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Metropolitan Transportation Improvement Program

2012-15

2014-15 Regional Flexible Fund Allocation

Transportation Equity Analysis

January 2012

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Metro's web site: www.oregonmetro.gov

Project web site:www.oregonmetro.gov/mtip

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating federal transportation funds.

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1. INTRODUCTION

The Regional Flexible Fund Allocation (RFFA) is a process Metro conducts every two years to distribute federal funding to regional programs and local projects. Over the years, Metro has worked to integrate equity considerations to a greater degree every cycle, with the 2014-15 allocation process being the strongest effort so far in ensuring that underserved populations are not only considered in the decision-making process, but that projects are developed around better meeting the needs of communities that have been traditionally underserved. This report documents and explains the public processes and analytical methods used to apply equity in this funding cycle.

2. TRANSPORTATION EQUITY

Equity has emerged to become an important element of planning activities throughout the country and internationally. Efforts to develop an "equity lens" through which decisions are made in the region are ongoing, as are the challenges of applying this lens to everyday planning activities and analysis. This cycle of RFFA has attempted to address equity by increasing our knowledge about underserved community transportation needs and access and where concentrations of communities in need are located. Local project applicants were provided this information to propose projects in areas that face the greatest transportation barriers in meeting daily needs of residents with the desired outcome of additional investment in areas of most need.

Metro's increased focus on equity in this RFFA cycle reflects national and regional shifts in regulations and policies that emphasize the importance of increasing equity in our practices to better meet the needs of communities in the region and respond to shifting demographics. The following section explains the different mandates and policies that help guide our work.

3. REGULATORY AND POLICY FRAMEWORK

As the federally mandated, state designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro works to ensure that the spirit and intent of applicable federal and state regulations and policies are met through our public processes. There are several regulations that Metro must comply with in order to preserve eligibility for federal funding.

While the following regulations require that Metro and other MPOs work to include equity considerations, there is little guidance on evaluating equity issues within a region's transportation planning process. MPOs must devise their own methods for ensuring equity issues are investigated and evaluated in the transportation planning and decision-making process.

Federal regulations

- Title VI of the Civil Rights Act of 1964
- The Civil Rights Restoration ACT of 1987
- Executive Order 12898 on Environmental Justice
- Executive Order 13166 on Limited English Proficiency
- Americans with Disabilities Act (ADA)
- National Environmental Policy Act of 1969 (NEPA)
- SAFETEA-LU

Equity supportive regional policies

Six desired outcomes: adopted by Metro Council

- Vibrant communities – *people live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.*
- Economic prosperity – *Current and future residents benefit from the region's sustained economic competitiveness and prosperity.*
- Safe and reliable transportation – *People have safe and reliable transportation choices that enhance their quality of life.*
- Leadership on climate change – *The region is a leader in minimizing contributions to global warming.*
- Clean air and water – *Current and future generations enjoy clean air, clean water and healthy ecosystems.*
- Equity – *The benefits and burdens of growth and change are distributed equitably.*

Regional Transportation Plan (RTP)

The RTP is a federally mandated plan that sets the policy direction for transportation in the region and serves as the policy umbrella for which planning efforts utilizing federal funds must be consistent. The following are the ways equity considerations are expressed in the RTP and help guide the implementation of the RFFA.

Outcomes based framework - The RTP uses an outcome based framework to inform transportation planning and investment decisions based on three balanced objectives:

- **Equity** - *The plan calls for an interconnected and multi-modal transportation system that provides safe and affordable travel choices for everyone, equal access to work, education, and nature for the region's residents. The plan must ensure that the benefits and impacts of transportation decisions are fairly distributed to all people regardless of race, national origin, or income, and that they have access to meaningful participation.*

- **Environment** - *The plan should ensure that the multi-modal transportation system protects and enhances the region's unique setting and natural environment, planned urban form and cultural legacy.*
- **Economy** - *The plan should provide a multi-modal transportation system that supports a healthy regional economy and helps the region's businesses and industry remain competitive. Moving forward, the region must sharpen its efforts to quantify, assess and consider economic return on public investments in transportation infrastructure, in order to spend public funds wisely in support of the regional economy.*

RTP Goals, objectives and targets for a 21st century transportation system

A number of goals and objectives in the RTP support equity. The most relevant ones have been excerpted below.

Goal 1: Foster vibrant communities and efficient urban form

- Objective 1.3 Affordable housing - Support the preservation and production of affordable housing in the region.

Goal 2: Sustain economic competitiveness and prosperity

- Objective 2.5 Job retention and creation - Attract new businesses and family wage jobs and retain those that are already located in the region.

Goal 3: Expand transportation choices

- Objective 3.3 Equitable and barrier free transportation - provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, children, elders and people with disabilities, to connect with jobs, education, services, recreation, social

Goal 8: Ensure Equity

- Objective 8.1 Environmental Justice - Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.
- Objective 8.2 Coordinated human services transportation needs – Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan.
- Objective 8.3 Housing Diversity – Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.
- Objective 8.4 Transportation and housing costs – Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

4. Equity in RFFA

While there has long been some consideration of equity in the RFFA process, the 2014-15 cycle marks the greatest effort to date to integrate equity as a foundation of project proposal development. The process was designed to further integrate equity through a number of steps explained in this section.

Focus on Environmental Justice and underserved communities

The terms *Environmental Justice* and *underserved* are used to describe populations that have historically experienced a lack of consideration in the planning and decision-making process. The following are the definitions used for describing Environmental Justice and underserved populations. These are the communities of concern considered in the design of the process and for which steps have been taken to broaden our stakeholder input and mapping/analysis to include.

What is Environmental Justice?

Environmental justice describes populations of people protected under Title VI of the Civil Rights Act of 1964 prohibiting discrimination based on race, income, or national origin. The Environmental Protection Agency describes Environmental Justice (EJ) as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."

What is an underserved community?

In the RFFA process the term *underserved community* is used to describe the communities of concern that are not specifically called out in the definition of Environmental Justice. These populations are the elderly, persons with disabilities, children and any other population of people whose needs have not been fully met or considered in the planning process. Consideration of underserved communities were included in the development of RFFA policy as they are not covered in the definition of Environmental Justice, but are also typically underserved and underrepresented in policy making and funding decision making.

Increasing stakeholder involvement

EJ/underserved working group

In order to reach out to additional stakeholders in the 2014-15 process, Metro staff initiated the development of an Environmental Justice (EJ) and underserved communities working group. This group was key in providing information about the transportation needs of EJ and underserved communities. The group was formed by developing a list of contacts representing non-profits, government agencies, advocacy groups and others working with these communities of concern to invite to participate in the working group.

Initial survey

With the invitation to attend the first working group meeting in November 2010, a survey was included that asked about the transportation needs of the communities the targeted professionals and advocates work on behalf of. This information was compiled prior to the first meeting and used as the basis for starting the discussion about the needs of these diverse communities.

Meeting 1

At the first meeting in November 2010, professionals and advocates working with EJ and underserved communities were brought together to provide perspective on the specific transportation needs facing these communities. The results of the meeting were documented in a memo on transportation needs for EJ and underserved communities that were shared with the Regional Flexible Fund Task Force.

Meeting 2

The second meeting the group reviewed what we heard in meeting 1, discussed the development of an "equity lens" for project focus areas to help the Task Force develop criteria for project prioritization, and discussed engagement strategies for soliciting feedback from EJ and underserved communities. The main theme that emerged from this meeting's discussion was feedback on the need for Metro to have a broader, agency wide strategy for incorporating equity into policies, programs and decision making.

Post meeting work

After the two formal meetings with the working group, they were also asked to review the draft methodology for conducting the transportation equity analysis Metro staff developed to map census data and identify levels of access to services and mobility levels for non-auto travel. Comments were submitted via email and taken into consideration or integrated into the methodology. Metro staff provided a written response to the comments. The final methodology was sent out to participants.

Regional Flexible Fund Task Force

For the first time in the program's history, a joint task force was charged with developing the criteria for project scoping and prioritization. Metro staff invited community members and professionals involved with active transportation and freight related systems to attend five meetings. In addition, two individuals participating on the EJ/underserved working group served on the task force and reported on the findings of the working group. Their participation and perspective was influential in integrating equity into the highest level criteria and thus shaping where the projects are located and how they address the needs of underserved communities.

Specifically, the following high/medium level criteria were adopted for siting and scoping local projects:

Active Transportation & Complete Streets projects

- Improves access to and from priority destinations:
  - Mixed-use centers
  - Large employment areas (# of jobs)
  - Schools
  - Essential services for EJ/underserved communities
- Improves safety
  - addresses site issue(s) documented in pedestrian/bike crash data
  - separates pedestrian/bike traffic from freight and/or vehicular conflicts
- Serves underserved communities (to be further defined through analysis with help of EJ/underserved working group)

Green Economy & Freight Initiatives projects

- Reduces freight vehicle delay
- Project increases freight access to:
  - Industrial lands
  - Employment centers & local businesses
  - Rail facilities for regional shippers
- Projects that help green the economy and offer economic opportunities for EJ/underserved communities
- Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
- Reduces air toxics or particulate matter
- Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions

Regional Public Comment Period

After projects were submitted by local jurisdictions for funding consideration, Metro held a 30-day public comment period from September 13th to October 13th 2011. Comments on the local projects and regional programs were solicited through a web comment tool, email, mail, and fax. Rather than asking whether people liked the projects or not, we asked a series of questions aimed at improving the quality of the projects in meeting community needs. Community members could share their views about the projects, but were also able to specify if the project could better connect them to places they need to access or other ways the projects could be improved. Metro staff provided these comments to applicants and encouraged refinements to be made to the projects whenever possible. All of the comments were published in a comment report and made available to the decision makers to consider while approving the final allocation of funds to projects.

Online comment tool

The main vehicle for obtaining feedback on projects and programs proposed was an online comment tool. The tool provided access to the applications submitted, a summary of project elements, maps of the projects, and a form for people to write comments. The majority of comments submitted were via this online tool.

Underserved community outreach

One of the things we did differently this cycle is to develop a brochure targeting underserved communities to help get more people from communities in need to provide feedback. The brochure provided information on the projects and how to comment. We distributed the brochure in electronic format to a list of organizations that work with underserved communities and offered to provide hard copies to anyone who wanted to distribute them to community members. In addition, we offered to work with any groups or individuals that have participation or communication barriers, such as language, no access to computers, etc.

5. 2014-15 Transportation Equity Analysis Methodology

Following the meetings with the working group and the development of the task force project prioritization criteria, Metro staff began the mapping and analysis process. The end products of this process were made available to local agencies for use in the regional flexible fund allocation. The data and maps were put on Metro's FTP site. A permanent home for the information will be made on the Metro website. There are many agencies and organizations that have found the information helpful beyond the RFFA. The methodology for how the maps and information were completed is described in this section.

Data Definitions

Study Area: Census tracts that intersect Metro's urban growth boundary define the study area for this analysis. While the scale of the analysis is based on census block group geometry, the chosen study area boundary gives flexibility with respect to integrating various datasets. Different datasets considered for use in this equity analysis include data from the Oregon Department of Education and the Department of Environmental Quality however to retain consistency, federal compliance and equal distribution of data coverage, federal census boundaries are used. The beginning of this analysis precluded the availability of 2010 census data so 2000-era block group geometry is used to conform to the American Community Survey (ACS) 5-year trend data. To retain a high level of integrity, ACS data is replaced by 2010 census data when and where available. Best practices from the U.S. Census Bureau guided the decision to join 2010 block group centroids to 2000 block group geometry to maintain consistent geographic boundaries.

Demographics Composite Map

Data sources: U.S. Census Bureau

Data description: The 5 demographic indicators are derived from the 2010 U.S. decennial census and the 5-year (2004-2009) American Community Survey (ACS). 2010 census data include elderly populations (over 65), youth populations (under 18) and non-white populations. The non-white indicator is a composite from the following census populations Asian, Hispanic, Black, Pacific Islander, and American Indian/Alaska Native. The demographic indicators derived from ACS data include low-income and populations lacking English proficiency. Low-income populations for this analysis are defined by households that earn less than 80% of the poverty level as determined by the ACS. The English proficiency indicator is an aggregate of ACS respondents who spoke English not well and not at all.

Data geoprocessing: Centroids of 2010 census blocks are defined and joined to 2000 block group geometry to retain consistency across datasets. Percentages for each indicator are calculated for each block group and a z-score is computed from the regional average within the study area. The z-score represents an indicator's deviation from the regional average (mean) for that particular population.

Results: Choropleth maps of census block groups are derived for each demographic indicator by assigning each block group a z-score for that indicator. The non-white map represents the average of z-scores from the following census populations: Asian, Hispanic, Black, Pacific Islander, and American Indian/Alaska Native. The Demographic Composite map is a choropleth map of census block groups that represent an overall average of z-scores from the total of 5 demographic indicators. Images of the results can be found in Technical Appendix A.

Data statistics

Z-Scores

Composite: Mean = 0, Max =2.97, Min = -1.00
Non-white: Mean = -0.13, Max =3.34, Min = -1.37
Elderly: Mean = 0, Max =9.91, Min = -1.24
Youth: Mean = 0, Max =10.0, Min = -2.43
Low Income: Mean = 0, Max =3.58, Min = -1.69
Poor English: Mean = 0, Max =8.36, Min = -0.67

Raw percentages

Non-white: Mean = 25.2%, Max =86.4%, Min = 3.32% (Normalized to 2009 population)
Elderly: Mean = 10.4%, Max =90.9%, Min = 0% (Normalized to 2009 population)
Youth: Mean = 21.3%, Max =41.4%, Min = 0.1% (Normalized to 2009 population)
Low Income: Mean = 25.0%, Max =81.0%, Min = 0% (Normalized to 2009 population)
Poor English: Mean = 4.3%, Max =57.7%, Min =0% (Normalized to 2009 population)

Services Composite Map

Data sources: Bureau of Labor Statistics Quarterly Census of Labor and Wages (2009)

Data description: The essential service indicators are derived from selected North American Industry Classification System (NAICS) codes and categorized into 5 individual categories: civic, financial, healthcare, food and retail services. NAICS codes to be included in the study are determined by planning staff as businesses and services that are essential for living in our modern world. A list of included NAICS codes can be found in the Technical Appendix B. Each service provider with an appropriate NAICS code is geocoded as a point location at the taxlot centroid.

Data geoprocessing: Service point locations are counted within each 2000 Census block group for each essential service indicator. This count is divided by the area of the block group, normalizing the data in order to account for disparity between block group sizes. For each service indicator, this produces an exponential distribution of service counts by block group. A logarithmic transformation is applied to achieve a more normal distribution before calculating the z-scores (standard deviations) of service indicators for each block group.

Results: Choropleth maps of census block groups are derived for each service indicator by assigning each block group a score relative to the mean z-score for that indicator. The Services Composite map is a choropleth map of census block groups that represent an overall average of z-scores from a total of 5 essential services indicators. Images of the results can be found in Technical Appendix A.

Data statistics

Z-Scores

Composite: Mean = -0.124, Max =2.99, Min = -2.99
Civic services: Mean = 0, Max =3.24, Min = -5.01
Financial services: Mean = 0, Max =3.81, Min = -3.47
Healthcare services: Mean = 0, Max =3.03, Min = -3.74
Food services: Mean = 0, Max =2.41, Min = -4.74
Retail services: Mean = 0, Max =2.71, Min = -3.55

Raw values

Composite: Mean = 0.09 ac., Max = 5.35 ac., Min = 0 ac.
Civic services: Mean = 0.01 ac., Max =0.51 ac., Min = 0 ac.
Financial services: Mean = 0.02 ac., Max =2.80 ac., Min = 0 ac.
Healthcare services: Mean = 0.03 ac., Max =1.61 ac., Min = 0 ac.
Food services: Mean = 0.02 ac., Max =0.41 ac., Min = 0 ac.
Retail services: Mean = 0.01 ac., Max =0.51 ac., Min = 0 ac.

Mobility Composite Map

Data sources: Metro RLIS Q1 2010 (streets, BikeThere, bus stops, bus lines, light rail stops, light rail lines, trails), Metro Sidewalks 2002 (partially updated 2008), TriMet (TM_0910_routes)

Data description: Data preparation was needed for the 3 mobility indicators: proximity to bicycle infrastructure, percentage of streets with completed sidewalks, and percentage of streets within a transit service area. The proximity to bicycle infrastructure indicator is defined as the percentage of a 2000 Census block group that is within ¼ mile buffer of a bicycle lane, designated bicycle boulevard or trail. The dataset of bicycle infrastructure was created by extracting bicycle lanes, bicycle boulevards and trails from Metro's BikeThere dataset. The percentage of streets with completed sidewalks indicator was created from Metro's Sidewalks dataset, subtracting out freeways and ramps. A street with completed sidewalks is defined as a street segment that is attributed as having 100% sidewalk completion on at least one side of the street. The percentage of streets within the transit service area is defined as the percentage of streets and trails within a block group that falls within ¼ of frequent and "almost frequent" bus service and/or within ½ of light rail service. The street-level indicator dataset was created by merging Metro's RLIS streets with Metro's RLIS trails datasets and subtracting all freeways and ramps from this merged file. It also required extracting the bus stops from Metro's RLIS bus stop layer that fall along TriMet's frequent and "almost-frequent"* bus service lines.

* "Almost frequent" bus service lines are routes 17, 19, 20, 35, 44, 52, 70, 71 and the shared trunk of routes 76 and 78.

Data geoprocessing: For the proximity to bicycle infrastructure indicator, the bike infrastructure dataset was buffered by ¼ mile and intersected with 2000 Census block groups. The area of this intersection was divided by the area of the block group to obtain the percentage of the block group that was covered by this buffer of bicycle infrastructure. Z-scores (standard deviations) were then calculated for each block group.

For the percentage of streets with completed sidewalks indicator, the total length of streets that have 100% completion on at least one side of the roadway within each block group was divided by the total length of all streets in the dataset within each block group to get the percentage of the block group with completed sidewalks. Z-scores (standard deviations) were then calculated for each block group.

For the percentage of streets within the transit service area indicator, a Network Analysis "service area" analysis was performed on the street and trails dataset with the bus stops and light rail stops as the service "locations". A ¼ mile analysis was performed for the bus stops and a separate ½ mile analysis was performed for the light rail stops. These two service areas were merged to create one dataset. This output produced a street-level service area. The total

length of service area streets within each block group was divided by the total length of streets and trails within each block group to get the percentage of the block group within the transit service area. Z-scores (standard deviations) were then calculated for each block group.

Results: Choropleth maps of Census block groups are derived for each mobility indicator by assigning each block group a score relative to the mean z-score for that indicator. The Mobility Composite map is a choropleth map of Census block groups that represents an overall average of z-scores from a total of 3 mobility indicators. Images of the results can be found in Technical Appendix A.

Data statistics

Z-Scores

Composite: Mean = -0.00573, Max =1.521047, Min = -2.247247
Transit mobility: Mean = 0.000046, Max =1.480195, Min = -1.091821
Bike mobility: Mean = -0.000141, Max =0.811473, Min = -0.000141
Pedestrian mobility: Mean = -0.089431, Max = 1.297635, Min = -1.987516

Raw percentages

Transit mobility: Mean = 42.5%, Max = 100.0%, Min = 0.0%
Bike mobility: Mean = 74.8%, Max =100.0%, Min = 0.0%
Pedestrian mobility: Mean = 57.8%, Max = 100.0%, Min = 0.0%

Equity Composite with Proposed Projects Map

An overall composite map was created by averaging the z-score averages from the demographic, services and mobility composite maps described above. The proposed projects (all of which were funded) are overlaid on the map to show where investments are being made in relation to areas that have simultaneous concentrations of Environmental Justice and underserved populations, lack of services and poor mobility. This map provides a sense of how demographics, services, and mobility relate to each other in the region to create opportunities for investment in transportation infrastructure and services to better help connect people to their daily needs.

Barriers to non-auto travel layer

Data sources: Metro VISUM 2005 network

Data description: Selection of roadways with at least one of the following: free flow speed of 35 mph or greater, 4 or more travel lanes, or modeled PM 2-hour peak traffic volume of 2500 or greater.

Disability map

Data sources: Census 2000 block groups, TriMet LIFT Service Fall 2010, TriMet transit stop count Fall 2010

Data description: The disability indicator is derived from TriMet's Fall Paratransit LIFT service locations of pick-ups and drop-offs, indicating census block groups with high concentrations of LIFT service. Also shown on the maps are transit stops with number of bus ramp deployments aggregated to the stop location.

Data geoprocessing: Trimet's Paratransit LIFT service pick-ups and drop-offs are counted within each 2000 Census block group. This count is divided by the area of the block group, normalizing the data in order to account for disparity between block group sizes. The z-scores (standard deviation) was then calculated for each block group and mapped.

Results: A choropleth map of census block groups is derived for the disability indicator by assigning each block group a score relative to the mean z-score for that indicator. TriMet ramp deployments are displayed over this data as graduated circles based on the number of monthly ramp deployments per transit stop.

RFFA basemap

Data sources: Metro RLIS 2011, Metro RFFA, Metro RTP, ODOT Crash Data 2007-2008

Data description: The RFFA basemap shows funded RFFA projects from 2008-2013, Trimet "almost frequent" transit lines, regional trails, active transportation facilities, land use characteristics, and locations of bicycle and pedestrian crashes in the Metro region.

Appendix A - Maps

-Demographic Composite

- Non-White
- Low Income
- Low English Proficiency
- Elderly
- Young

-Services Composite

- Civic establishments
- Financial and legal establishments
- Essential retail
- Essential food

-Mobility Composite

- Active transportation
- Bike facilities
- Sidewalks
- Transit facilities

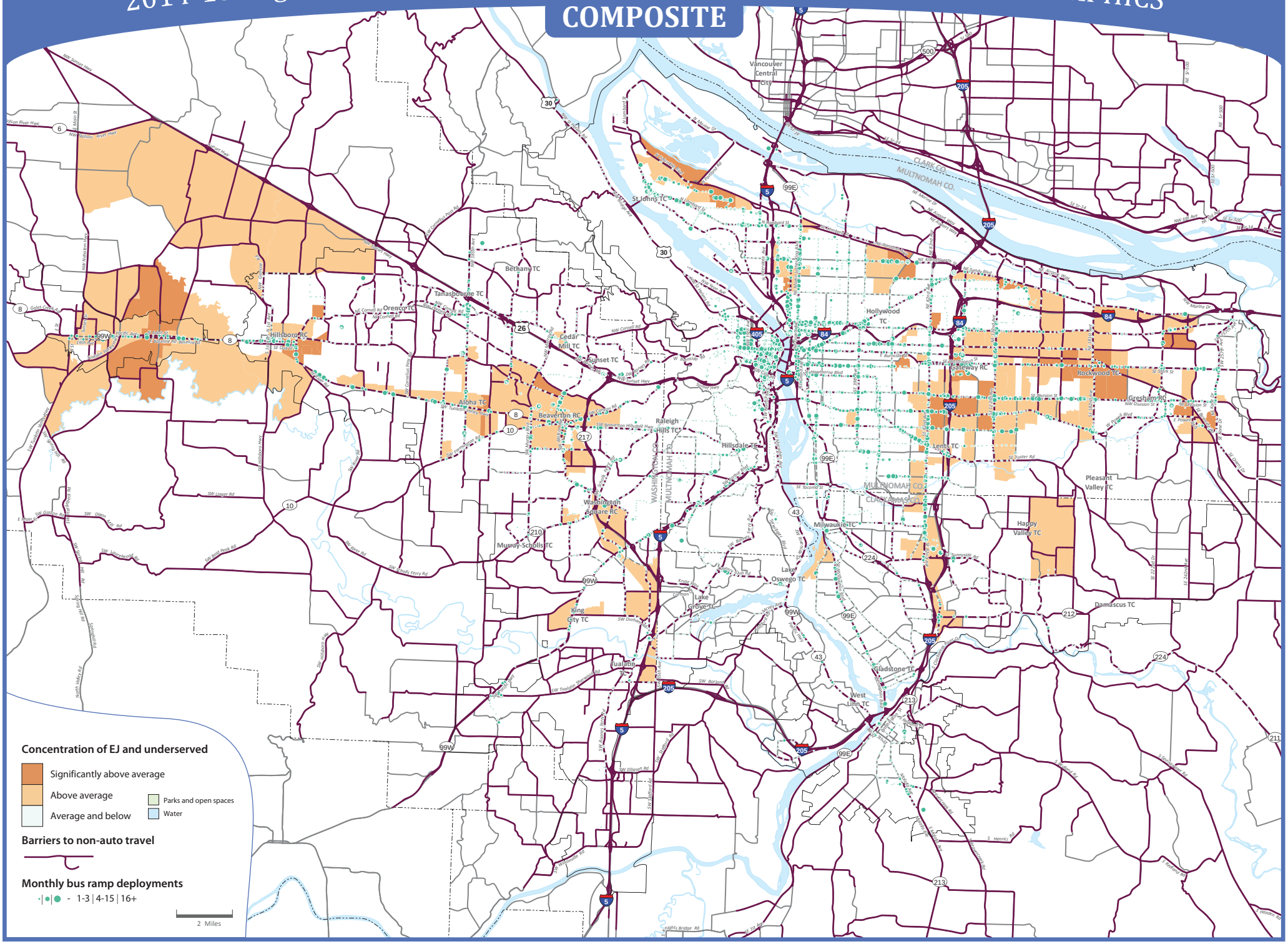
-Equity Analysis Composite

-Disability – Paratransit events

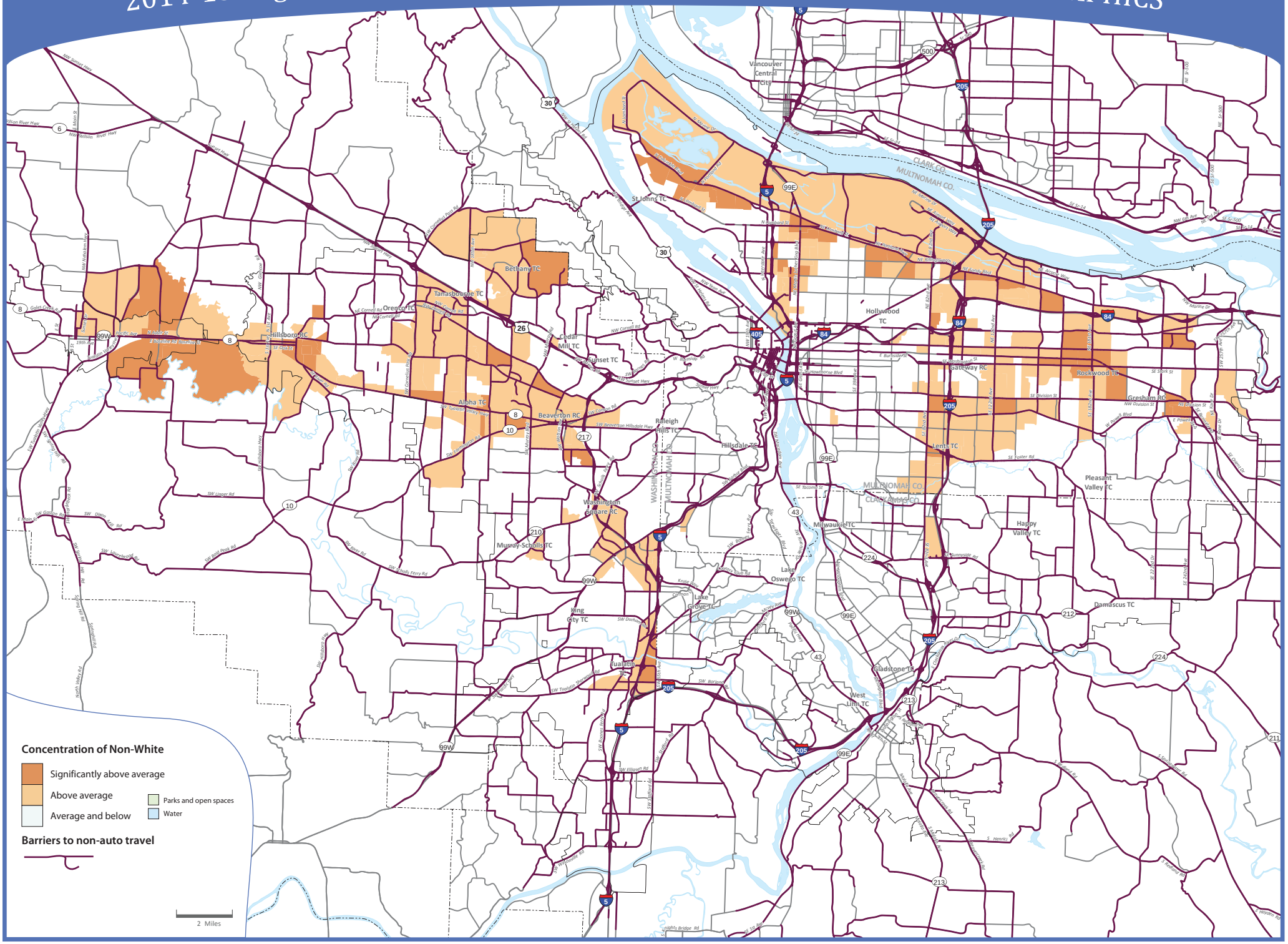
-RFFA Basemap

2014-15 Regional Flexible Funding Allocation - Equity Analysis - DEMOGRAPHICS

COMPOSITE



2014-15 Regional Flexible Funding Allocation - Equity Analysis - DEMOGRAPHICS



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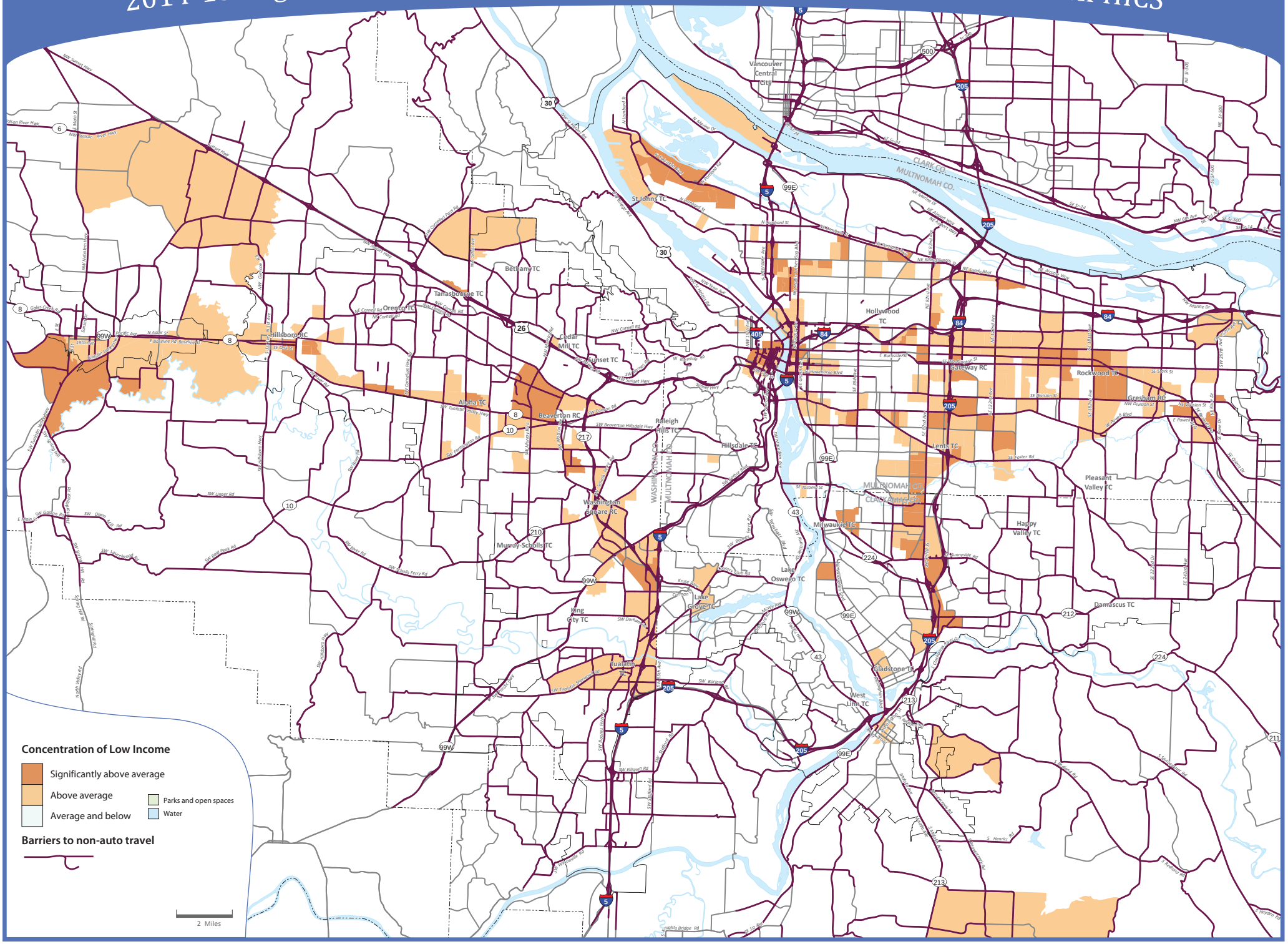

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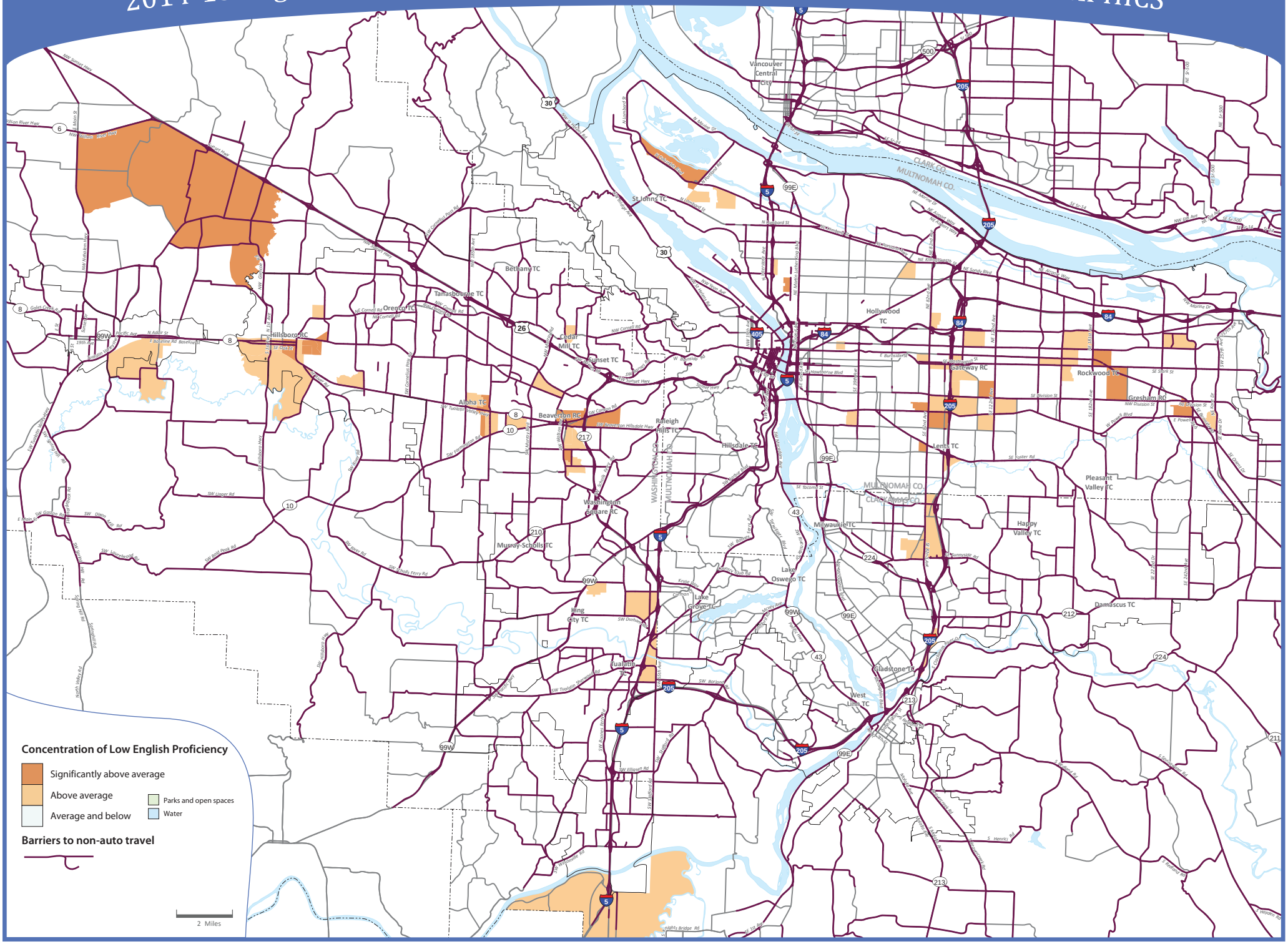

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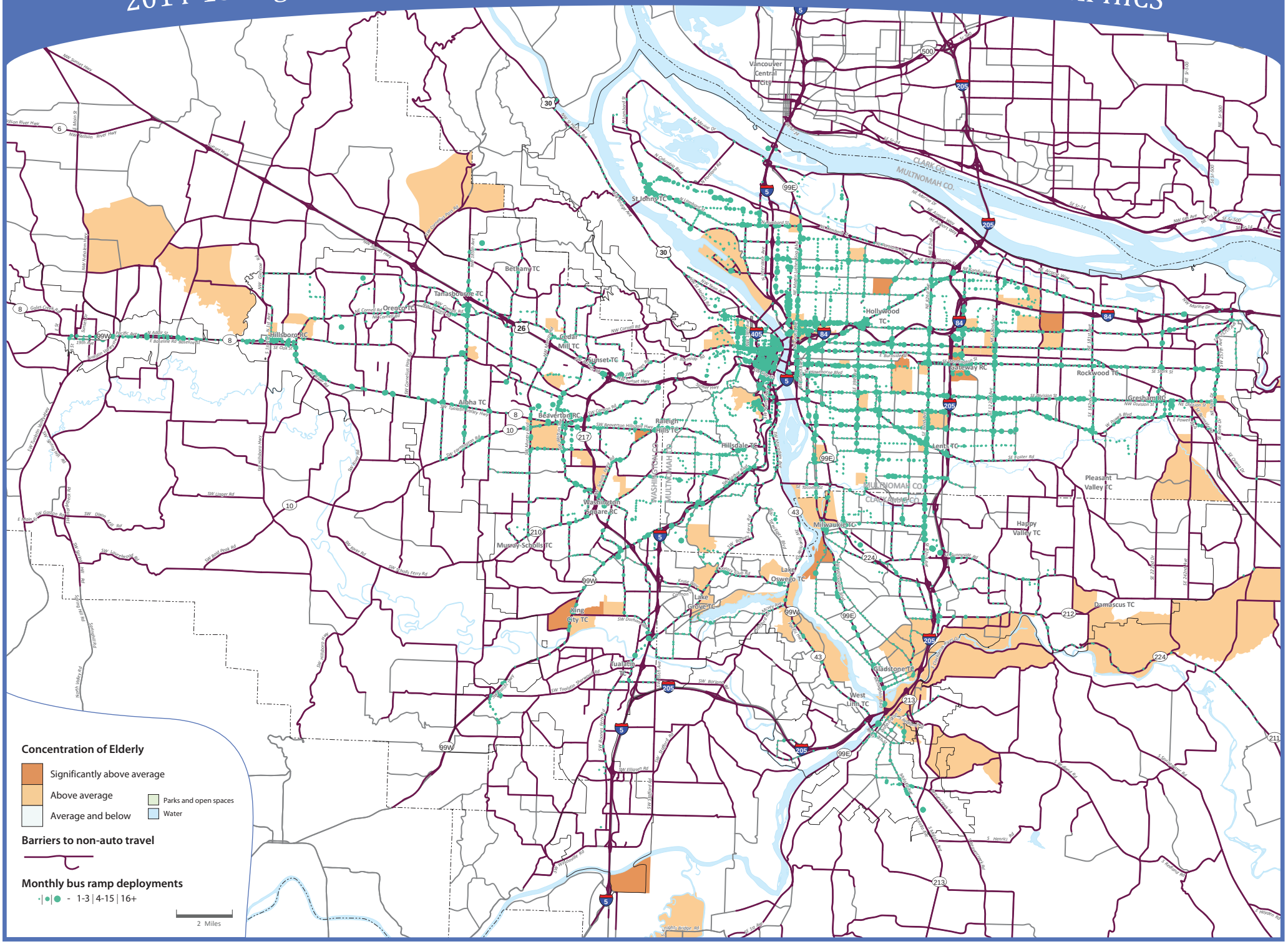

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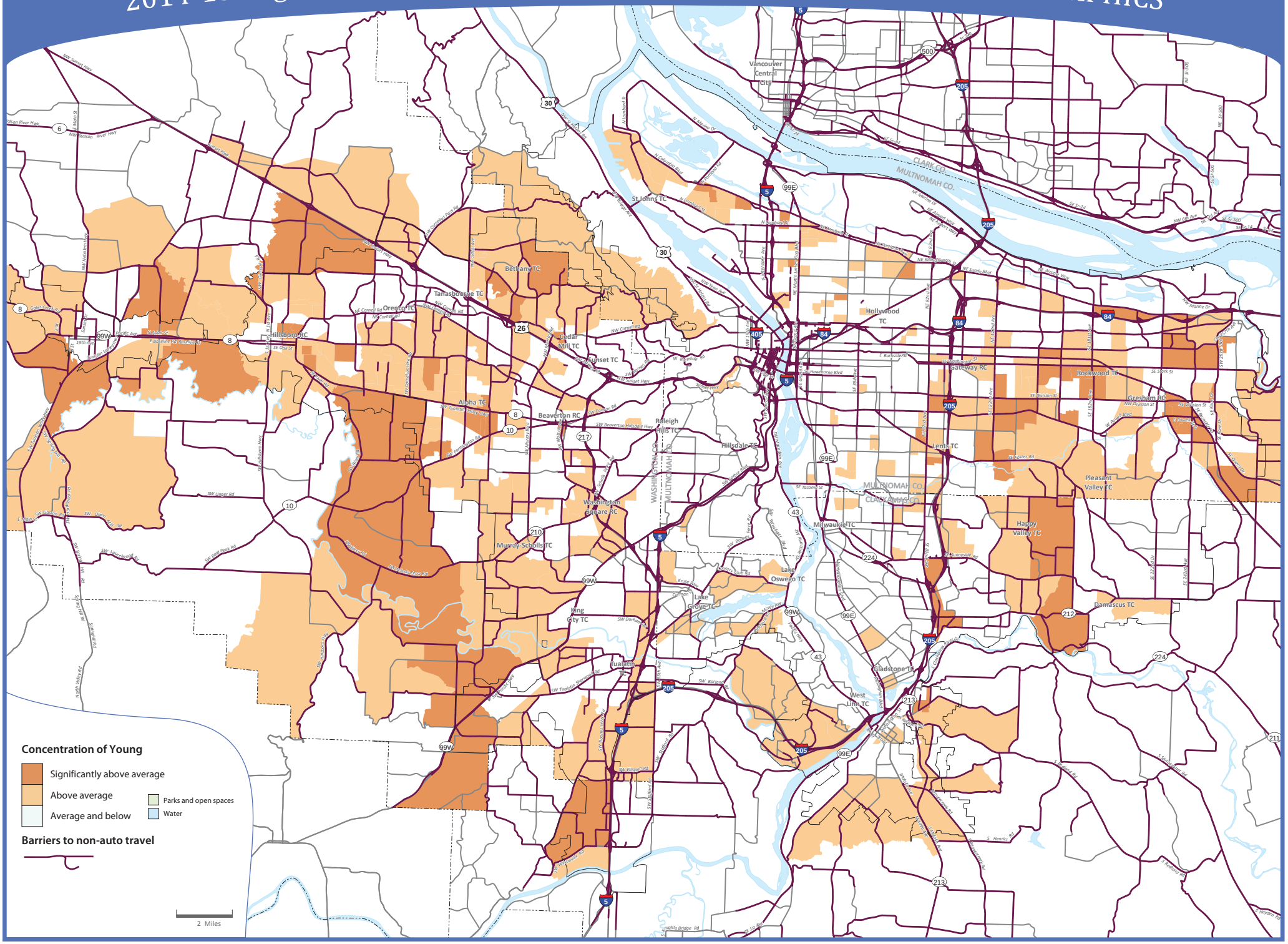
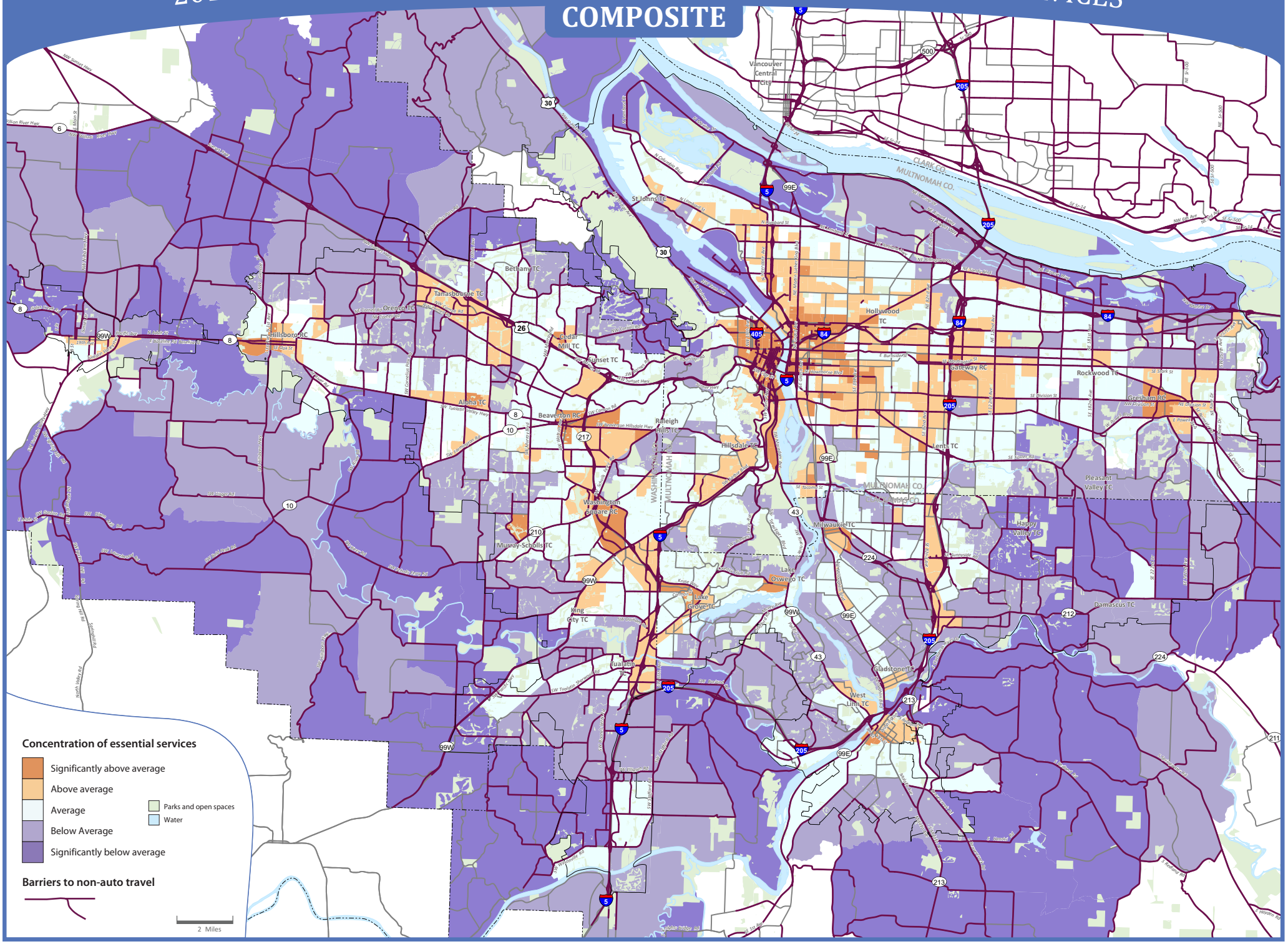


2014-15 Regional Flexible Funding Allocation - Equity Analysis - SERVICES

COMPOSITE



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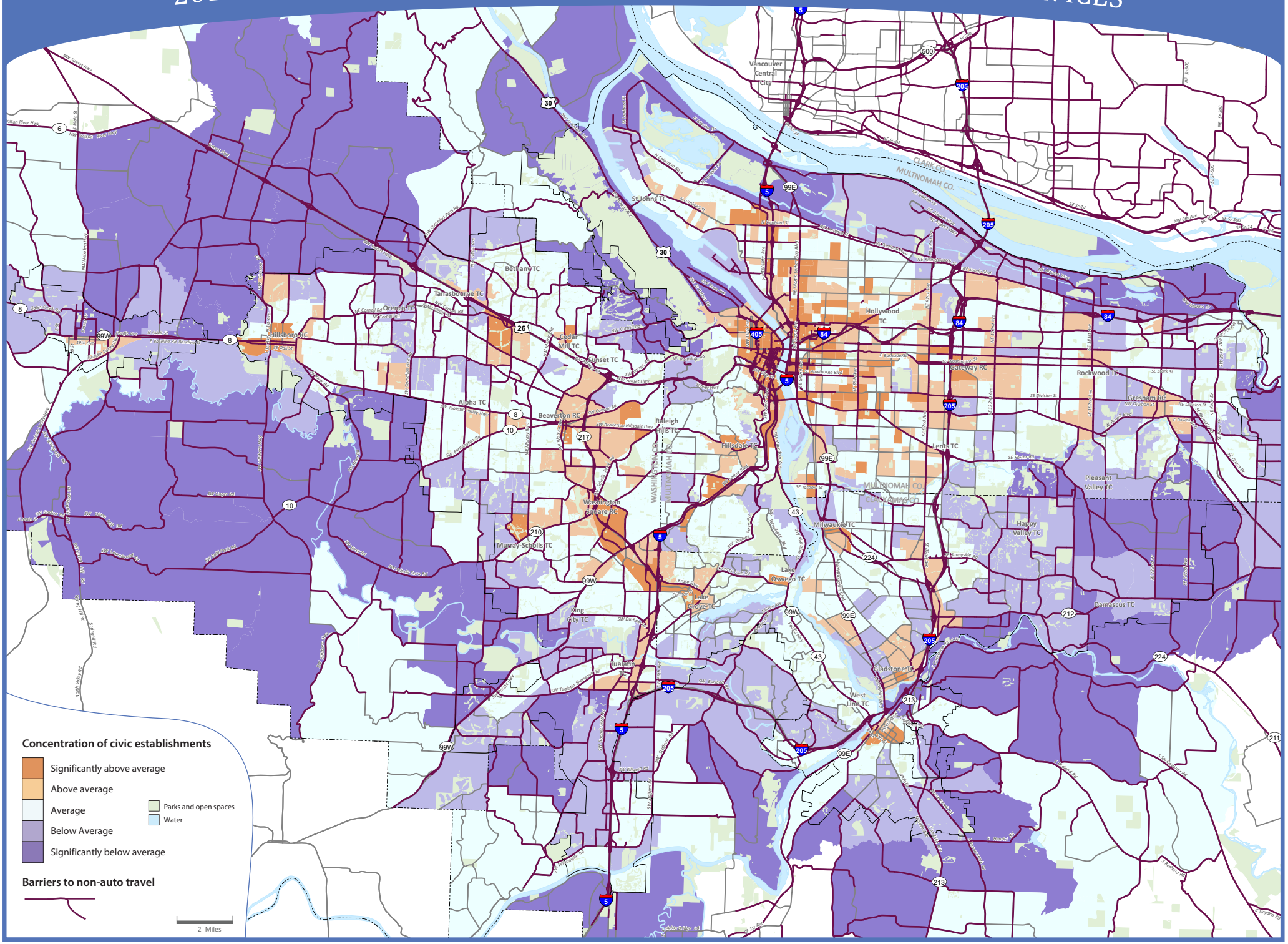

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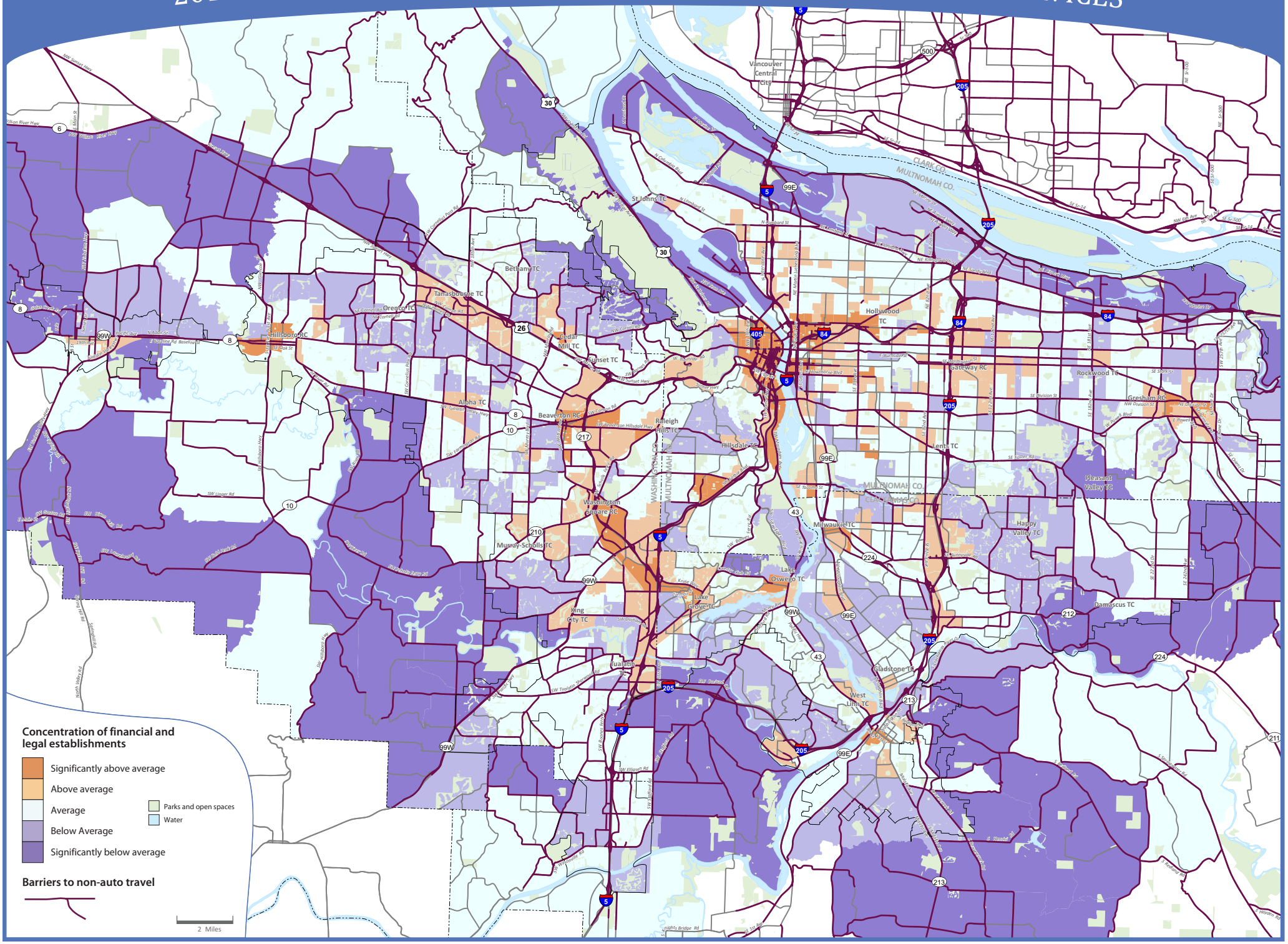

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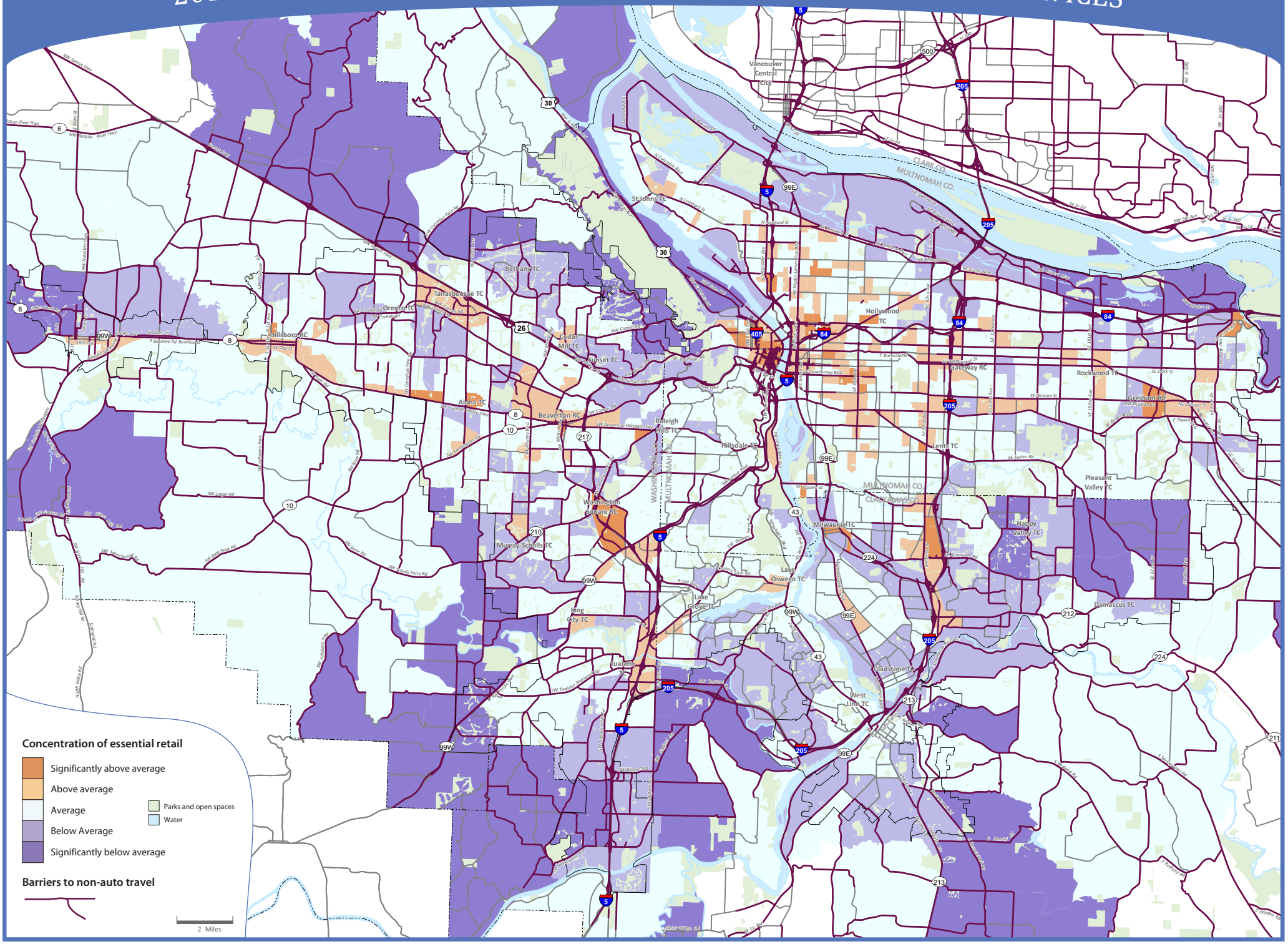

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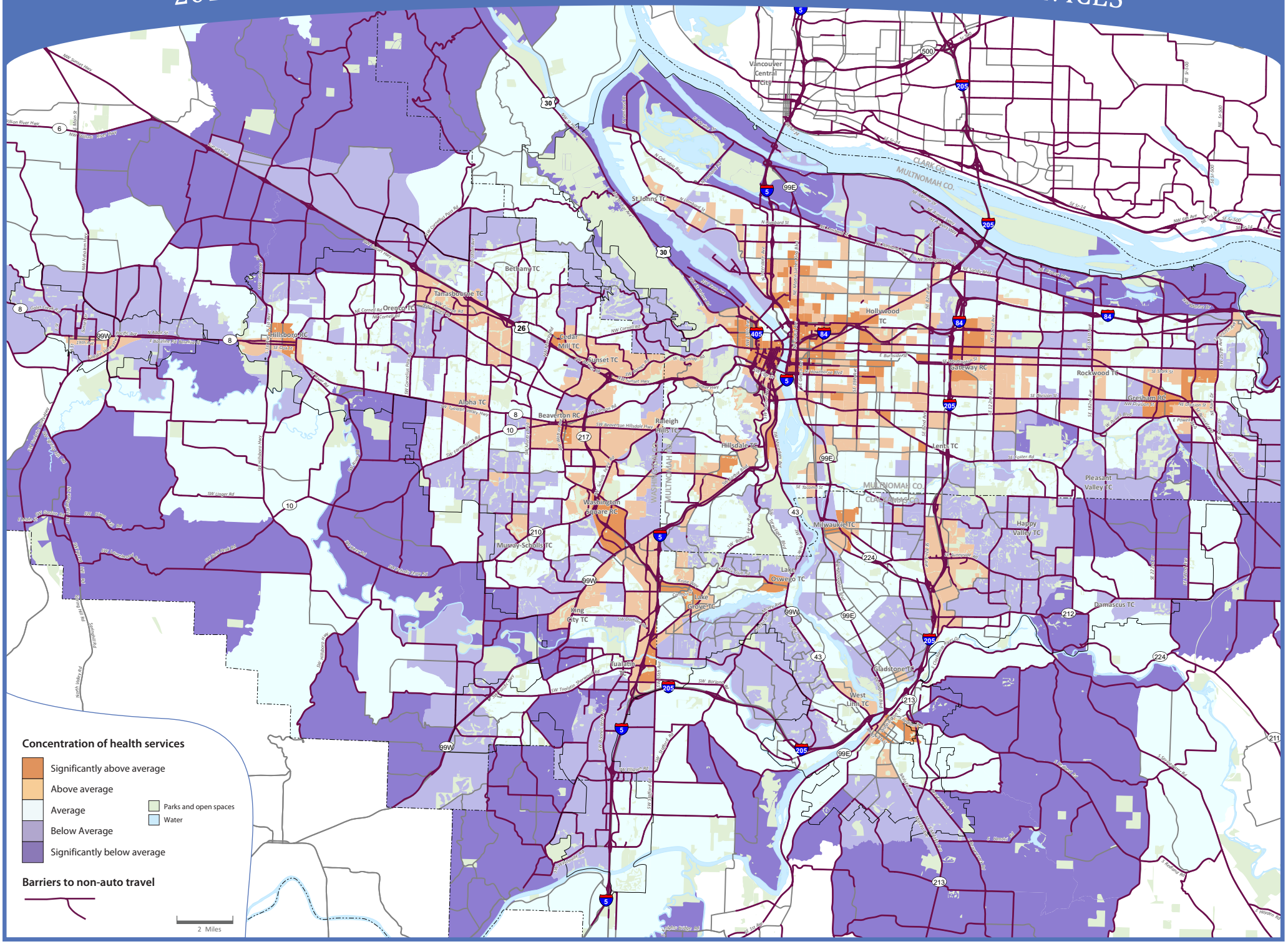
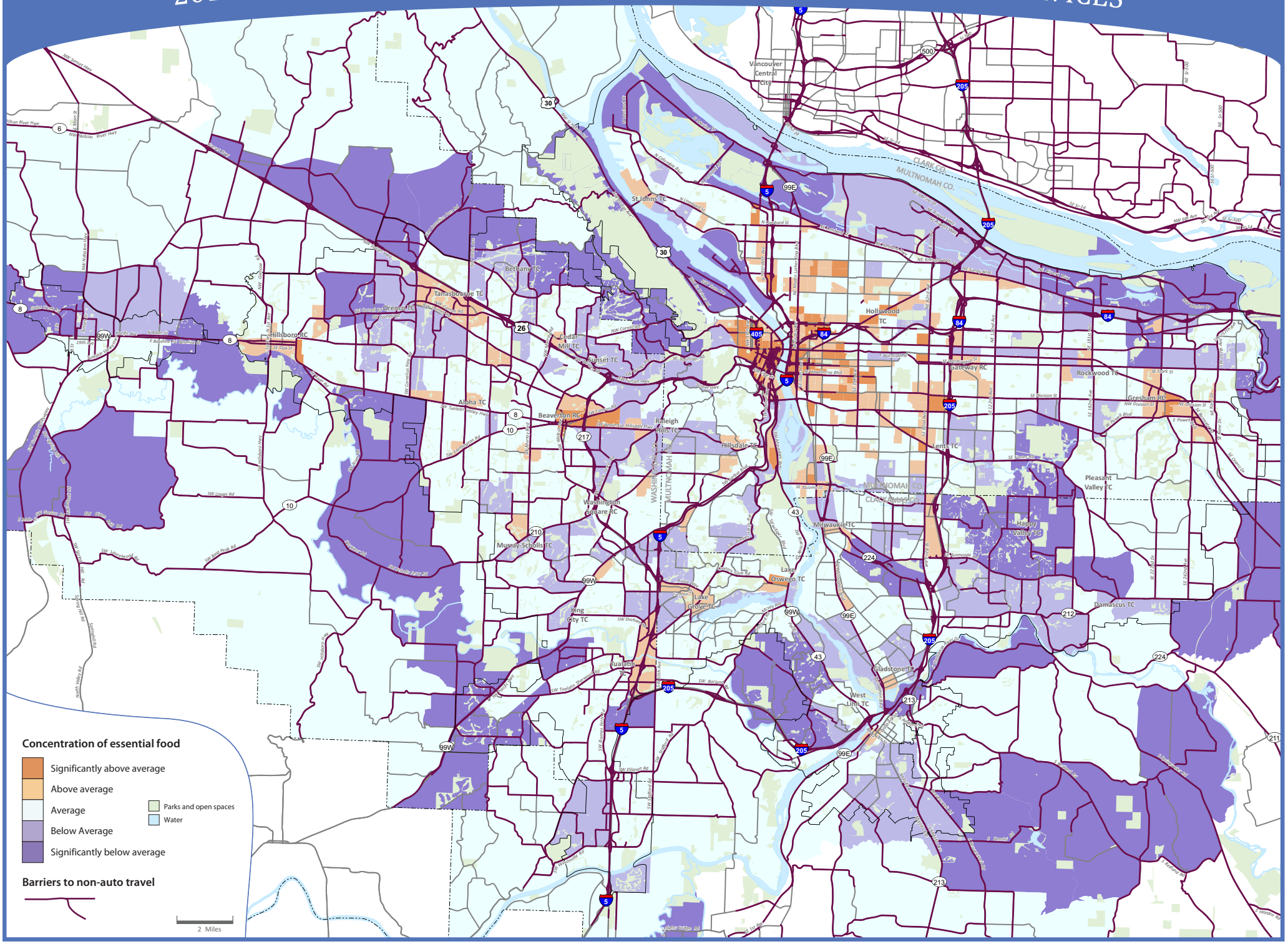
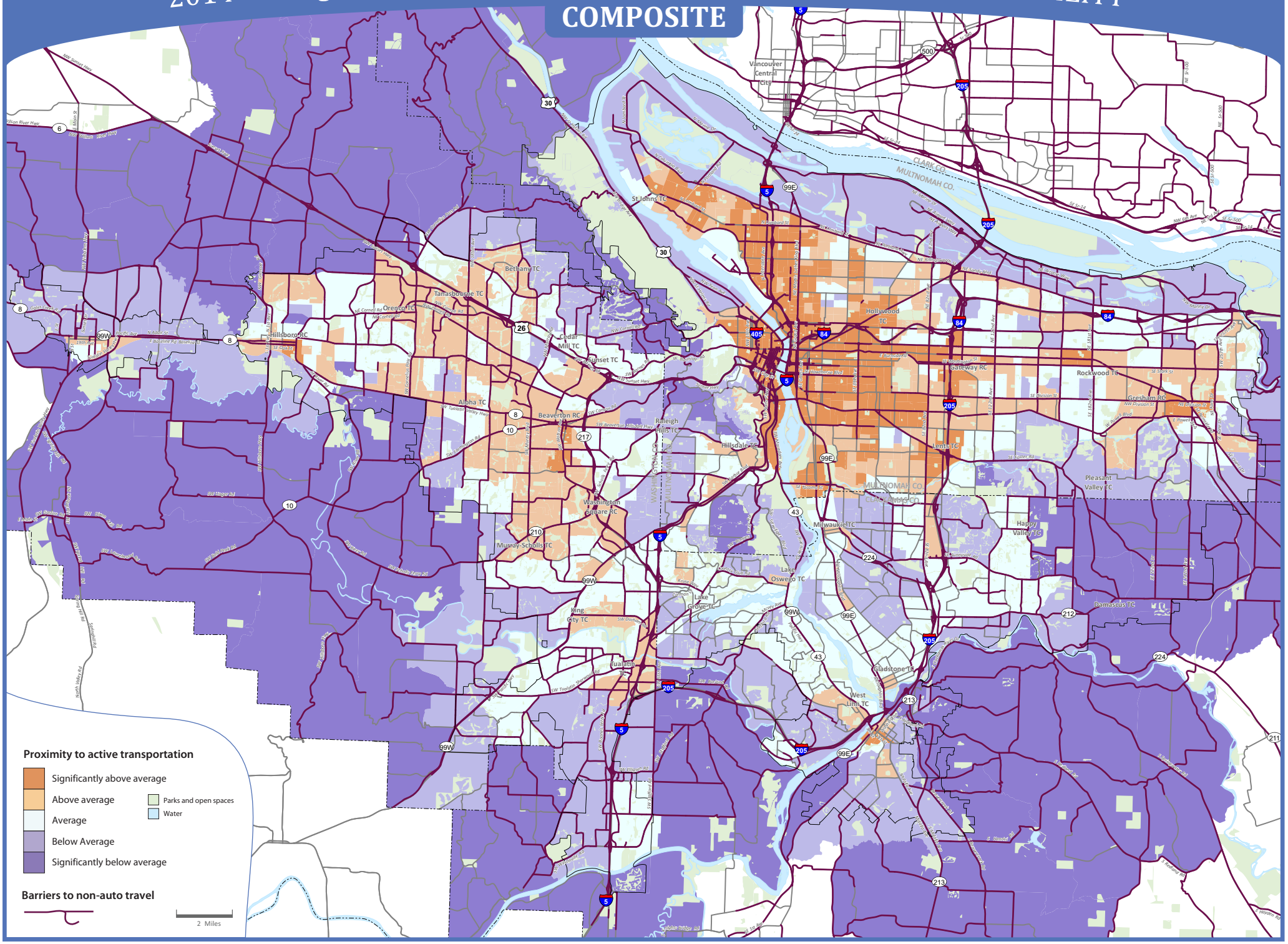


2014-15 Regional Flexible Funding Allocation - Equity Analysis - SERVICES

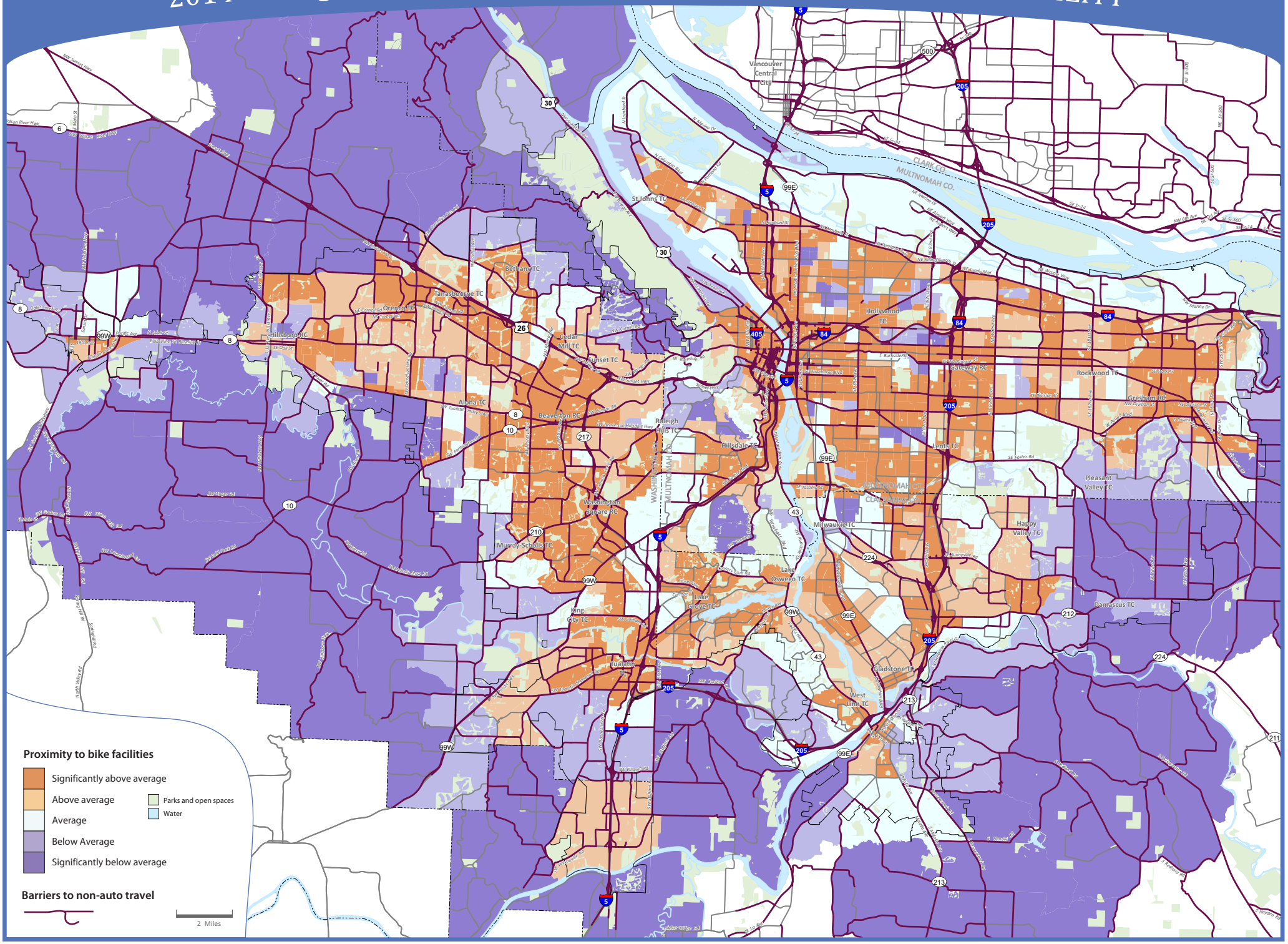


2014-15 Regional Flexible Funding Allocation - Equity Analysis - MOBILITY

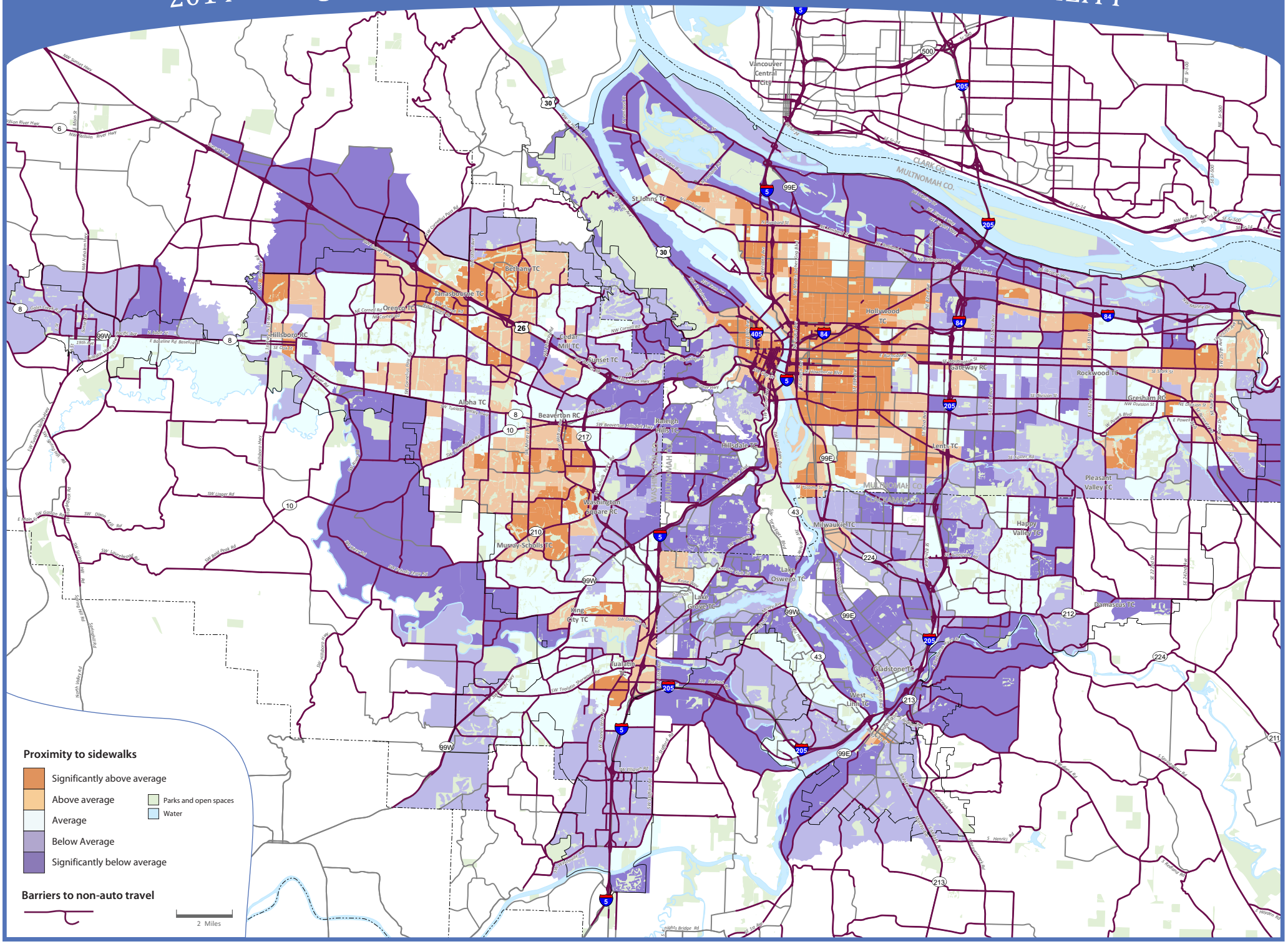
COMPOSITE



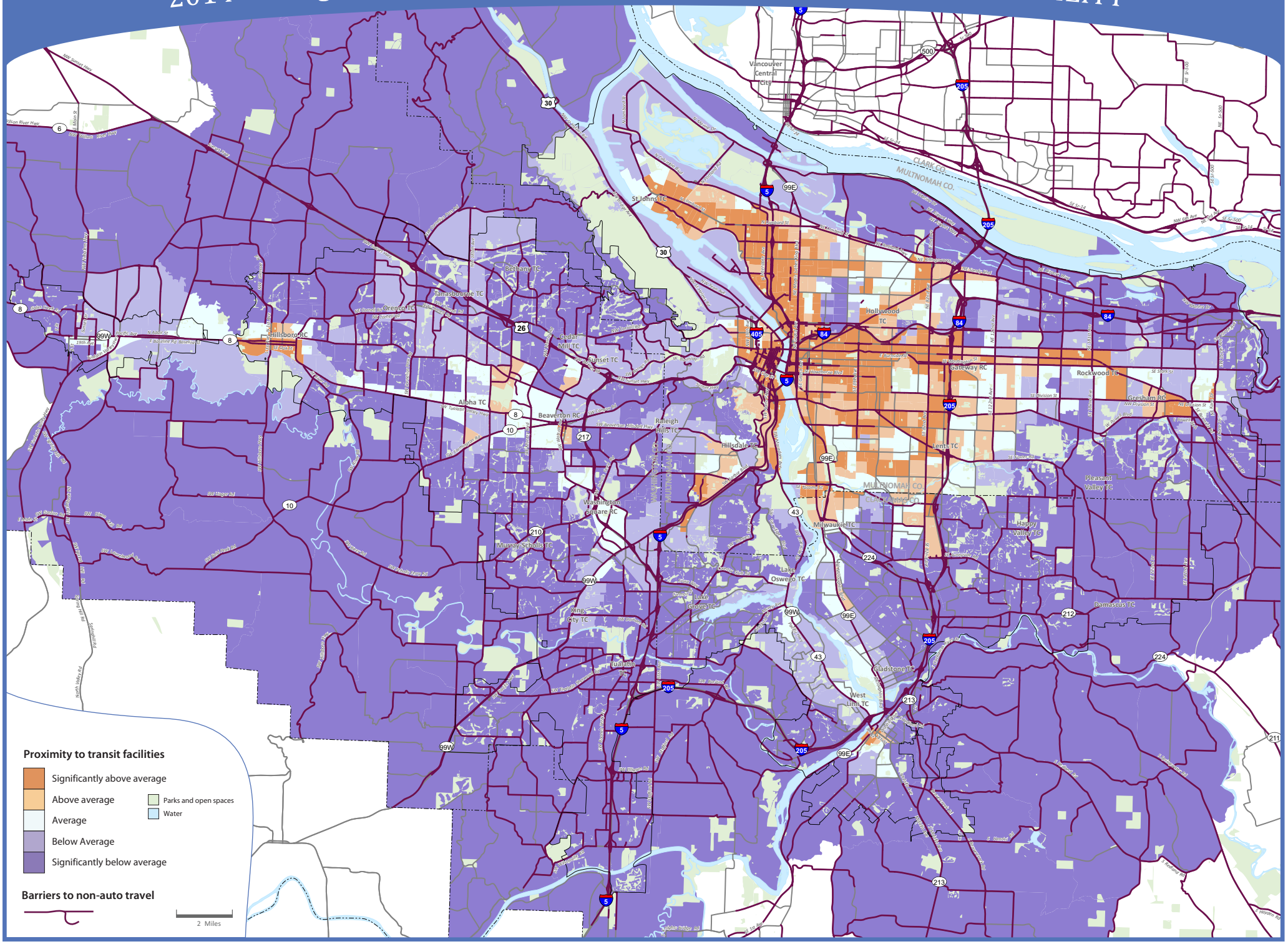
2014-15 Regional Flexible Funding Allocation - Equity Analysis - MOBILITY



2014-15 Regional Flexible Funding Allocation - Equity Analysis - MOBILITY

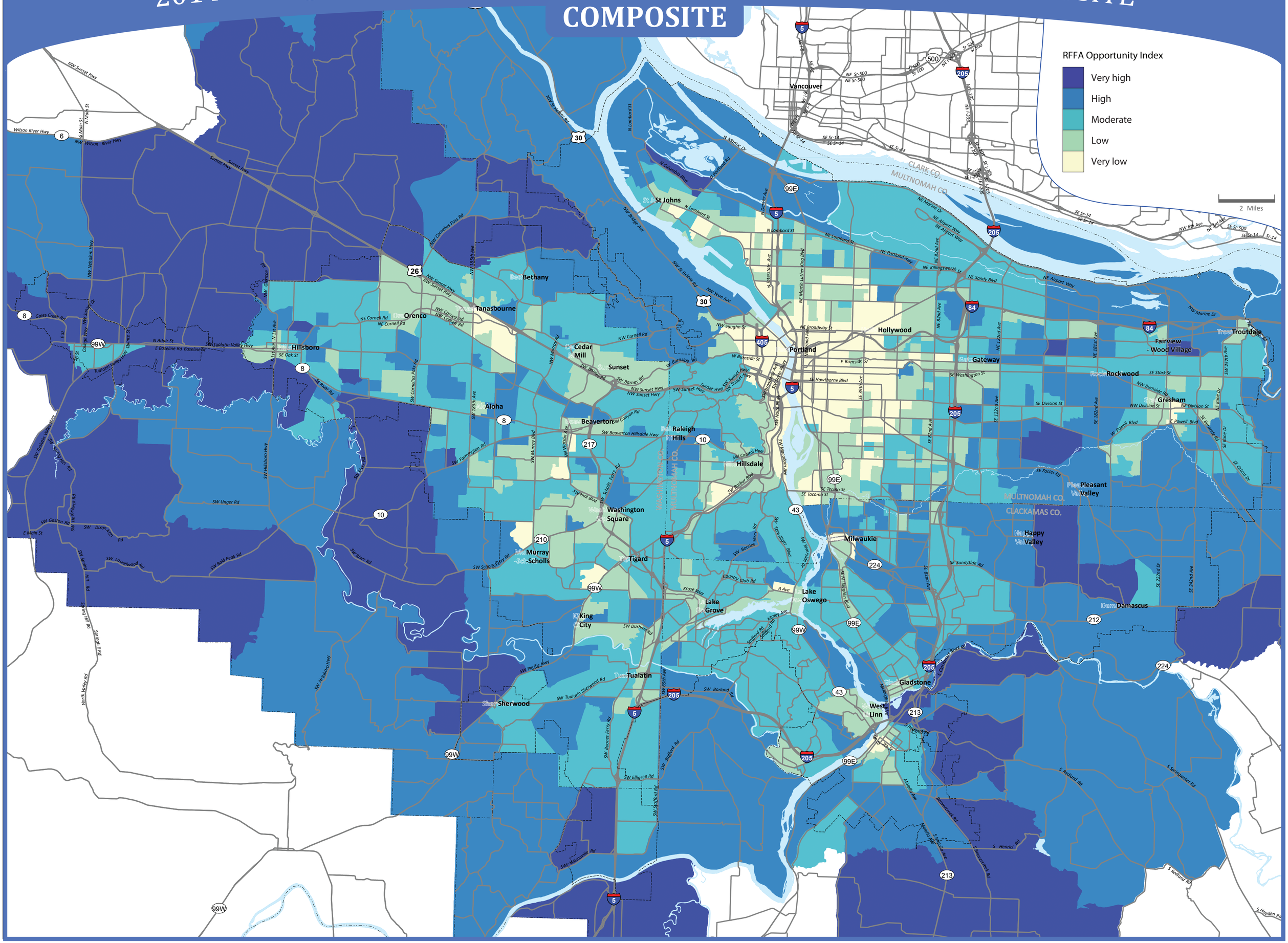


2014-15 Regional Flexible Funding Allocation - Equity Analysis - MOBILITY

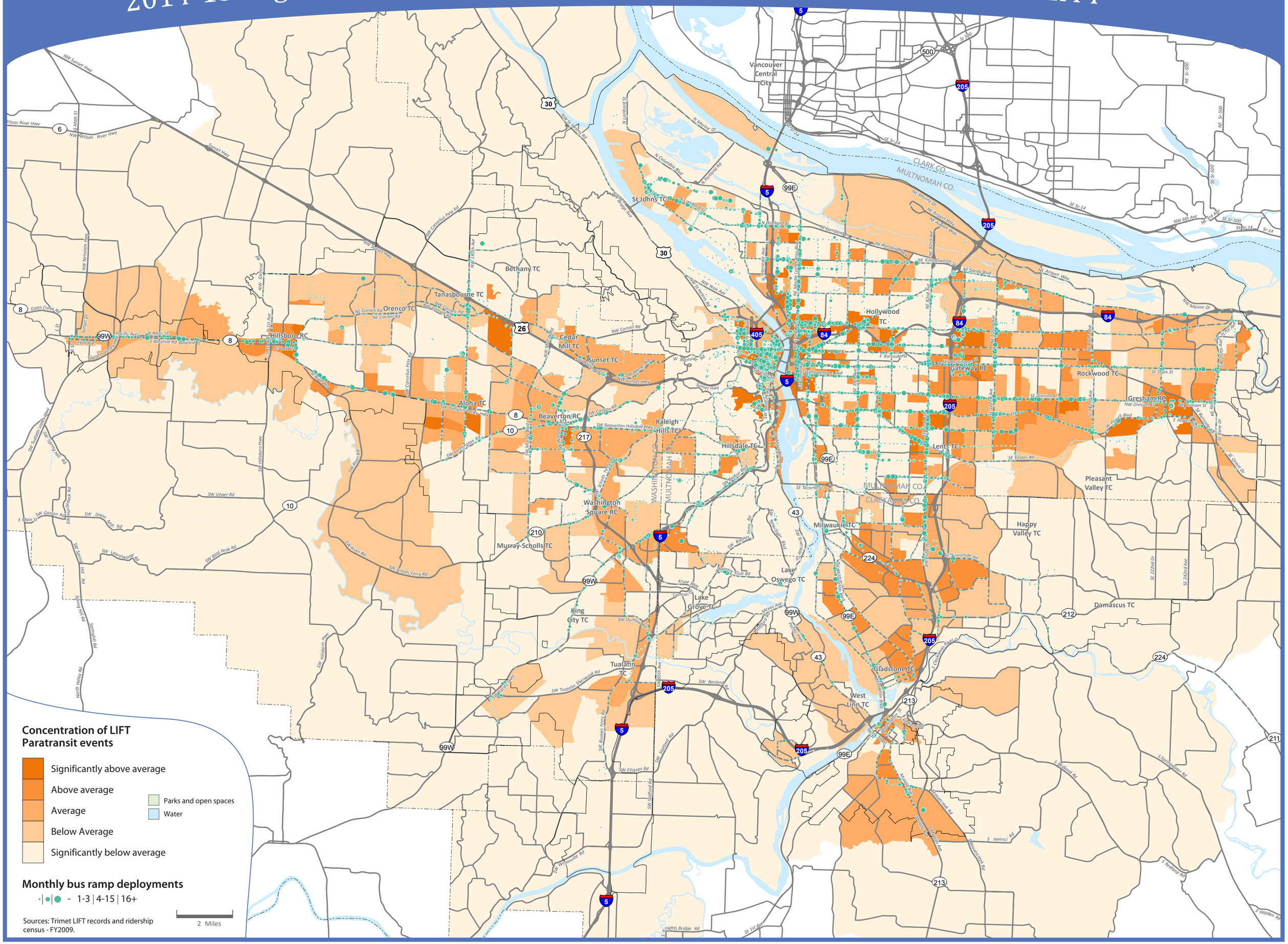


2014-15 Regional Flexible Funding Allocation - Equity Analysis - COMPOSITE

COMPOSITE



2014-15 Regional Flexible Funding Allocation - Equity Analysis - *DISABILITY*



Sources: Trimet LIFT records and ridership census - FY2009.

RFFA Basemap

Bike and pedestrian crashes

1 2 3 4 5 - 6

Fatal or near-fatal auto crashes with pedestrians or pedcyclists.

Data source: ODOT 2007-2008 Crash data

Funded RFFA projects

- Construction
- Project development

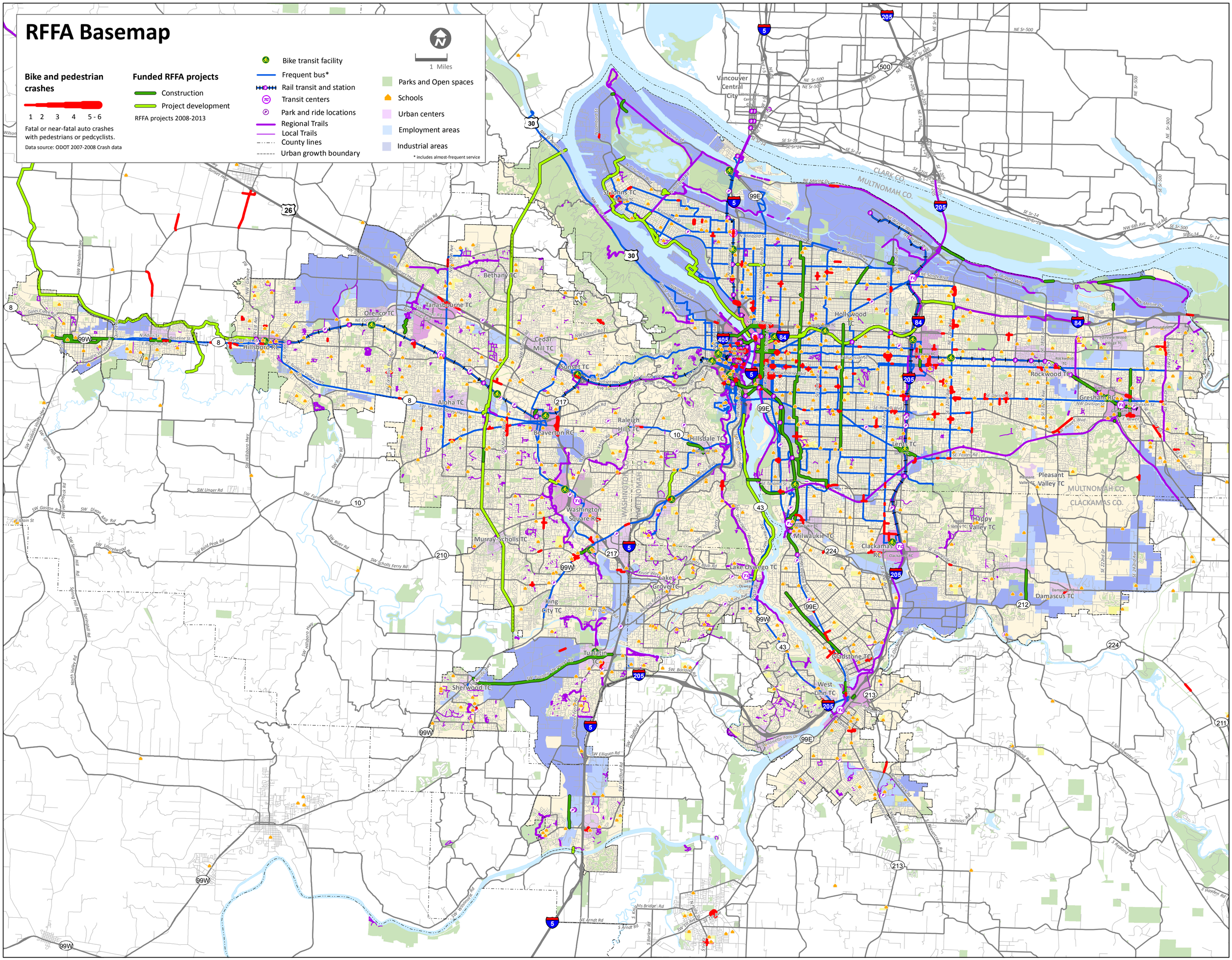
RFFA projects 2008-2013

- Bike transit facility
- Frequent bus*
- Rail transit and station
- Transit centers
- Park and ride locations
- Regional Trails
- Local Trails
- County lines
- Urban growth boundary

- Parks and Open spaces
- Schools
- Urban centers
- Employment areas
- Industrial areas

* includes almost-frequent service

1 Miles



Appendix B – North American Industry Classification System (NAICS) codes

-Civic/Health

-Food

-Essential Retail

-Financial Legal

Services Indicators - NAICS codes used in Transportation Equity Analysis

Civic/Heath

491110	Postal Service
519120	Libraries and Archives
541930	Translation and Interpretation Services
541940	Veterinary Services
561311	Employment Placement Agencies
561320	Temporary Help Services
611110	Elementary and Secondary Schools
611210	Junior Colleges
611310	Colleges, Universities, and Professional Schools
611410	Business and Secretarial Schools
611420	Computer Training
611430	Professional and Management Development Training
611511	Cosmetology and Barber Schools
611513	Apprenticeship Training
611519	Other Technical and Trade Schools
611610	Fine Arts Schools
611620	Sports and Recreation Instruction
611630	Language Schools
611691	Exam Preparation and Tutoring
611692	Automobile Driving Schools
611699	All Other Miscellaneous Schools and Instruction
611710	Educational Support Services
621111	Offices of Physicians (except Mental Health Specialists)
621112	Offices of Physicians, Mental Health Specialists
621210	Offices of Dentists
621310	Offices of Chiropractors
621320	Offices of Optometrists
621330	Offices of Mental Health Practitioners (except Physicians)
621340	Offices of Physical, Occupational and Speech Therapists, and Audiologists
621391	Offices of Podiatrists
621399	Offices of All Other Miscellaneous Health Practitioners
621410	Family Planning Centers
621420	Outpatient Mental Health and Substance Abuse Centers
621491	HMO Medical Centers
621492	Kidney Dialysis Centers
621493	Freestanding Ambulatory Surgical and Emergency Centers
621498	All Other Outpatient Care Centers
621512	Diagnostic Imaging Centers
621910	Ambulance Services
621999	All Other Miscellaneous Ambulatory Health Care Services
622110	General Medical and Surgical Hospitals
622210	Psychiatric and Substance Abuse Hospitals
622310	Specialty (except Psychiatric and Substance Abuse) Hospitals
624110	Child and Youth Services
624120	Services for the Elderly and Persons with Disabilities
624190	Other Individual and Family Services
624210	Community Food Services
624229	Other Community Housing Services
624230	Emergency and Other Relief Services
624310	Vocational Rehabilitation Services
624410	Child Day Care Services

Food

311811	Retail Bakeries
445110	Supermarkets and Other Grocery (except Convenience) Stores
445210	Meat Markets
445220	Fish and Seafood Markets
445230	Fruit and Vegetable Markets
445291	Baked Goods Stores
445299	All Other Specialty Food Stores
446191	Food (Health) Supplement Stores
722110	Full-Service Restaurants
722212	Cafeterias

Essential Retail

448110	Men's Clothing Stores
448120	Women's Clothing Stores
448130	Children's and Infants' Clothing Stores
448140	Family Clothing Stores
448150	Clothing Accessories Stores
448190	Other Clothing Stores
448210	Shoe Stores
452111	Department Stores (except Discount Department Stores)
452112	Discount Department Stores
452910	Warehouse Clubs and Supercenters
452990	All Other General Merchandise Stores
453310	Used Merchandise Stores
444130	Hardware Stores
446199	All Other Health and Personal Care Stores
453910	Pet and Pet Supplies Stores
454311	Heating Oil Dealers
454312	Liquefied Petroleum Gas (Bottled Gas) Dealers
454319	Other Fuel Dealers
446110	Pharmacies and Drug Stores
446110	Pharmacies and Drug Stores
446130	Optical Goods Stores

Financial/Legal

522110	Commercial Banking
522120	Savings Institutions
522130	Credit Unions
522310	Mortgage and Nonmortgage Loan Brokers
523930	Investment Advice
541110	Offices of Lawyers
541120	Offices of Notaries
541199	All Other Legal Services
541211	Offices of Certified Public Accountants
541213	Tax Preparation Services
541219	Other Accounting Services

*The location of parks is included in the civic/health category, but use a different data source.

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