

## Regional Mobility Pricing Project (RMPP) Indicators Summary

The table below presents the preliminary list of indicators to be utilized by the NEPA process to evaluate potential positive and negative effects of the Regional Mobility Pricing Project (RMPP) on [Equity Framework Communities](#) (EFCs). Notably, this analysis will measure the three dimensions of outcome equity, which are transportation affordability, access to opportunity, and community health and safety, as outlined by [ODOT's Equity Framework](#).

### Communities to be Analyzed

The NEPA process will identify census tracts and Transportation Analysis Zones (TAZs) where EFC populations are meaningfully greater than county or regional averages. These communities will be analyzed by two NEPA reports, the Environmental Justice (EJ) Technical Report, and the Social and Cultural Resources Technical Report. The indicators will quantitatively analyze potential burdens and benefits to for the following populations according to each technical report:

- EJ Technical Report: Communities with environmental justice (EJ) concerns<sup>1</sup>
  - People experiencing low-income or economic disadvantage (at or below 200% of the federal poverty line)
  - Black, indigenous and people of color (BIPOC), including the following racial and ethnic groups
    - Black, or of African descent
    - Hispanic or Latino
    - Asian American
    - American Indian and Alaskan Native
    - Native Hawaiian and Other Pacific Islander
    - Some other race or two or more races
- Social and Cultural Resources Technical Report: Historically and currently excluded and underserved populations
  - The following populations will be analyzed quantitatively by the indicators:
    - People experiencing a disability
    - Seniors (65+)
    - Children (under 18)
    - People with limited English proficiency
    - Households with no vehicle access
  - Due to limited data availability, following populations must be evaluated qualitatively by the indicators, using a rational explanation of effect:
    - People who are houseless and geographically dispersed/transient
    - Migrant workers
    - People who identify as LGBTQIA2S+
    - People who are unbanked

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**Resources to be Analyzed in Access to Opportunity Indicators**

**Social services providers** include a variety of entities and cover a wide range of community needs of various populations. These social services can include counseling, food assistance, housing subsidies, healthcare and prescription plans, job training, and childcare services. They can be delivered by nonprofit organizations, social services agencies, community centers, medical facilities, schools, and religious organizations. The various types of social service providers are summarized as follows:

- **Public services** include organizations that provide the community with services from the government and local jurisdictions. Examples of public services include police stations, fire and rescue services, health and social services, libraries, museums, and community centers.
- **Religious organizations** provide community services to their congregations, nondenominational community, and local community, including clothing drives, food pantries, family services, migration services, homeless services, counseling, and temporary shelter.
- **Schools** provide community services during the school year and when schools are not in session. Some schools are sites for free meal distribution, summer programming, day camps, or enrichment programs; others include health clinics, counseling, and/or nursing services.
- **Parks and recreational facilities** provide spaces for health-promoting activities and gathering places for families and social groups, as well as summer programming such as day camps.
- **Medical facilities** include nursing homes, group homes, urgent care facilities, hospitals, dialysis centers, rehabilitation facilities, and mental health clinics.
- **Community-based organizations (CBOs)** represent, advocate for, and/or provide services for specific local communities, including historically excluded and underserved populations (as defined in the introduction to this memo). CBOs can include but are not limited to transit and transportation mobility and equity representatives, historically underserved community representatives, local neighborhood groups, limited English proficiency communities, labor advocates, and racial, social, and disability equity advocates.

**Data Sources**

The NEPA analysis will rely on the following quantitative data (databases and sources):

- U.S. Census Bureau:
  - 2016-2020 5-Year Estimates from U.S. Census Bureau ACS, including margins of error
  - 2020 decennial census data
  - The Household Pulse Survey, a national household probability survey of United States adults that measures social and economic effects of the coronavirus and releases data every 2 weeks.
- Metro’s Regional Travel Demand Model (Metro 2018a)
- Google Maps, Google Street View, Google Earth, GIS, MetroMap, CMap, PortlandMaps, and/or Metro’s Regional Land Information System (RLIS) will be used to collect geographic data.
- USEPA’s EJScreen: EJ Screening and Mapping Tool (version 2.1) will be used to assess current air quality and other environmental indicators among concentrations of EJ populations.
- The Oregon Department of Environmental Quality and other state resources may be used to assess or supplement information about current air quality and other environmental indicators or standards.

Although these data sources are robust, they are limited in their ability to fully capture demographic and geographic data. These quantitative data sources will be supplemented by qualitative data where possible.

*Memorandum*

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**RMPP Indicators**

In the table below, the populations above are summarized as “historically and currently excluded and underserved populations.” Indicators rely on study methods developed by other technical subject experts, many of which are still in development. Additional indicators may be identified during the NEPA analysis, and current indicators may be refined to account for limitations of data availability and technical models.

ID#	Indicators	Data Source	Data Type
<b>Transportation Affordability</b>			
TA1.	Percent of household income dedicated to the cost of travel for low-income motorists at/below Low-Income Toll Program (LITP) Thresholds (TBD), and above LITP Thresholds (TBD).	Economic Technical Model, Census, ACS	Quantitative
TA2.	Change in travel time expenses or savings for low-income motorists at/below LITP Thresholds 1 and 2, and above LITP Threshold 2.	Economic Technical Model, Census, ACS	Quantitative
<b>Access to Opportunity</b>			
AO1.	Change in travel time to jobs and community places for historically and currently excluded and underserved populations compared to the general population by transit and single-occupant vehicles for No Action, and Proposed Action scenarios.	Regional Travel Demand Model (RTDM), Multimodal Level of Service (MMLOS) or Qualitative Multimodal Assessment (QMA), GIS, Census, ACS	Quantitative
AO2.	Number of opportunities, such as jobs, and other social services accessible for historically and currently excluded and underserved populations compared to the general population by transit and single-occupant vehicles for No Action, and Proposed Action scenarios.	RTDM, MMLOS or QMA, GIS, Census, ACS	Quantitative
<b>Community Health and Safety</b>			
HS1.	Traffic volume roadway changes within historically and currently excluded and underserved populations compared to the general population to achieve congestion reduction and traffic safety.	RTDM, Census, ACS	Quantitative
HS2.	Traffic stress for bicycle and pedestrian corridors for historically and currently excluded and underserved populations compared to the general population effected positively and negatively by traffic-volume changes.	MMLOS, Pedestrian Level of Traffic Stress (PLTS), Bicycle Level of Traffic Stress (BLTS), QMA, Census, ACS	Quantitative
HS3.	Change in air quality effects for historically and currently excluded and underserved populations compared to the general population.	Air Quality Model, Mobile Source Air Toxics (MSAT) analysis	Quantitative/ Qualitative
HS4.	Access to health care and medical facilities for historically and currently excluded and underserved populations compared to the general population.	RTDM, GIS	Quantitative
HS5.	Access to health-promoting activities (such as use of parks, open spaces, and trails) for historically and currently excluded and underserved populations compared to the general population.	RTDM, GIS	Quantitative
HS6.	Change in trips by single-occupancy vehicles compared to other modes (transit, vanpooling, or carpooling) within historically and currently excluded and underserved populations compared to the general population.	RTDM, Census, ACS	Quantitative

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<sup>i</sup> The project team recognizes that some of these terms regarding racial and ethnic groups are reductive and do not capture all ethnic and racial groups or the diversity of identities in our communities. For the sake of this analysis, the project team is using language used by the US Environmental Protection Agency Office of Environmental Justice. See <https://www.epa.gov/environmentaljustice/learn-about-environmental-justice#epa> for more information on how environmental justice communities are identified. In other project materials for the toll program, ODOT uses a more expansive term taken from the Toll Projects' Equity Framework, "historically excluded and underserved communities and populations." In some other analysis and communications conducted by ODOT, the term "historically marginalized communities" is also used.