Conventional wisdom in economics says there is a trade-off between equity and efficiency.

But, new evidence shows that regions that work **toward equity** have **stronger and more resilient** economic growth—for everyone.
EVIDENCE: EQUITY IS GOOD FOR GROWTH

Even the Federal Reserve Bank of Cleveland found that that racial inclusion and income equality matter for growth.


EVIDENCE: EQUITY IS GOOD FOR GROWTH

We found this in our research, too.


WHAT LIMITS SUSTAINED GROWTH?

Level of inequality

<table>
<thead>
<tr>
<th>External Shock</th>
<th>Political Institutions</th>
<th>Inequality</th>
<th>Social Indicators</th>
<th>Employment and Exports</th>
<th>Economic Institutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of Growth Spell in National Recession</td>
<td>Metropolitan Power Diffusion Index</td>
<td>Gini Coefficient (residual)</td>
<td>Percent Minority Middle Class</td>
<td>Dissimilarity Index, Non-Hispanic White</td>
<td>Ratio, Principal City to Suburban Poverty Rates</td>
</tr>
<tr>
<td>1.094 (.05)</td>
<td>1.012 (.20)</td>
<td>1.182 (.11)</td>
<td>.972 (.13)</td>
<td>1.047 (.00)</td>
<td>1.031 (.27)</td>
</tr>
</tbody>
</table>

WHY THE RELATIONSHIP?

- Underinvestment in each other makes us less competitive as regions and as a nation

- Social tensions over who will gain and who will lose make us less likely to cohere on what we need to do to thrive
And transportation is a sort of “just growth sweet spot” – it connects people to jobs, generates transit-oriented housing development, affects our overall health and environments. The opportunities to infuse equity are many.
Note: Tracts shaded in light gray are missing data. Breaks are set at CBSA level, which includes LA County and Orange County.

Percent Using Public Transit by Earnings by Race/Ethnicity/Nativity, Los Angeles Metro, 2006-2010

Note: Reflects the share of workers (16+) with earnings using public transit as their primary mode of transportation to work.
TRANSPORTATION AND JUST GROWTH

Equity is not equality.

Equity is about shoring things up; it’s about addressing disparity.

DEFINITION

Transportation Equity is:

• Equitable access to quality, affordable transportation options and, so, employment, services, amenities, and cultural destinations;

• Shared distribution of the benefits and burdens of transportation systems and investments, such as jobs and pollution, respectively; and

• Partnership in the planning process that results in shared decision-making and more equitable outcomes for disadvantaged communities, while also strengthening the entire region.

Simply put: People matter.
DEFINITION

ISSUES

1. Money
2. Mobility
3. Housing and Development
4. Health and Environment
5. Jobs
6. Goods Movement
**CHALLENGES**

1. Following Money through the Maze
2. Encouraging Authentic Participation
3. Measuring What Matters
4. Building Government and Community Capacity
5. Developing Business Partners for Equity
6. Turning Conversation into Community Change

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**3. Measuring What Matters**

Metrics clarify communities’ expectations, give governments defined goals, and help track progress and establish accountability. But, few standards for measuring equity exist and they need to be tied to what matters most to communities.

What would help?
- Funding for the co-creation of metrics
- Inclusion of cross-cutting metrics, like race, income, transit-dependency
- A focus on process and outcomes
- Data showing need for equity

3. Measuring What Matters

**Figure 7. Sample Metrics for Transportation Equity**

<table>
<thead>
<tr>
<th>Mobility</th>
<th>Money</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation outcomes for youth, elderly, people with disabilities, unemployed, low-income earners</td>
<td>Distributional impacts of funding for transportation projects (e.g. sales taxes, HCV tolls)</td>
</tr>
<tr>
<td>Proximity of transit dependent populations to transit services</td>
<td>MPO Board representation and voting structure</td>
</tr>
<tr>
<td>Distributional impacts of transit projects/programs (e.g. fare increases and service cuts)</td>
<td>Distributional impacts of taxation measures on different income groups</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Health and Environment</th>
<th>Goodness of Health and Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Measures of air quality and incidence of negative health outcomes like asthma and cancer</td>
<td>Affordable housing provisions in all transportation-oriented plans</td>
</tr>
<tr>
<td>Cumulative environmental impact of transportation system on neighborhoods</td>
<td>Impact of increased property values on local community members</td>
</tr>
<tr>
<td>Bike and pedestrian collisions</td>
<td>Stability or net increase in transit-dependent population(^1)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Job Generation and Access</th>
<th>Goodness of Health and Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connections to major employment centers</td>
<td>Proximity to trade routes and ports</td>
</tr>
<tr>
<td>Local hire and project labor agreements for transportation projects</td>
<td>Projects improving the environmental impacts of port-adjacent communities</td>
</tr>
<tr>
<td>Available land for transportation-related manufacturing</td>
<td>Health and environmental impacts on local residents</td>
</tr>
</tbody>
</table>

\(^1\) High usage of alternative modes like transit and biking when commuting to work, high percentages of people of color, and low-automobile ownership (Pollack, Bluestone, and Billingham 2010).

CHALLENGES

Providing detailed data on our regional transportation system with regards to equity.

Reconnecting America and their Equity Atlas Framework.
4. Building Government and Community Capacity

Communities often lack planning capacities, and government staff participation capacities.

What would help?
- Including equity in government missions and mandates
- Adopting a common definition of transportation equity
- Increased organizational capacity to participate in planning processes while continuing base building

- Increased government capacity to handle authentic participation – staff training, participatory research, etc.

- http://nationalequityatlas.org/
The racial generation gap and how to bridge it.

We urge civic leaders to consider the impact of underinvestment in public infrastructure (i.e. education, workforce training, transportation, etc.) on our common future.

We start with data. Data has a way of replacing accusation with curiosity.

Frame the Conversation...

- ...Around Mutual Gains
- ...To Imagine the (Fact-based) Possibilities
- ...Around the Need for Public Investment
- ...To Get Real about Race
THE NEXT LOS ANGELES?

Source: http://www.elacc.org/Metro_Campaign

THANK YOU!

For more reports and data, visit http://dornsife.usc.edu/pere/