CHAPTER 3: EQUITY CONSIDERATIONS

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Equity was a common thread that informed much of the approach for identifying the High Injury Network (HIN), conducting engagement, and prioritizing projects. The SS4A program emphasizes the use of inclusive and representative processes, with data sets provided by USDOT regularly referenced. American Community Survey (ACS) data related to minority population and vehicle ownership was also reviewed to ensure that a variety of population characteristics were evaluated. The main datasets used pertaining to equity are summarized in **Table 13** below.

TABLE 13: EQUITY DATASETS

Data	Source, Year	Use
Historically Disadvantaged Communities	USDOT, 2021	Preliminary evaluation, engagement, project prioritization criteria
Areas of Persistent Poverty	USDOT, 2021	Preliminary evaluation, engagement, project prioritization criteria
Minority Population	American Community Survey, 2021	Project prioritization criteria
Vehicle Ownership	American Community Survey, 2021	Project prioritization criteria

Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. (Federal Highway Administration, 2023)

Per the SS4A program Notice of Funding Opportunity (NOFO) released in 2022, the Historically Disadvantaged Communities and Areas of Persistent Poverty datasets were used to preliminarily evaluate equity concerns within the region. These datasets were also used as highly weighted criteria as part of the project prioritization process that will be described in Chapter 5. These datasets for the Capital Region are shown in **Maps 8 and 9**. Notably, the entirety of Gadsden County is identified as Historically Disadvantaged, with only portions of Leon, Jefferson, and Wakulla County meeting this criterion. Area of Persistent Poverty in the region were less widespread, with more concentration in western and northeastern Gadsden County, southwest Tallahassee in Leon County, and central Jefferson County. Wakulla County did not have any Areas of Persistent Poverty.
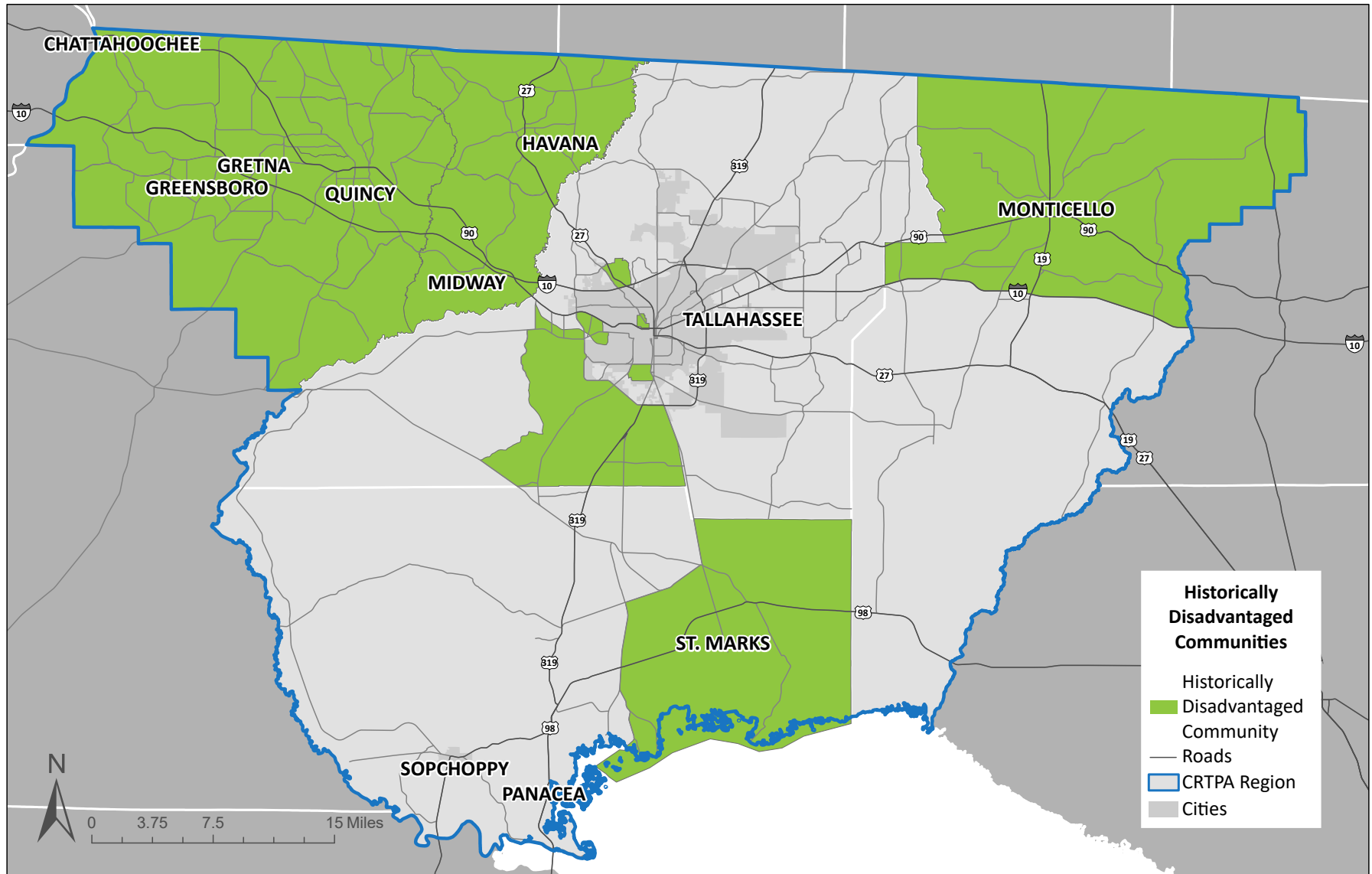
Capital Area - Equity by the Numbers

18 census tracts in Historically Disadvantaged Communities

35 census tracts in Areas of Persistent Poverty

41% minority population

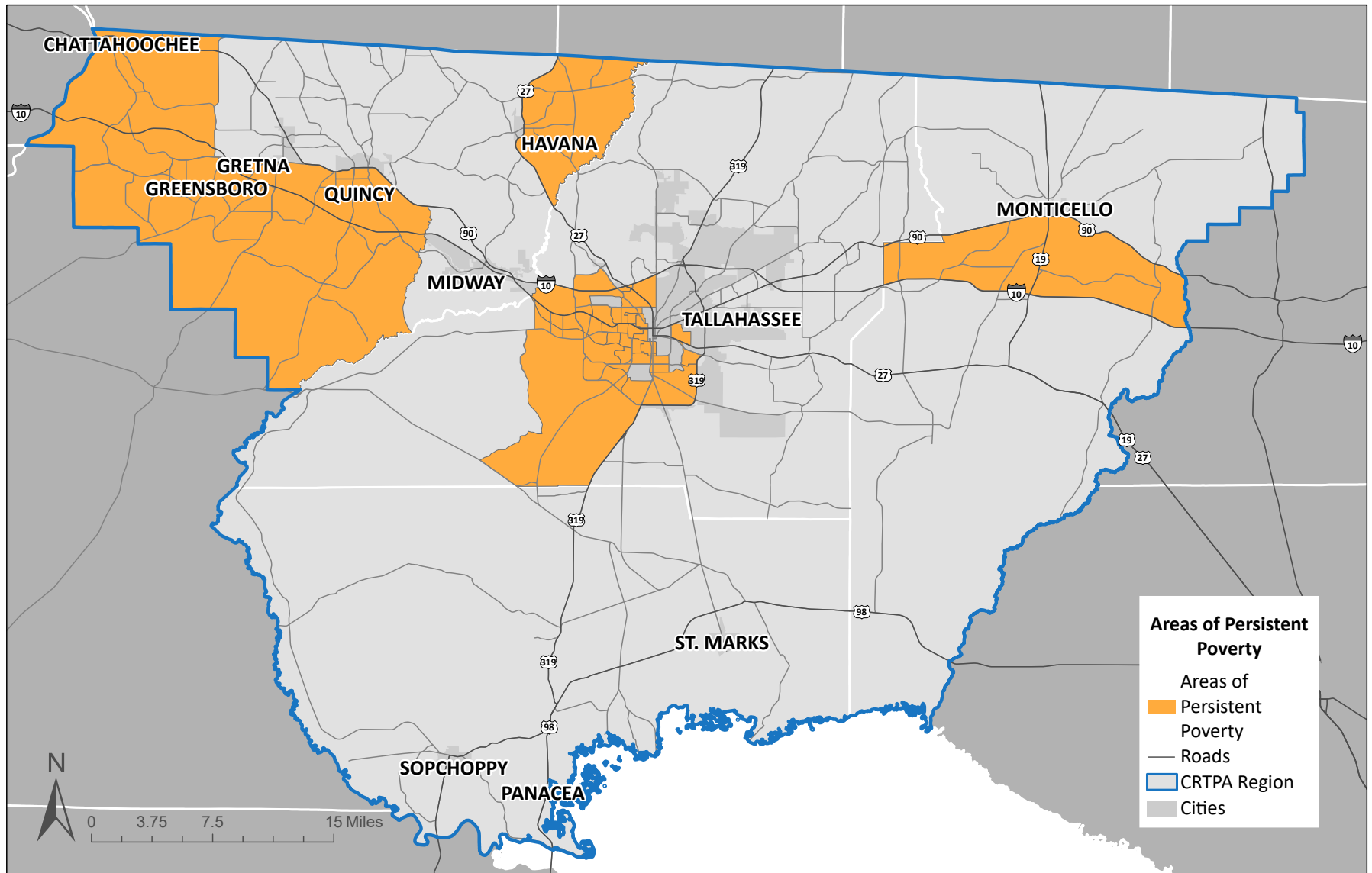**7%** of households lacking vehicle ownership

**The Capital Region Transportation Planning Agency will identify traditionally underserved populations within the region, _including minority, low income and elderly populations,_ and plan public involvement and outreach efforts for these segments of the population with their unique needs in mind to promote their participation.
(CRTPA Objective E.1. from Public Involvement Plan, 2018)**

MAP 8: HISTORICALLY DISADVANTAGED

MAP 9: AREAS OF PERSISTENT POVERTY

Based on this information, events and locations were strategically identified for engagement that would allow residents in these areas to contribute input. This is consistent with the CRTPA's approach to equity per their Public Involvement Plan. These locations will be detailed in Chapter 4 but were generally concentrated in Gadsden and Leon County. Additionally, virtual engagement tools were made available to the public to access at their leisure through the life of the project. This provided a variety of options for input where structural barriers and community history may have otherwise impeded opportunities for engagement. Based on local knowledge and work history in the region, a Spanish language survey was also developed. Finally, ongoing coordination with stakeholders through the Community Traffic Safety Teams (CTSTs) was conducted to ensure representation from each of the identified Historically Disadvantaged Communities and Areas of Persistent Poverty.

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