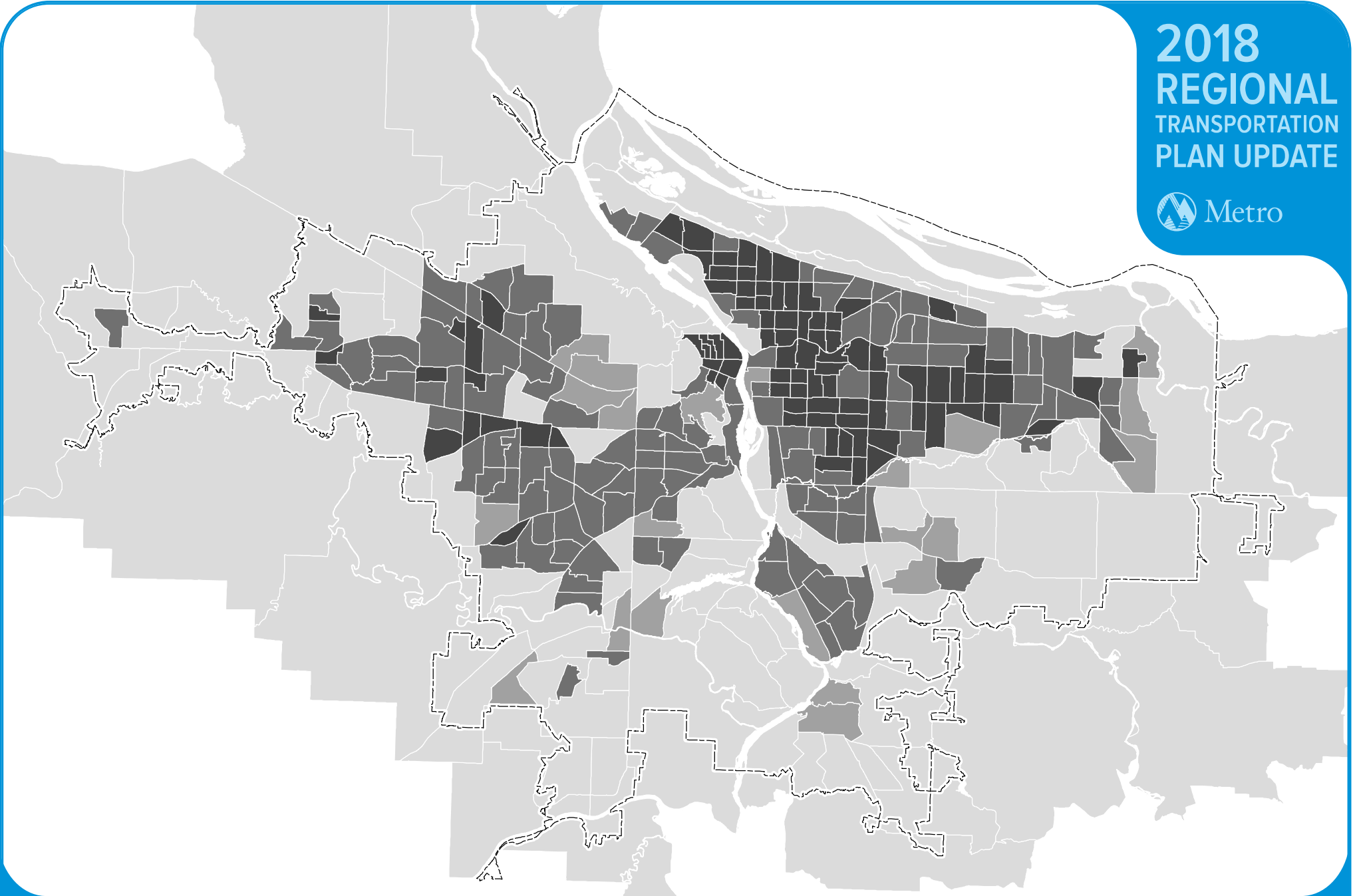
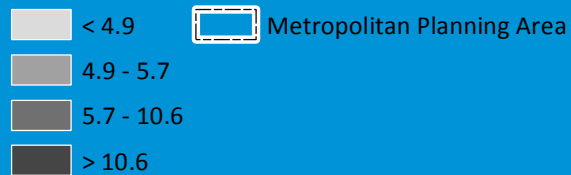


2018 REGIONAL TRANSPORTATION PLAN UPDATE

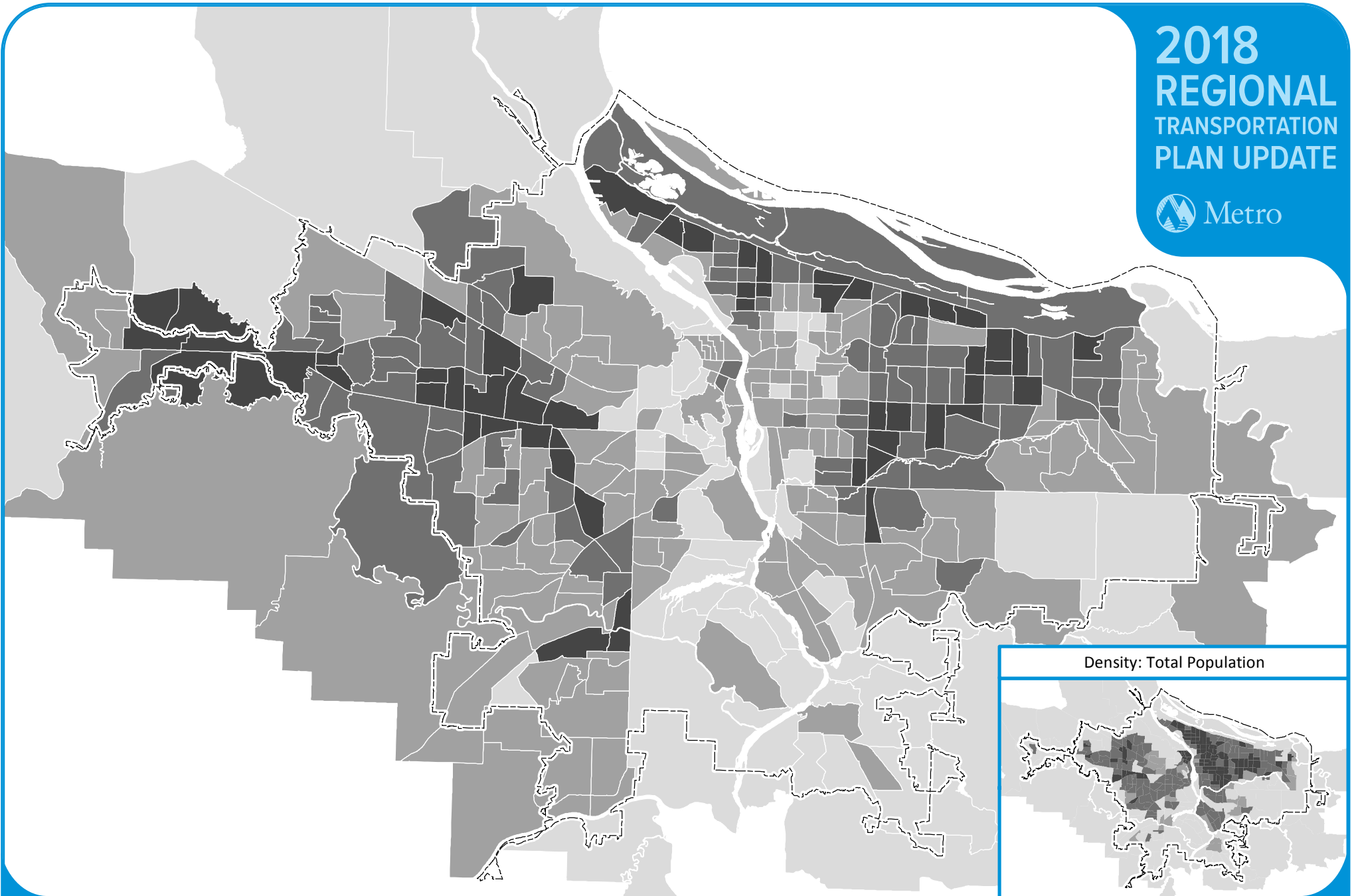


**Populations Density,
Persons per Acre**



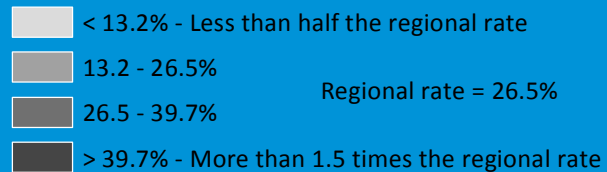
Source: American Community Survey 2009-2013

2018 REGIONAL TRANSPORTATION PLAN UPDATE



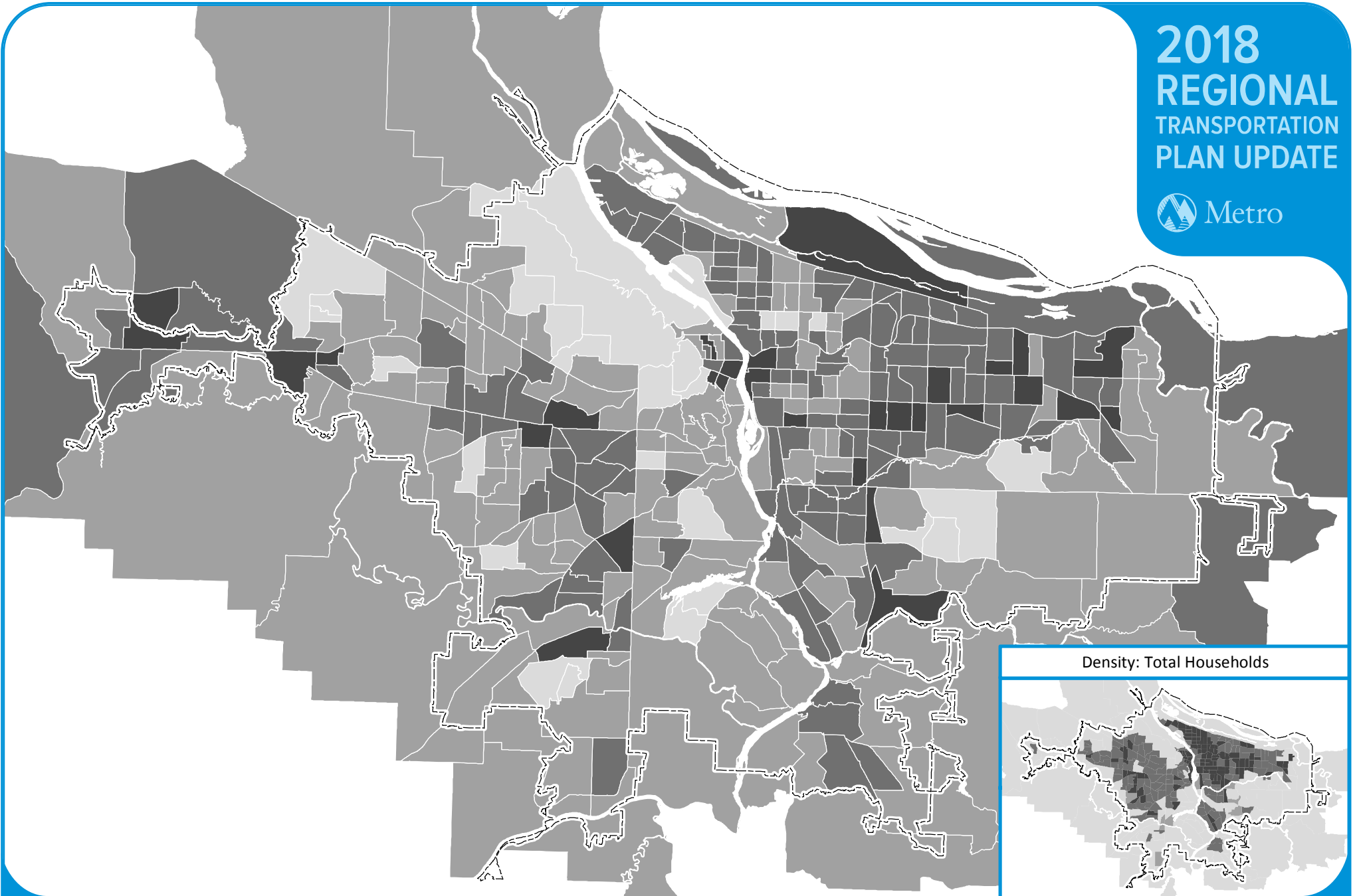
Density: Total Population

**People of Color:
Percent of Total Population,
Binned Relative to Regional Rate**




Source: Census 2010


2018 REGIONAL TRANSPORTATION PLAN UPDATE




Density: Total Households

**Household Annual Income Under \$50,000:
Percent of Total Households,
Binned Relative to Regional Rate**

 < 21.4% - Less than half the regional rate

 21.4 - 42.8%

 42.8 - 64.2%

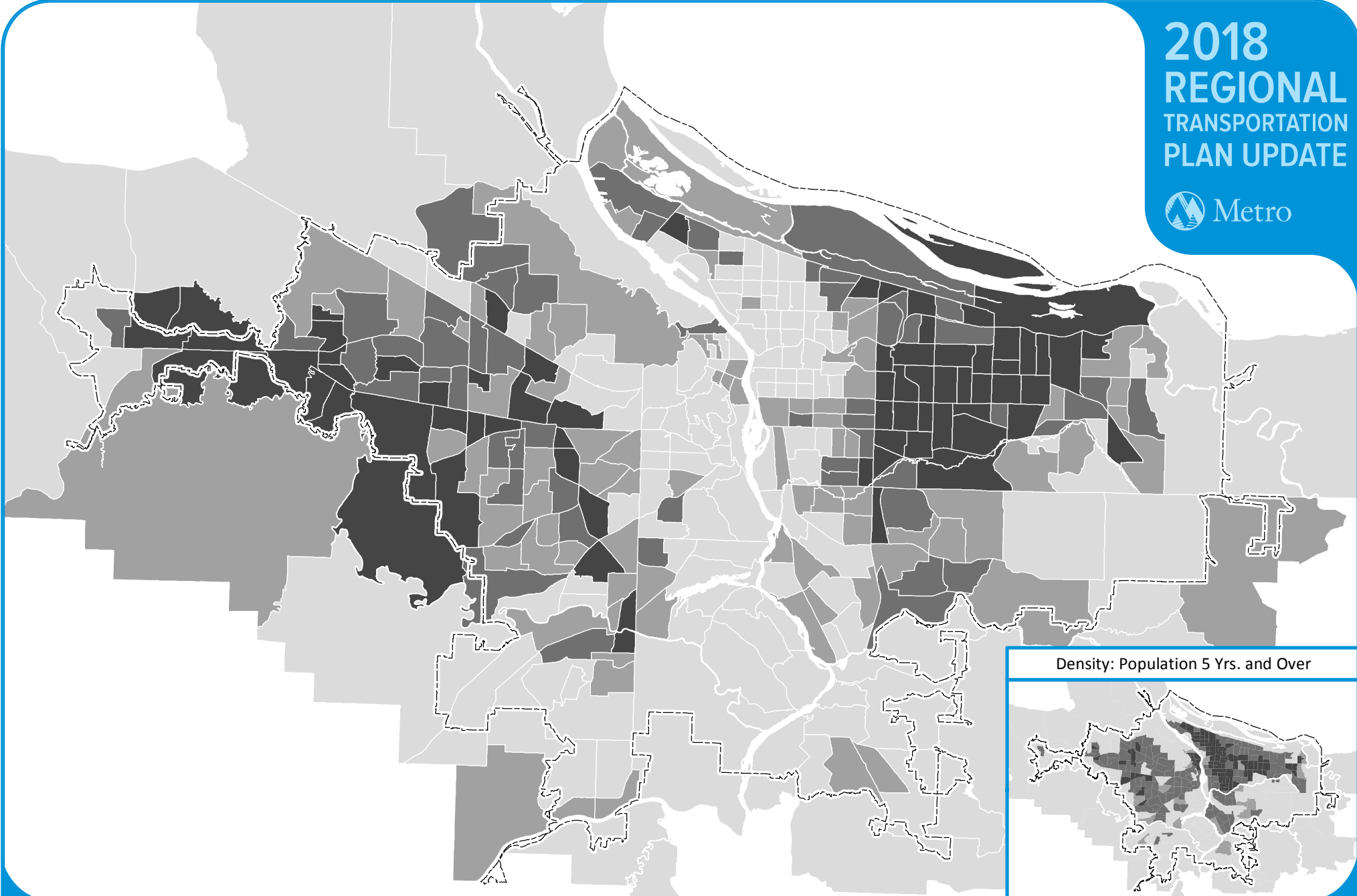
 > 64.2% - More than 1.5 times the regional rate

 Metropolitan Planning Area

Regional rate = 42.8%

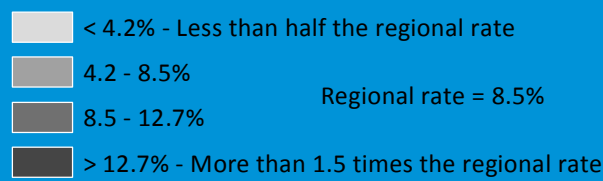
Source: American Community Survey 2009-2013

2018 REGIONAL TRANSPORTATION PLAN UPDATE



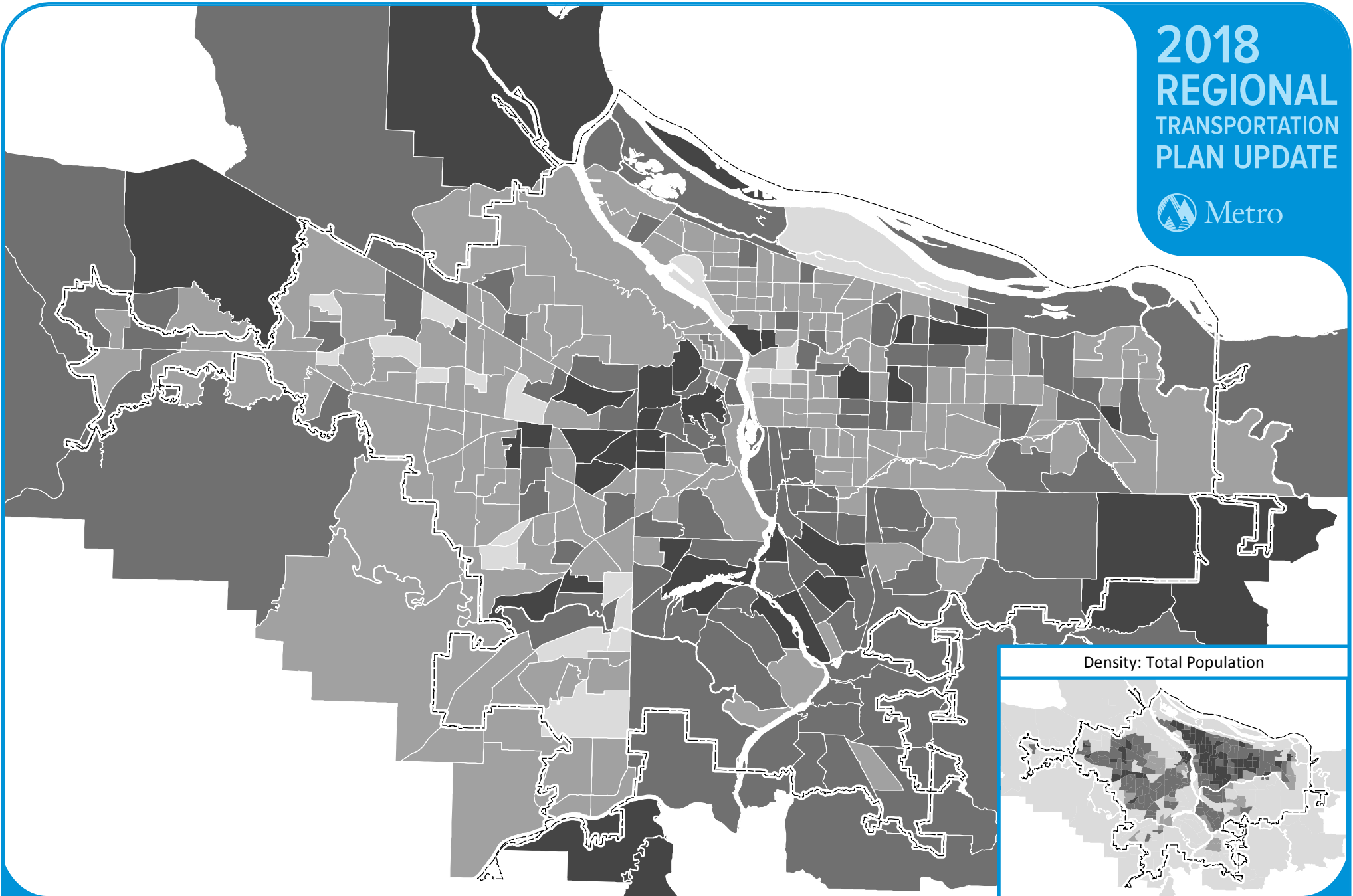
Density: Population 5 Yrs. and Over

Limited English Proficiency as a Percent of Population 5 Yrs. and Over, Binned Relative to Regional Rate



Source: American Community Survey 2009-2013

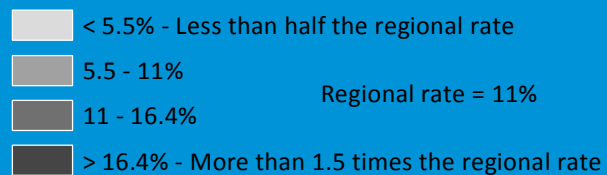
2018 REGIONAL TRANSPORTATION PLAN UPDATE



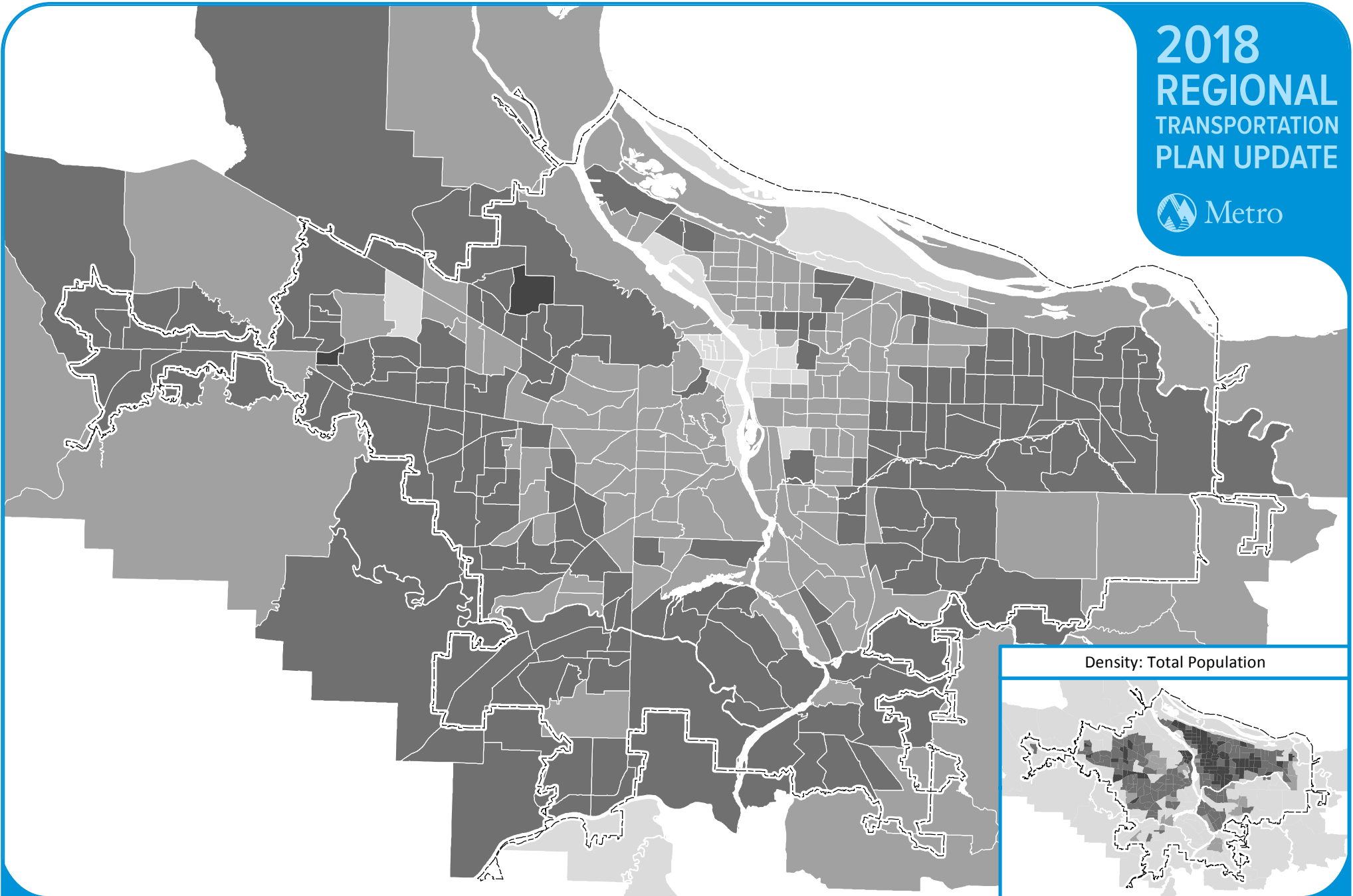
Density: Total Population

65 Years and Over: Percent of Total Population, Binned Relative to Regional Rate

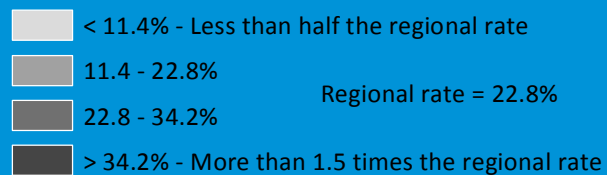
Source: Census 2010



2018 REGIONAL TRANSPORTATION PLAN UPDATE



**Under 18 Years:
Percent of Total Population,
Binned Relative to Regional Rate**



Source: Census 2010

Definitions and Technical Information for Community Maps

All Community Maps

The geographic boundary used for all map analysis of populations and visualizations is the metropolitan planning area (MPA) boundary. The MPA represents the area which the Portland metropolitan planning organization (MPO) does long and near-term transportation planning.

Community Map: People of Color, Older Adults, and Younger Persons

People of Color: Defined as persons who did not identify racially/ethnically as white, non-Hispanic or Latino in the 2010 Decennial Census.

Regional rate, people of color = 26.6%

Older Adults: Defined as persons who are 65 years of age or older in the 2010 decennial census.

Regional rate, older adults = 10.9%

Younger Persons: Defined as persons who are 17 years of age or younger in the 2010 decennial census.

Regional rate, younger persons = 22.8%

Data input (for all three): 2010 Decennial Census

Rationale:

Definitions for people of color, older adults, and younger persons are carrying over the same definitions used in Metro's 2014 Civil Rights Assessment. Since the bulk of analysis work for the 2014 Civil Rights Assessment was completed in 2013, Metro staff revisited the data inputs used to see whether a data update was needed for mapping the three populations in 2015. Through comparative analysis, Metro staff determined using the 2010 Decennial Census as the data input for age and race categories since the measured change between the 2010 Decennial Census and the 2009-2013 American Community Survey was not significant (i.e., greater than the margin of error). Additionally, since the timescales of the decennial census and five-year American Community Survey overlap, a comparison of 2010 Decennial Census and 2009-2013 American Community Survey is difficult to interpret and avoided. Additionally, since the margins of error are substantial in the American Community Survey, it was deemed appropriate to use the most trustworthy data.

Community Map: Low Income

Low Income: Defined as households with an annual income under \$50,000.

Regional rate, low income = 43.3%

Data input: American Community Survey 2009-2013 5 yr. average

Rationale:

As part of the 2014 Civil Rights Assessment, Metro made a recommendation to revisit the definition used to determine low income populations in the region. Since the adoption of the 2014 Civil Rights

Assessment, Metro underwent an effort to assess proposed FOTA boundary changes. Through Metro staff research of data sources and other programs, recommendations which emerged from Metro's Equity Strategy Framework Report, and through the FOTA effort, the definition of households with incomes less than \$50,000 was chosen. This definition approximates the American Community Survey equivalent for the University of Washington's self-sufficiency index measurement of ~\$47,000 for one adult and one preschooler in Clackamas, Multnomah, and Washington counties. Additionally, other federal program income thresholds such as the U.S. Department of Housing and Urban Development (HUD) area median incomes for the Portland metropolitan statistical area, as well as other tools such the Center for Neighborhood Technology Housing + Transportation index, were looked at for different household sizes to help inform the low income definition. In looking at the region's average household size of 2.4 persons also helped Metro staff determine income threshold ranges to look at for two and three persons households. Setting the low income definition at \$50,000 reflect a mid-point income level for households across the many different programs looked at for determining a definition and data is readily available to visualize and conduct analyses.

Work was also conducted to try to visualize and map low income communities based on different income levels and family size, but through exploration final maps were not produced due to the American Community Survey limitation of publishing family size only in conjunction with the federal poverty threshold, and not according to arbitrary income categories (i.e., \$50,000). The federal poverty threshold, especially as combined with increasing family sizes, may be too conservative an income threshold in that it does not capture the full extent of income disparity in the region.

Community Map: Limited English Proficiency

Limited English Proficiency: Defined as individuals over 5 years of age who identify in the American Community Survey as able to speak English "less than very well."

Regional rate, Limited English Proficiency = 8.6%

Data input: American Community Survey 2009-2013 5 yr. average and Oregon Department of Education 2013-2014 school year data

Rationale:

Definitions for limited English proficiency persons are carried over the same definition used in Metro's 2014 Civil Rights Assessment. In 2015, Metro updated its Limited English Proficiency Factor 1 analysis as part of its federal obligations to identify which languages to translate vital documents. The Limited English Proficiency Factor 1 analysis utilized a hybrid method looking at American Community Survey data and Oregon Department of Education data to identify the languages and the areas in the region in which the limited English proficiency population (by individual languages groups) constitute more than 1,000 persons or 5% of the region's population. (Oregon Department of Education data was used to identify individual languages.) For purposes of transportation planning analyses, limited English proficiency populations, regardless of languages spoken, were aggregated to determine the regional rate of Limited English Proficiency persons and visualize the information spatially. Individual language maps are available as needed, including disaggregate American Community Survey group language maps (i.e., Ukrainian from Other Slavic).

Metro's Working Definition of Equity

"Our region is stronger when all individuals and communities benefit from quality jobs, living wages, a strong economy, stable and affordable housing, safe and reliable transportation, clean air and water, a healthy environment, and sustainable resources that enhance our quality of life.

We share a responsibility as individuals within a community and communities within a region. Our future depends on the success of all, but avoidable inequities in the utilization of resources and opportunities prevent us from realizing our full potential.

Our region's population is growing and changing. Metro is committed with its programs, policies and services to create conditions which allow everyone to participate and enjoy the benefits of making this a great place today and for generations to come."

Getting there



equitably

TEA Working Group Meeting #1 – Welcomes and Getting Started

Transportation Equity Analysis Working Group
January 8, 2016

Grace Cho, TEA Project Manager



Agenda Review

- Welcome
- Introductions
- TEA Work Group Purpose and Charge
- TEA in Context
- Transportation Equity
- Q&A and Next Steps

Welcome and Introduction

- Urban growth boundary
- County boundary



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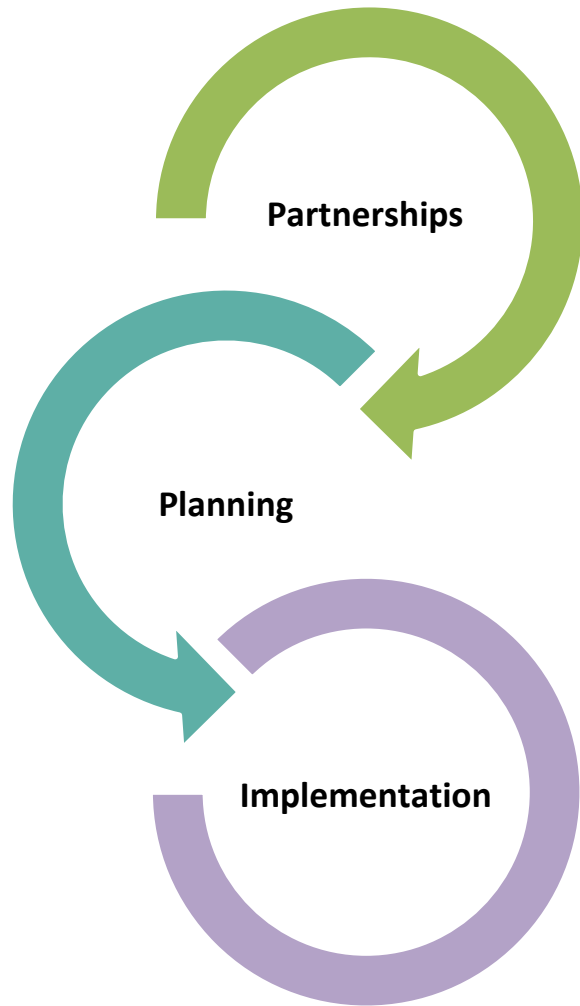
Introductions

- Name
- Organization or Community You Represent
- Questions
 - What are your priorities/focus for this process?
 - What do you hope to see as a result of this process?

What did I sign up for?



TEA Work Group Purpose and Charge



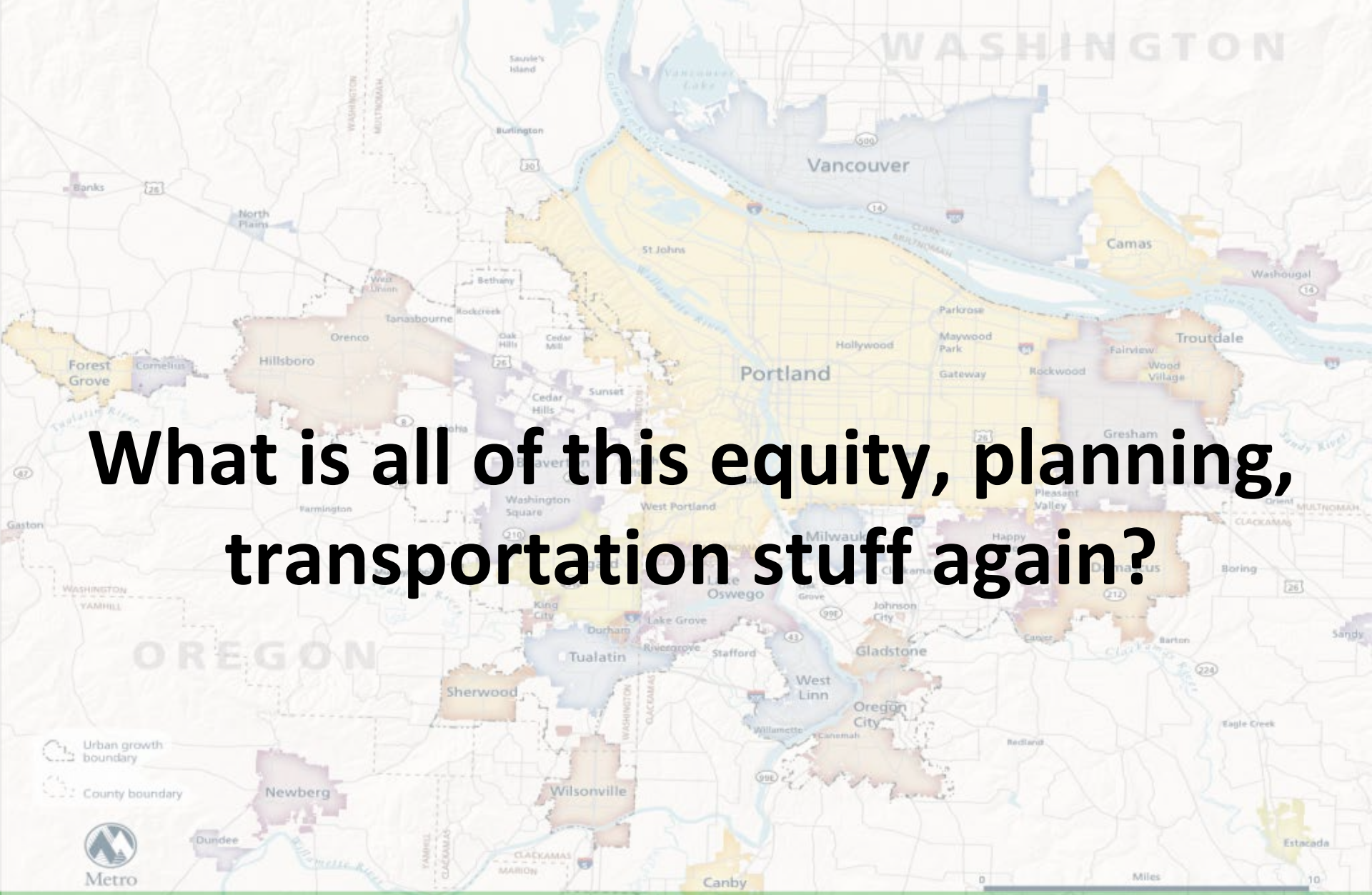
- Advise Metro staff in:
 - Shaping what and how equity is measured in transportation plans and investments
 - Supporting the development of the region's transportation plans

TEA Work Group Charge

- Loop back with your constituents and leadership on what we are up to with the TEA
 - Make sure to bring their input back to this table
- Bring forward your feedback and concerns early



PARTICIPATE!



What is all of this equity, planning, transportation stuff again?

2018 RTP and 2018-2021 MTIP

Regional Transportation Plan

- Region's long-range transportation blueprint
- Identifies the capital transportation investments we want to make in the next 20+ years

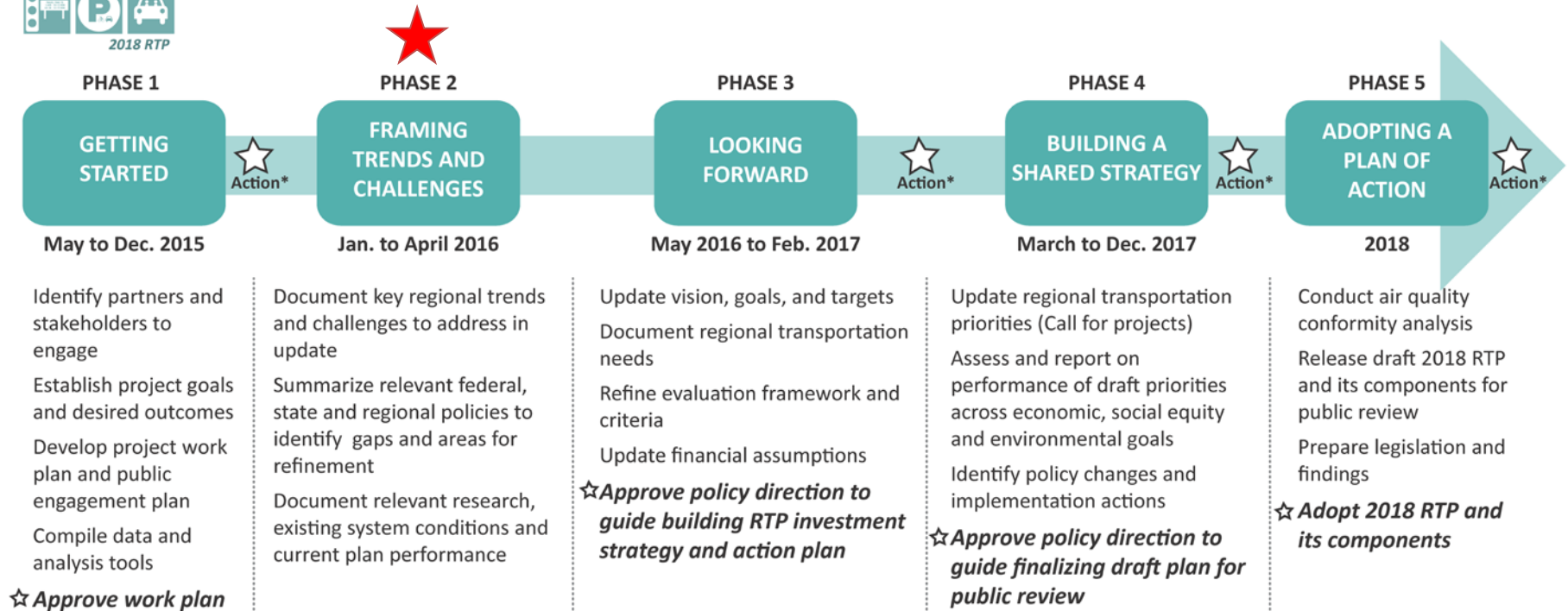


2018 RTP Timeline



2018 REGIONAL TRANSPORTATION PLAN WORK PLAN

Getting there with a connected region

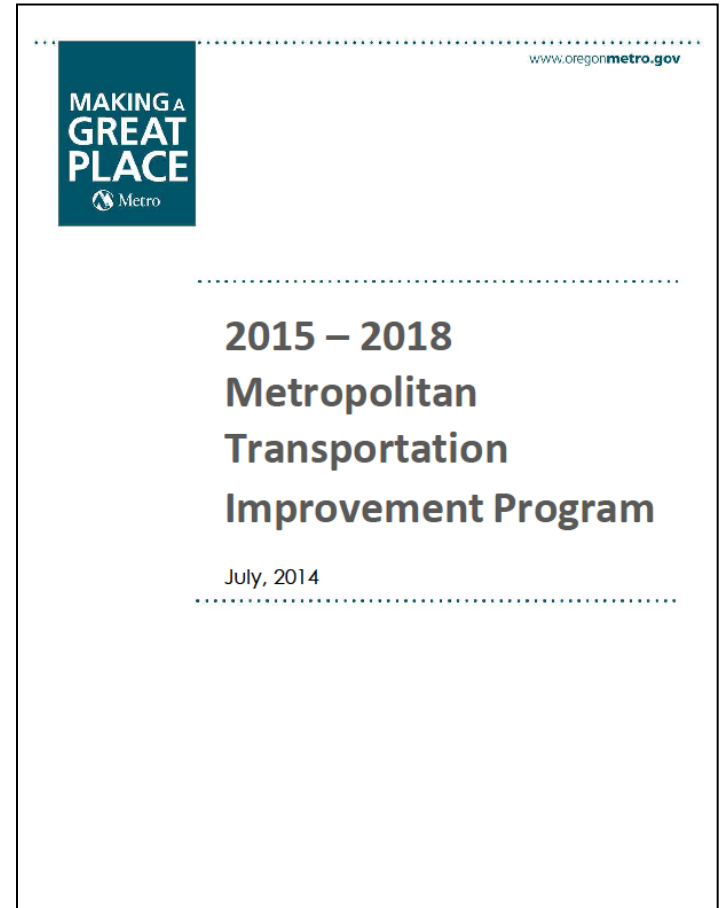


WE ARE HERE

2018 RTP and 2018-2021 MTIP

Metropolitan Transportation Improvement Program

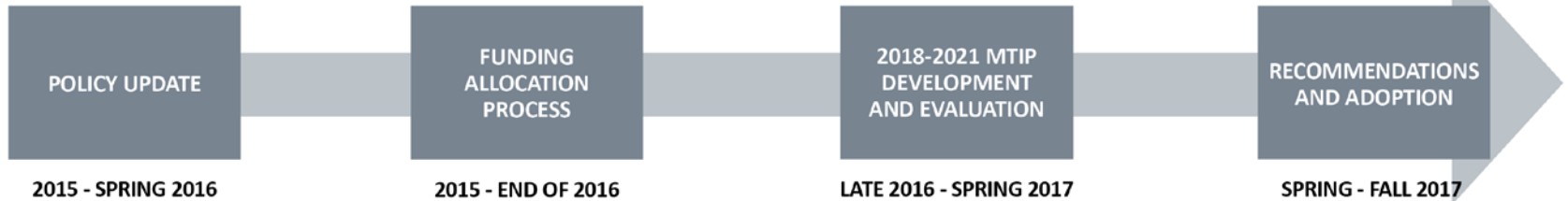
- Identifies the capital transportation investments for the upcoming four years
- Monitors how we are doing implementing the RTP
- Provides policy direction for the Regional Flexible Fund Allocation



2018-2021 MTIP Timeline



2018-2021 MTIP | Work Plan Summary



Launch 2018-2021 MTIP policy update process

Gather input and feedback on options for policy direction based on updated regional policies and data

Develop draft preferred MTIP policy

Release draft preferred MTIP policy direction for public comment

Request recommendation and adoption through engagement committees (TPAC, JPACT) and Metro Council

Adopted policy direction for the 2018-2021 MTIP

2015 - END OF 2016

Implement the 2018-2021 MTIP coordination policy. Activities include:

- MPO participation in TriMet and SMART annual budget process
- MPO participation in ODOT Region 1 funding allocation
- ODOT, SMART, and TriMet participate in the MPO funding allocation process (Regional Flexible Fund)

Public comment opportunities for the funding allocations and budget processes.

LATE 2016 - SPRING 2017

Collect information about the programming, funding allocation processes, prioritization factors, considerations of federal transportation objectives

Evaluate the package of transportation investments proposed in the 2018-2021 MTIP for general federal compliance (e.g. fiscal constraint)

Evaluate the package of transportation investments proposed in the 2018-2021 MTIP for national air quality regulation compliance

Evaluate the package of transportation investments proposed in the 2018-2021 MTIP for Title VI and environmental justice considerations

RECOMMENDATIONS AND ADOPTION

SPRING - FALL 2017

Release and gather feedback on the 2018-2021 MTIP through public comment

Request recommendation and adoption through engagement committees (TPAC, JPACT) and Metro Council

Adopt 2018-2021 MTIP

Submit 2018-2021 MTIP to Governor as part of the 2018-2021 STIP

Governor approves 2018-2021 STIP and submits full metropolitan area and state programs to U.S. DOT for approval (Sept. 1 deadline)

WE ARE HERE

TEA Timeline



2018 RTP/2018-21 MTIP | TRANSPORTATION EQUITY ANALYSIS WORK PLAN
Getting there equitably



WE ARE HERE

TEA Work Group Meetings - 2016

- January – Overview and set the table
- February – Table setting (continued) and start transportation priorities discussion
- **May** – Select/confirm transportation priorities and start evaluation methods discussion
- June – Overview of evaluation methods and measurements
- **September** – Select evaluation methods and inform partners

So what are we advising on?

2016:

- What community values to measure transportation investments packages against
- How to measure the transportation investments packages

2017 & 2018:

- Analysis results, findings, recommended policy refinements and short list of actions

2018 RTP Components



Finance



Design



Safety



Transit



Equity



Performance



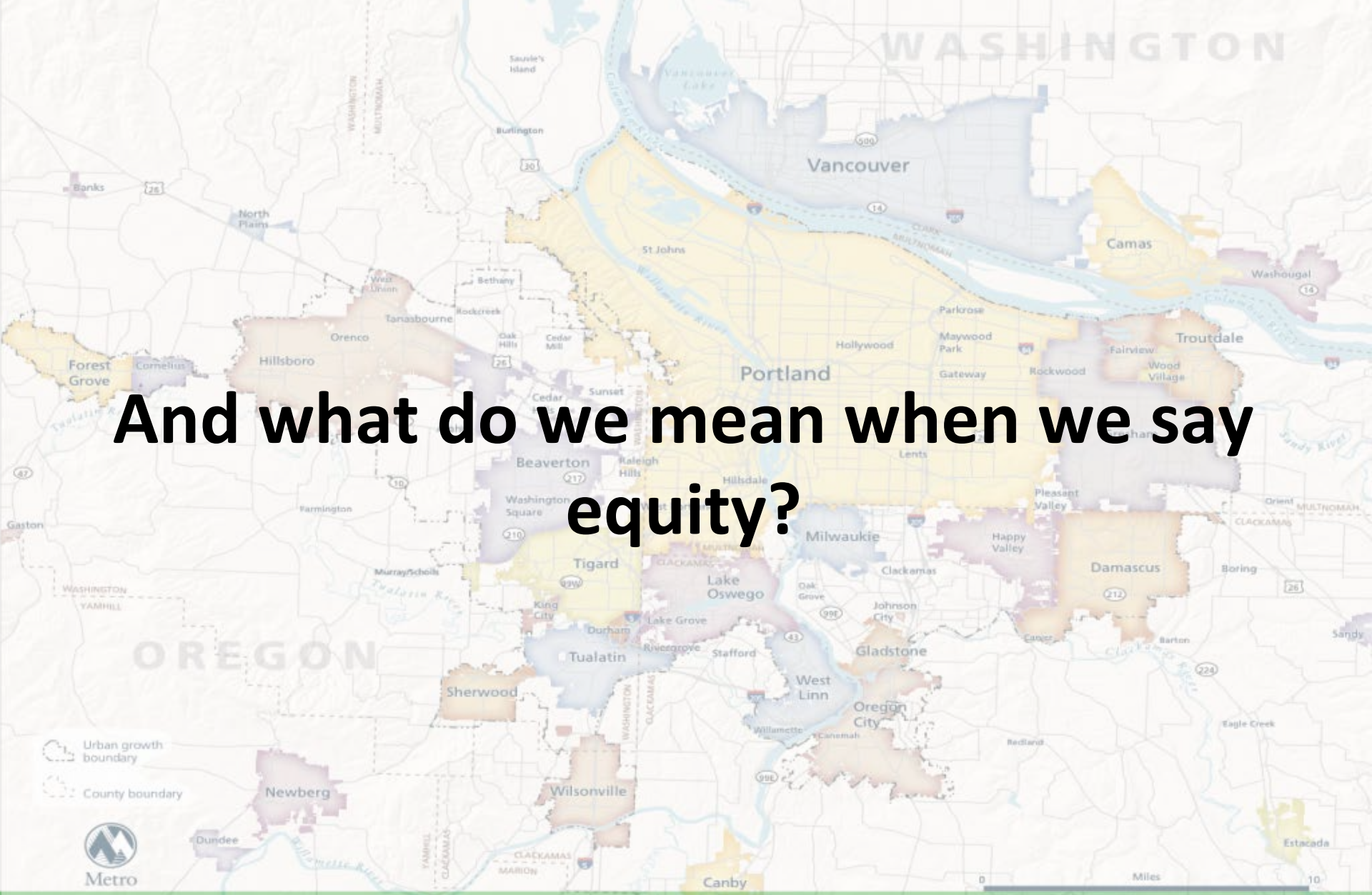
Freight



Policy actions



Where are we starting from?



And what do we mean when we say equity?

Equity \neq Equal



Equity = Access to Same Opportunities

Metro's Working Definition of Equity

“Our region is stronger when all individuals and communities benefit from quality jobs, living wages, a strong economy, stable and affordable housing, safe and reliable transportation, clean air and water, a healthy environment, and sustainable resources that enhance our quality of life.

We share a responsibility as individuals within a community and communities within a region. Our future depends on the success of all, but avoidable inequities in the utilization of resources and opportunities prevent us from realizing our full potential.

Our region's population is growing and changing. Metro is committed with its programs, policies and services to create conditions which allow everyone to participate and enjoy the benefits of making this a great place today and for generations to come.”

How does that translate to transportation?



Affordability



**Transportation
Safety**



Accessibility



**Multimodal
Choices**



**Public Health &
Air Quality**

**Involuntary
Displacement**

So who are we focused on?



Who are we focused on for this work?

Five Communities:

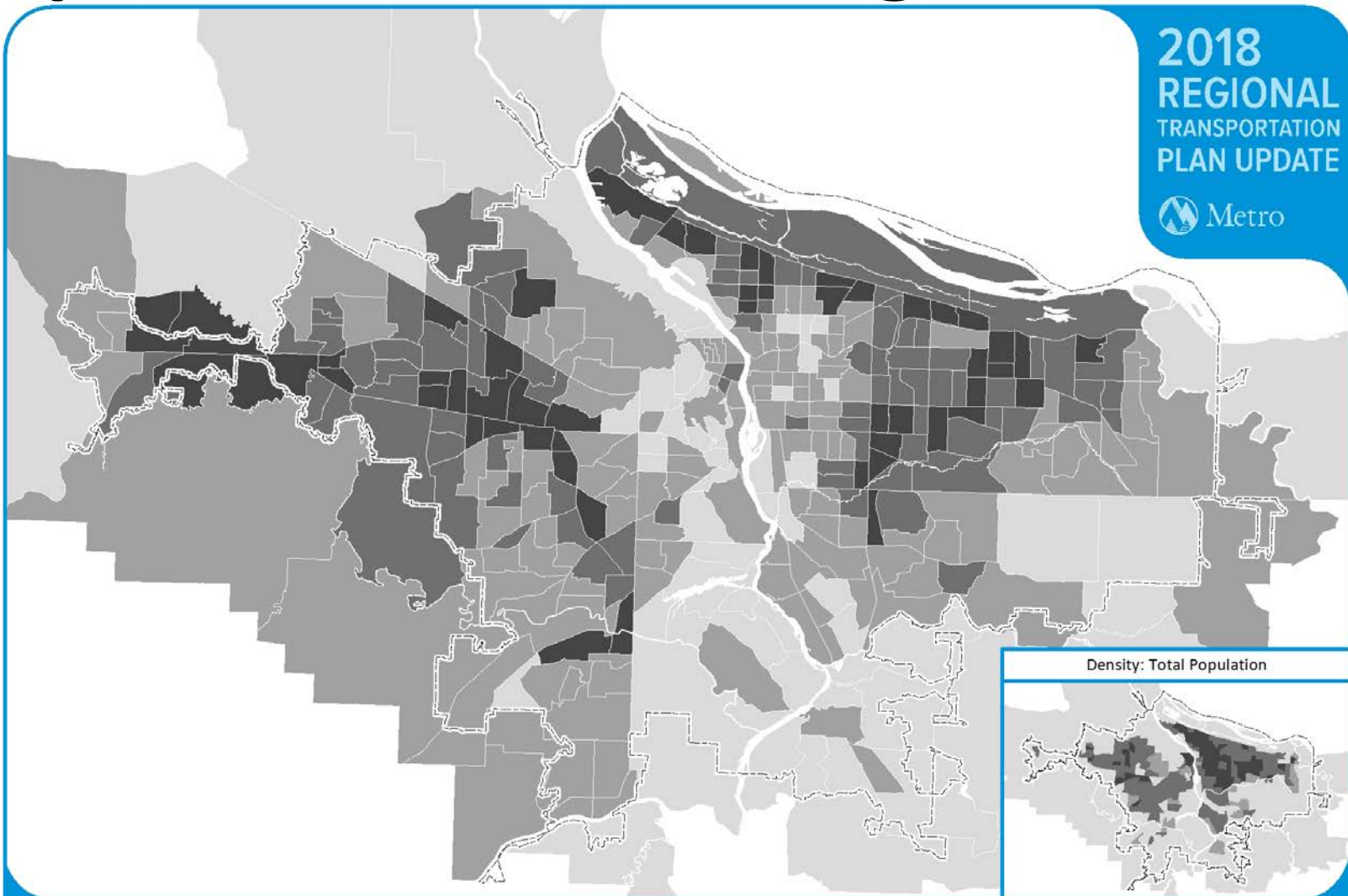
- People of Color
- People with Lower-Incomes
- People with Limited English Proficiency
- Older Adults
- Younger Persons



See handout for definitions

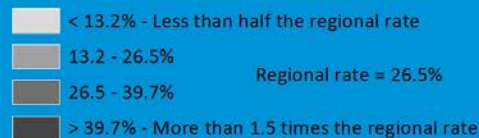
People of color in the region

2018
REGIONAL
TRANSPORTATION
PLAN UPDATE



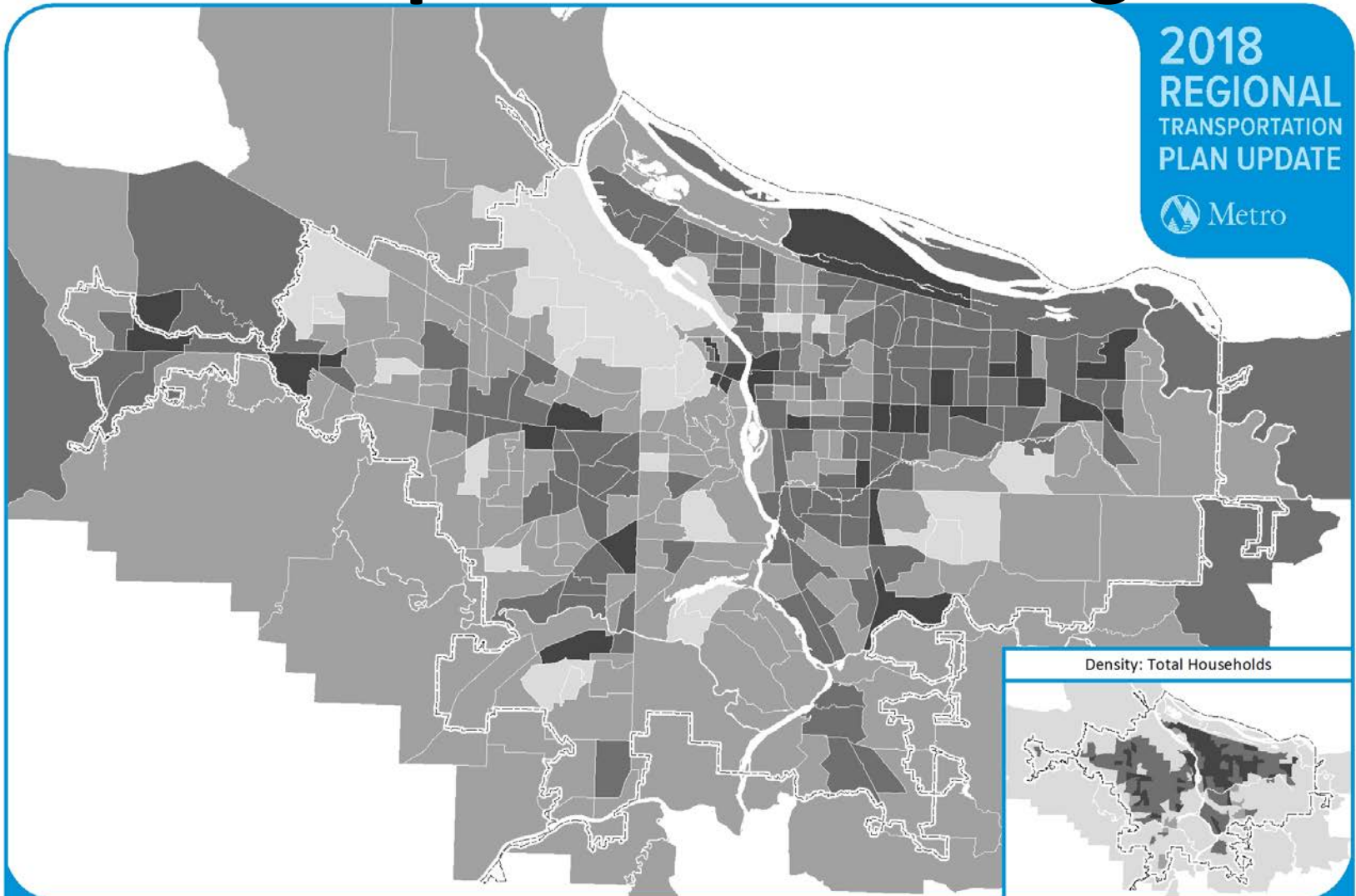
**People of Color:
Percent of Total Population,
Binned Relative to Regional Rate**

Source: Census 2010



Low income persons in the region

2018
REGIONAL
TRANSPORTATION
PLAN UPDATE



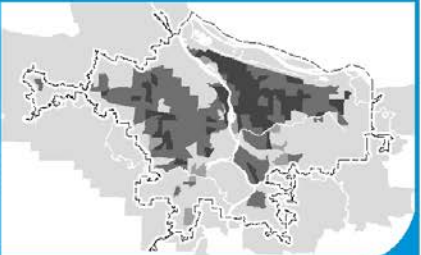
Household Annual Income Under \$50,000:
Percent of Total Households,
Binned Relative to Regional Rate

Source: American Community Survey 2009-2013



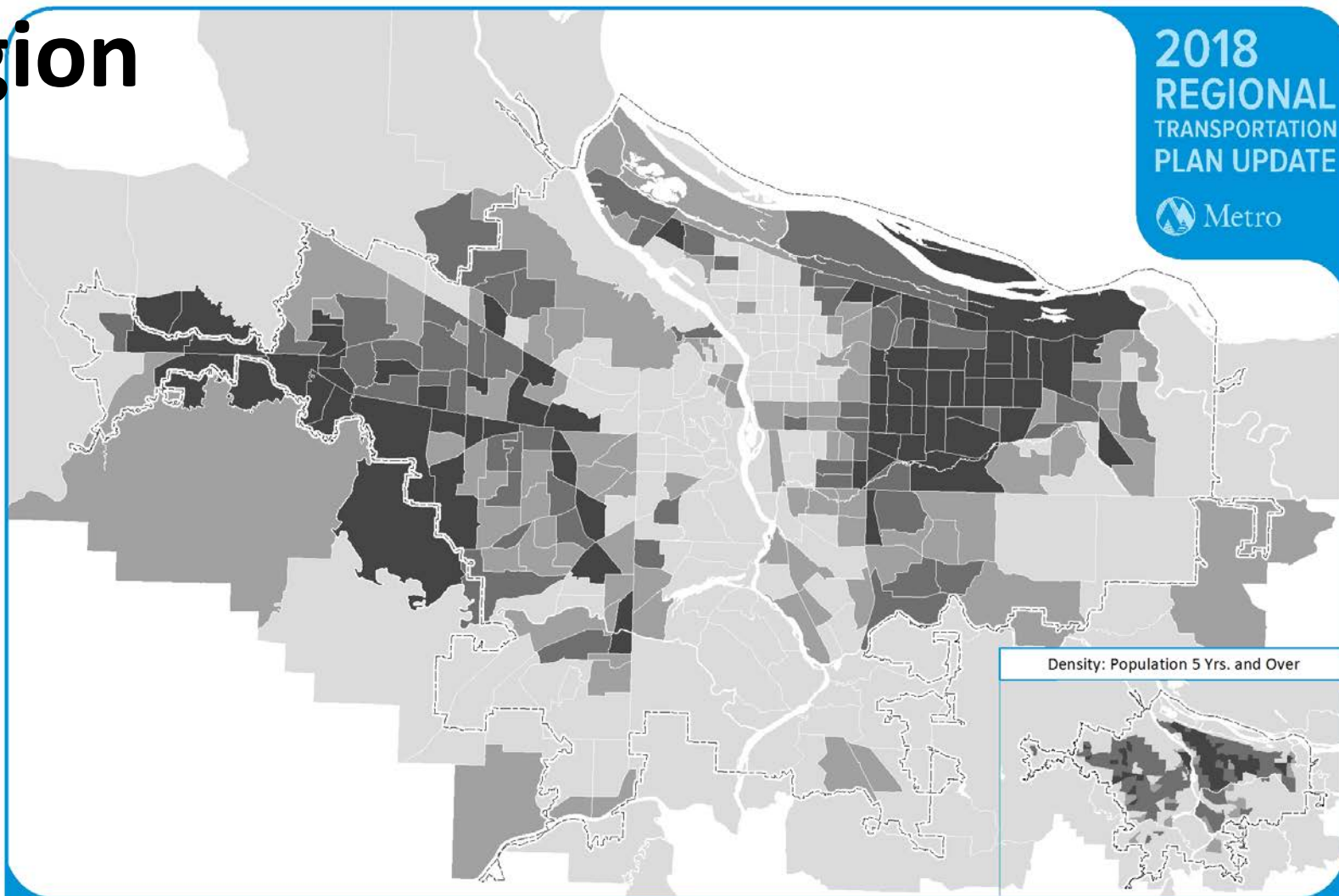
Metropolitan Planning Area

Density: Total Households



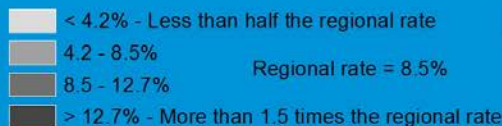
Limited English proficiency in the region

2018
REGIONAL
TRANSPORTATION
PLAN UPDATE



Density: Population 5 Yrs. and Over

Limited English Proficiency as a
Percent of Population 5 Yrs. and Over,
Binned Relative to Regional Rate

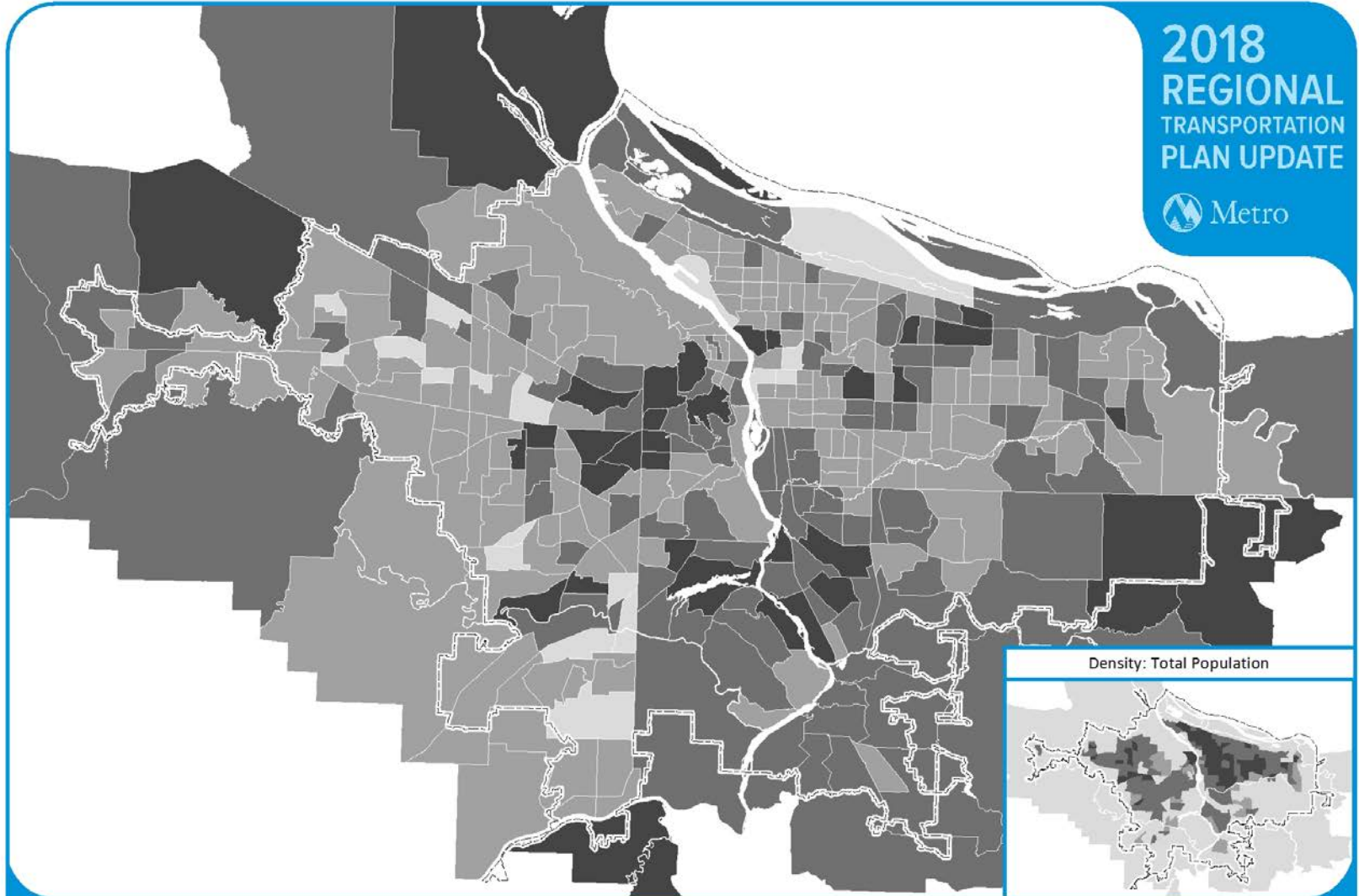


Metropolitan Planning Area

Source: American Community Survey 2009-2013

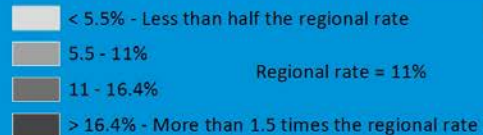
Older adults in the region

2018
REGIONAL
TRANSPORTATION
PLAN UPDATE

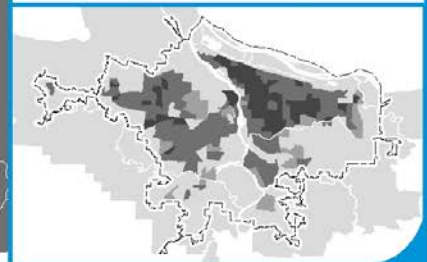


**65 Years and Over:
Percent of Total Population,
Binned Relative to Regional Rate**

Source: Census 2010

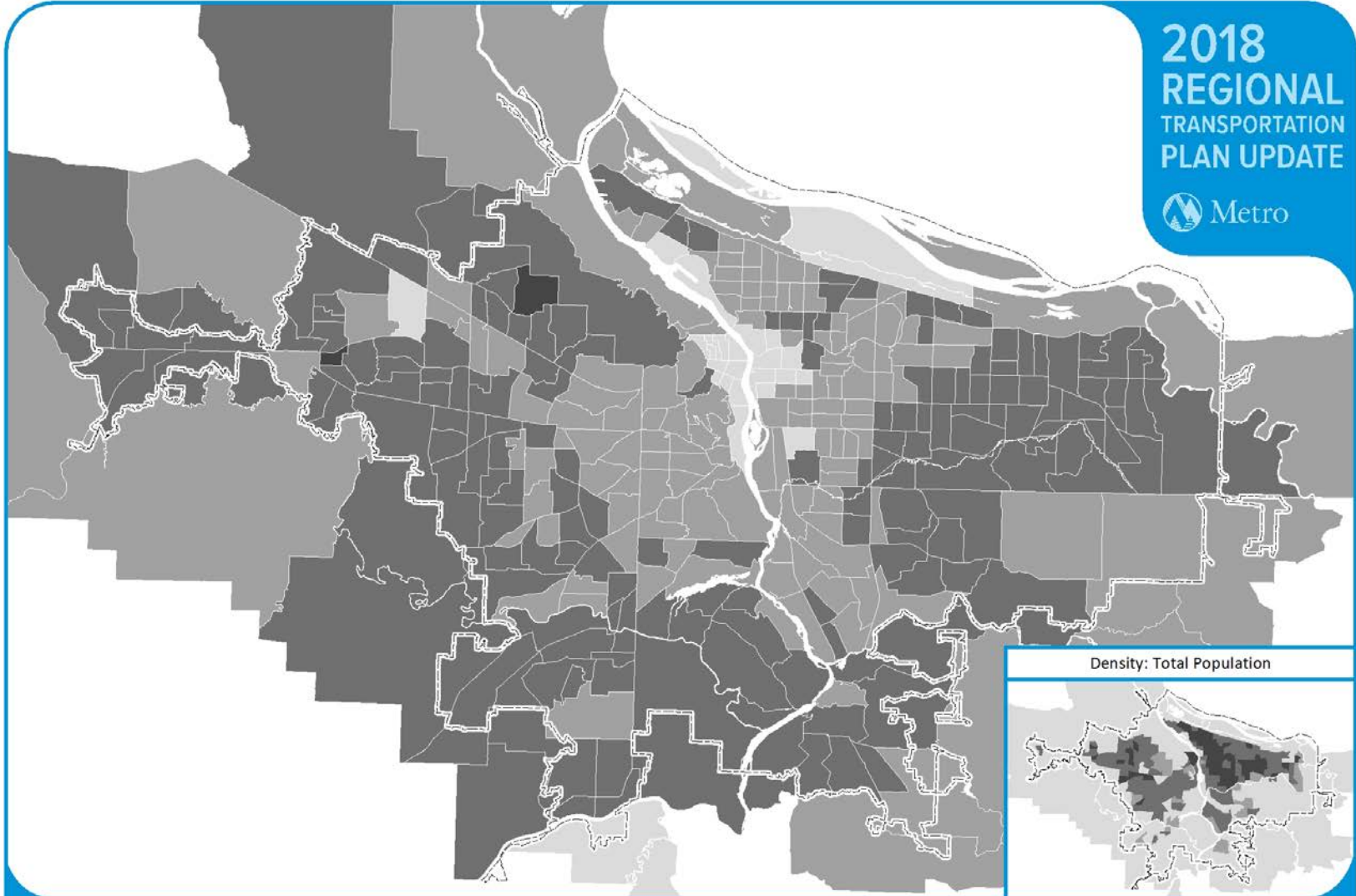


Density: Total Population



Younger persons in the region

2018
REGIONAL
TRANSPORTATION
PLAN UPDATE



**Under 18 Years:
Percent of Total Population,
Binned Relative to Regional Rate**

Source: Census 2010

- < 11.4% - Less than half the regional rate
 - 11.4 - 22.8%
 - 22.8 - 34.2%
 - > 34.2% - More than 1.5 times the regional rate
- Regional rate = 22.8%

Metropolitan Planning Area



Q & A

Next Steps

Questions and Answers

1. Are there any additional questions, comments, or clarifications around the materials discussed today?

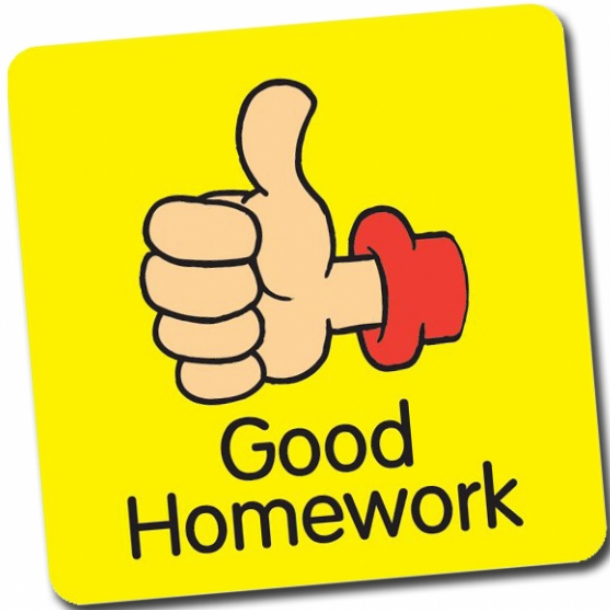


Next Steps – Beginning the Conversation

1. From the lens of the communities you serve, what transportation priorities should the TEA look to evaluate?
2. Are there activities your jurisdiction or organization is working on Metro can coordinate with to better address equity?



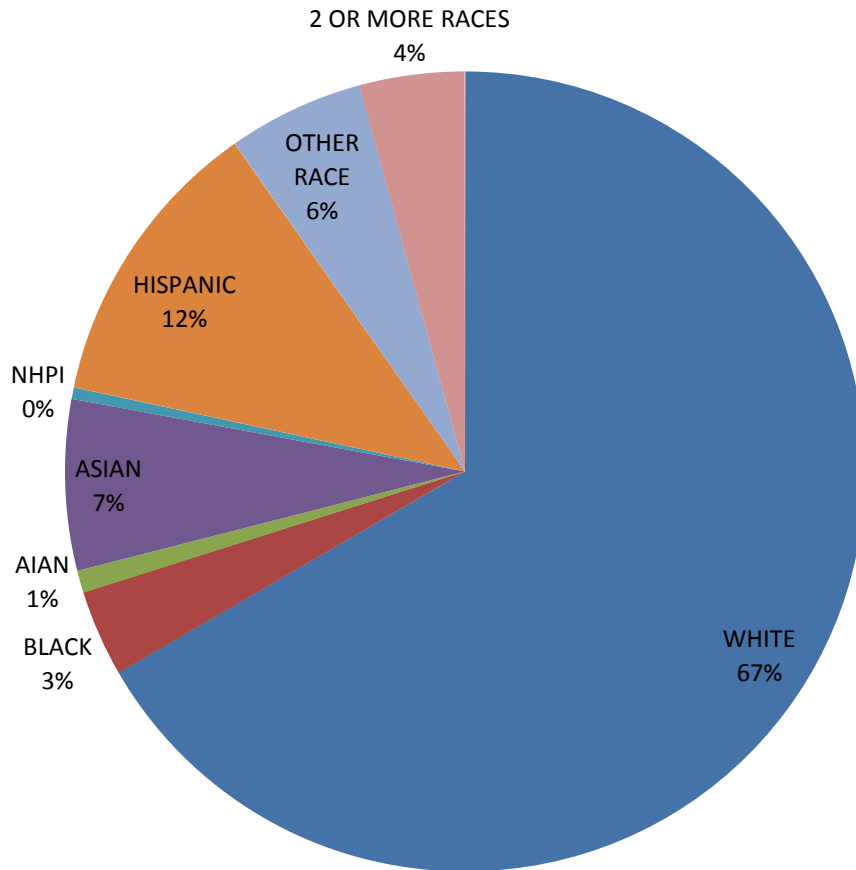
Homework



1. Help us gather feedback from January 14th – February 16th!
2. Report back to your people!
3. February – Meeting #2 – List of priorities to measure/evaluate transportation investments against.
4. February – Meeting #2 – What opportunities are there to engage and partner with your community?

Phase 2 – Policies and trends

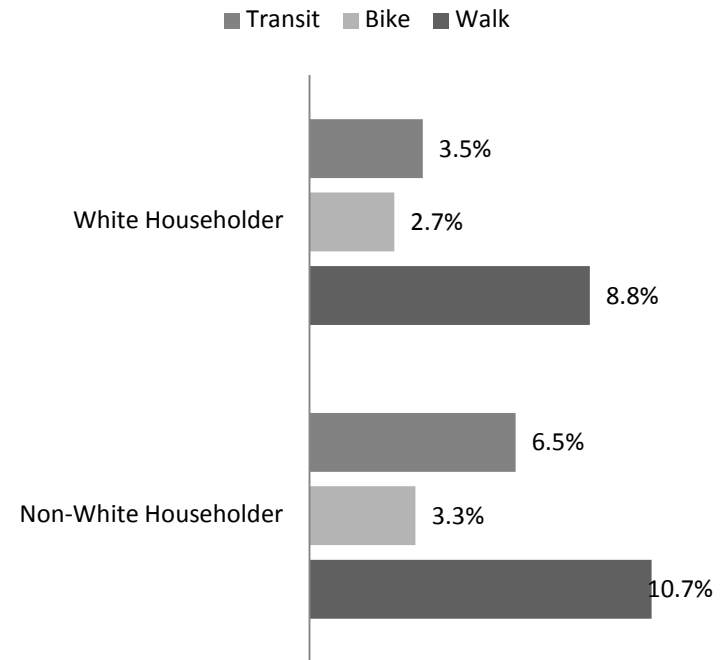
UGB Diversity



Source: 2010 Decennial Census

Understand where we are starting from in the region.

Mode Share by Race of Householder



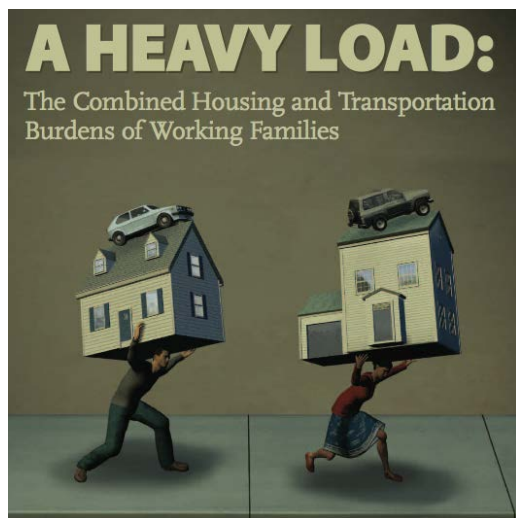
Source: 2011 OHAS

See detailed draft work plan for the Transportation Equity Analysis, page 4

Phase 3 – Methods and priorities



Identify and prioritize what is important to communities.



See detailed draft work plan for the Transportation Equity Analysis, page 4

Phase 4 – Evaluation, findings and recommendations



Analyze and report on how proposed investment priorities are making progress towards communities' priorities.

Develop recommendations on policies, investments and actions to advance equity.

See detailed draft work plan for the Transportation Equity Analysis, page 5

Phase 5 – Adoption



Better align and connect the region's policies, investments and actions to support getting there equitably.

Adopt as part of the 2018 RTP and 2018-2021 MTIP

Identifying central themes and issues

- Traffic
- Safety
- Funding
- Maintenance
- Reliability
- Travel options
- Access to opportunity (jobs, education and services)
- Health
- Affordability
- Set clear priorities
- Advance consideration of equity and economic impacts



2 Technical work groups



Transit



Equity

Metro staff will convene technical work groups to provide input to staff on draft materials and implementing policy direction from Regional Leadership Forums.



Finance



Performance



Freight



Design



Safety



Policy actions

See Attachments 3 and 4