



2035 Regional Transportation Plan Update

Background Paper:

Environmental Justice in Metro's Transportation Planning Process:

Implications for the 2035 Regional Transportation Plan Update and the 2008-2011 Metropolitan
Transportation Improvement Program

Prepared by:



September 18, 2006

Metro

People places • open spaces

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, deputy council president, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Suzanne Flynn

Metro's web site: www.metro-region.org

Project web site: www.metro-region.org/rtp (Click on "2035 RTP update")

List of RTP Background Research Papers

- **Environmental Justice in Metro's Transportation Planning Process**
- **A Profile of Security in the Portland Metropolitan Region**
- **A Profile of the Regional Trends and Travel Characteristics in the Portland Metropolitan Region**
- **A Profile of the Regional Bicycle System in the Portland Metropolitan Region**
- **A Profile of the Regional Transit System in the Portland Metropolitan Region**
- **A Profile of the Regional Pedestrian System in the Portland Metropolitan Region**
- **A Profile of Regional Travel Options and Parking Management Systems in the Portland Metropolitan Region**
- **A Profile of the Regional Freight Transportation System in the Portland-Vancouver Metropolitan Region**
- **Preliminary Financial Analysis for the 2035 Regional Transportation Plan Update**
- **A Profile of Safety in the Portland Metropolitan Region**
- **A Profile of the Regional Roadway System in the Portland Metropolitan Region**
- **A Profile of Key Environmental Issues and Metro's Mitigation-Related Activities in the Portland Metropolitan Region**

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

2035 Regional Transportation Plan Update

**Environmental Justice in Metro’s Transportation
Planning Process
TABLE OF CONTENTS**

INTRODUCTION AND METHODS 1
Federal Legislation and Guidance 1
Current Environmental Justice Practices in the Regional Transportation Plan and Metropolitan
Transportation Improvement Program..... 2
Report Methodology 3
Demographic Category 4
White Alone..... 4
DEMOGRAPHIC PROFILE 5
Demographic Category 6
White Alone..... 6
TRANSPORTATION NEEDS ASSESSMENT 22
**DISTRIBUTION OF BENEFITS AND BURDENS ON TARGET
POPULATIONS..... 22**
PUBLIC INVOLVEMENT STRATEGY 22
IMPLICATIONS AND CONCLUSIONS 23
**APPENDIX 1: Review of Environmental Justice Practices in Other Selected
Agencies 1**

LIST OF TABLES AND FIGURES

Table 1: Census 2000 Data Sources and Definitions 3
Table 2: Environmental Justice Demographics in the Tri-County Area and Nationwide 6
Table 3: Environmental Justice Population Locations 7

Figure 1: American Indian and Alaska Native Population by Block Group 9
Figure 2: Asian Population in 2000 by Block Group 13
Figure 3: Black Population in 2000 by Block Group 14
Figure 4: Hawaiian and Pacific Islander Population in 2000 by Block Group 12
Figure 5: Hispanic Population in 2000 by Block Group 13
Figure 6: Disabled Population in 2000 by Block Group 14
Figure 7: Elderly Population in 2000 by Block Group 15
Figure 8: Low-Income Population in 2000 by Block Group 16
Figure 9: Very Low-Income Population in 2000 by Block Group 17
Figure 10: Non English-Speaking Population in 2000 by Block Group 18
Figure 11: Environmental Justice Analysis of Target Areas 19
Figure 12: Elderly and Disabled Populations in 2000 20
Figure 13: Low-Income, Minority, and Hispanic Populations in 2000 21

INTRODUCTION AND METHODS

The purpose of this report is to provide information and guidance on ways in which federal environmental justice regulations can be integrated into the planning processes of the 2035 Regional Transportation Plan (RTP) update and the 2008-11 Metropolitan Transportation Improvement Program (MTIP).

In a memorandum dated October 7, 1999, the Federal Highway Administration and the Federal Transit Administration describe the procedure for assuring state and metropolitan agency's compliance with Title VI requirements. The memorandum states that it is important for agencies to complete the following actions¹:

- Develop a demographic profile of the metropolitan planning area that identifies the locations of socio-economic groups.
- Identify the transportation needs of low-income and minority populations.
- Assess the regional benefits and burdens of transportation system investments in the RTP and TIP for different socio-economic groups.
- Have a public involvement strategy for engaging minority and low-income populations in transportation decision-making.

Those requirements form the outline of this report. Section 1 will explain the important federal legislation guiding environmental justice work as well as the methodology used to conduct the analysis. Section 2 will provide a demographic profile of the Portland metropolitan region that identifies the locations of socio-economic groups. Section 3 will identify the transportation needs of low-income and minority populations. Section 4 will assess the benefits and burdens of proposed transportation system investments, and Section 5 will explain the relevant environmental justice public involvement strategy. Section 6 will discuss the results of this process and the implications for the RTP and MTIP.

FEDERAL LEGISLATION AND GUIDANCE

Title VI of the Civil Rights Act of 1964 mandates, "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."ⁱⁱ As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for transportation planning and implementation of transportation projects, and is thus required to comply with this law.

In 1994, President Clinton issued Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." The order states that the duty of each public agency is to identify and address "disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."ⁱⁱⁱ E.O. 12898 expands

upon the law set forth in Title VI, and proposes three main actions that public agencies need to address:

- “Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations”
- “Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process”
- “Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations”

The Americans with Disabilities Act of 1990 prohibits discrimination against persons with disabilities, and in Title II requires that public transit be accessible to persons with disabilities. The Act states that all new transit vehicles must be made accessible to persons with disabilities, and that paratransit can be used to complement existing fixed-route service.^{iv}

In 2002, the National Cooperative Highway Research Program published a manual entitled “Technical Methods to Support Analysis of Environmental Justice Issues.” The manual states the following:

- The most common measures of transportation benefits are accessibility, travel time to jobs or other activities, and availability of transportation services.
- Measures of burden should be evaluated at the project level; these should include NEPA-specific effects (aesthetic, historic, cultural, economic, social and health).
- Environmental justice should be addressed based on the magnitude of the effects, and not the size of the population in question.
- Agencies should utilize population projections that are at least 20 years out.
- Agencies should look at the distribution of who pays for the transportation project based on the existing tax structure.
- Agencies should consider creating “quality of life” system maps by overlaying bus and rail services, arterials and highways, Jobs Access Reverse Commute services, hospitals, and employment centers, and by examining their proximity to environmental justice populations.
- Agencies should develop regression models for transportation benefits using an Index of Dissimilarity.
- Transportation modeling is a good way to examine transportation benefit distribution and travel forecasts.
- Use the Census as the main source of data, but supplement it with other sources, such as the Department of Human Services’ welfare client data or school lunch program data.^v

Current Environmental Justice Practices in the Regional Transportation Plan and Metropolitan Transportation Improvement Program

The Metro Council adopted a policy on public involvement in 2004 entitled “Transportation Planning Public Involvement Policy.” It included two environmental justice-specific objectives^{vi}:

- “Involve those traditionally under-served by the existing system and those traditionally under-represented in the transportation process and consider their transportation needs in the development and review of Metro’s transportation plans, programs and projects.”
- “Remove barriers to public participation for those traditionally under-represented in the transportation planning process.”

The 2004 RTP included the following environmental justice-related policies:

- Policy 1.0, Public Involvement, states that its goal is to “Provide complete information, timely public notice, early and continuing involvement of the public in all aspects of the transportation planning process...this includes involving those traditionally under-served by the existing system, those traditionally under-represented in the transportation process, the general public, and local, regional, and state jurisdictions that own and operate the region’s transportation system”^{vii}
- Policy 5.0, Barrier-Free Transportation, states as its goal to “Provide access to more and better transportation choices for travel throughout the region and serve special access needs for all people, including youth, elderly, and disabled”^{viii}
- Policy 5.1, Interim Job Access and Reverse Commute Policy, states as its goal to “Serve the transit and transportation needs of the economically disadvantaged in the region by connecting low-income populations with employment areas and related social services”^{ix}

The 2006-09 MTIP used 2000 Census data to map and summarize environmental justice information that informed public comment meetings and decision makers during the decision process; this led to a technical analysis of concentrations of environmental justice populations. MTIP applications were screened for adequate outreach to affected environmental justice populations. Information regarding potential benefits and impacts to environmental justice was distributed at all public meetings as well as to decision makers.^x

Report Methodology

Data from the 2000 Decennial Census was used to assess the distribution of environmental justice populations in the Portland metro region. Each year, the U.S. Census Bureau issues a report on poverty in the United States. Among other information, it provides statistics on how many people are poor, and on how poverty is distributed by age, by race or ethnicity, by region, and by family type. Individuals or families are poor if their annual pretax cash income falls below a federal measure of poverty that is also recalculated each year. The same poverty measurement figures are used for all 50 states and the District of Columbia and are summarized in Appendix 2.

Table 1 explains each environmental justice population analyzed and its definition and source within the Census.

Table 1: Census 2000 Data Sources and Definitions

Demographic Category	Definition	Source Table(s) within the 2000 Census
White Alone	Persons who identified themselves as only White (no other racial category)	Summary File 1, P7: Race (Total Population)
Minority	All persons who did not self-identify as White, non-Hispanic	Summary File 1, P7: Race (Total Population) and P4: Hispanic or Latino, and Not Hispanic or Latino by Race (Total Population)
Black Alone	Persons who identified themselves as only Black (no other racial category)	Summary File 1, P7: Race (Total Population)
American Indian or Alaska Native Alone	Persons who identified themselves as only American Indian or Alaska Native (no other racial category)	Summary File 1, P7: Race (Total Population)
Asian Alone	Persons who identified themselves as only Asian (no other racial category)	Summary File 1, P7: Race (Total Population)
Hawaiian or Pacific Islander Alone	Persons who identified themselves as only Hawaiian or Pacific Islander (no other racial category)	Summary File 1, P7: Race (Total Population)
Hispanic	Persons of any racial group who identified as Hispanic	Summary File 1, P4: Hispanic or Latino, and Not Hispanic or Latino by Race (Total Population)
Non-English-Speaking	Persons who stated that they didn't speak any English at all in 2000	Summary File 3, P19: Age by Language Spoken at Home by Ability to Speak English for the Population 5+ Years
Very Low-Income (below poverty level)	Persons who earned between 0 and .99 times the federal Poverty Level in 1999	Summary File 3, P88: Ratio of Income in 1999 to Poverty Level and P151A: Household Income in 1999 (White Alone Householder)
Low-Income	Persons who earned between 1 and 1.99 times the federal Poverty Level in 1999	Summary File 3, P88: Ratio of Income in 1999 to Poverty Level and P151A: Household Income in 1999 (White Alone Householder)
Total Low-Income	Persons who earned between 0 and 1.99 times the federal Poverty Level in 1999	Summary File 3, P88: Ratio of Income in 1999 to Poverty Level and P151A: Household Income in 1999 (White Alone Householder)
Disabled	All persons 5 years or older with any type of disability: sensory, physical, mental, self-care, go-outside-the-home, or employment.	Summary File 3, P41: Age by Types of Disability for the Civilian Noninstitutionalized Population 5+ Years with Disabilities
Elderly	Persons 65 years of age or older in 2000	Summary File 1, P12: Sex by Age (Total Population)
Total Population	All persons residing within the census-defined area in 2000	Summary File 1, P1: Total Population

Source: U.S. Census Bureau, 2000

The data were aggregated and incorporated into a Geographic Information Systems database, and combined with base layers from Metro's Regional Land Information System (RLIS). The base layers used included: Metropolitan Planning Organization (MPO) Boundary from 2004, Major Rivers, Major Arterials, Metro Urban Growth

Boundary, 2000 Census Block Groups and Freeways. A map was created to assess the distribution of each environmental justice population regionally. The region was defined using the MPO Boundary from 2004. Data shown is for Census Block Groups within the MPO Boundary. The urban growth boundary is also represented on each map for purposes of comparison.

DEMOGRAPHIC PROFILE

The first step in the environmental justice analysis for the RTP and MTIP is to determine the locations of environmental justice populations within the region.

Table 2 shows the raw numbers and percentages for each environmental justice population within Clackamas, Multnomah, and Washington Counties, within the Portland metropolitan region as a whole (defined as the tri-county area), and within the United States. This provides a way to compare the distribution of each population across counties and compare the regional average to the national average.

Table 2: Environmental Justice Demographics in the Tri-County Area and Nationwide in 2000

Demographic Category	Clackamas County	Multnomah County	Washington County	Metro Region	United States
White Alone	91% <i>308,512</i>	79% <i>521,482</i>	82% <i>365,382</i>	83% <i>1,195,376</i>	75% <i>211,460,626</i>
Black Alone	1% <i>2,184</i>	5% <i>35,854</i>	1% <i>4,510</i>	3% <i>42,548</i>	12% <i>34,658,190</i>
American Indian or Alaska Native Alone	1% <i>2,095</i>	1% <i>6,674</i>	1% <i>2,919</i>	1% <i>11,688</i>	1% <i>2,475,956</i>
Asian Alone	2% <i>8,114</i>	6% <i>37,280</i>	7% <i>29,946</i>	5% <i>75,340</i>	4% <i>10,242,998</i>
Hawaiian or Pacific Islander Alone	0% <i>616</i>	0% <i>2,511</i>	0% <i>1,399</i>	0% <i>4,526</i>	0% <i>398,835</i>
Hispanic*	5% <i>17,021</i>	7% <i>49,474</i>	11% <i>49,476</i>	8% <i>115,971</i>	13% <i>35,305,818</i>
Non-English-Speaking	0% <i>180</i>	0% <i>717</i>	0% <i>530</i>	0% <i>1,427</i>	1% <i>3,366,132</i>
Very Low-Income**	6% <i>21,969</i>	12% <i>81,711</i>	7% <i>32,575</i>	9% <i>136,255</i>	12% <i>33,899,812</i>
Low-Income	12% <i>40,827</i>	17% <i>109,149</i>	13% <i>58,468</i>	14% <i>208,444</i>	17% <i>47,294,797</i>
Total Low-Income	19% <i>62,796</i>	29% <i>190,860</i>	20% <i>91,043</i>	24% <i>344,699</i>	30% <i>81,194,609</i>
Disabled	12% <i>40,710</i>	12% <i>78,873</i>	10% <i>46,150</i>	11% <i>165,733</i>	15% <i>38,305,189</i>
Elderly	11% <i>37,428</i>	11% <i>73,607</i>	9% <i>39,351</i>	10% <i>150,386</i>	12% <i>34,991,753</i>
Total Population in 2000	<i>338,391</i>	<i>660,486</i>	<i>445,342</i>	<i>1,444,219</i>	<i>281,421,906</i>

Source: U.S. Census Bureau, 2000

*The Hispanic category is considered to be an ethnicity, not a race. Therefore, people who listed themselves as Hispanic/Latino also needed to specify a racial category such as White, Black, Asian, etc.

**See Table 1 for an explanation of the distinction between the three low-income categories.

As shown in Table 2, the Portland metropolitan region has a lower average percentage of all minority groups than the United States as a whole. Multnomah County has the highest proportion of Black, Asian, and Hawaiian/Pacific Islander persons, and is equal to Washington County in proportions of American Indian/Alaska Native and Hispanic populations. All three counties have equally low proportions of non-English-speaking persons, and the proportions are lower than the national average. Multnomah County has the highest proportion of low-income and very low-income populations, and is close to the national average proportions of these populations. Clackamas and Washington

Counties have lower proportions of both low-income and very low-income populations. Clackamas and Multnomah Counties have equal proportions of disabled and elderly persons that are higher than Washington County’s but lower than the national average. Table 3 describes the locations of significant population concentrations within each demographic category.

Table 3: Environmental Justice Population Locations

Figure	Population	Location of Significant Concentration(s)
1	American Indian/ Alaska Native	Throughout Metro area
2	Asian	Outer Northeast and Southeast Portland; Along Highway 26 between Beaverton and Hillsboro
3	Black	North and Northeast Portland
4	Hawaiian/ Pacific Islander	Throughout Metro area
5	Hispanic	Gresham, Hillsboro, Forest Grove, Cornelius, Beaverton, Tigard, North Portland
6	Disabled	Downtown Portland and Inner East Portland
7	Elderly	Outer Northeast Portland, Tigard, Clackamas, Wilsonville, Forest Grove
8	Low-Income	Downtown Portland, Northeast Portland, Gresham
9	Very Low-Income	Downtown Portland, North and Northeast Portland; Gresham, Clackamas, Troutdale, Forest Grove, Cornelius
10	Non-English Speaking	Hillsboro, Forest Grove, Cornelius, North/Northeast/East Portland, Gresham, Oregon City

Source: U.S. Census Bureau, 2000

Figures 1 through 10 are maps that show each environmental justice population distribution separately by Census Block Group within the 2004 MPO Boundary. The maps show block groups that contained greater than 2.5 times the regional average of the environmental justice population in 2000; these are labeled as “significant population” and are highlighted within each map. Figure 11 is a map that shows Census Block Groups where there is a significant concentration of more than one environmental justice population.

Figure 12 and Figure 13 are maps that show population densities, and were created in such a way so as to avoid double-counting any one person (as being a member of more than one environmental justice population: for example, one person can be both low-income and a part of a minority racial group). Figure 12, Low-Income, Minority, and Hispanic Populations in 2000, started with all minorities in each block group, added all White Hispanic people, and then added White, non-Hispanic, low-income people. Similarly, Figure 13 added people with disabilities ages 5-64 to elderly people.

Figure 11, “Environmental Justice Analysis of Target Areas,” illustrates the Census Block Groups that contain more than one environmental justice population. The highlighted block groups are located in downtown, North, Northeast, and outer Southeast Portland, Gresham, Troutdale, Hillsboro, Beaverton, and Forest Grove.

Figure 12, “Elderly and Disabled Populations in 2000” shows the density of elderly and disabled persons. High and very high densities of these populations are located in downtown Portland, Clackamas, and Tigard.

Similarly, Figure 13, “Low-Income, Minority, and Hispanic Populations in 2000” shows the density of those populations. High and very high densities are located in downtown Portland, North and Northeast Portland, Gresham, and Hillsboro.

Nearly all areas of the Portland metropolitan region contain at least one environmental justice population. The next chapter will discuss the transportation needs of each environmental justice population within the Portland metropolitan region.

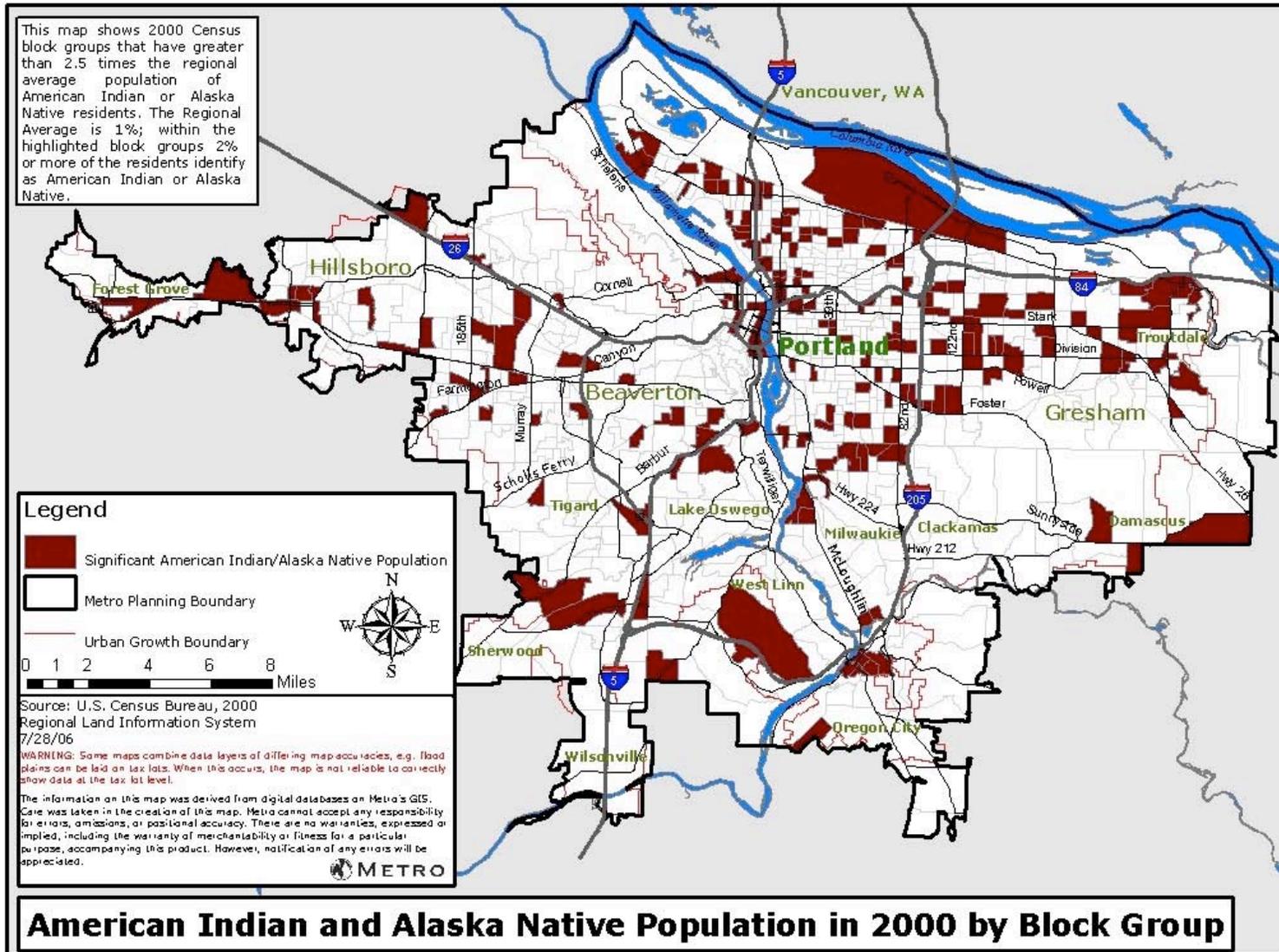


Figure 1

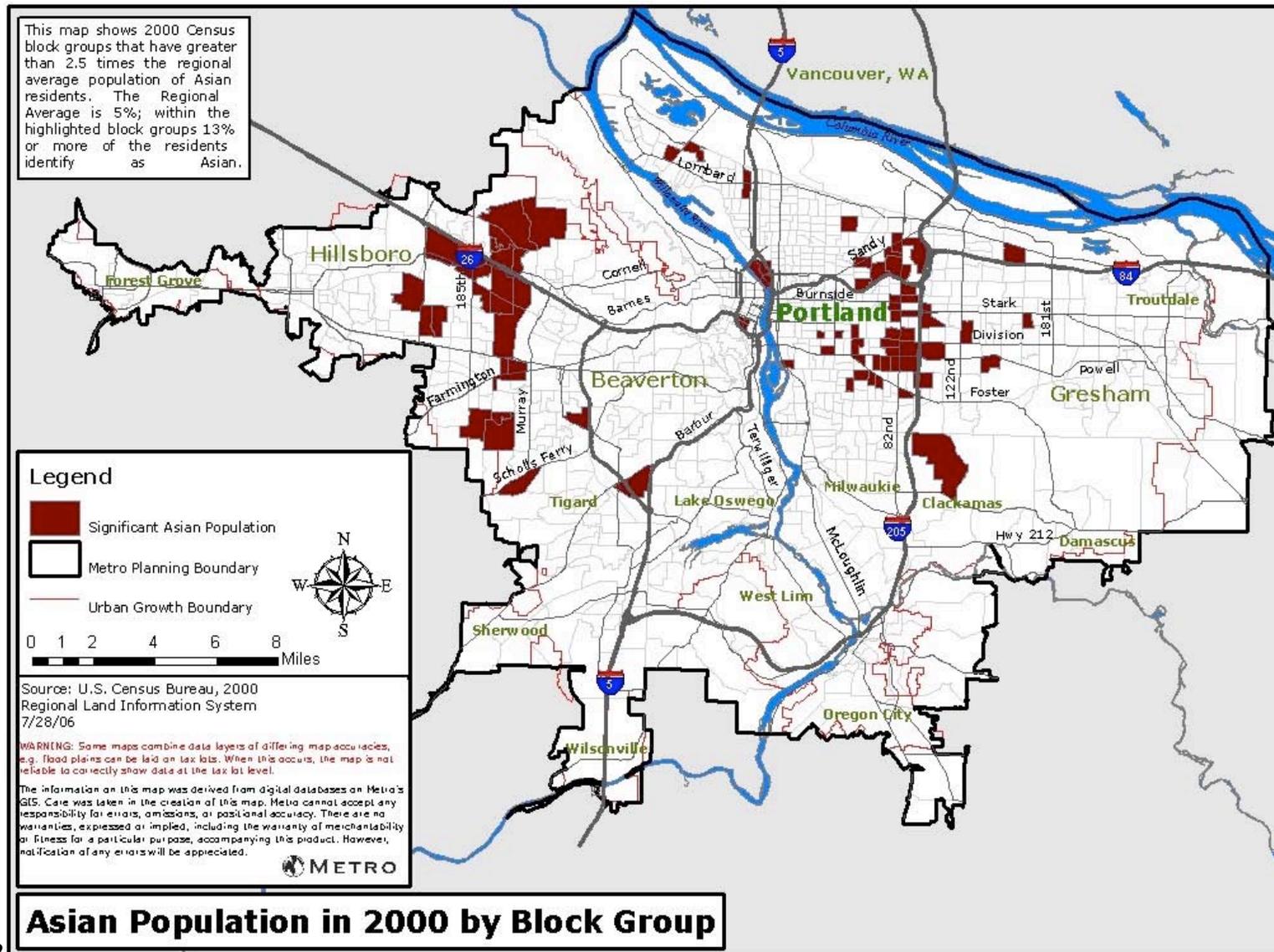


Figure 2

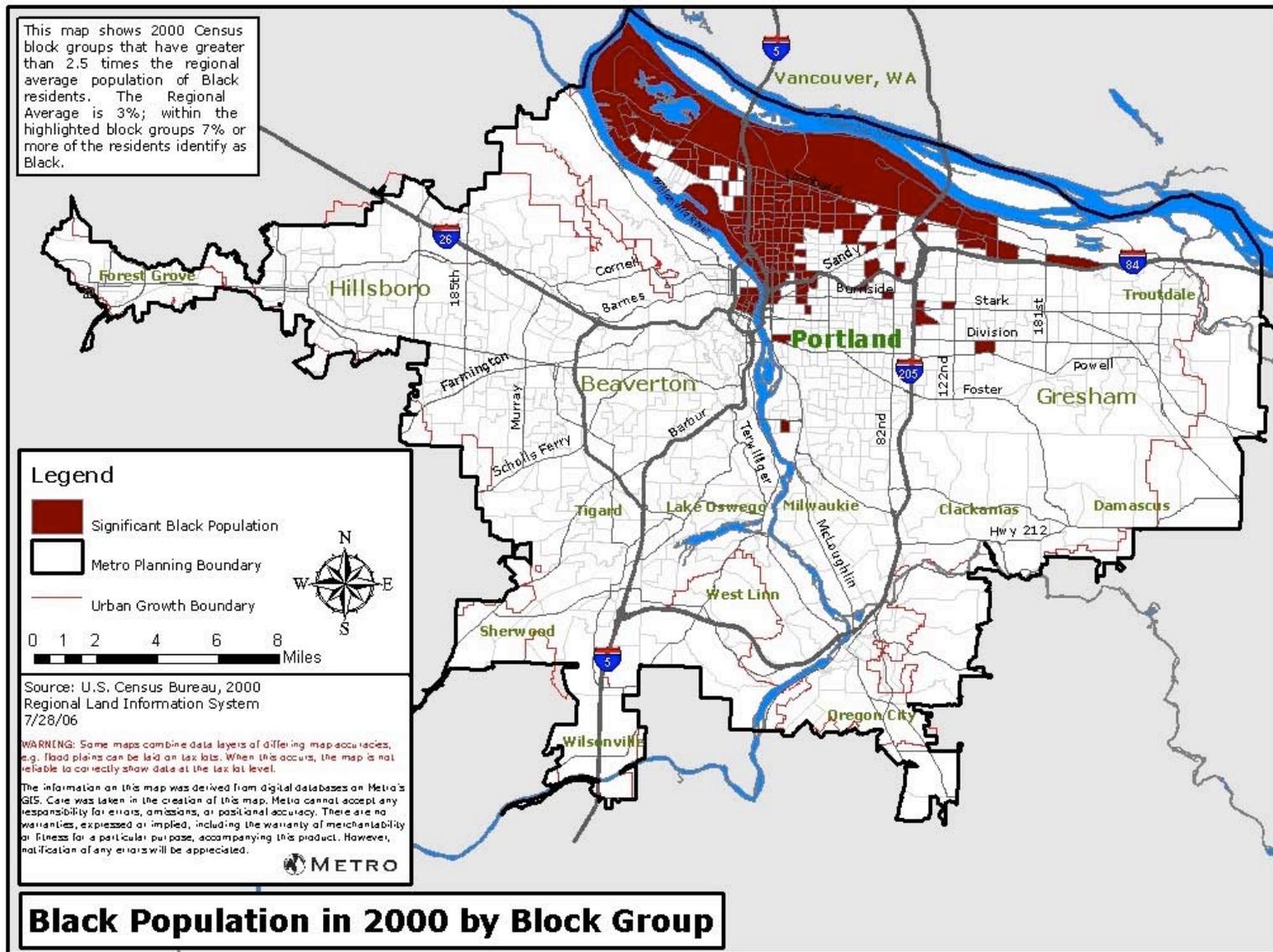


Figure 3

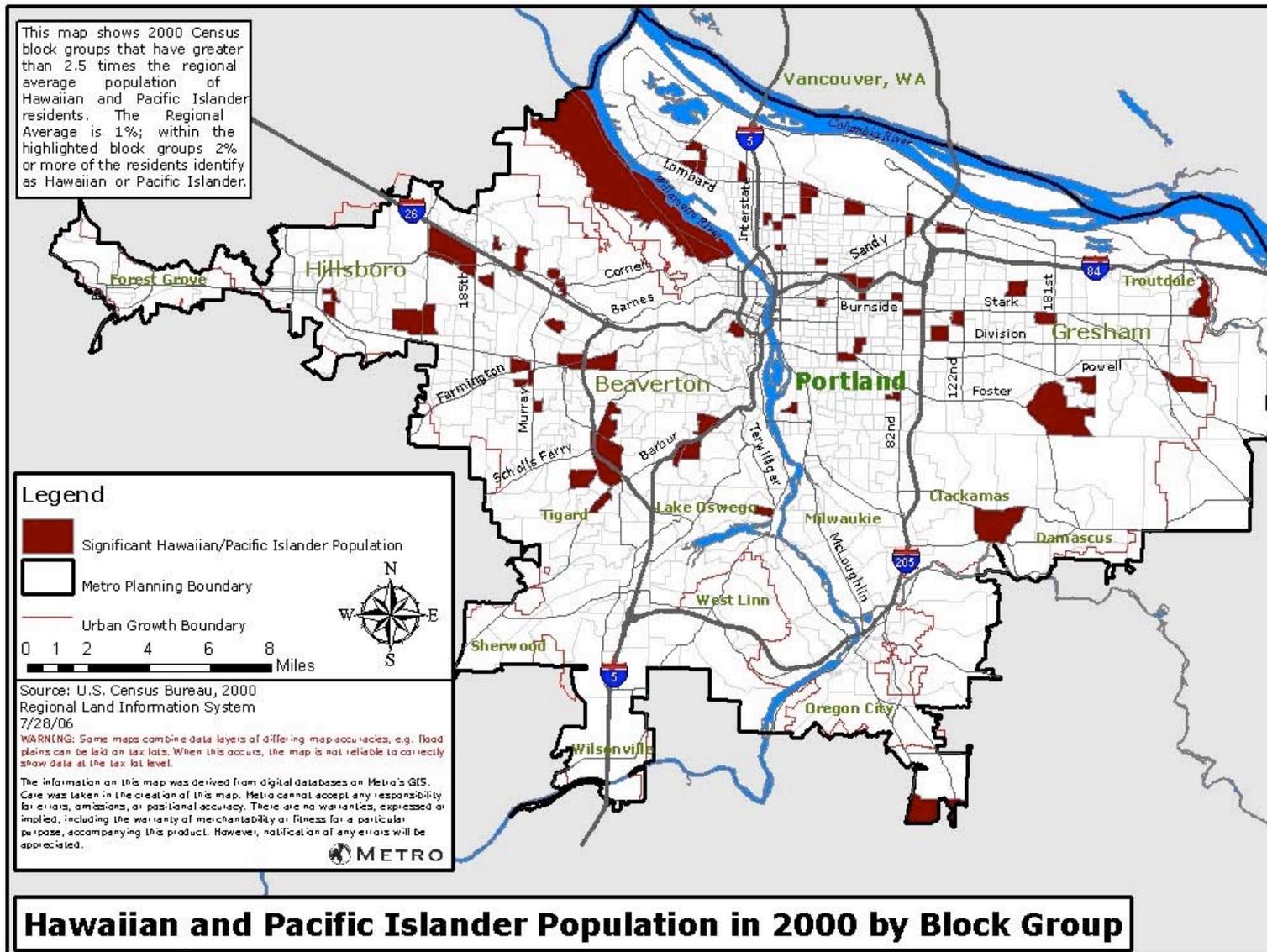


Figure 4

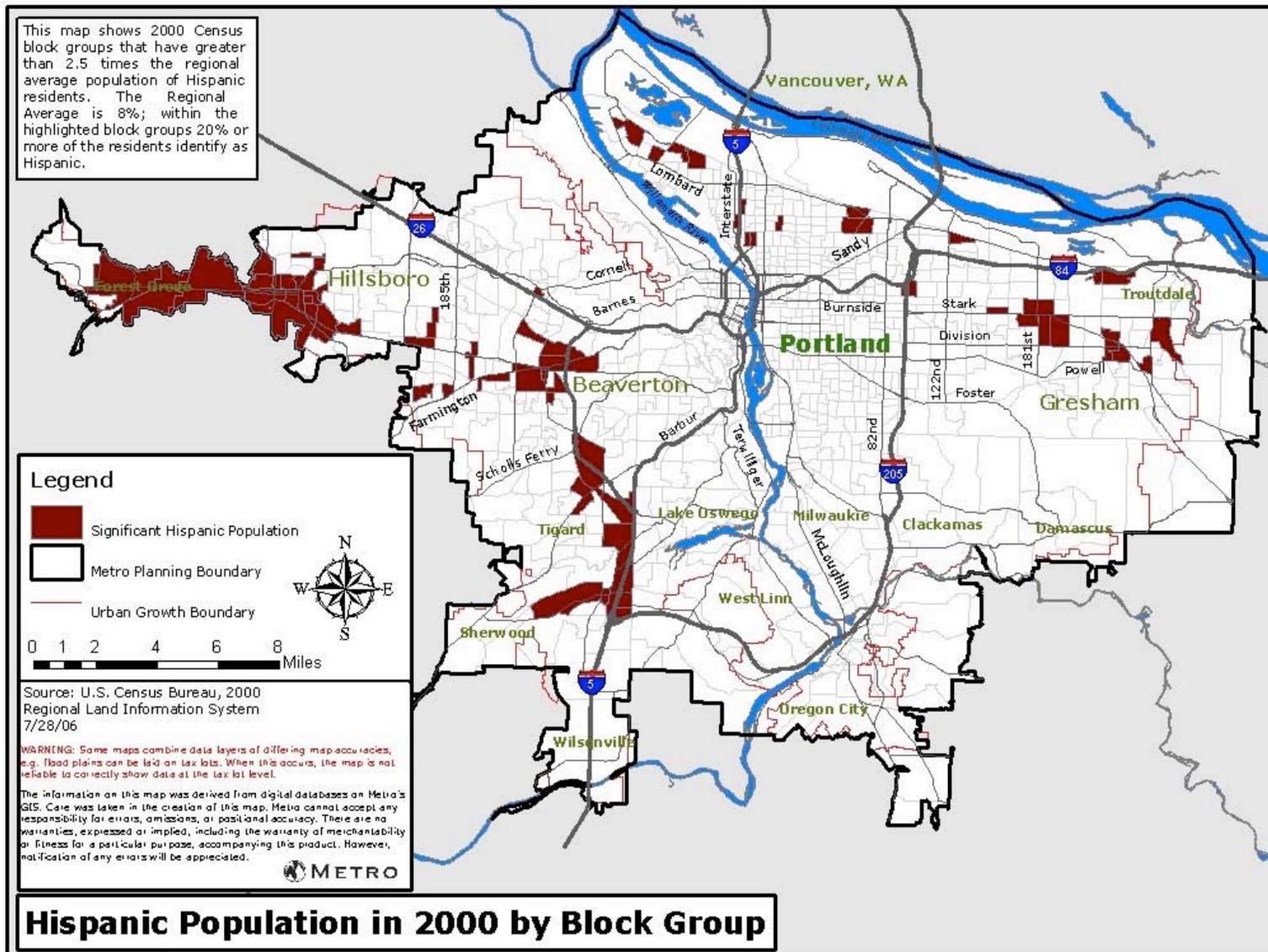


Figure 5

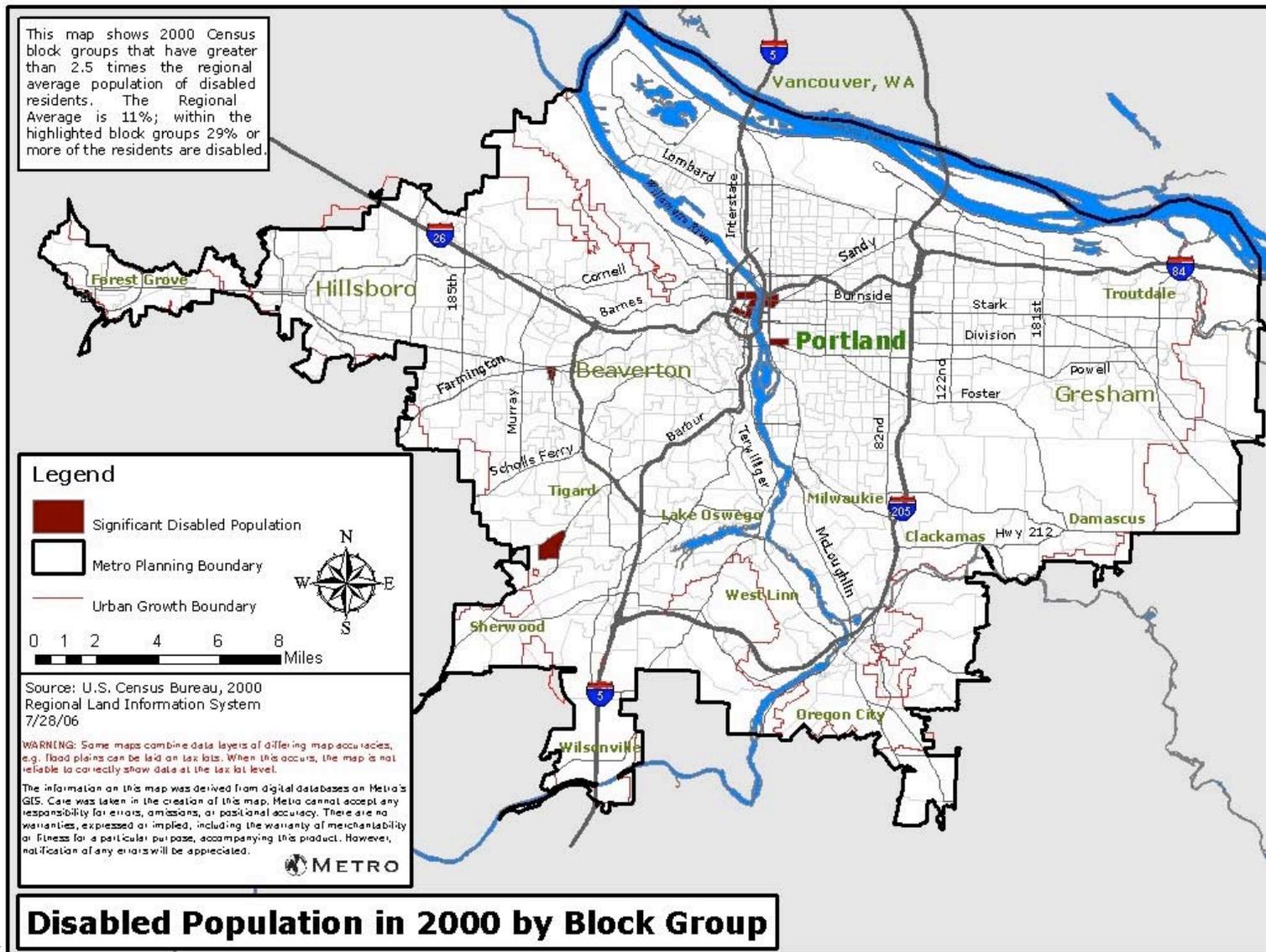


Figure 6

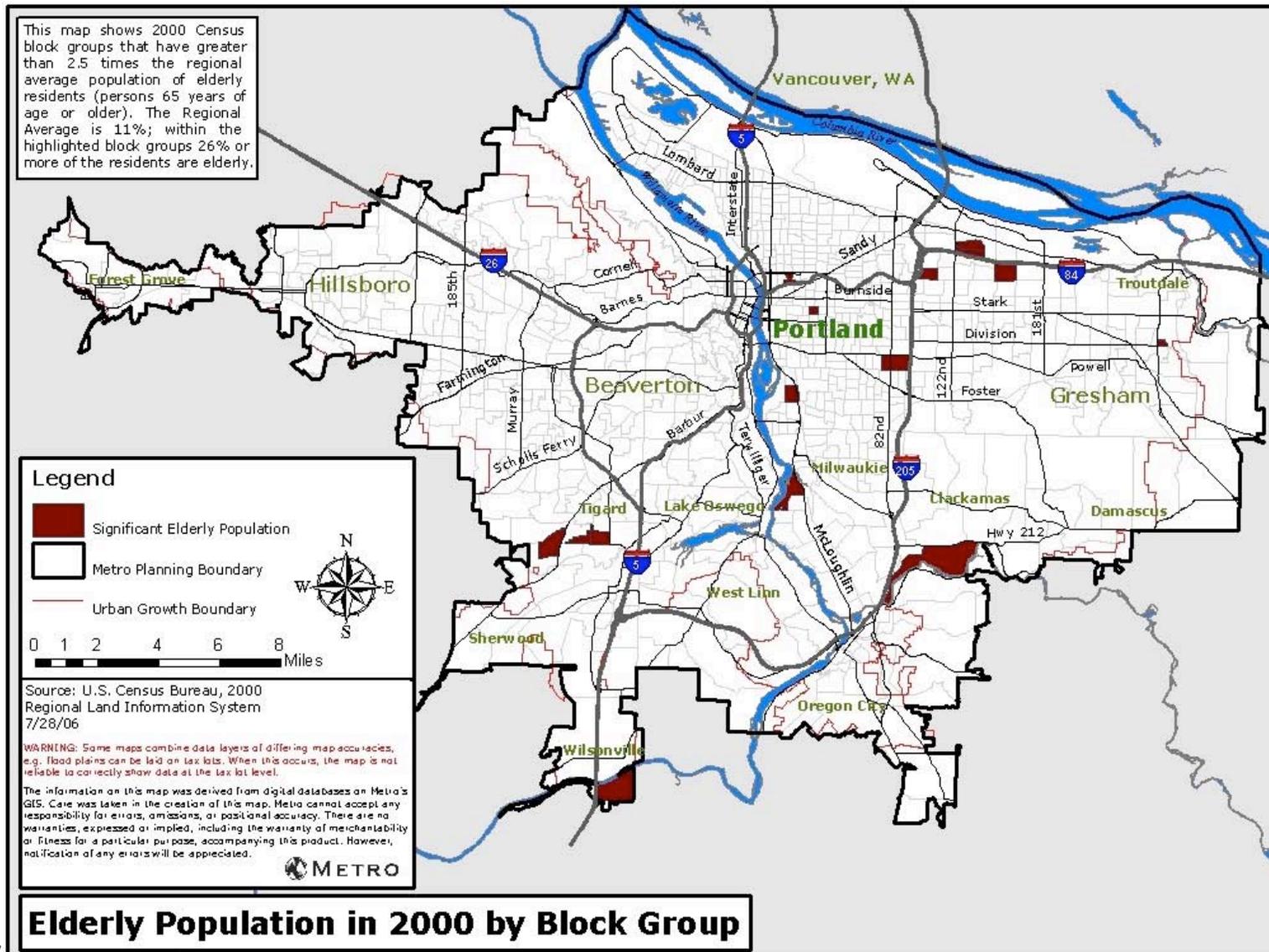


Figure 7

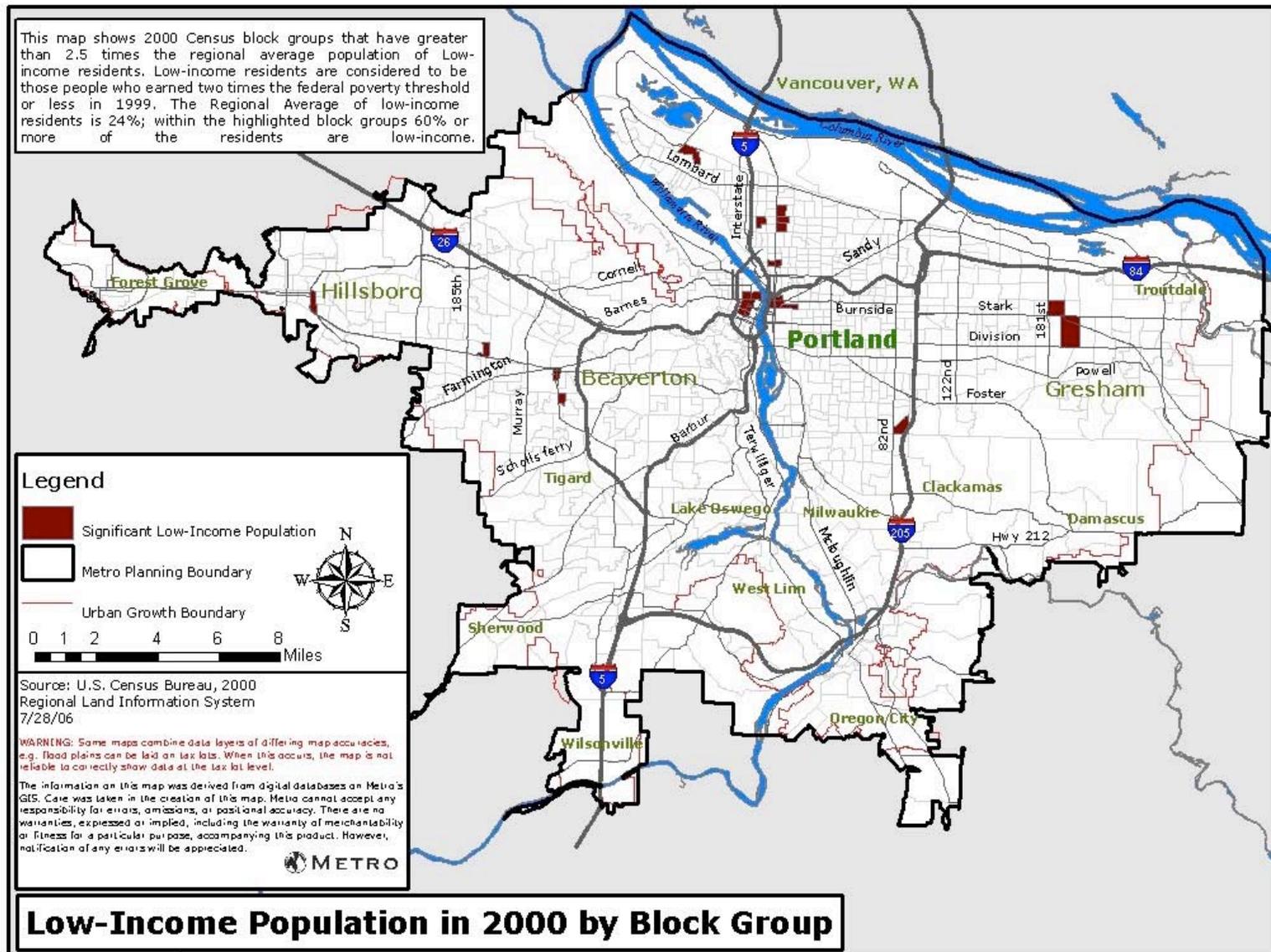


Figure 8

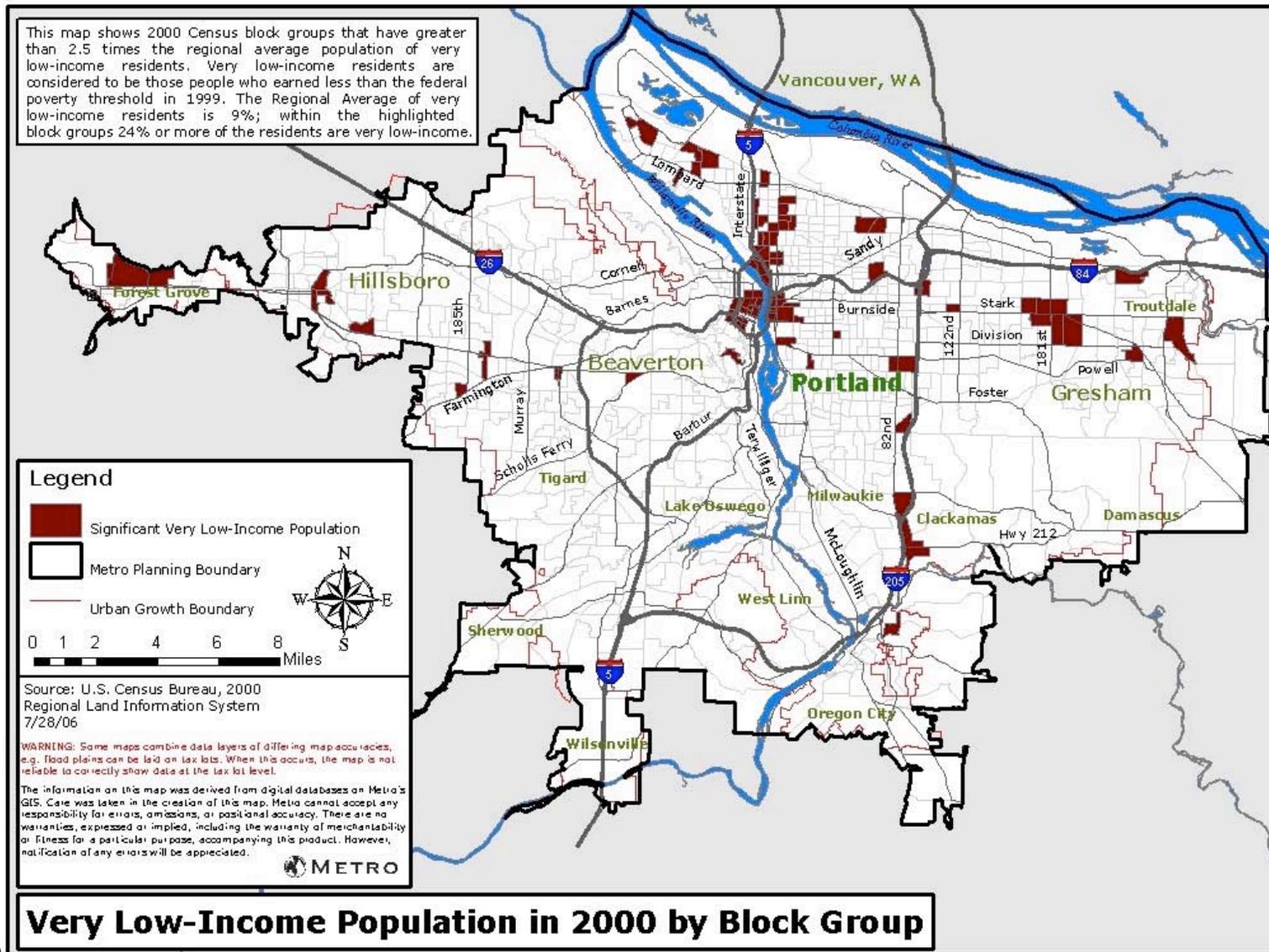


Figure 9

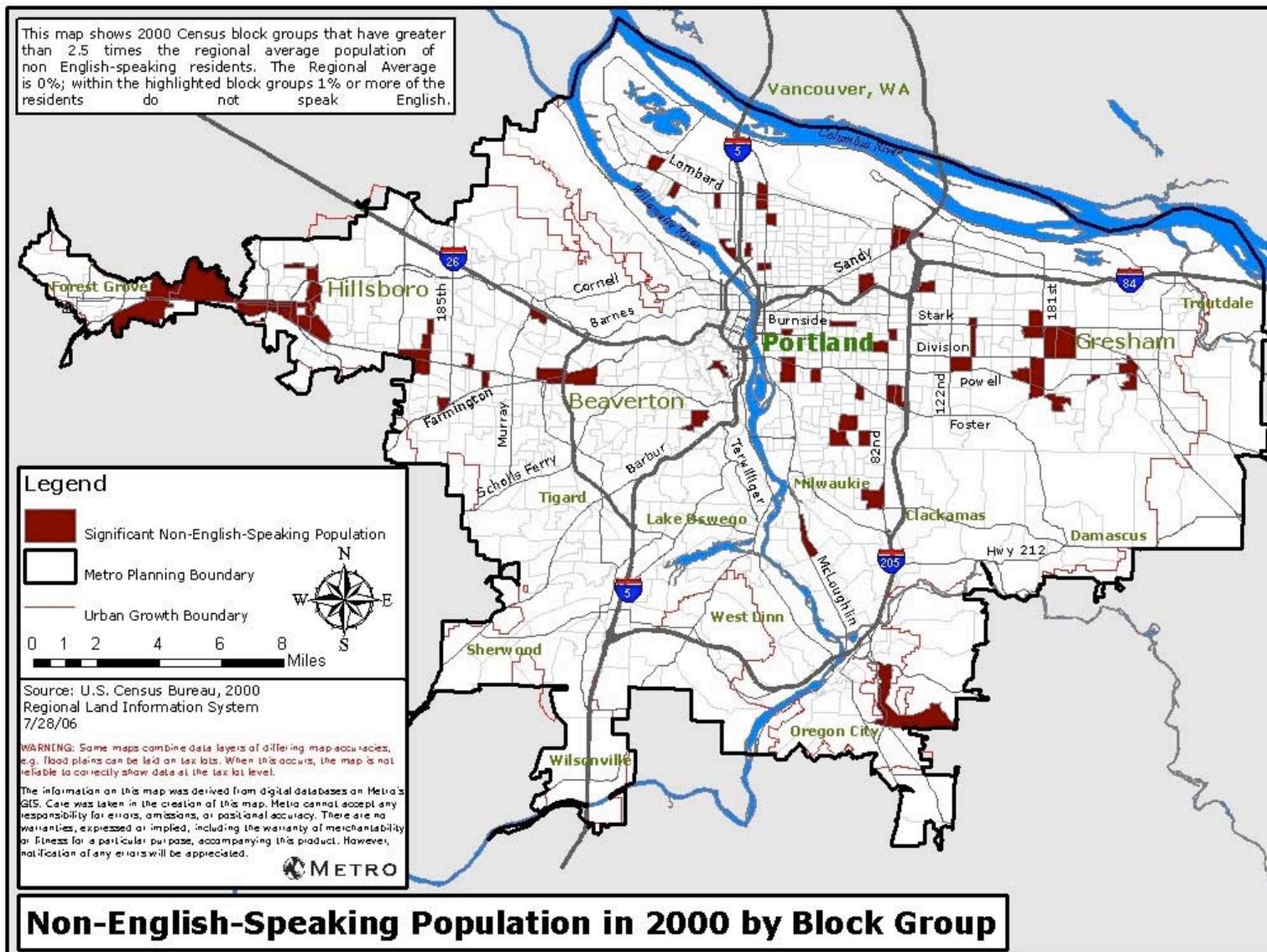


Figure 10

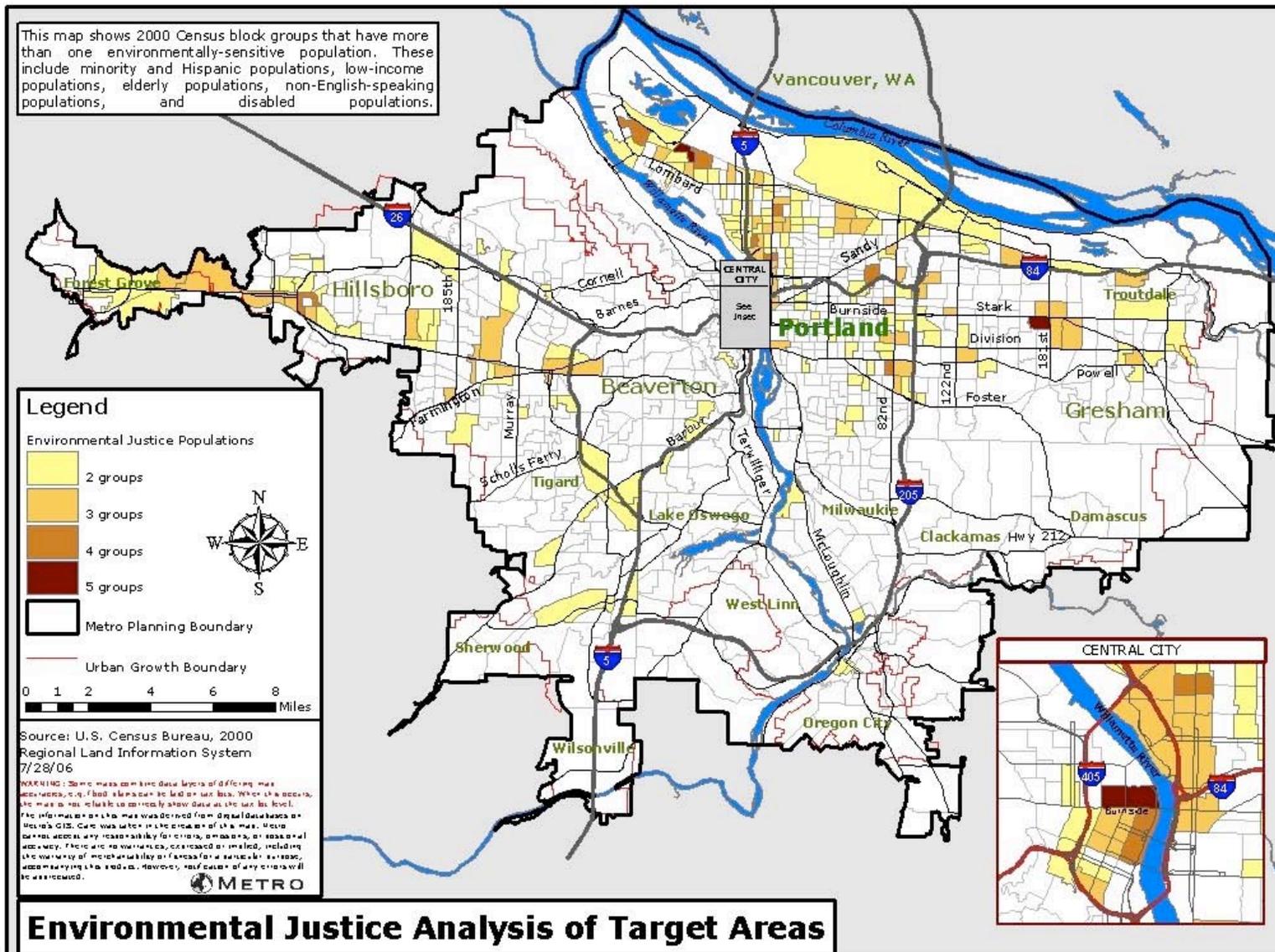


Figure 11

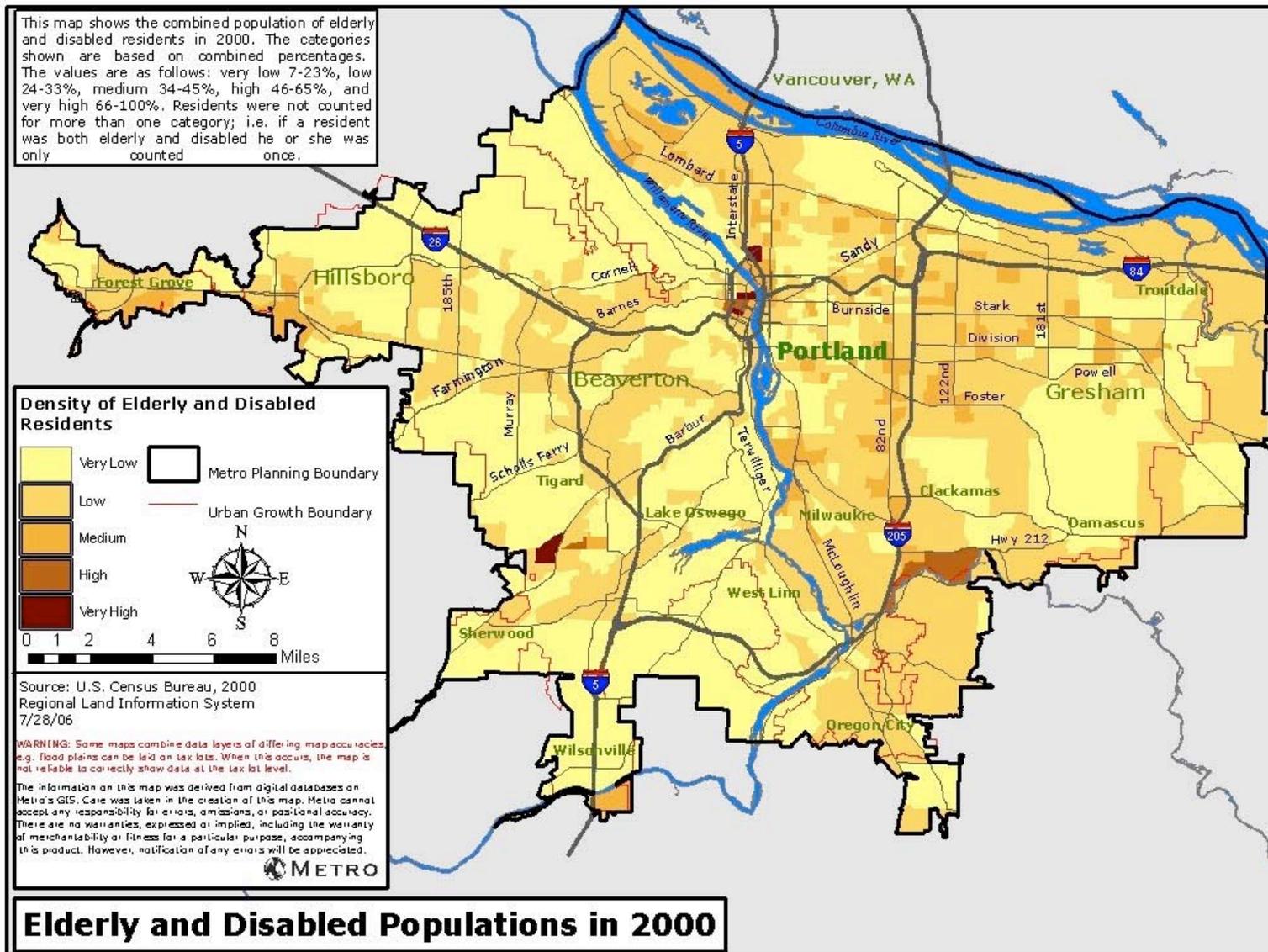


Figure 12

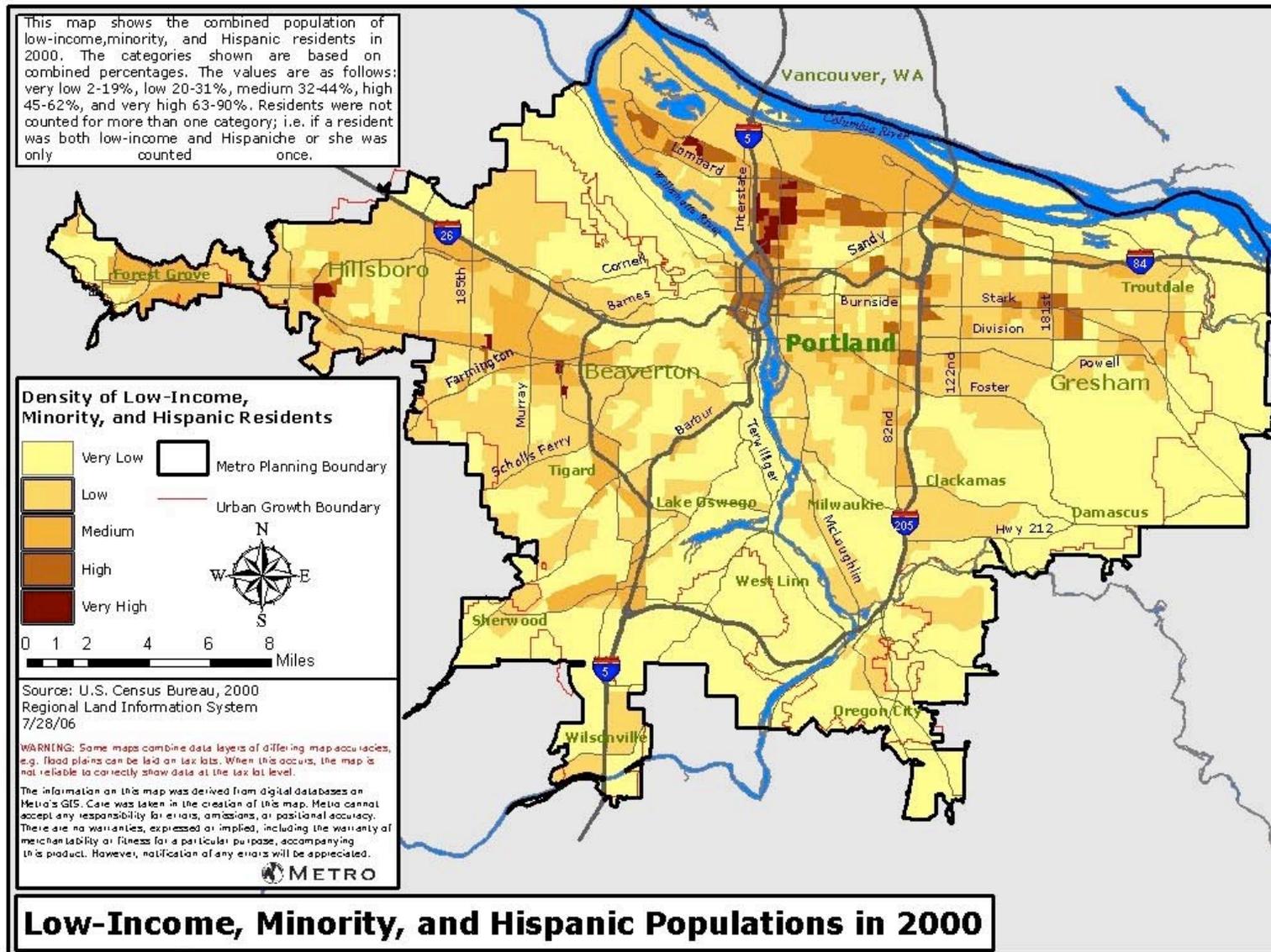


Figure 13

TRANSPORTATION NEEDS ASSESSMENT

Metro will conduct a needs assessment for target environmental justice populations as a part of the 2035 Regional Transportation Plan update. This will utilize several existing studies, including the 2003 OHSU Elder Study, the Tri-Met Elderly and Disabled Land Use Plan, the 2006 Jobs Access Reverse Commute Plan, and the Pew Research Center study of Cornelius.

Metro will also conduct its own outreach to environmental justice populations in the course of the RTP update. Several stakeholder workshops and focus groups will be conducted in 2006-2007 to help inform Metro's understanding of transportation needs of target populations. These outreach processes will be discussed in greater detail in chapter 5.

The information gleaned from the RTP update regarding transportation needs of target populations will be used to inform and prioritize future MTIP applications.

DISTRIBUTION OF BENEFITS AND BURDENS ON TARGET POPULATIONS

As part of the RTP update, Metro will determine how to define transportation benefits and burdens, and will subsequently assess proposed 2035 RTP update projects as to their distribution of benefits and burdens on environmental justice populations. Metro will also assess benefits and burdens in the context of identified transportation needs of environmental justice populations.

PUBLIC INVOLVEMENT STRATEGY

Metro will conduct a comprehensive public involvement process to ensure that the needs of all target populations are understood within the context of the RTP. This will include:

- A scientific public opinion research poll in both English and Spanish.
- A workshop to be held in the far Western edge of the region to identify transportation issues and needs among the largest concentration of Hispanic residents in the region; Metro will partner with El Centro Cultural to conduct this workshop in Spanish.
- A workshop to be held with the Environmental Justice Action Group composed of minority and low-income populations that are concentrated in North Portland.
- A workshop to be held with elderly and disabled individuals and advocacy groups from across the region.
- A workshop to be held with Active Living advocacy groups, which address the need to integrate transportation planning with physical and social health in all communities and across economic classes.
- A targeted workshop with community based organizations.
- Focus groups with selected populations.
- Information on the Metro website written for the lay public utilizing visuals to communicate technical information wherever possible.

- A transportation “hotline” for voice and TDD.
- Responses to requests from neighborhood groups to present information.
- Participation in all events will be tracked by race and gender (by self-identification when possible; visual when self-identification not possible).
- Ensure that all public events are held in location accessible by wheelchair and close to public transportation

This process will be carried out to ensure that the needs and concerns of all citizens within the Portland metropolitan region are incorporated into the RTP and MTIP.

IMPLICATIONS AND CONCLUSIONS

The MTIP currently has a procedure for ensuring that its funded projects meet environmental justice requirements. The process involves screening each project for an appropriate public involvement component in the initial phase. Then, an environmental justice analysis is done to determine the proximity of project applications to high concentrations of environmental justice populations. Metro then sets a condition of approval for each project that it meets requirements for outreach specific to the identified environmental justice population. This process is adequate for meeting environmental justice regulations and will continue to be the process by which the MTIP ensures that local jurisdictions meet federal requirements.

The 2035 RTP update will set a new standard for environmental justice considerations in transportation planning within the Portland metropolitan region. By creating a demographic profile, conducting a needs assessment, and assessing the distribution of benefits and burdens from proposed transportation system investments on environmental justice populations, Metro will be able to create a plan that meets the transportation needs of all citizens within the region.

This page intentionally left blank

APPENDIX 1: Review of Environmental Justice Practices in Other Selected Agencies

The Southern California Association of Governments (SCAG) was under threat of lawsuit after adoption of its 1997 RTP because it didn't fully comply with Title VI requirements. To address this issue, SCAG developed a systematic procedure for evaluating environmental justice and incorporating federal requirements within future transportation planning processes. This procedure included the development of performance indicators to gauge the social and economic effects of transportation investment decisions on minority and low-income populations, an examination of the equity of the tax structure that supported transportation financing, and profiling travel behavior and modes of transportation by race and income group. SCAG assessed transportation "benefits" as improved accessibility to jobs and other opportunities and calculated these as time saving and the value of time by income group.^{xii}

The Mid-Ohio Regional Planning Council (MORPC) identified four key steps to their environmental justice analysis: (1) identify and map locations of low-income and minority populations, (2) identify transportation needs of target populations, (3) document and evaluate the relevant public involvement process, and (4) quantitatively assess benefits and burdens of transportation plans with respect to target populations. MORPC mapped demographic data at the block group level that roughly corresponded with their traffic analysis zones. MORPC used a travel forecasting model to estimate existing and future regional traffic patterns and volumes. They used the model as a measure of both accessibility and mobility of target populations. MORPC convened a task force advisory group to oversee implementation of its environmental justice program.^{xiii}

The Oregon Department of Transportation recently completed an Environmental Assessment for the I-5: Delta Park (Victory Boulevard to Lombard Section) Project. This involved a systematic environmental justice evaluation process, including targeted public outreach. It also included mapping minority, low-income, and linguistically isolated populations within the study area, and creating a set of six qualitative questions to evaluate "adverse effects" upon an environmental justice population.^{xiv}

The Colorado Department of Transportation developed an environmental justice guidebook for internal use by transportation professionals. The guidebook suggested that environmental justice be analyzed at the traffic analysis zone within MPOs. The guidebook also suggested that all planners be given specific training in environmental justice regulations and effective practices.^{xv}

APPENDIX 2: 1999 Federal Poverty Thresholds¹

Table 1.
Poverty Thresholds (Annual Dollar Amounts) by Size of Family and Number of Related Children Under 18 Years Old: 1999

Size of family unit	Weighted average threshold	Related children under 18 years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual)	\$8,501									
Under 65 years	8,667	8,667								
65 years and over	7,990	7,990								
Two people	10,869									
Householder under 65 years ..	11,214	11,156	11,483							
Householder 65 years and over ..	10,075	10,070	11,440							
Three people	13,290	13,032	13,410	13,423						
Four people	17,029	17,184	17,465	16,895	16,954					
Five people	20,127	20,723	21,024	20,380	19,862	19,578				
Six people	22,727	23,835	23,930	23,436	22,964	22,261	21,845			
Seven people	25,912	27,425	27,596	27,006	26,595	25,828	24,934	23,953		
Eight people	28,967	30,673	30,944	30,387	29,899	29,206	28,327	27,412	27,180	
Nine people or more	34,417	36,897	37,076	36,583	36,169	35,489	34,554	33,708	33,499	32,206

Note: The weighted average thresholds represent a summary of the poverty thresholds for a given family size. They are not used to compute official poverty statistics.

Source: U.S. Census Bureau, Current Population Survey.

ENDNOTES

ⁱ FHWA and FTA. (1999). Action: Implementing Title VI Requirements in Metropolitan and Statewide Planning. Accessed July 12, 2006 from <http://www.fhwa.dot.gov/environment/ejustice/ej-10-7.htm>

ⁱⁱ United States Department of Justice. (1964). Title VI of the 1964 Civil Rights Act. Retrieved July 12, 2006 from <http://www.usdoj.gov/crt/cor/coord/titlevistat.htm>.

ⁱⁱⁱ Clinton, William J. (1994). Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Communities. Retrieved July 12, 2006 from <http://www.fs.fed.us/land/envjust.html>.

^{iv} Americans with Disabilities Act, <http://www.usdoj.gov/crt/ada/pubs/ada.txt>.

^v National Cooperative Highway Research Program. (2002). Technical Methods to Support Analysis of Environmental Justice Issues.

^{vi} Metro. (2004a). Transportation Planning Public Involvement Policy, pg 2.

^{vii} Metro. (2004b). 2004 Regional Transportation Plan. Pg. 1-12.

^{viii} Metro. (2004b). 2004 Regional Transportation Plan. Pg. 1-14.

^{ix} Metro. (2004b). 2004 Regional Transportation Plan. Pg. 1-15.

^x Metro. (2005). Metropolitan Transportation Improvement Program: Portland Metro Area Federal Fiscal Years 2006 through 2009.

^{xi} FHWA. Community Link 21, Regional Transportation Plan: Equity and Accessibility Performance Indicators, Southern California Association of Governments. Accessed July 6, 2006 from <http://www.fhwa.dot.gov/environment/ejustice/case/case4.htm>

^{xii} FHWA. MPO Environmental Justice Report, Mid-Ohio Regional Planning Commission. Accessed July 6, 2006 from <http://www.fhwa.dot.gov/environment/ejustice/case/case7.htm>

^{xiii} Oregon Department of Transportation. (2005). I-5: Delta Park (Victory Boulevard to Lombard Section), Multnomah County, Oregon, Environmental Justice Report.

^{xiv} Van Orden, D. and C. Grauberger. (2002). Environmental Justice Research Study. Colorado Department of Transportation. CDOT-DTD-R-2002-7.

¹ <http://www.census.gov/hhes/www/poverty/threshld/thresh99.html>