



FEDERAL RESERVE BANK OF PHILADELPHIA

ECONOMIC
GROWTH &
MOBILITY
PROJECT



Economic Growth & Mobility Project (EGMP) Equitable Transportation

Presentation to the Delaware Valley Regional
Planning Commission

November 3, 2017



Discussion Overview

- CDS&E Department and EGMP Program Overview
- NEPA Equitable Transit Council
- National ETOD Models



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CDS&E Department and Economic Growth & Mobility Project

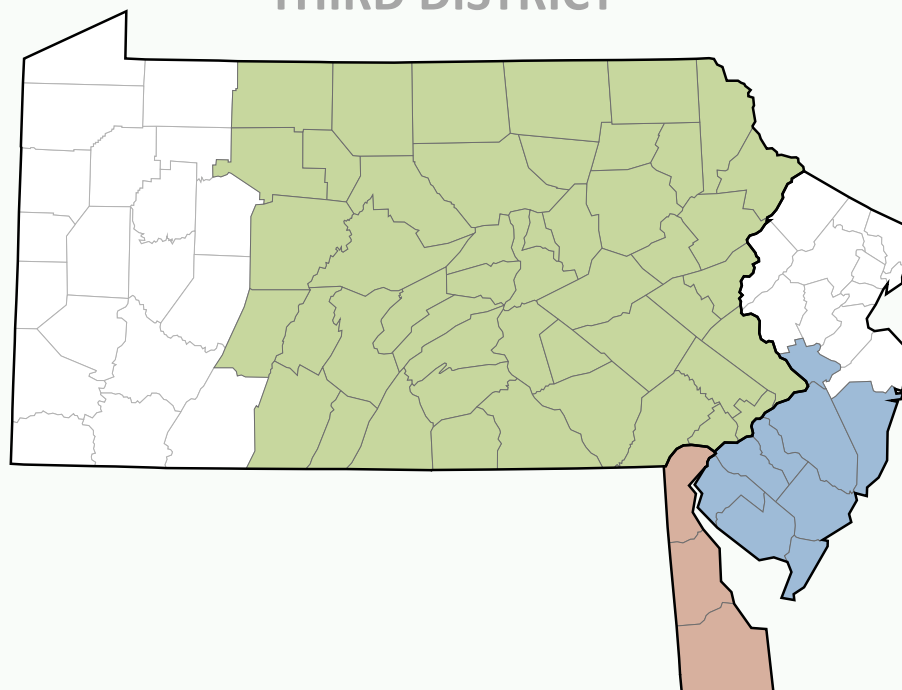
Overview



CDS&E Department Overview

Supports the Federal Reserve System's economic growth objectives by promoting community development in low- and moderate-income communities and fair and impartial access to credit in underserved markets

THIRD DISTRICT



Source: U.S. Census Bureau, ArcUSA, Esri



EGMP Program Overview

Through research, public education, and local convenings, the EGMP will help strengthen the economy by promoting more inclusive growth and fostering work that moves more people out of poverty.

Promote solutions
that advance equal
access to economic
opportunity

Increase
understanding of
benefits of inclusive
growth

Catalyze local efforts to
move the needle in three
issue areas



Focus Areas



Job creation

- *Promote economic development opportunities that create family-sustaining jobs*



Job Access

- *Encourage efforts that help more people attain skills needed for higher-wage jobs*



Infrastructure

- *Advance affordable housing and transportation investments that give people better access to jobs*



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Northeastern Pennsylvania (NEPA) Equitable Transit Council

Research in Action Model



Why Does Equity in Transportation Matter?

Regional Economic Justification

- Transportation access and amenities make regions more competitive in attracting businesses and high-value employees.
- Inclusive growth is good for the overall economy and ensures connectivity. When transportation is equitable and those who want to work are able to get to their jobs, productivity increases for the region.

Individual Economic Justification

- Every person in a community — regardless of socioeconomic status or background — should have access to an affordable, safe, and reliable local transportation network and be able to reach his or her full potential.



Equitable Transit Council: A Community Partnership Model

- ✓ Formed a partnership with the Scranton Area Community Foundation
- ✓ Established the NEPA Equitable Transit Council and hosted 5 meetings, each one with a larger number of local leaders in attendance
- ✓ Conducted survey of council members to refine mission and define short- and long-term goals
- ✓ Defined council structure, including committee workflow and processes
- ✓ Developed two research projects — one in partnership with the Institute for Public Policy & Economic Development at Wilkes University
- ✓ Host an Equitable Transit Summit that presented research and emerging national models and possible solutions for regional leaders to consider



Qualitative Research Overview

Partnership

- The Institute for Public Policy & Economic Development at Wilkes University and the Scranton Area Community Foundation

Process

- 12 focus groups conducted throughout Lackawanna and Luzerne counties to learn about transportation barriers faced by community members, particularly those from underrepresented backgrounds and those most at risk of facing transportation difficulty.



Qualitative Research Findings*

Health care and shopping are universally important destinations

- Jobs, educational opportunities, child-care facilities, and houses of worship are destinations to which transportation is needed.

Most difficult-to-access places tend to be those outside the region's urban core

- Walking is not an option from many places, and participants feel limited by bus service to out-of-town locations.

Many participants feel that their choices are limited or nonexistent

- For some, walking and riding the bus are the only viable options.
- Several said that they did not want to burden friends, family, or coworkers by requesting a ride regularly

A lack of transportation appears to be a barrier to employment

- They need more convenient transportation to out-of-town industrial parks and other commerce centers, where many of the most desirable jobs are located.
- Bus service is limited on Saturdays, with no scheduled bus service during later evening and overnight hours.

Cost does not appear to be a significant barrier to bus transportation for most participants

- For some parents, traveling with children can make the bus less affordable as the costs of fares for several children add up.

Bus amenities and the rider experience also do not appear to prevent access to transportation

- Aspects of the rider experience, such as cleanliness, noise levels, and crowding on buses, were not seen as major barriers to transportation.

*Visit <https://www.philadelphiafed.org/egmp/resources> for the full report, including all key findings.



Quantitative Research Overview

Project Focus: Assess the Magnitude of the Job Access Challenge

- ✓ Measured the percent of people and jobs located within walking distance to transit (*Phase 1*)
- Measuring the percent of jobs accessible by transit at the neighborhood level to identify disconnected neighborhoods (*Phase 2*)

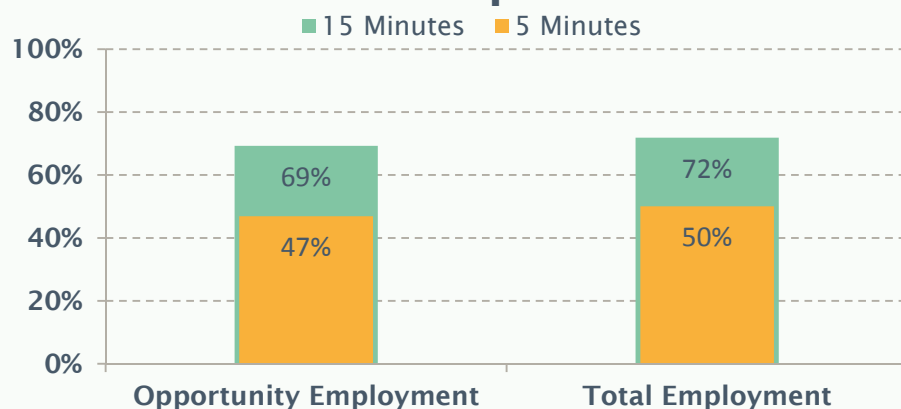
Important to consider not only spatial proximity to jobs but also skills matching between worker and job.

- Opportunity employment: jobs that pay above the median wage but do not require a four-year degree.

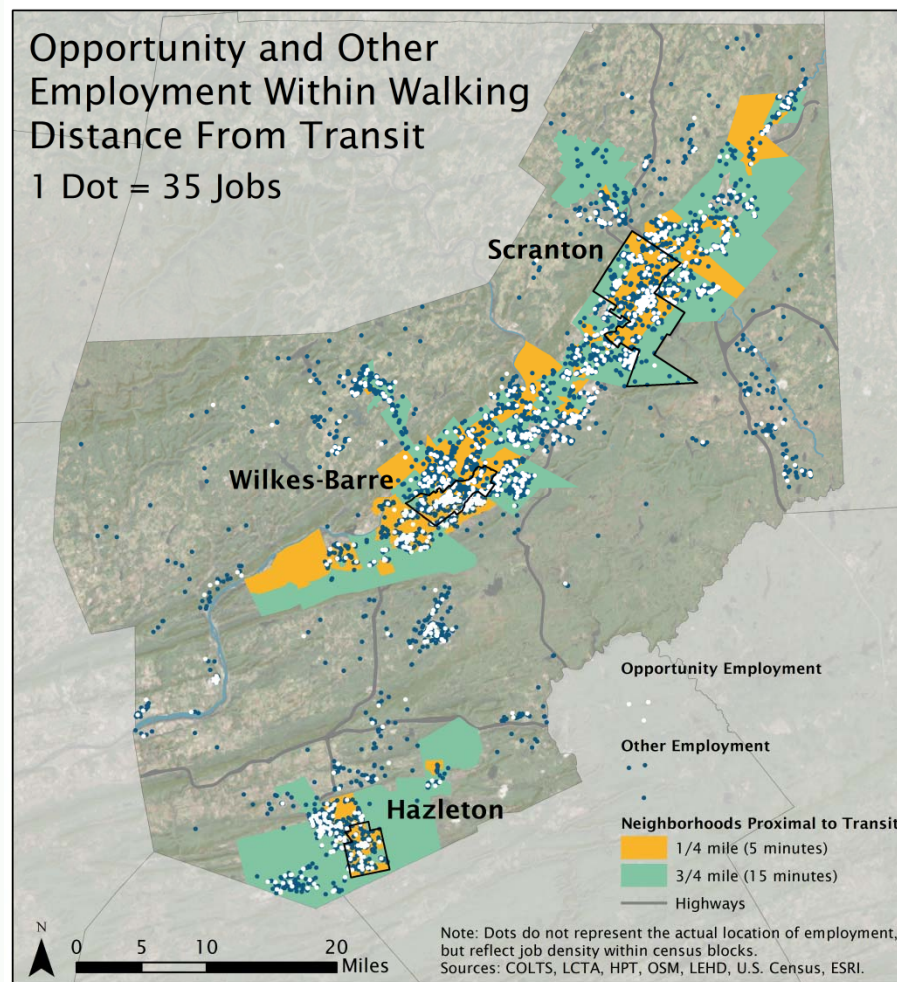


- Approximately, 69% of opportunity employment is within 15 minutes of walking time to a bus stop.
- Only 47% of opportunity employment is conveniently located near a bus stop.

Percent of Jobs Within Walking Distance to a Bus Stop

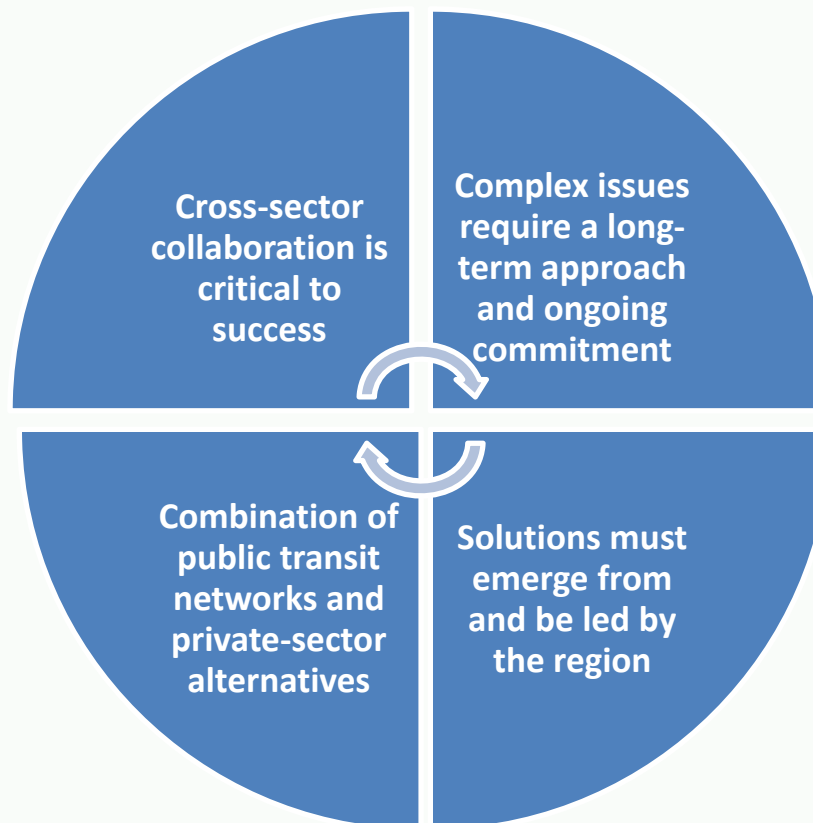


Source: Author's calculations using LEHD, OSM, and COLTS, LCTA, and HPT GTFS





Lessons Learned: Equitable Transit Council





Next Steps

Reconsider

Short- and long-term goals of the Equitable Transit Council based on information gained at the summit

Share

Qualitative and quantitative research findings

Replicate

Model in other regions of the Third District and areas across the country



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Equitable Transit-Oriented Development (ETOD)

National Models



Common Themes for ETOD

- Intentional planning ensures transportation equity.
- A diverse group of partners representing different sectors can advance ETOD initiatives.
- With limited resources, creative financing is needed.
- Community engagement is critical.



ETOD Examples

- Denver
- Pittsburgh

