



GREATER NASHVILLE REGIONAL COUNCIL

Greater Nashville Regional Council Introduction and Background

The Greater Nashville Regional Council is the federally mandated regional planning agency for the Middle Tennessee region, and we oversee various programs for a total planning footprint that covers 14 counties and 52 municipalities. Our federal designations include one of 9 Economic Development Districts (EDD) in Tennessee, the Metropolitan Planning Organization (MPO) for a 7-county region around Metro Nashville-Davidson County, and the Area Agency on Aging and Disability (AAAD). Through these designations we coordinate regional cooperation, planning, and funding around transportation, community and economic development, and services to benefit quality of life. We also provide local planning services to communities in our region to aid in land use and development planning.

Our MPO footprint is 7 counties and serves a total population of over 1.7 million people, which is expected to grow to over 2.7 million by 2045. We have about 80 staff members that are committed to all GNRC programs and areas, and a 5-person Research & Analytics team to oversee all data products.

Equity Analysis

With the recent adoption of our required 2045 Regional Transportation Plan (RTP), we conducted an extensive equity analysis to inform our stakeholders, decision-makers, staff project evaluations, and Plan recommendations and ensure better outcomes for residents. Carson Cooper, a representative from GNRC's Research & Analytics team, will present on the analysis we conducted for the RTP, which includes a vulnerable populations index combined with spatial overlays. She will also detail how these metrics and overlays informed project evaluation criteria, qualitative project assessment, and Plan and project recommendations.

Since the plan's adoption in February, we have recently been taking strides to expand our analysis to be more detailed and informative. She will also provide preliminary results of this new methodology and how we plan to communicate and use the data for the implementation of the RTP and other transportation programs.

Contact:

Carson Cooper

Research Analyst

Carson Cooper has been a Research Analyst for the Greater Nashville Regional Council for 2 years. The majority of her time with GNRC has been devoted to various aspects of the MPO's transportation planning work. Carson's main data focuses at GNRC are demographics, land use and development, and projected growth patterns. These focuses are supported by her team members, who analyze traffic congestion and roadway safety, travel demand models, and remote sensing information.



Telling the Story: DVRPC's Equity Through Access Map Toolkit

The [Equity Through Access](#) (ETA) project is DVRPC's update of the region's Coordinated Human Services Transportation Plan (CHSTP). ETA seeks to improve economic and social opportunity in the region by expanding access to essential services for vulnerable populations - those who are more critically impacted by barriers and gaps in infrastructure, service coordination, and policies. Vulnerable populations are individuals who are low income, seniors, physically disabled, mentally disabled, and more likely to be transit dependent than the general population. Essential services are defined as destinations needed to meet a standard quality of life and include places of employment, grocery stores, schools, medical facilities, recreation/open space areas, senior centers, and centers for the developmentally disabled. This project responds to the changing CHSTP funding landscape and looks for new ways to promote accessible, affordable, and safe mobility.

As part of the ETA project, DVRPC created the ETA Map Toolkit (<https://arcg.is/1OCXXD>). This interactive web-based tool (an Esri Story Map) demonstrates disparities in access to essential services like hospitals, health clinics, recreational spaces, senior centers, and more in the Greater Philadelphia region. Users can view layers representing different datasets including the locations of essential services; bus routes, transit stops, and rail lines; transit walksheds; distributions of vulnerable populations like seniors, households in poverty, and people with disabilities; and areas where transit access is low. By reviewing these simple, color-coded layers, users can explore the relationships between transportation access, opportunity, and equity.

Additional Resource: Indicators of Potential Disadvantage; DVRPC's Equity Analysis

DVRPC's Indicators of Potential Disadvantage (IPD) dataset (www.dvrpc.org/webmaps/ipd/) is a resource for DVRPC staff, partner agencies, and residents of the nine-county Greater Philadelphia region. The IPD analysis identifies populations of interest under Title VI and EJ using U.S. Census American Community Survey (ACS) 2015-2019 five-year estimates data and maps these populations in each of the Census tracts in the region via GIS. These population groups are represented by the nine indicators in the IPD analysis: youth, older adults, female, racial minority, ethnic minority, foreign-born, limited English proficiency, disabled, and low-income. The concentrations of these populations are mapped for each Census tract in the region.

Next, the IPD score for each tract is calculated for use in DVRPC's policies, programs, and processes. The IPD score calculation is determined by standard deviations relative to an indicator's regional average. This score classifies the concentration of the population groups of interest on a scale from "well below average" to "well above average" in every census tract in the region.

About DVRPC

The Delaware Valley Regional Planning Commission (DVRPC) is the federally designated Metropolitan Planning Organization for a diverse nine-county region in two states: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.

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What is the Houston-Galveston Area Council?

The Houston-Galveston Area Council is the regional council of local governments, serving an area of 12,500 square miles and more than 7 million people. H-GAC helps local governments and their citizens address issues that cross city limits and county lines. This work is important because our region is growing rapidly, and we must meet today's needs and prepare for a better future.

H-GAC also serves as the Metropolitan Planning Organization (MPO) for transportation planning in the eight-county Houston-Galveston area. This area includes Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller counties. H-GAC's Transportation Policy Council approves the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

What is H-GAC's Regional Equity Tool?

Regional Equity Tool is an interactive mapping application/tool that identifies the distribution of H-GAC region's vulnerable, low- to moderate-income population, and historic settlements. The tool lists H-GAC and other local agencies current and future planning projects. Users can utilize this tool to better understand the sociodemographic and community characteristics of a given study/project area and enhance their decision-making process.

Access the tool here: <https://datalab.h-gac.com/equity/>