

## **ELEMENT 3**

### **ASSESSING PARTICIPATION EQUITY**

#### **INTRODUCTION**

To address the needs for Environmental Justice populations, regional planning investments must provide an equitable distribution of benefits and should not result in a disproportionate burden of adverse impacts on Minority and Low Income population groups. To monitor public participation endeavors and ensure that the goals established by this Plan are met, OKI has developed an assessment process.

#### **PARTICIPATION ASSESSMENT**

The assessment process compares the impacts of Long-Range Plan and TIP recommendations on Minority and Low Income target areas with the entire region (target areas are defined in Element 2). The impacts are calculated by OKI's Regional Travel Demand Model for transportation mobility and accessibility.

In transportation planning, the Travel Demand Model is used to forecast travel patterns for different transportation scenarios and then calculate data for measuring the impacts of the different travel patterns, such as total vehicle-miles-of-travel (VMT) and pollutant emissions. These impact measures are analyzed as a basis for recommending a plan or TIP.

In the Participation Plan assessment process, OKI uses the Travel Demand Model to calculate data for additional measures as a basis for assessing the impact of transportation investments on Environmental Justice target and non-target areas. For assessing the Long-Range Plan that includes a TIP, these EJ impact measures will be calculated for the following transportation scenarios:

1. The existing transportation system (base year)
2. The "existing plus committed" system (the existing system under future conditions modified only by project recommendations in the TIP)
3. The future transportation system as recommended in the Long-Range Transportation Plan

OKI will use a variety of impact measures that relate to transportation mobility and accessibility. Some will be able to be estimated using the OKI Travel Model and others will require different approaches. Measures will be used from six general categories which are described on the following page. Each of these categories will be further subdivided to account for different travel modes (auto vs. transit) and/or travel time, where appropriate.

### Mobility/Congestion

- Travel Time
- Percentage of vehicle miles traveled in congestion

### Accessibility

- Job opportunities within 20 minutes auto travel time
- Job opportunities within 20 minutes transit travel time
- Job opportunities within 40 minutes transit travel time
- Percentage of population within 40 minutes transit travel time of a college/university

### Reliability

- Dependable transit service as measured by percent of on-time arrivals

### Safety

- Transit with minimal risk of accident or injury as measured by reduced accidents

### Equity

- Supply of transportation infrastructure and services
- Displacement of residents and business
- Social structure
- Expenditures on highway projects
- Expenditures on transit projects

### Other Regional Performance Measures

- Environmental Impacts
- Financial impacts
- System performance indicators

From the data developed in the assessment process, the transportation conditions for Minority and Low Income target areas will be compared with those of non-target areas. For three other population groups (i.e., Elderly population, People with Disabilities, and Zero-Car Households), OKI will define target areas and develop data, but is not required to conduct an EJ assessment. The significance of the comparative process for these groups is reduced by the relatively dispersed distribution of the Elderly population and People with Disabilities, for which the target areas contain less than half the group population, and by the strong correlation of the Zero-Car Household target area to the Minority and Low Income target areas.