGPop) total minority population $[\sum(\text{MGPop})/\sum(\text{Pop})]*100$
repeat for all variables

- Step 3. Determine the equitable target area regional average (ETARA). The four city regional average (RA) was calculated for each variable.
- Step 4. Develop categories. The variables were divided into four categories.
- Step 5. Identify equitable target areas (ETAs) score for each block group.
- Step 6. Determine ETA Ranges
- Step 7. Map ETAs

What was Learned

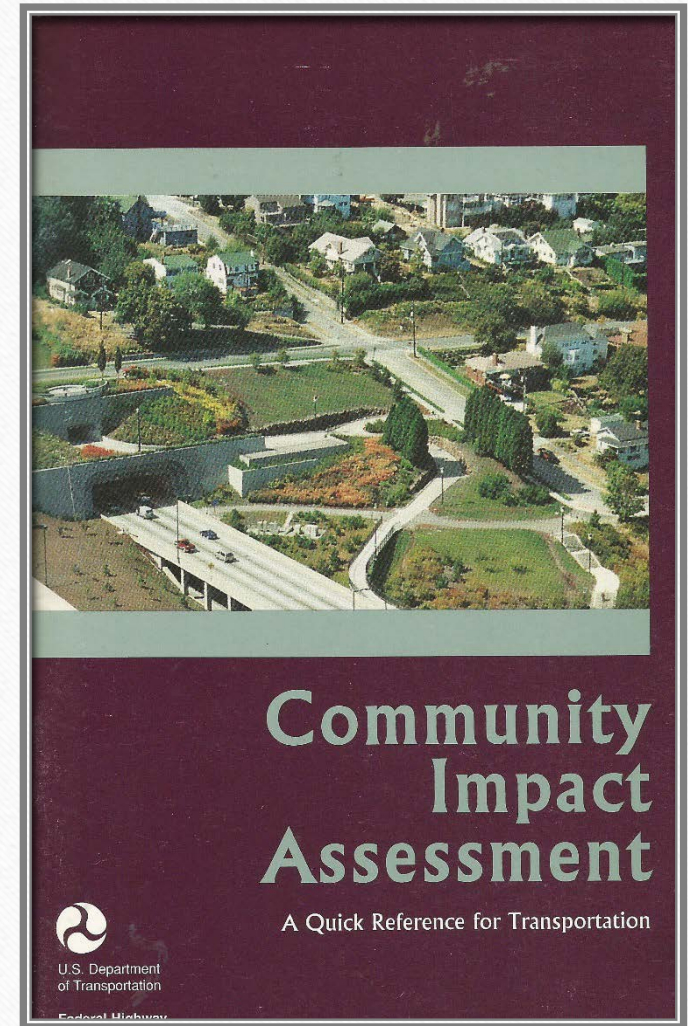
- Most study areas had good access to public transportation
- One ward had the most access with 9 bus routes, 62 bus stops and 1 LRT line
- As expected, the percentage of households without cars declined as the study areas moved further away from the central city
- **Additional studies needed:**
 - Examine the impact of zero car ownership on senior households and female headed households
 - Study the impact of commute times and percent of money spent on transportation in severe EJ zones

Importance to NJDOT

- Increase collaboration when dealing with EJ communities
 - Leverage knowledge and skills
- Maintain and share data
- Must consider access to public transportation when organizing public information centers
- Ensure citizen inclusion throughout all decision-making processes

Community Impact Assessment Committee Meeting

- Update to **Community Impact Assessment: A Quick Reference for Transportation**
 - Practice has evolved over time
 - Not changing the process but enhancing and updating
 - New resources and examples
 - Identify new ways in which the practice of CIA information can be applied to planning and project development
 - Highlight that CIA happens in planning; not just project development



Importance to NJDOT

- Current use of “the purple book” is department-wide
- Good reference tool especially because there is no “one size fits all” solution to community issues
- Enhance the role of communities and increase public involvement
 - Need to start with the community (goals and needs)



Transportation Research Board 97th Annual Meeting

January 7 – 11, 2018 ■ Washington, D.C.

DBE Program

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DBE Program

- DBEs not finding work is the biggest problem that most Departments are noticing.
- Encouraged training and tailoring the program around the DBEs
- Encouraged to implement meet and greets

DBE Program

- States with Big Projects notice an offset with the DBE program
- Developing a handbook for DBEs so they can understand their market better, include common problems that are seen by DBE and ways to overcome them.

DBE Program

- DOTs DBE Liaison should report directly to the Commissioner
- A lot of states are having problems with the DBE trucking because of the oversaturation of the market
- Studies have shown when drops are made in the DBE program discrimination happens

Montana's DBE Program

- In 2006, Montana achieved a 13.1% DBE utilization rate
- Montana, based on 2009 study, used for several years only race-neutral means to accomplish its overall goal for DBE utilization of 5.83%. After Montana ceased using contract goals post 2009 study, DBE utilization declined: in 2011 to 2.8% which is a 10.3% decrease from the 2006 reporting

Montana's DBE Program

- The fact DBE utilization dropped when Montana ceased using contract goals strongly supports that there are significant barriers to minority competition in the public subcontracting market, raising the specter of racial discrimination
- In 2012-2014 DBE contract goals were used.

Contract Compliance

- If a program isn't federally funded, try to mirror Part 26 anyway because it has already been defended by the government.
- Joint checks need approval from DOT and look at CUF if you notice a trend.
- Do not use alike goals for alike projects.

Contract Compliance

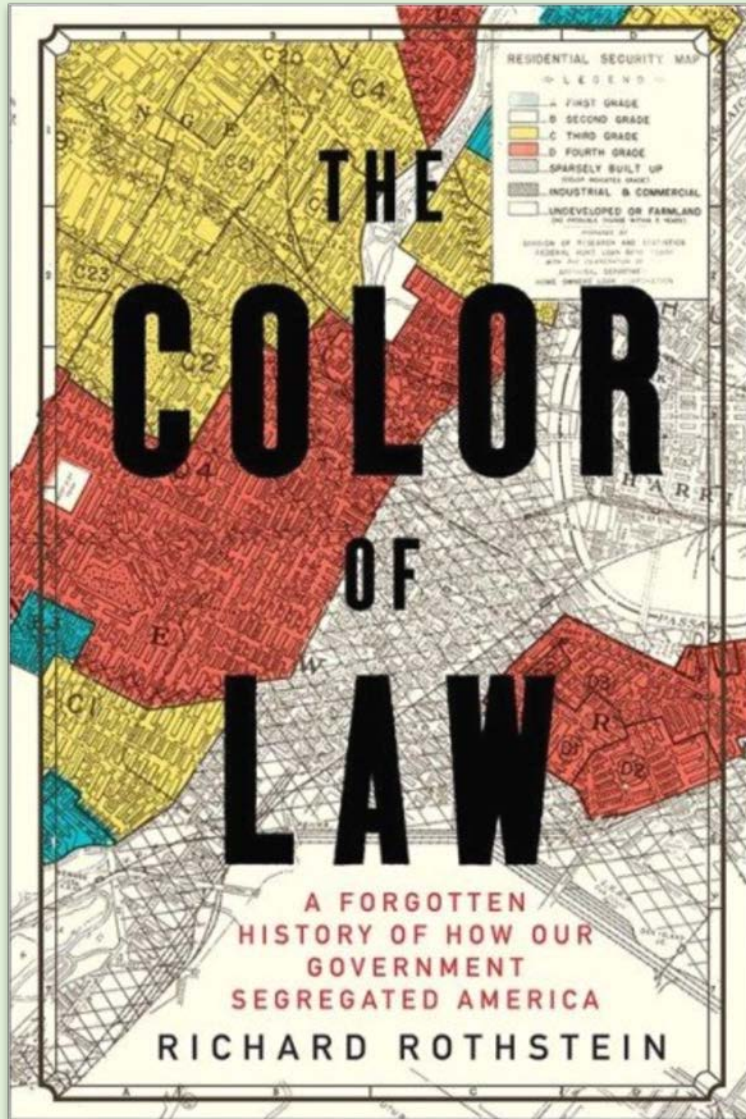
- When goal setting it is very important to make sure you stay flexible and document the process.
- Use electronic software to track projects if possible, more importantly for bigger projects.
- Collect issues from previous projects and create a personal checklist for future alike projects

CUF Red Flags

- If employees are found on the Prime and Subs Payroll
- Magnets on trucks or lack of signs
- DBE company has lack of equipment
- DBE owner has lack of expertise
- DBEs being constantly chosen

“Goal set is just a cover for the racial barrier in the market until we can figure out a way to fix discrimination. Don't be reactive but find a way to be proactive.”

Policy & Segregation



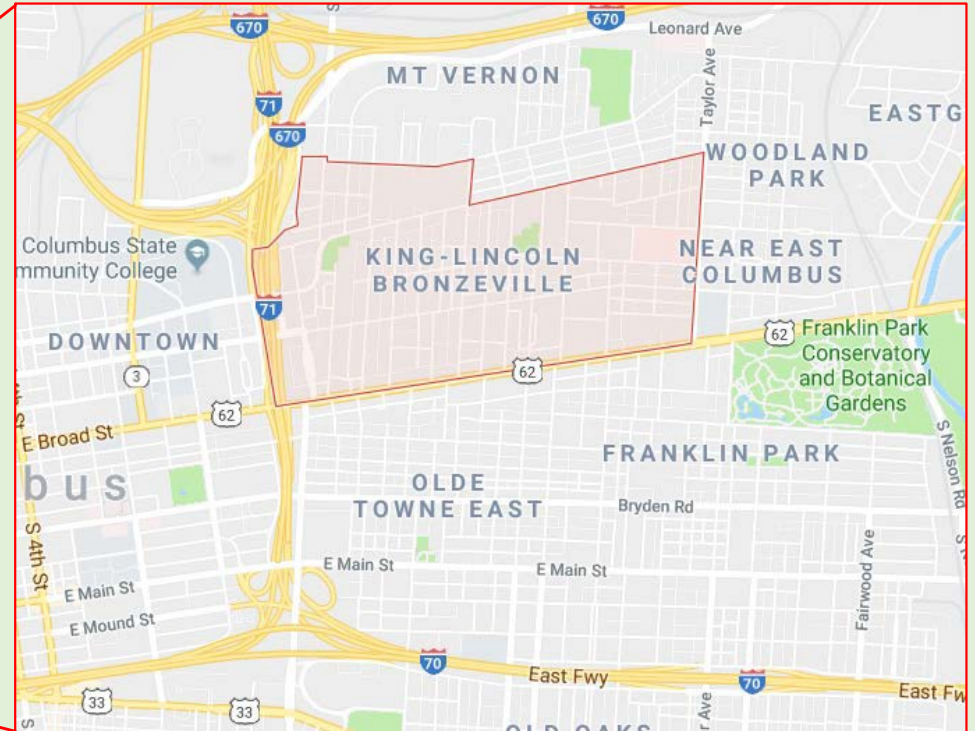
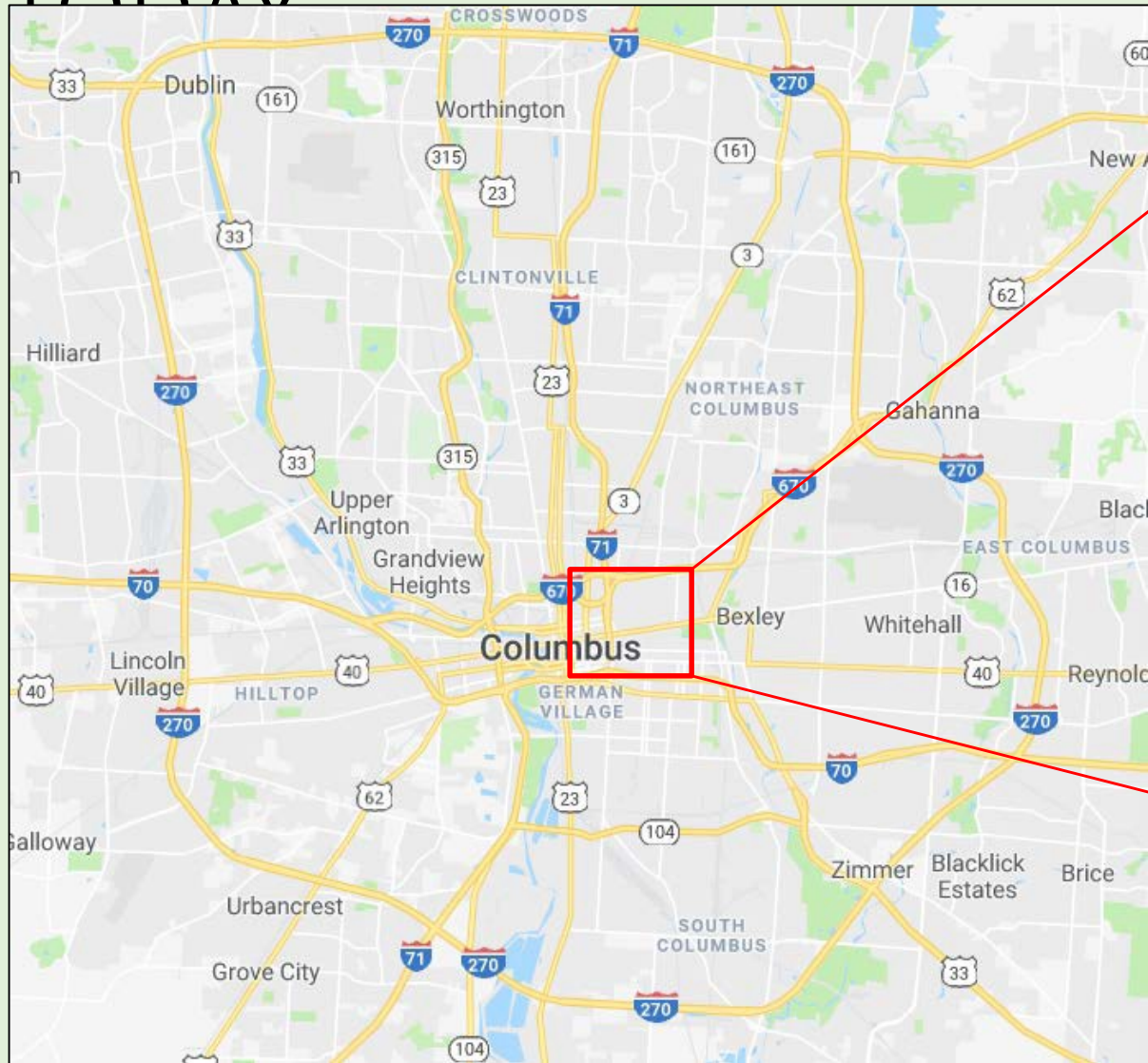
THE INTERSTATE: MITIGATING PAST AND CURRENT PROJECT IMPACTS • TRB ANNUAL MEETING 2018



OHIO DEPARTMENT OF
TRANSPORTATION

KING LINCOLN/BRONZEVILLE—LOCATION

TODAY



THE RISE OF THE SUBURBS

- Demand for better roads and a more extensive roadway network
 - The Federal-Aid Highway Act of 1956, also known as the Interstate Highway Act
 - \$15 billion to construct an interstate highway system across the United States
 - This led to a fundamental change in the way that people lived
 - People could live in the suburbs and commute to their jobs in the city
 - New suburban communities began to develop further and further from the urban centers.
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INTERSTATE CONSTRUCTION...

The highways that resulted from and facilitated this movement to the suburbs divided communities

- In Columbus two major highways were constructed beginning in the 1960s: Interstates 70 and 71
- They bisected many neighborhoods in Columbus
 - Cut them off from their neighbors, surrounding communities, and downtown
- Many of these neighborhoods were less affluent and did not have champions to fight for them. They were seen as the path of least resistance for the new highways.



DIVISION OF A COMMUNITY

- Construction of the interstate affected all of King Lincoln/Bronzeville
- Many residents were uprooted by construction of the highway itself
- The rest were cut off from downtown and further isolated
- People who left and came back after the highway was built recall an enormous change in the community



AN OPPORTUNITY TO MEND THE DIVIDE: THE COLUMBUS CROSSROADS PROJECT



COLUMBUS CROSSROADS PROJECT

- Massive undertaking to “untangle” the highway network in Columbus
 - NEPA began in 2004; Finding of No Significant Impact signed in 2009
 - Multiple construction phases
 - Long Street Cultural Wall was constructed as part of Phase 1 in 2014
 - Construction on other phases will continue for several years
-

AN OPPORTUNITY...

The Ohio Department of Transportation, City of Columbus, Mid-Ohio Regional Planning Commission, and community leaders saw an opportunity to put right some of the damage done by the construction of the highway 40 years before...

PUBLIC AND ADVISORY COMMITTEE INPUT

- Artistically honor and celebrate the history and culture of the King-Lincoln/Bronzeville community
 - Tell a story in a visually compelling way
 - Create a signature, iconic feature - the first of its kind in the state of Ohio
 - Include the community in the decision-making process
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COLUMBUS LONG STREET BRIDGE CULTURAL WALL

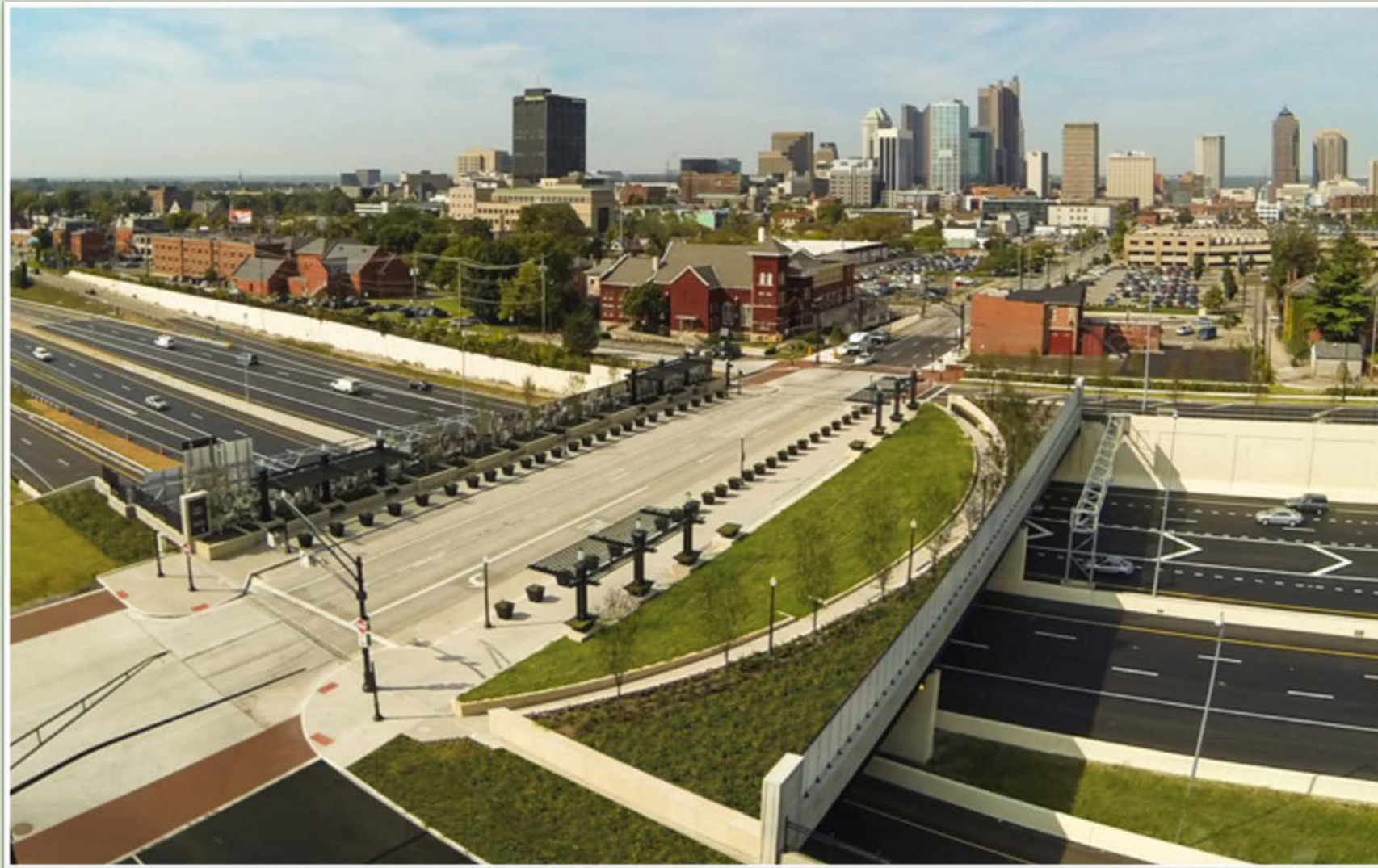
- Asked the community to help select artist(s) to create the piece and determine what would be depicted on the wall
- Two artists who agreed to design the mural together were unanimously selected by the community



PHOTO COURTESY OF RAY MILLER

Renowned photographer and Columbus State Community College faculty member Kojo Kamau, right, collaborates with Miami University professor Larry Winston Collins on the design and layout of the Long Street Bridge mural.

COLUMBUS LONG STREET BRIDGE CULTURAL WALL

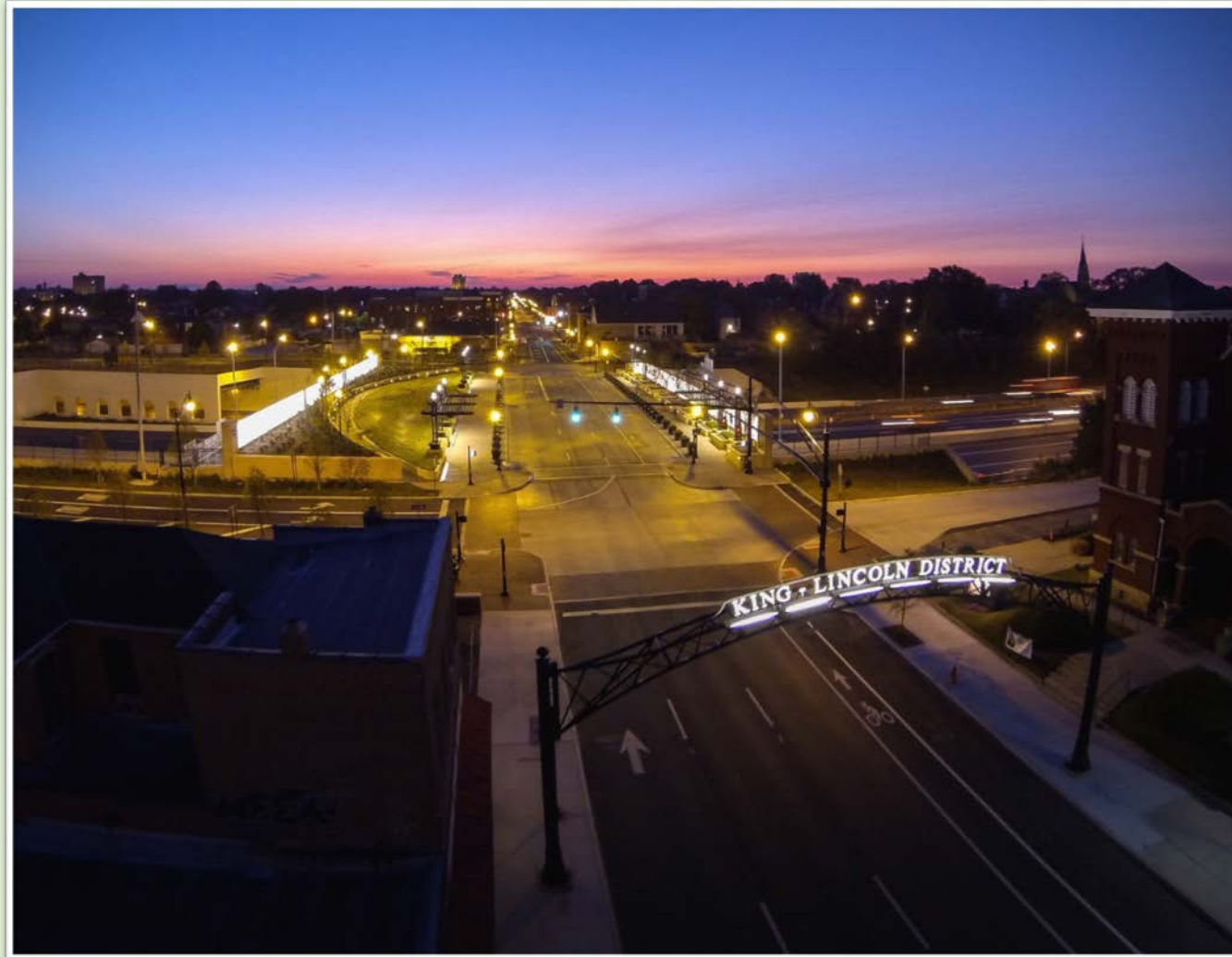


*Photo by
Mike Cairns*

COLUMBUS LONG STREET BRIDGE CULTURAL WALL



COLUMBUS LONG STREET BRIDGE CULTURAL WALL



Interstate 4 Tampa, Florida

**“Major highway improvements often are accused of destroying communities,
but in this instance, we’re clearly enhancing one.”**

Ken Hartmann *District Seven Secretary, Florida DOT as reported in Public Roads, September/October 2004 edition*



The Story Part 2

- In the 1970s, the part of Ybor City was in a renaissance after being placed on the National Historic Landmarks list and was designated a National Historic Landmark in 1991. Increased investment in the area brought additional brick streets and iron street lamps, originally found in Ybor City, as well as trendy clubs and urban shops to the commercial section. However, the edges of the residential areas bordering I-4 and the section of Ybor City to the north continued to decline.



The Project

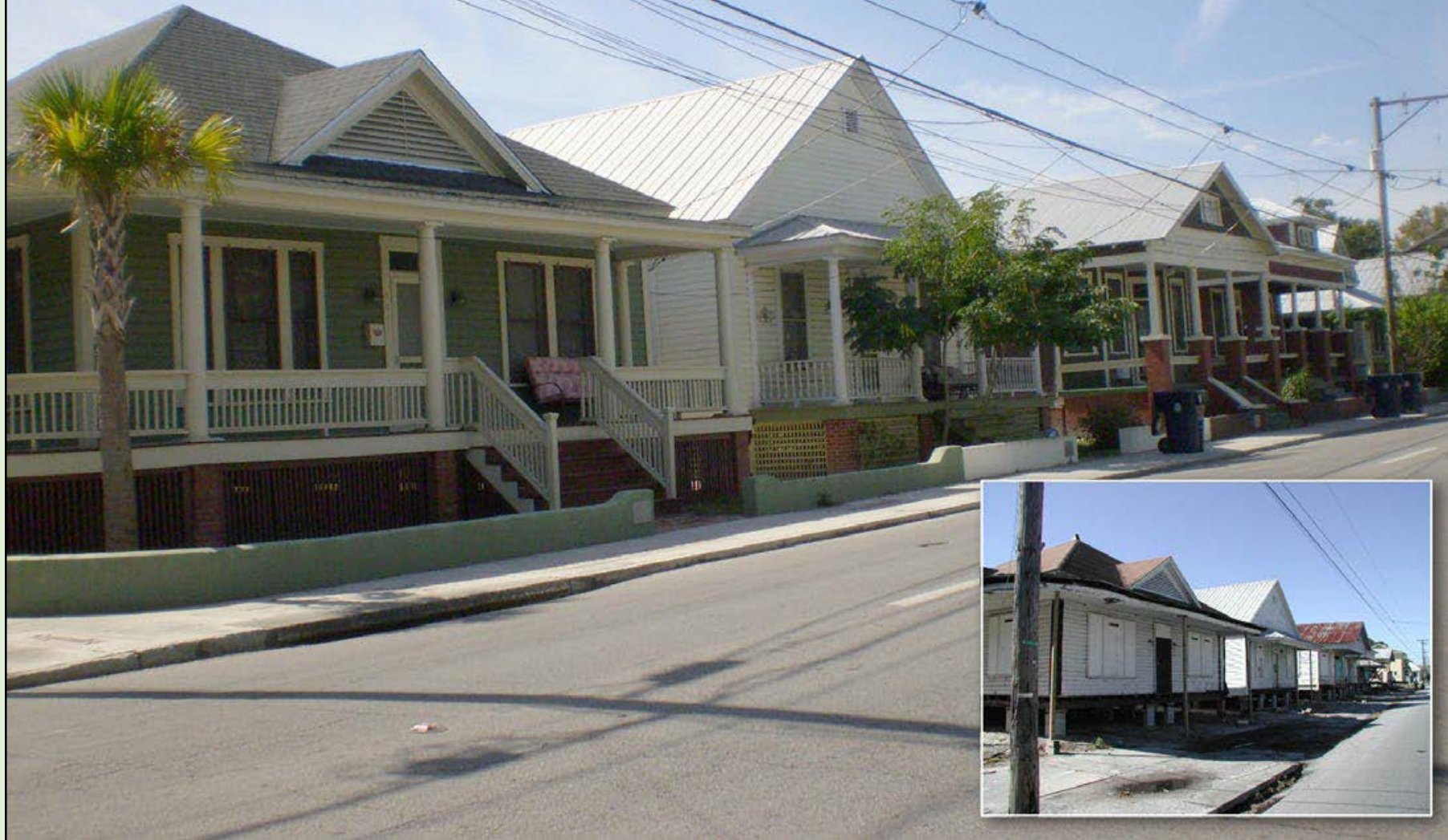
By the early 1990s, the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA) were planning an expansion of the original four-lane highway. Although the new plan would remove heavy trucks from city streets and correct other existing problems, Ybor City faced the removal of even more of its historic fabric. In 1991, however, Ybor's historic significance and the needs of its residents would be in the forefront as highway plans were developed.





Before and After 2607 North 19th Street move and rehabilitation

Relocating historic houses as part of the project!





Community Impact Assessment

A Quick Reference for Transportation



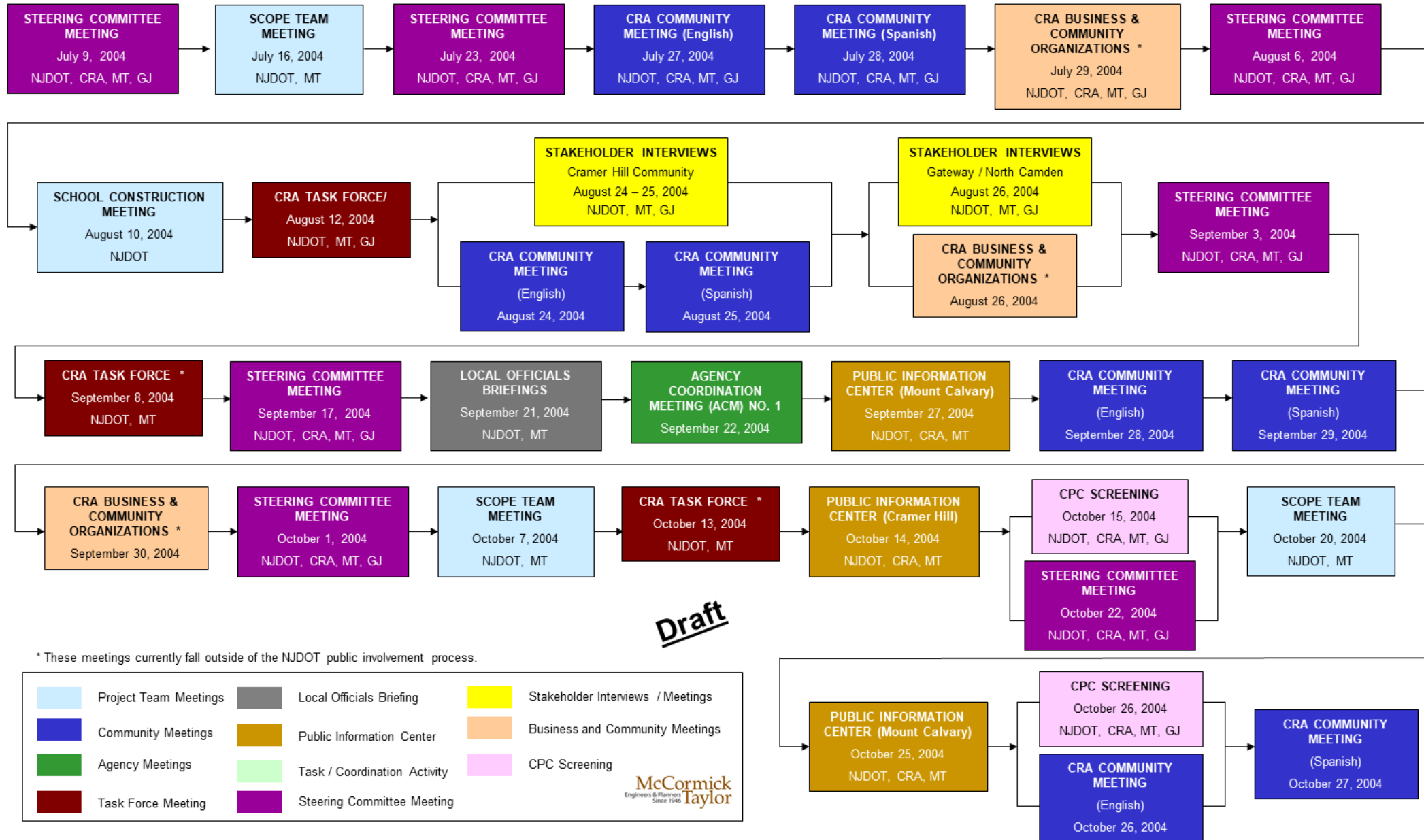
U.S. Department
of Transportation

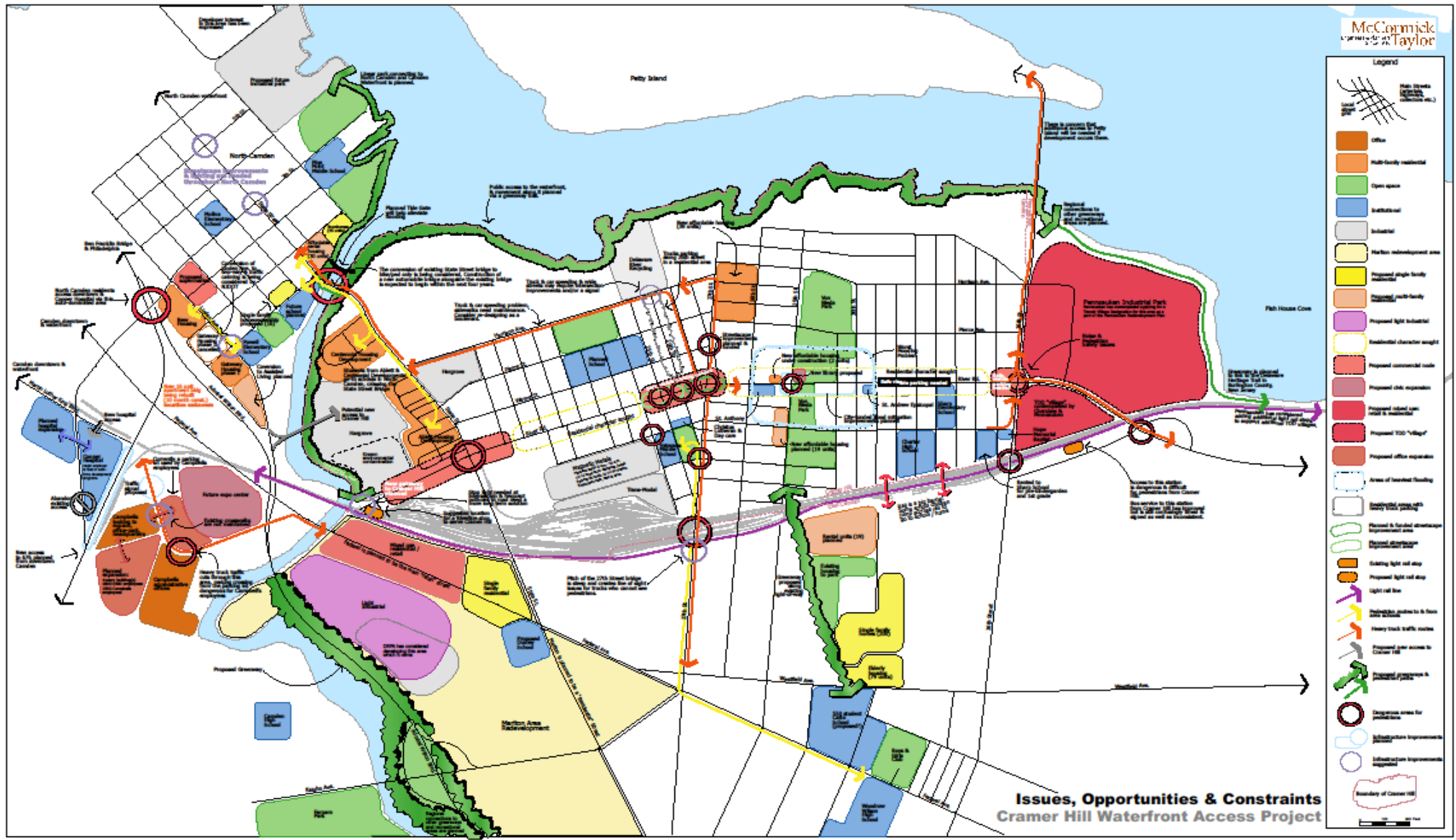
Federal Highway

Cramer Hill Access Improvement Project

New Jersey Department of Transportation

Public Involvement Flow Chart





Issues, Opportunities & Constraints
Cramer Hill Waterfront Access Project



