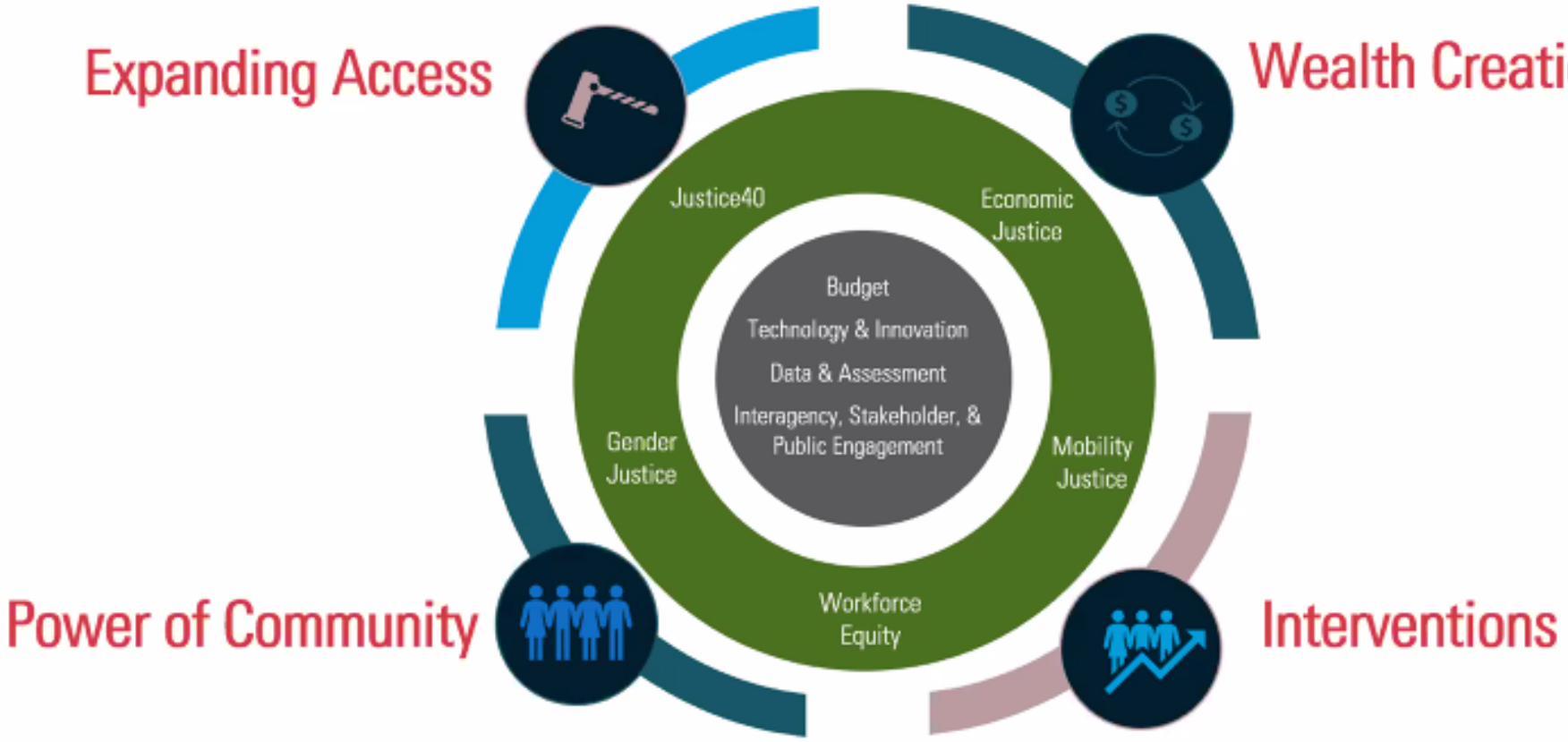
USDOT EQUITY OBJECTIVES



U.S.Department of Transportation

Federal Highway Administration

Equity and Relocation Research

Nic Thornton, Director of FHWA's Office of Real Estate Services

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 ("Uniform Act")

- The role of the ("Uniform Act")
- Displacements and relocations
- How does these relate to equity?
  - Disruptive effect of acquiring someone's home.
  - Fracturing of community cohesion.
  - History of highway construction in low-income and minority communities.

Annual Uniform Act Statistics

- State DOTs report to FHWA on an annual basis, starting in 2012.
- What is included in the annual reports?
  - For each State,
    - Number of parcels acquired.
    - Total number of residential displacements.
    - Total number of non-residential displacement.
    - Total amount of payments made by States.

Planned Improvements

- New data visualization tool for Website.
- New online form to collect data from State DOTs.
- Scrubbing existing data to identify anomalies.
- Enhanced tracking of the national data.

Residential Displacements (households)

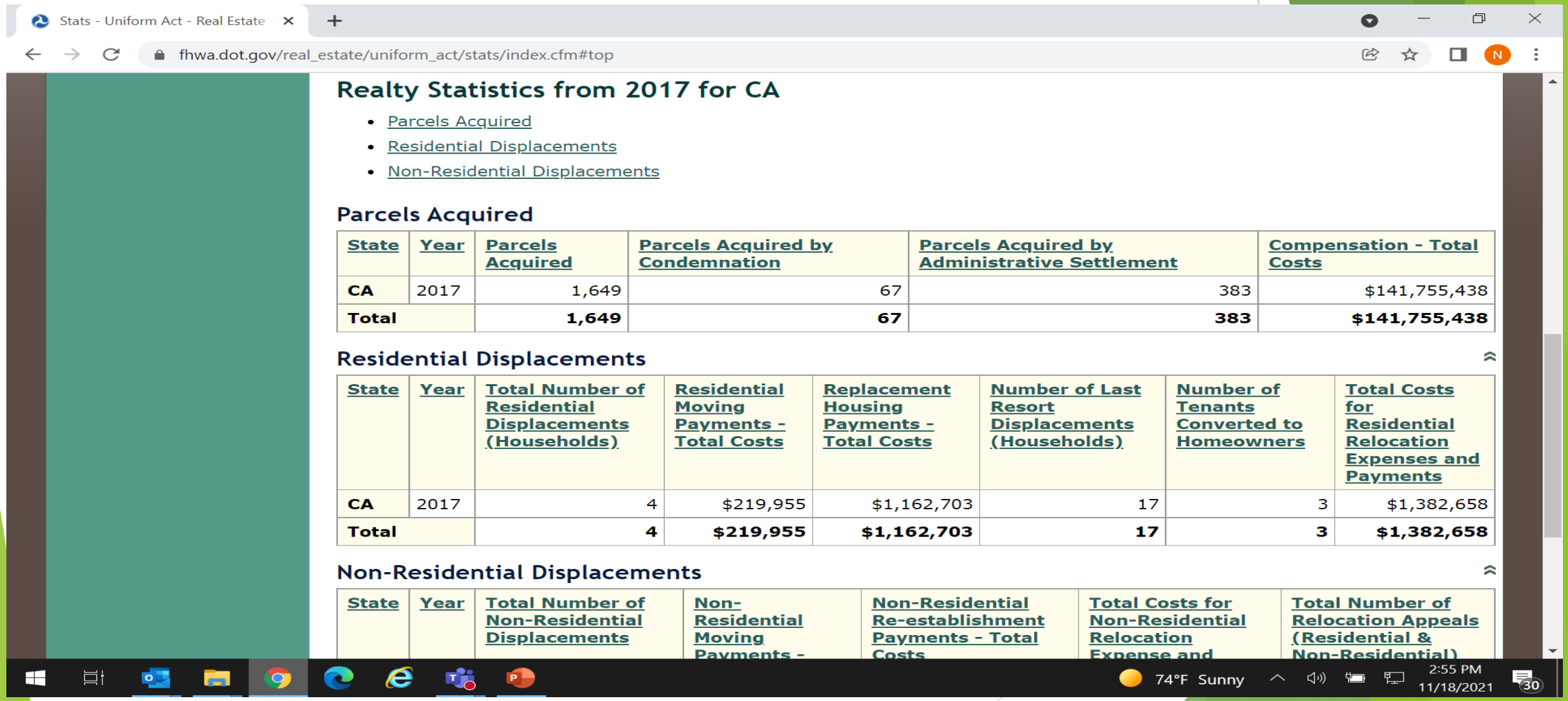
Non-residential Displacements

Total Residential and Non-Residential Displacements for 2020

- 806 residential
- 860 non-residential

= **1,666** total displacements nationwide from Federal-aid highway projects

https://www.fhwa.dot.gov/real_estate/uniform_act/stats/



Realty Statistics from 2017 for CA

- Parcels Acquired
- Residential Displacements
- Non-Residential Displacements

Parcels Acquired

State	Year	Parcels Acquired	Parcels Acquired by Condemnation	Parcels Acquired by Administrative Settlement	Compensation - Total Costs
CA	2017	1,649	67	383	$141,755,438
Total		**1,649**	**67**	**383**	**$141,755,438**

Residential Displacements

State	Year	Total Number of Residential Displacements (Households)	Residential Moving Payments - Total Costs	Replacement Housing Payments - Total Costs	Number of Last Resort Displacements (Households)	Number of Tenants Converted to Homeowners	Total Costs for Residential Relocation Expenses and Payments
CA	2017	4	$219,955	$1,162,703	17	3	$1,382,658
Total		**4**	**$219,955**	**$1,162,703**	**17**	**3**	**$1,382,658**

Non-Residential Displacements

State	Year	Total Number of Non-Residential Displacements	Non-Residential Moving Payments -	Non-Residential Re-establishment Payments - Total Costs	Total Costs for Non-Residential Relocation Expense and	Total Number of Relocation Appeals (Residential & Non-Residential)

NEPA and Displacement

NEPA requires that certain “adverse effects” must be eliminated or minimized through the NEPA process, including the “**destruction [of] . . . community cohesion**”, the “**injurious displacement of people, businesses and farms**” and the “**disruption of desirable community and regional growth**”.

49 CFR 24.205 Relocation planning, advisory services, and coordination.

a) ***Relocation planning***. During the early stages of development, an Agency shall plan Federal and federally-assisted programs or projects in such a manner that recognizes the problems associated with the displacement of individuals, families, businesses, farms, and nonprofit organizations and develop solutions to minimize the adverse impacts of displacement. Such planning, where appropriate, shall precede any action by an Agency which will cause displacement, and should be scoped to the complexity and nature of the anticipated displacing activity including an evaluation of program resources available to carry out timely and orderly relocations. Planning may involve a relocation survey or study, which may include the following:

(continued)...

1) An estimate of the **number of households to be displaced** including information such as owner/tenant status, estimated value and rental rates of properties to be acquired, family characteristics, and special consideration of the impacts on minorities, the elderly, large families, and persons with disabilities when applicable.

2) An estimate of **the number of comparable replacement dwellings in the area** (including price ranges and rental rates) that are expected to be available to fulfill the needs of those households displaced. When an adequate supply of comparable housing is not expected to be available, the Agency should consider housing of last resort actions.

3) An estimate of the **number, type and size of the businesses, farms, and nonprofit organizations to be displaced** and the approximate number of employees that may be affected.

4) An estimate of the **availability of replacement business sites**. When an adequate supply of replacement business sites is not expected to be available, the impacts of displacing the businesses should be considered and addressed. Planning for displaced businesses which are reasonably expected to involve complex or lengthy moving processes or small businesses with limited financial resources and/or few alternative relocation sites should include an analysis of business moving problems.

5) Consideration of any special relocation advisory services that may be necessary from the displacing Agency and other cooperating Agencies.

Potential Research for RTCC Input

- Best practices for analyzing and minimizing adverse impacts of displacements during the relocation planning process
  - E.g., affordable housing initiatives.
- Tools that State DOTs can use during relocation planning process
  - Screening tools to identify affected EJ populations by displacements
- Case studies/retrospective look at specific displacements from a sample of Fed-aid projects to determine whether displaced persons were in an improved situation after relocation (financially, proximity to economic opportunity, etc.)
- State policies that supplement relocation housing payments or business re-establishment benefits.
  - E.g., Loss of Goodwill Laws

U.S.Department of Transportation
Federal Highway Administration

Micromobility Research at USDOT

Shari Schaftlein, Director
Danielle Blackshear

Office of Human Environment
Federal Highway Administration

December 9, 2021

Agenda

Feedback on the Draft Shared Micromobility & Equity Primer

- Where we left off in 2019
- Micromobility Overview & Trends
- Shared Micromobility & Equity Primer Discussion

Micromobility is an innovation that can support equity, safety, complete streets, mobility, and climate change.

Where We Left Off

December 2019 RTCC Micromobility Presentation

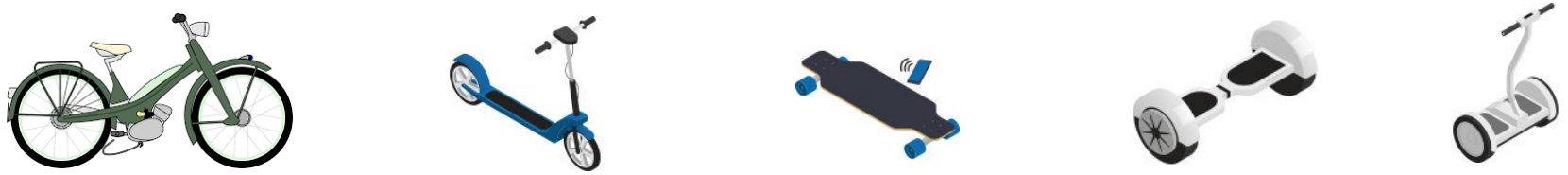
- 136 million shared micromobility trips in 2019
- *2019 FHWA Internal Micromobility Memo* established common vocabulary and topics for future research
- Emerging Roles & Responsibilities
- Coordination through the USDOT Micromobility Working Group
- Relationship between Micromobility and Bicycle & Pedestrian Planning
- New Pedestrian and Bicycle Information Center Micromobility Info Briefs

What is Micromobility?

Micromobility refers to any small, low-speed, human or electric-powered transportation device, including:

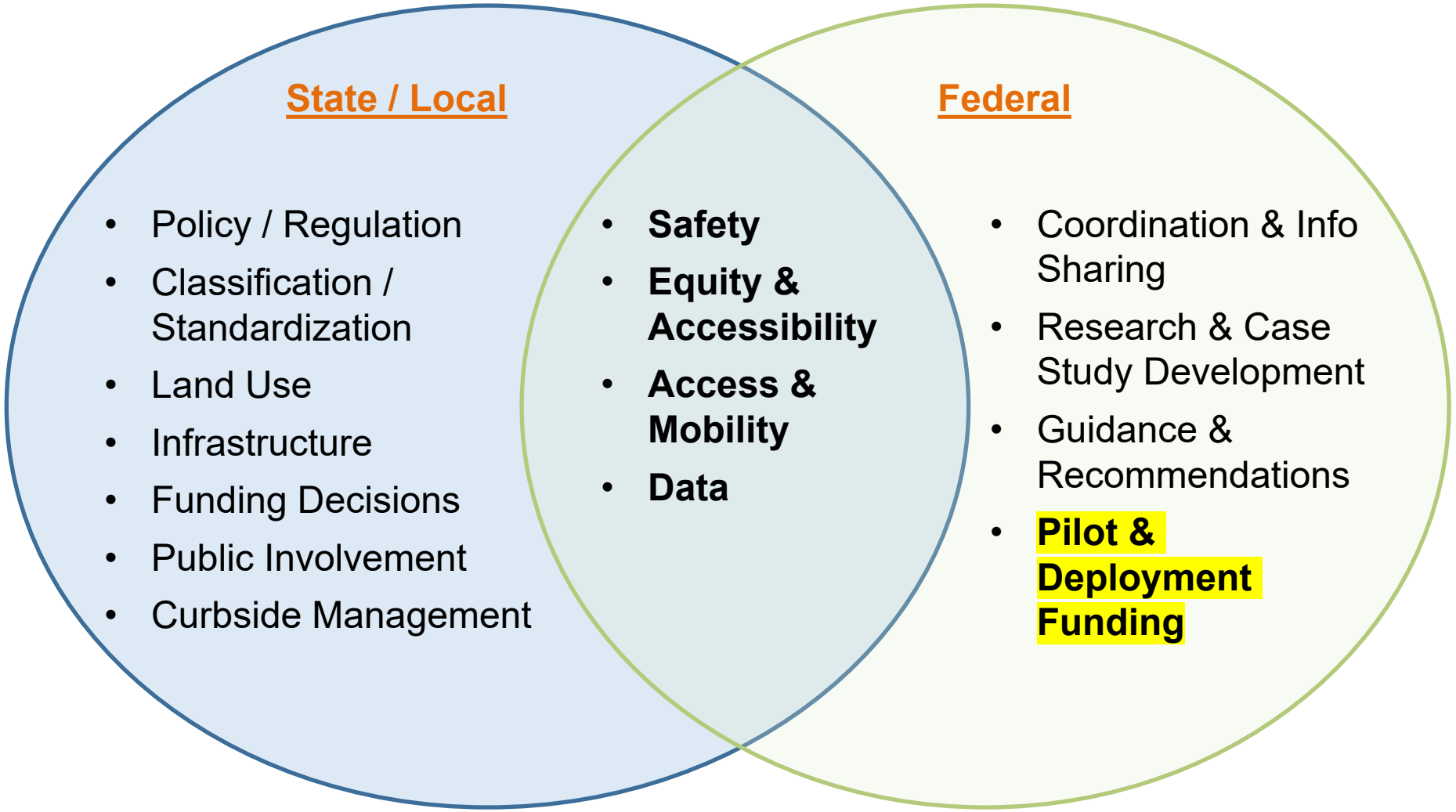
- bicycles
- scooters
- electric-assist bicycles (e-bikes)
- electric scooters (e-scooters)
- other small, lightweight, wheeled conveyances

Shared micromobility refers to docked or dockless fleets of micromobility devices that are available to the public for shared use.



Source: Pedestrian and Bicycle Information Center, http://pedbikeinfo.org/

Roles and Responsibilities



Bipartisan Infrastructure Law (BIL)

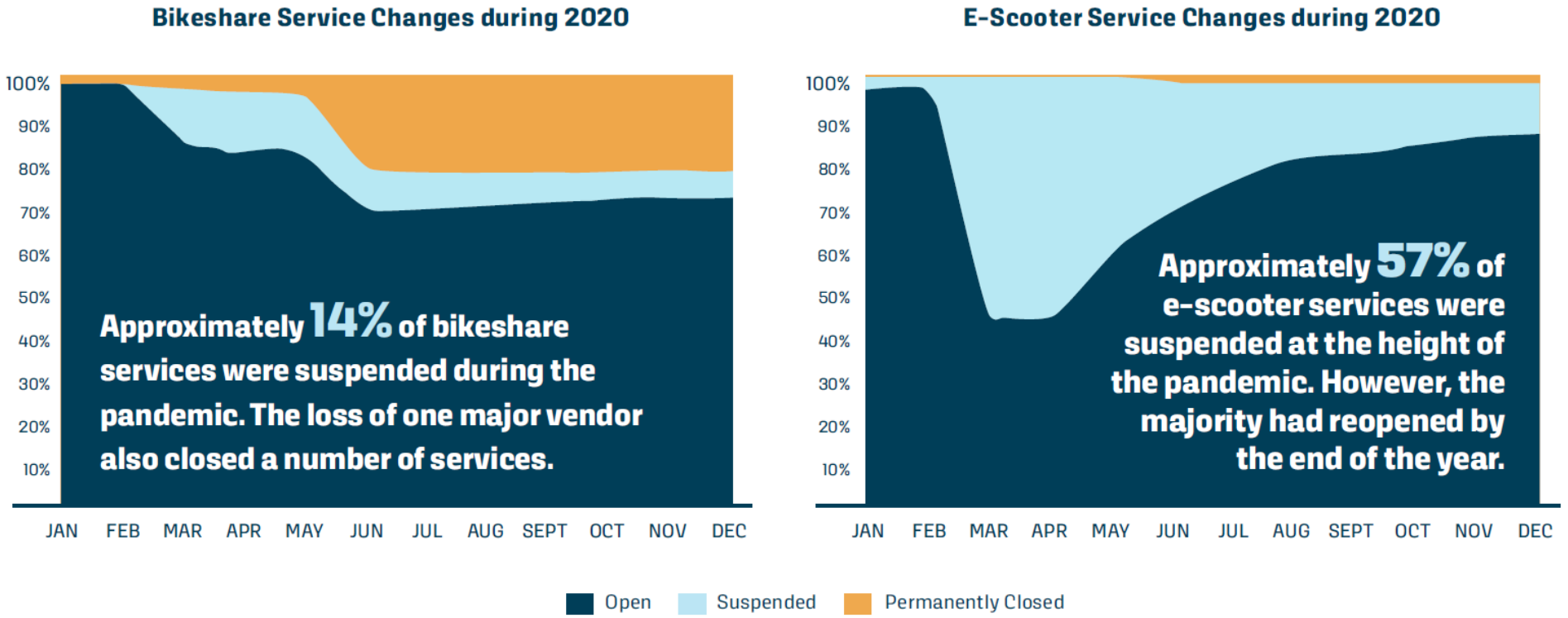
- Adds shared micromobility (including bikeshare and shared scooter systems) as an eligible project for Congestion Mitigation & Air Quality (CMAQ) funds *(Sections 11115 & 11133)*

- Center of Excellence on New Mobility and Automated Vehicles will research the impacts of new mobility (includes shared docked and dockless bicycles and electric scooters) and highly automated vehicles on land use, urban design, transportation, real estate, equity, and municipal budgets *(Section 13006)*

- Updates definition of nonmotorized road user to include an individual using a low-speed or low-horsepower motorized vehicle, including an electric bicycle, electric scooter, personal mobility assistance device, personal transporter, or all-terrain vehicle (ATV) *(Section 24105)*

- Build Back Better Reconciliation Proposal: Business tax credit for micromobility vehicle charging stations and E-bike rebate

Pandemic Trends



Source: NABSA 2020 Shared Micromobility State of the Industry Report

67.9 million shared micromobility trips in 2020

Shifts in Micromobility Usage

Despite a decrease in ridership in 2020, other trends emerged that introduced new people to shared micromobility:

- Approximately ½ of agencies and operators reported an increase in first-time riders
- Almost 60% noted an increase in casual or recreational trip purposes
- Approximately 20% reported increased trip-making in "equity zones"*

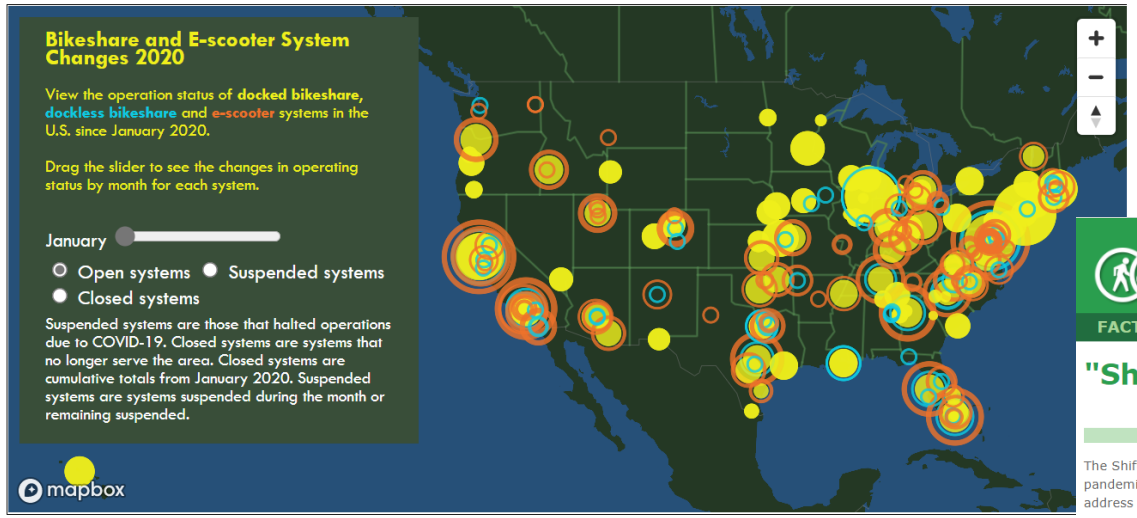
There were changes in the way that people used shared micromobility:

- Approximately ⅔ reported a reduction in weekday trip-making
- Over 60% reported changes to the times of day that trips were made
- Almost 50% reported an increase in weekend trip-making
- Over 20% saw increased trips to destinations near essential services

*Equity zones are areas including higher proportions of low income and other communities that have been historically underserved by transportation. Shared micromobility can play a key role in improving transportation access for these communities.

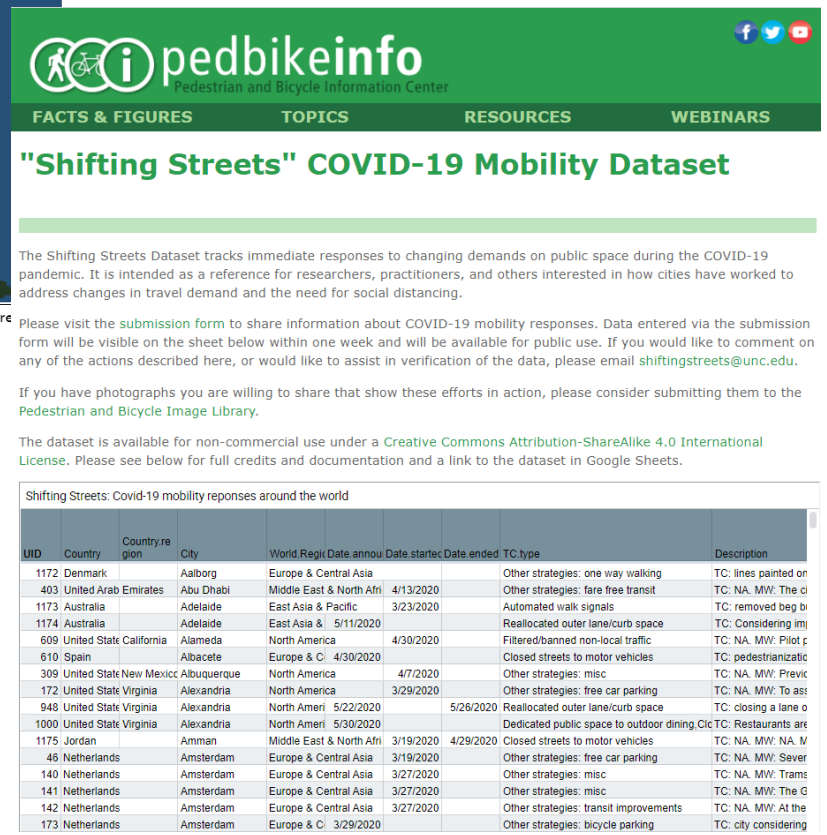
Source: NABSA 2020 Shared Micromobility State of the Industry Report

Micromobility Tracking



Docked bikeshare systems with a larger number of stations are represented by a larger circle (yellow). Cities with more than one dockless bikeshare system are represented by a thicker ring (blue). Likewise, cities with more than one e-scooter system are represented by a thicker ring (orange).

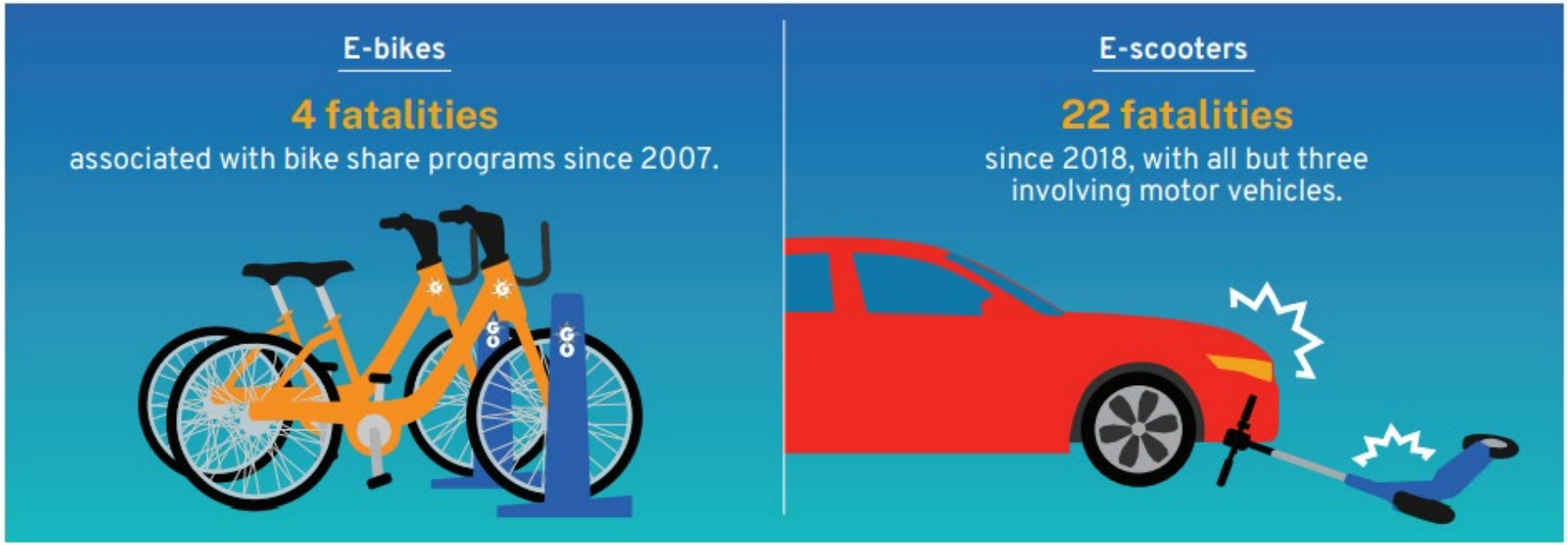
Source: BTS Effects of COVID-19 on Bikeshare (Docked and Dockless) and E-scooter Operations (bts.gov)



UID	Country	Country.region	City	World.Regi	Date.annou	Date.started	Date.ended	TC.type	Description
1172	Denmark		Aalborg	Europe & Central Asia				Other strategies: one way walking	TC: lines painted on
403	United Arab Emirates		Abu Dhabi	Middle East & North Afri		4/13/2020		Other strategies: fare free transit	TC: NA. MW: The ci
1173	Australia		Adelaide	East Asia & Pacific		3/23/2020		Automated walk signals	TC: removed beg bu
1174	Australia		Adelaide	East Asia &	5/11/2020			Reallocated outer lane/curb space	TC: Considering imp
609	United State	California	Alameda	North America		4/30/2020		Filtered/banned non-local traffic	TC: NA. MW: Pilot p
610	Spain		Albacete	Europe & C	4/30/2020			Closed streets to motor vehicles	TC: pedestrianizatic
309	United State	New Mexico	Albuquerque	North America		4/7/2020		Other strategies: misc	TC: NA. MW: Previc
172	United State	Virginia	Alexandria	North America		3/29/2020		Other strategies: free car parking	TC: NA. MW: To ass
948	United State	Virginia	Alexandria	North Ameri	5/22/2020		5/26/2020	Reallocated outer lane/curb space	TC: closing a lane o
1000	United State	Virginia	Alexandria	North Ameri	5/30/2020			Dedicated public space to outdoor dining,Clo	TC: Restaurants are
1175	Jordan		Amman	Middle East & North Afri		3/19/2020	4/29/2020	Closed streets to motor vehicles	TC: NA. MW: NA. M
46	Netherlands		Amsterdam	Europe & Central Asia		3/19/2020		Other strategies: free car parking	TC: NA. MW: Sever
140	Netherlands		Amsterdam	Europe & Central Asia		3/27/2020		Other strategies: misc	TC: NA. MW: Trams
141	Netherlands		Amsterdam	Europe & Central Asia		3/27/2020		Other strategies: misc	TC: NA. MW: The G
142	Netherlands		Amsterdam	Europe & Central Asia		3/27/2020		Other strategies: transit improvements	TC: NA. MW: At the
173	Netherlands		Amsterdam	Europe & C	3/29/2020			Other strategies: bicycle parking	TC: city considering

Source: PBIC Shifting Streets Dataset

Safety Concerns

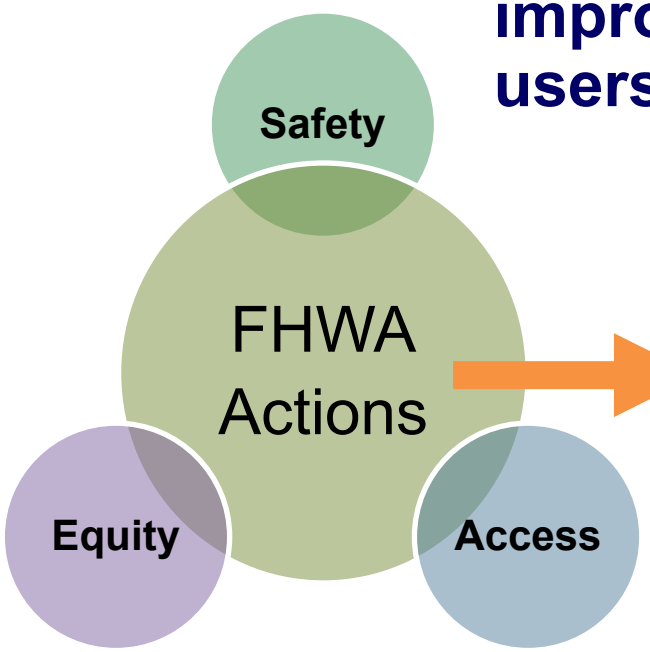


Source: GHSA Report - Understanding and Tackling Micromobility: Transportation's New Disruptor

As of April 2021, the Collaborative Sciences Center for Road Safety (University of North Carolina) confirmed 38 e-scooter deaths.

Complete Streets

A complete streets approach means **improving safety and access for <u>all</u> road users, on <u>every</u> FHWA-funded project.**

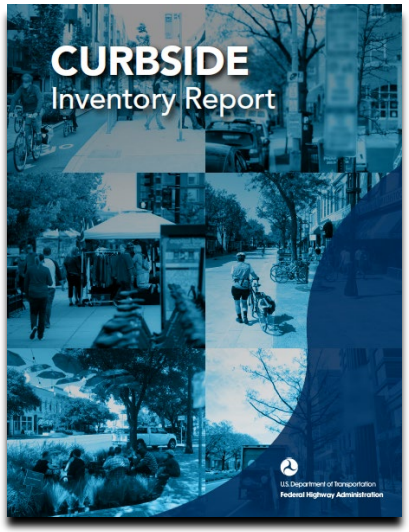


1. Update FHWA processes
2. Educate and train practitioners
3. Support data initiatives

Source: National Complete Streets Coalition - Smart Growth America

Curbside Management

Examples of key curbside users, functions, and modes that typically need regular use of curb space. *Source ITE.*

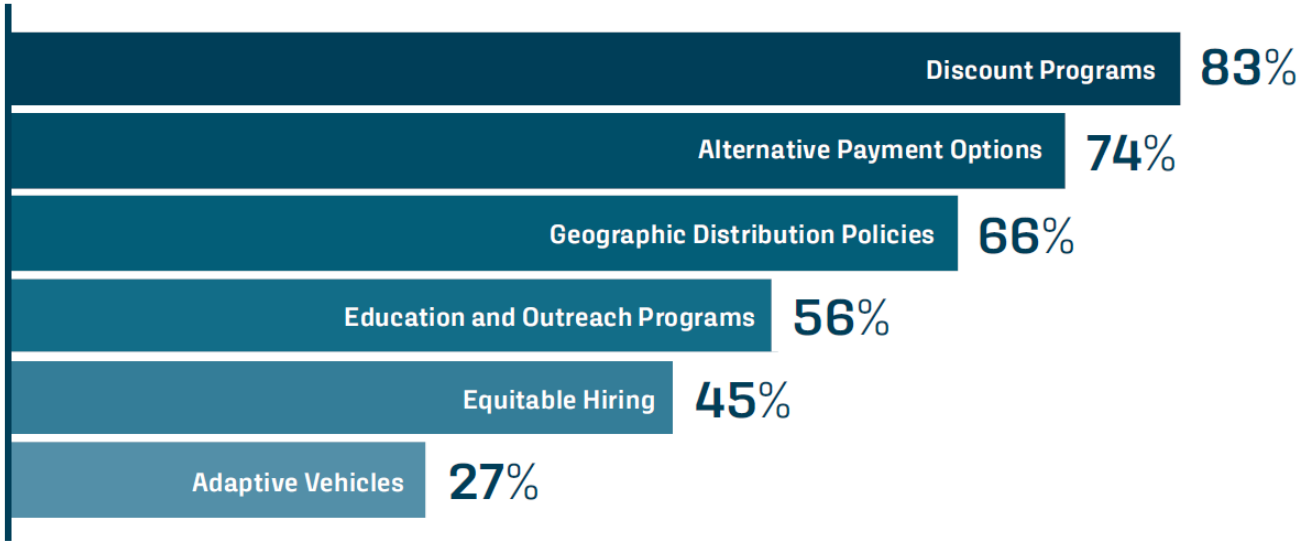


Source Seattle DOT

Transportation Equity

- Transportation equity seeks to achieve fairness in terms of providing mobility and access to meet the needs of all populations.
- Traditionally, shared micromobility has focused on operational equity programs.

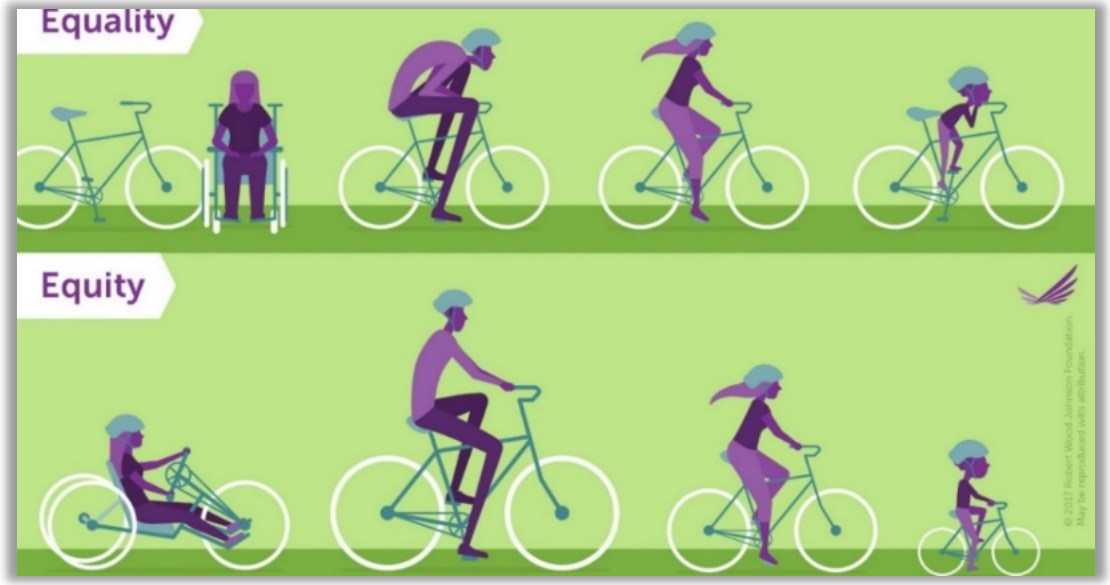
Shared micromobility systems offer a range of equity programs. Below is the percentage of bikeshare and shared e-scooter programs in North America that have:



Source: NABSA 2020 Shared Micromobility State of the Industry Report

Shared Micromobility and Equity Primer

- Relationship between shared micromobility and transportation equity
- Equity policies for local shared micromobility programs – infrastructure and operational
- Case Studies & Featured Resources
- Future micromobility and equity synthesis



Source: Robert Wood Johnson Foundation, 2017

Shared Micromobility and Equity Primer

Equity policies for local shared micromobility programs

Infrastructure

1. Create Safe Spaces for Micromobility Use
2. Equitable Multimodal Networks

Source: Laura Sandt, PBIC

Operational

1. Non-Digital Access and Options for Unbanked Individuals
2. Discounted Fare Structures
3. Distribution of Micromobility Devices
4. Adaptive Equipment
5. Operational Characteristics
6. Local Hiring
7. Public Transportation Partnerships
8. Continuous Evaluation & Monitoring

Discussion Questions

- What are your reactions to the Shared Micromobility and Equity Primer?
- How do we incorporate the Bipartisan Infrastructure Law opportunities (equity, climate, complete streets) into the primer?
- Are there other local policy considerations for advancing shared micromobility and transportation equity?
- Are there additional case studies or resources that should be featured?

Next Steps

- Incorporate comments and submit for leadership/public affairs review
- Anticipate completion Jan/Feb 2021