

Project Selection

Equity Advisory Committee

April 2, 2026



Puget Sound Regional Council

Today's Meeting

- Review EACs recommended indicators
- Share staff recommendations
- Breakout room discussion



Breakout Room Questions

- Do the explanations of each indicator make sense?
- What do you think of the staff recommendation of the final list of indicators?
- Are there any indicators that are missing? Do you have any concerns?



Goals

- Identify locations with barriers and challenges experienced by underserved communities
 - Focus on outcomes and transportation disparities rather than individual characteristics
- Develop innovative ways to assess how transportation projects are addressing the needs of underserved communities
- Align process with current federal and state requirements



Initial Indicators



Economic

- ▶ Poverty
- ▶ High School Graduation
- ▶ Unemployment



Housing

- ▶ Homeownership
- ▶ Renter Cost Burden
- ▶ Home Value



Access

- ▶ Access to All-Day Transit
- ▶ Access to Jobs
- ▶ Historic Transportation Investments

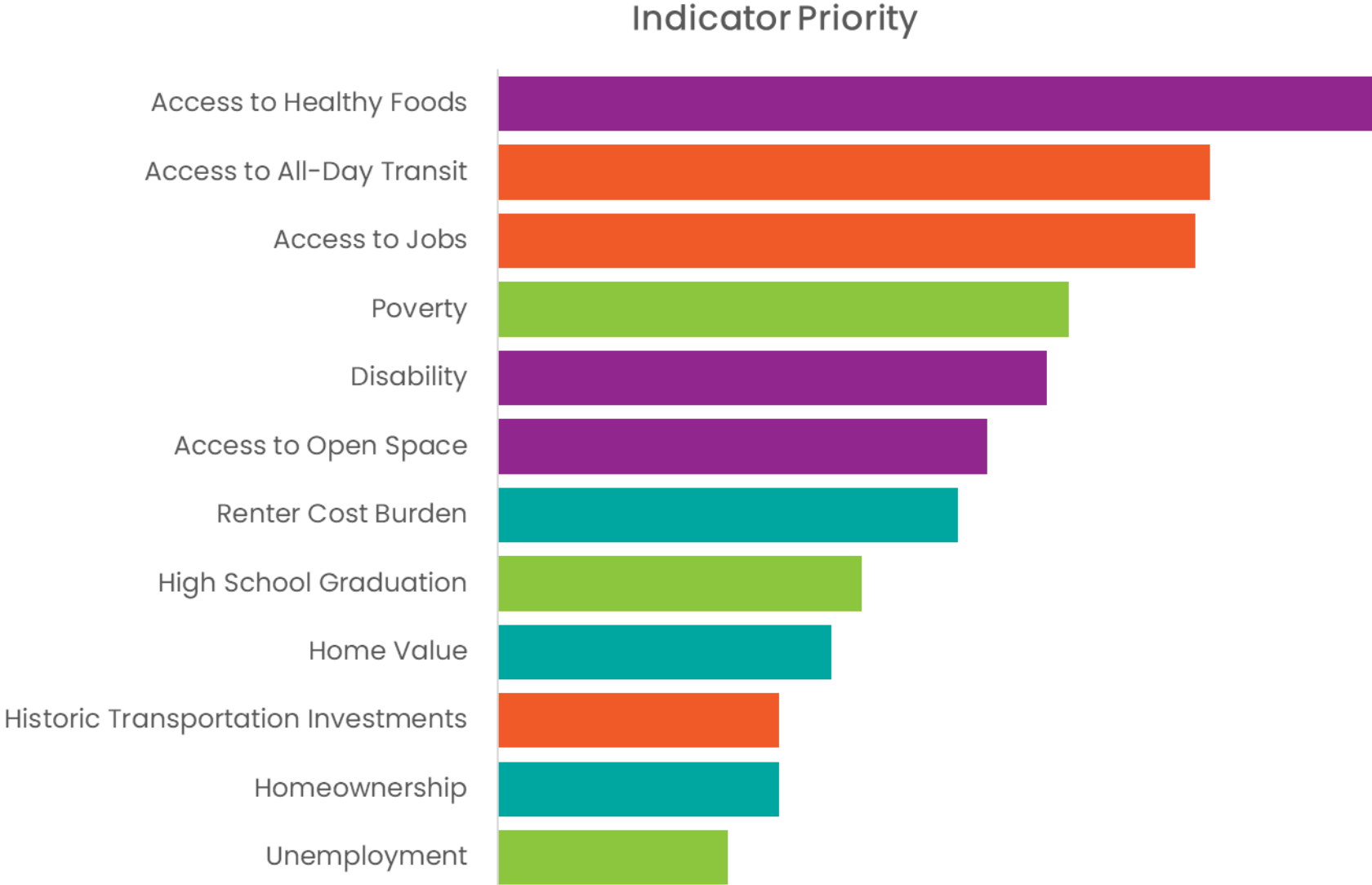


Health & Amenities

- ▶ Access to Healthy Food
- ▶ Access to Open Space
- ▶ Disability



Indicator Priorities



Potential New Indicators

- Rural areas and lack of access to amenities
- Vehicle Access
- Pedestrian Infrastructure
- Safe Routes to School
- Older adults
- Digital Access
- People who are unstably housed
- Financial Systems
- Work Force Development
- Language
- Social Services
- Access to Libraries



New Indicators: Considered in revised Index

Data for these suggested indicators was readily available and included for review

- Vehicle Access
- Pedestrian Infrastructure
- Digital Access
- Social Services
- Proximity to Libraries
- Proximity to Medical Care



New Indicators: Covered by another indicator

Data for these suggested indicators are not readily available, but the indicators are connected to other indicators that are included in the example index

- Rural areas and lack of access to amenities
- Safe Routes to School
- People who are unstably housed



New Indicators: Not included

Some of these indicators focus on demographics instead of outcomes and transportation disparities and are not suggested to be included and for a few data is not readily available.

- Older adults
- Language
- Financial Systems
- Work Force Development



Geography of the Indicators: Census Tracts

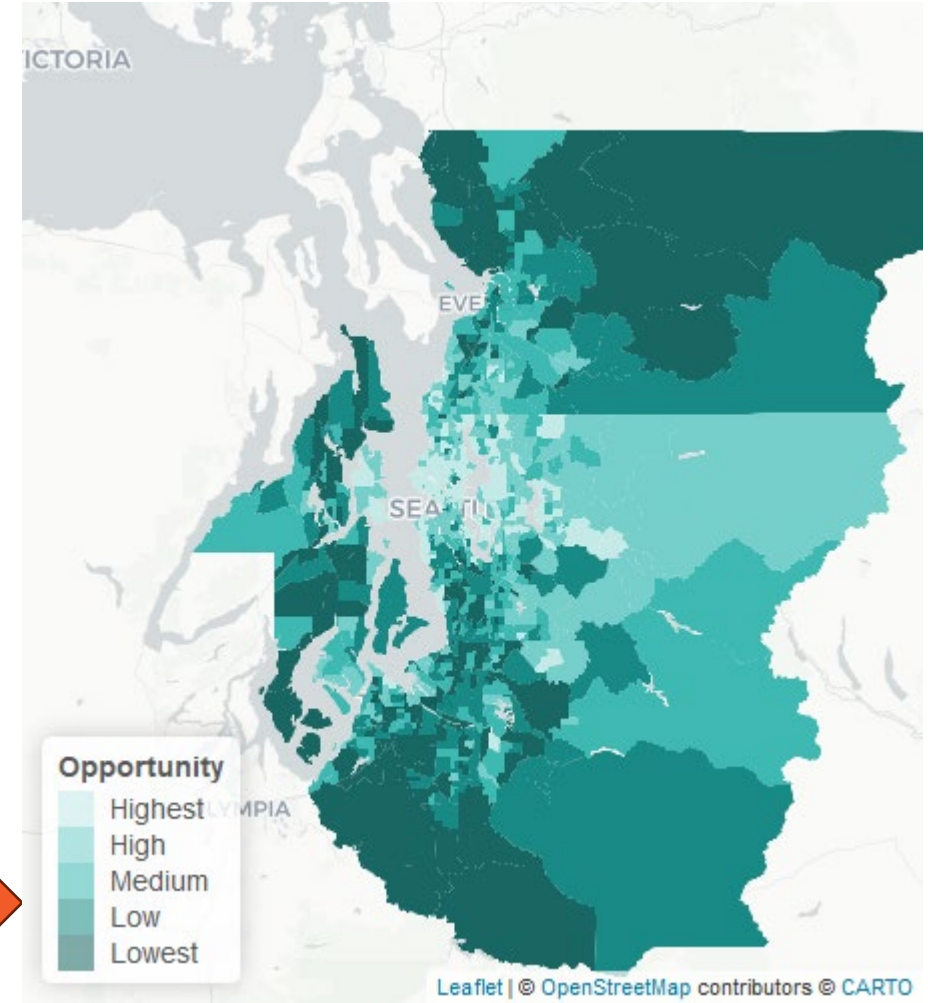
A census tract is a small, relatively stable geographic area used for the purpose of collecting and analyzing demographic data.

- Typically contain between 1,000 and 10,000 people (PSRC tracts range from 1,223 to 9,862 people)
- Updated with each decennial Census
- Rural tracts are very large in size to meet the minimum population threshold and can sometimes overwhelm the visuals of a map.



Indicator Calculation

- Tracts are organized into five buckets (quintiles) based on the values of the tract data
 - So if a location had 10 tracts, we would place 2 tracts in each quintile.
- The break point for the indicators are generated to result in roughly the same number of tracts per category (~185 tracts per category)
- The darker the color in the map, the higher the need



Each box represents a “quintile”.



What is “Weighting”? Why Does It Matter?

- Weighting: Data adjustments that give an indicator, topic, concept, etc. more influence
- Example:
 - 10 indicators
 - 4 of the 10 indicators have similar map
 - Scales are tipped toward these 4 indicators
 - Final index map that combines all the indicators will be more reflective of these 4 indicators
- Please keep this in mind during the indicator selection process



Questions



Transportation System Indicators



Transportation System

- ▶ Access to All-Day Transit
- ▶ Access to Jobs via Transit
- ▶ Access to Jobs via Car
- ▶ Historic Transportation Investments
- ▶ **Access to a vehicle***
- ▶ **Pedestrian Infrastructure***
- ▶ **Intersection Density***

* New Indicators for consideration



All-Day Transit

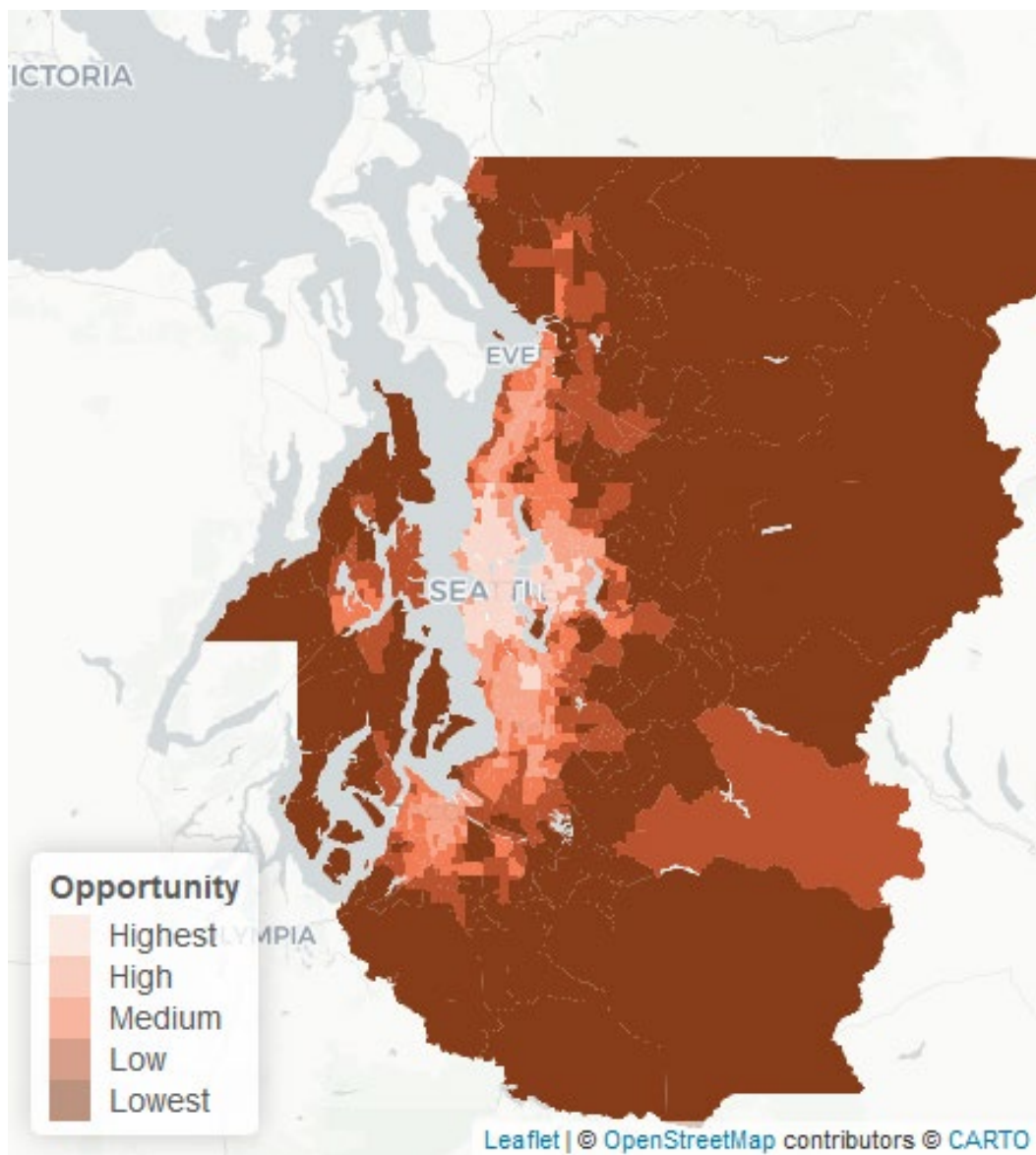


All Day Transit operates at least 3 times per hour from at least 5am to 10pm

- Allows people to use transit for more than just 9-5 job access
- Data is from the Fall 2025 service change



Job Access by Transit

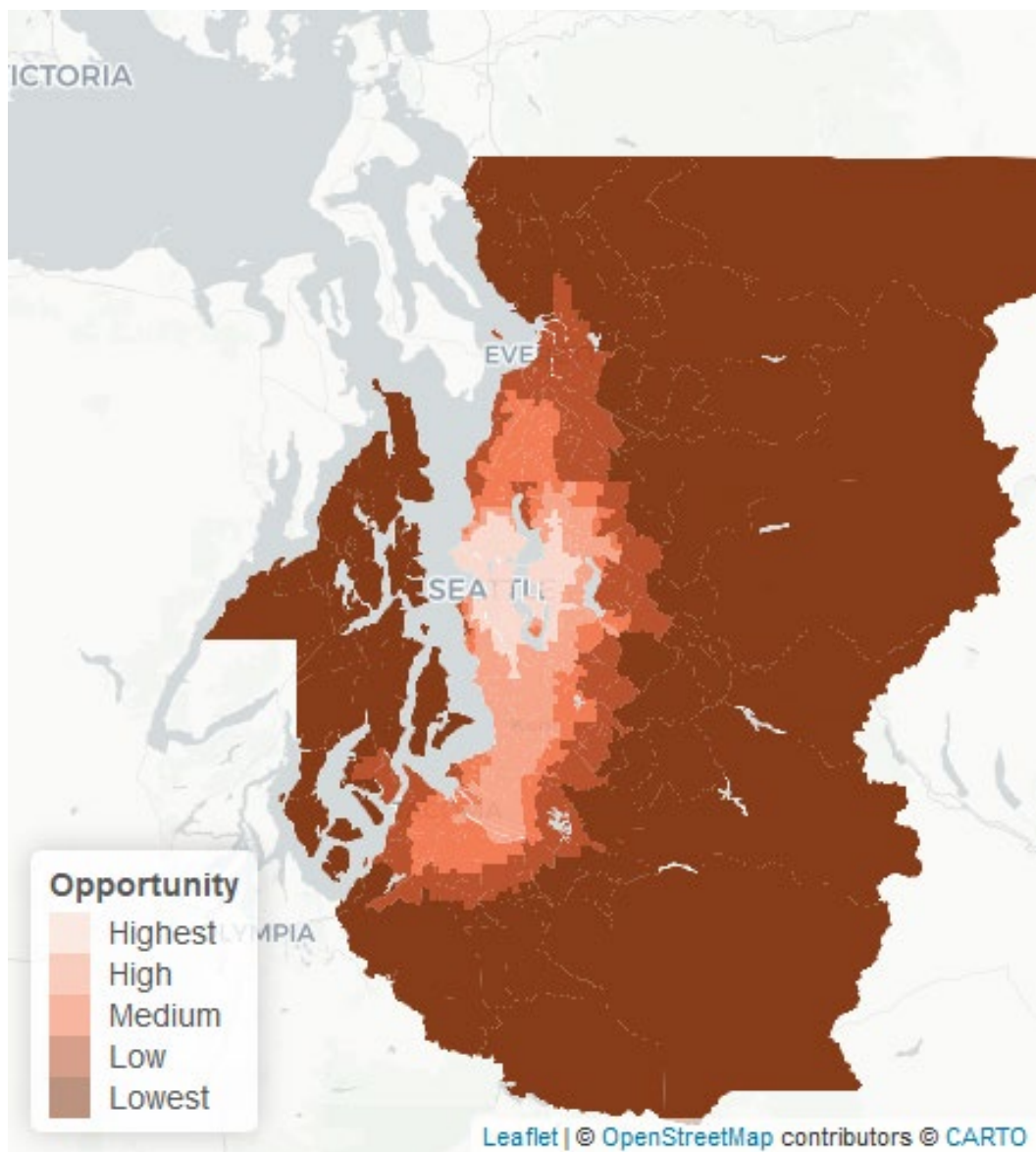


Measurement of how many jobs can be reached via transit within 45 minutes

- This indicator is reflective of how many jobs can be reached within the average transit commute time across the region
- The time reflects the time required to access transit – including waiting at a transit stop



Job Access by Car

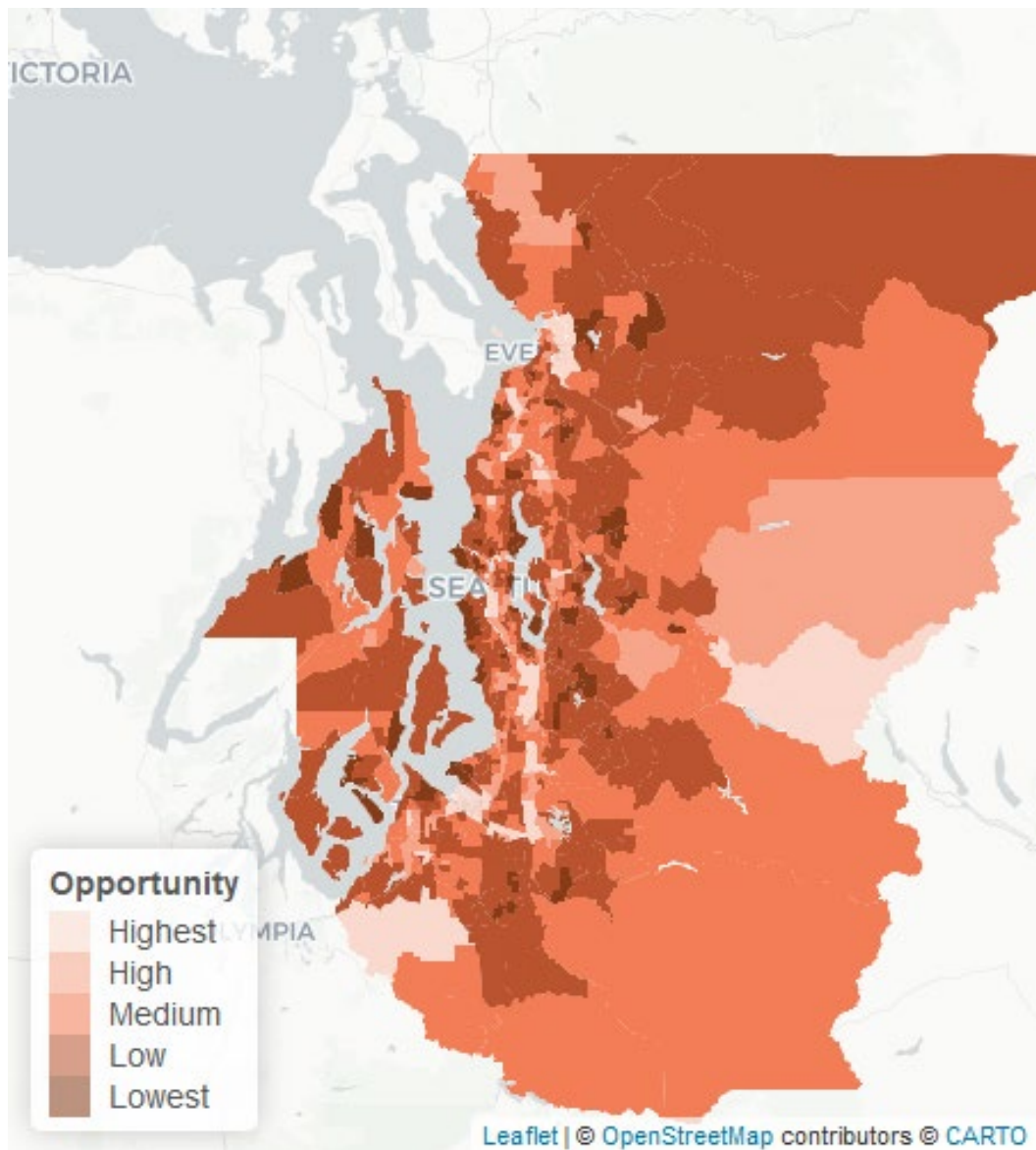


Measurement of how many jobs can be reached via a car within 30 minutes

- This indicator is reflective of how many jobs can be reached within the average car commute time across the region
- The time reflects the time required to drive – including the time to walk to your destination



Historic Transportation Investments

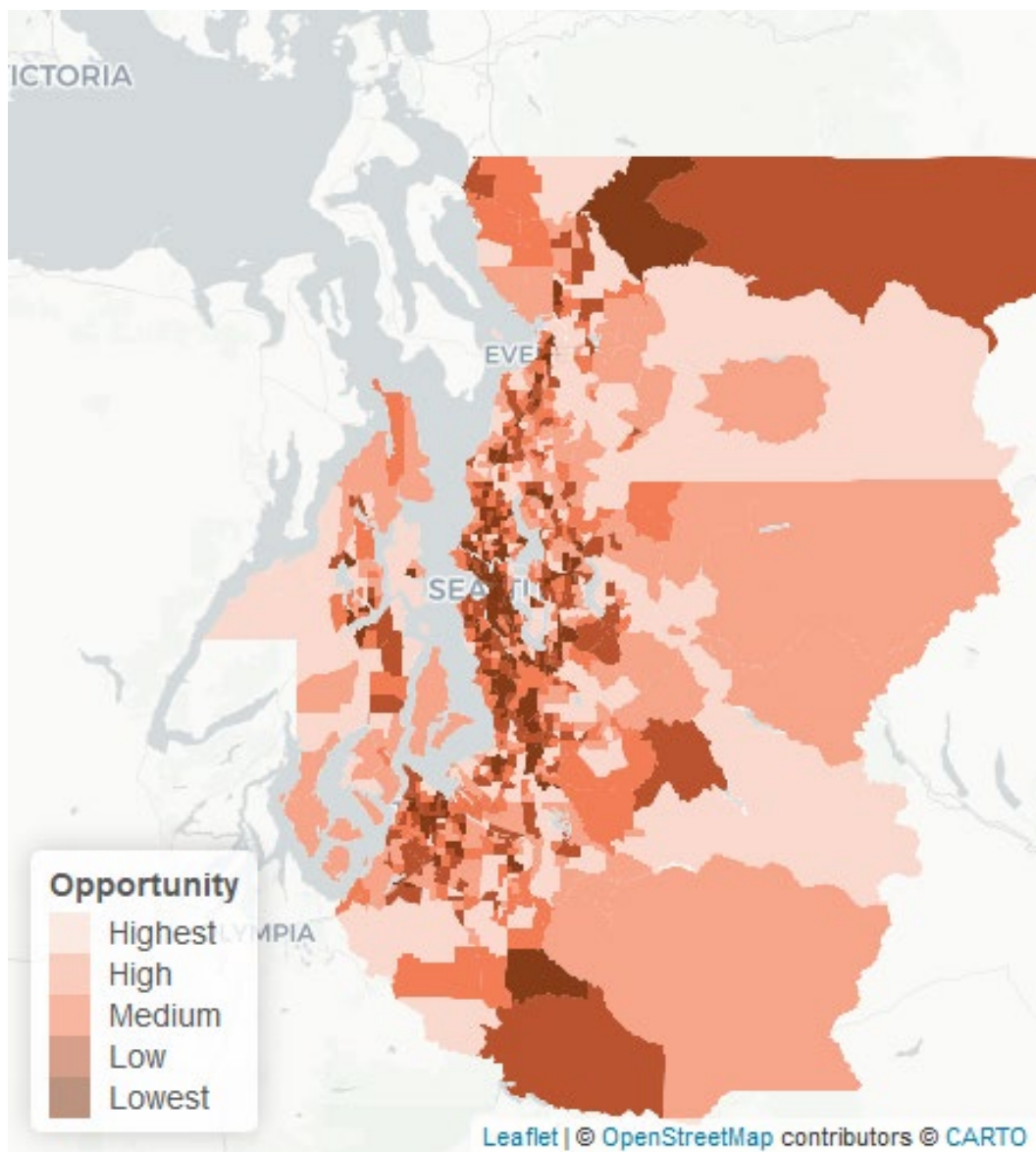


The number of projects that intersect a census tract since 2015

- In this example the indicator captures projects that were included in the Region's TIP



Access to a Vehicle

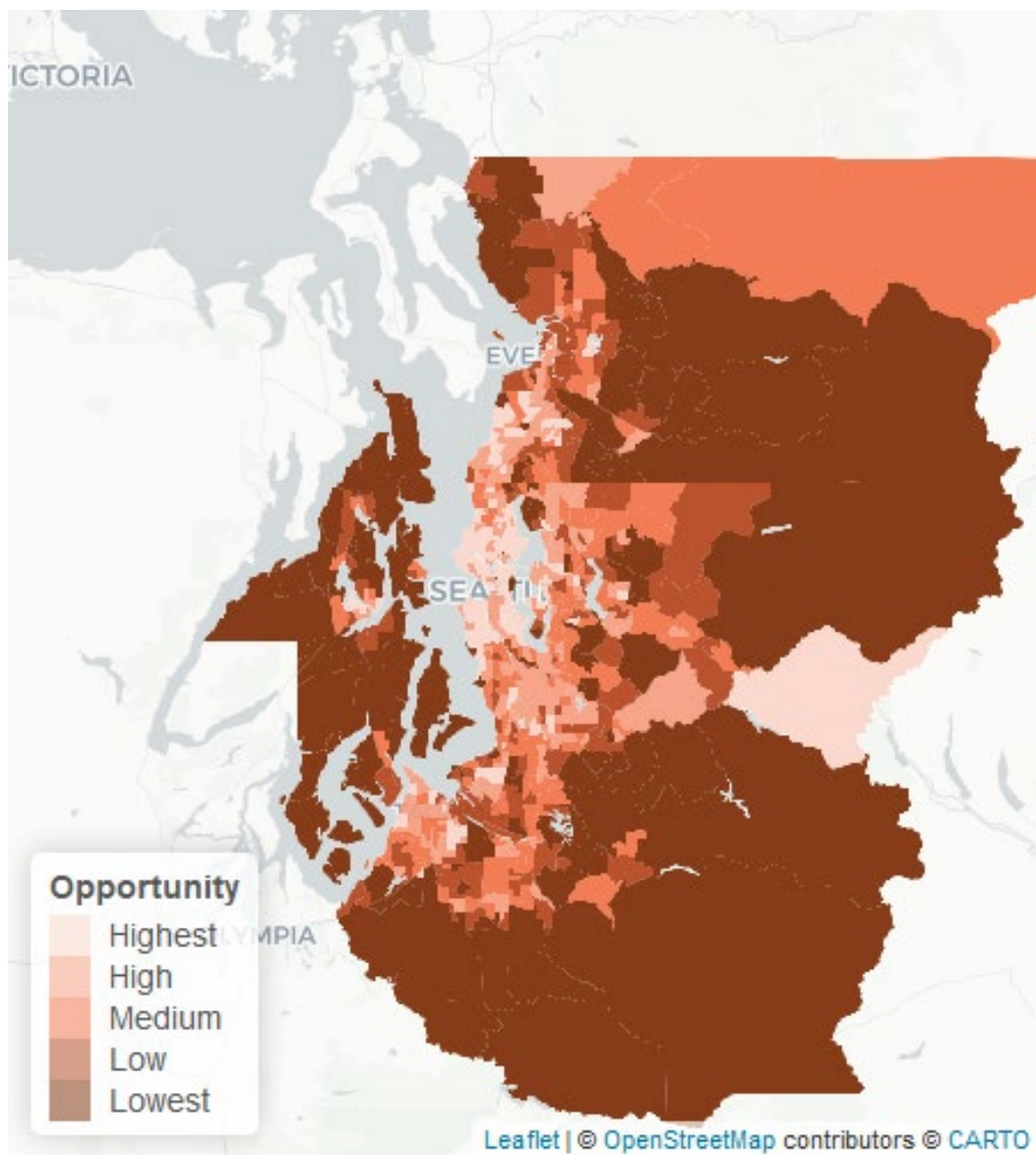


Number of households that live in a zero-car household

- This indicator is reflective of how many households in a census tract don't have access to a personal vehicle
- This measure does not differentiate between people who chose to be car-free and those who do so because of financial constraints



Sidewalk Completeness

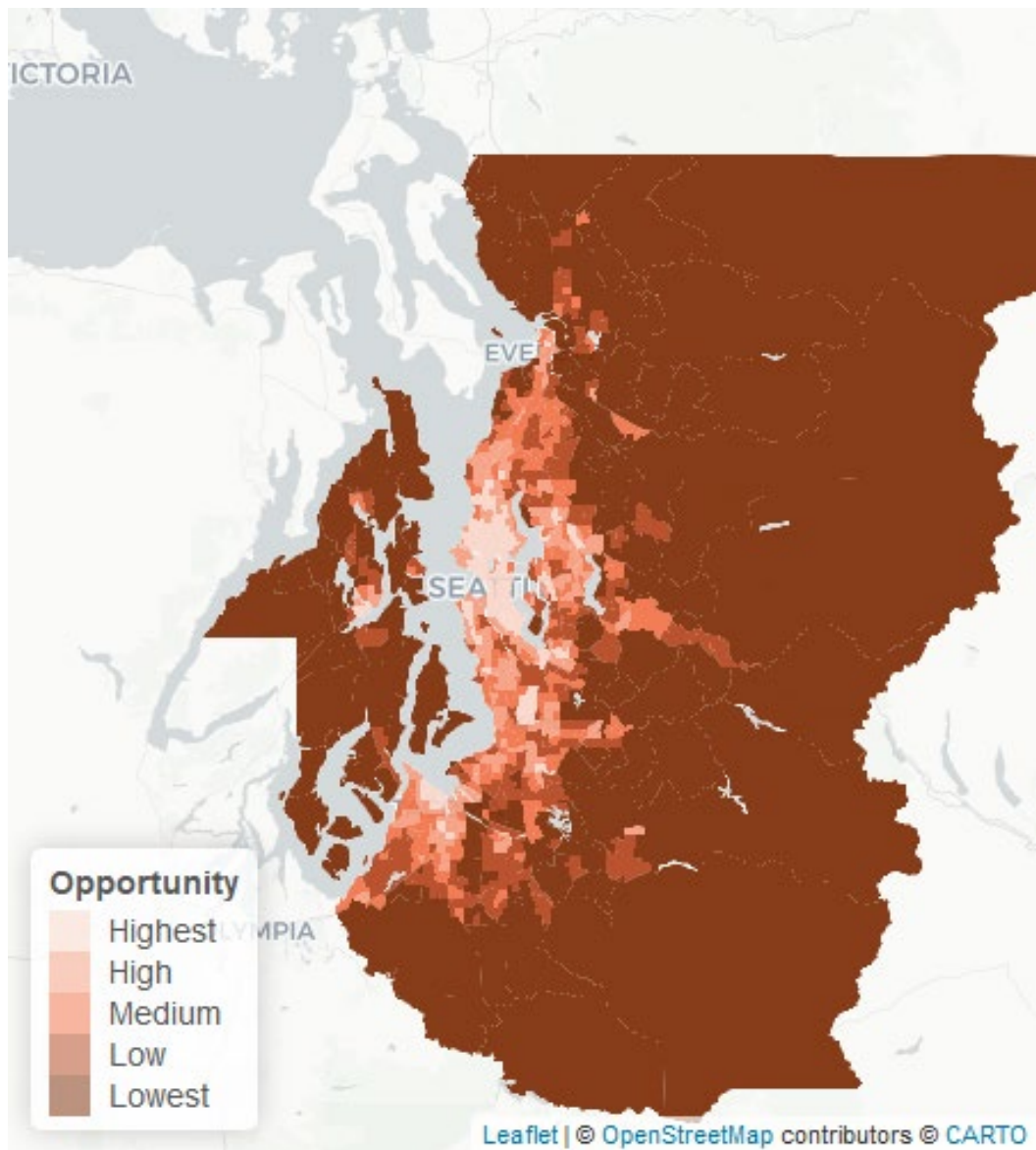


Percentage of the regional network that has complete sidewalk facilities

- Is measured on the regional network – so only includes larger roadways
- Does not include condition, only if there are sidewalks on each side of the road



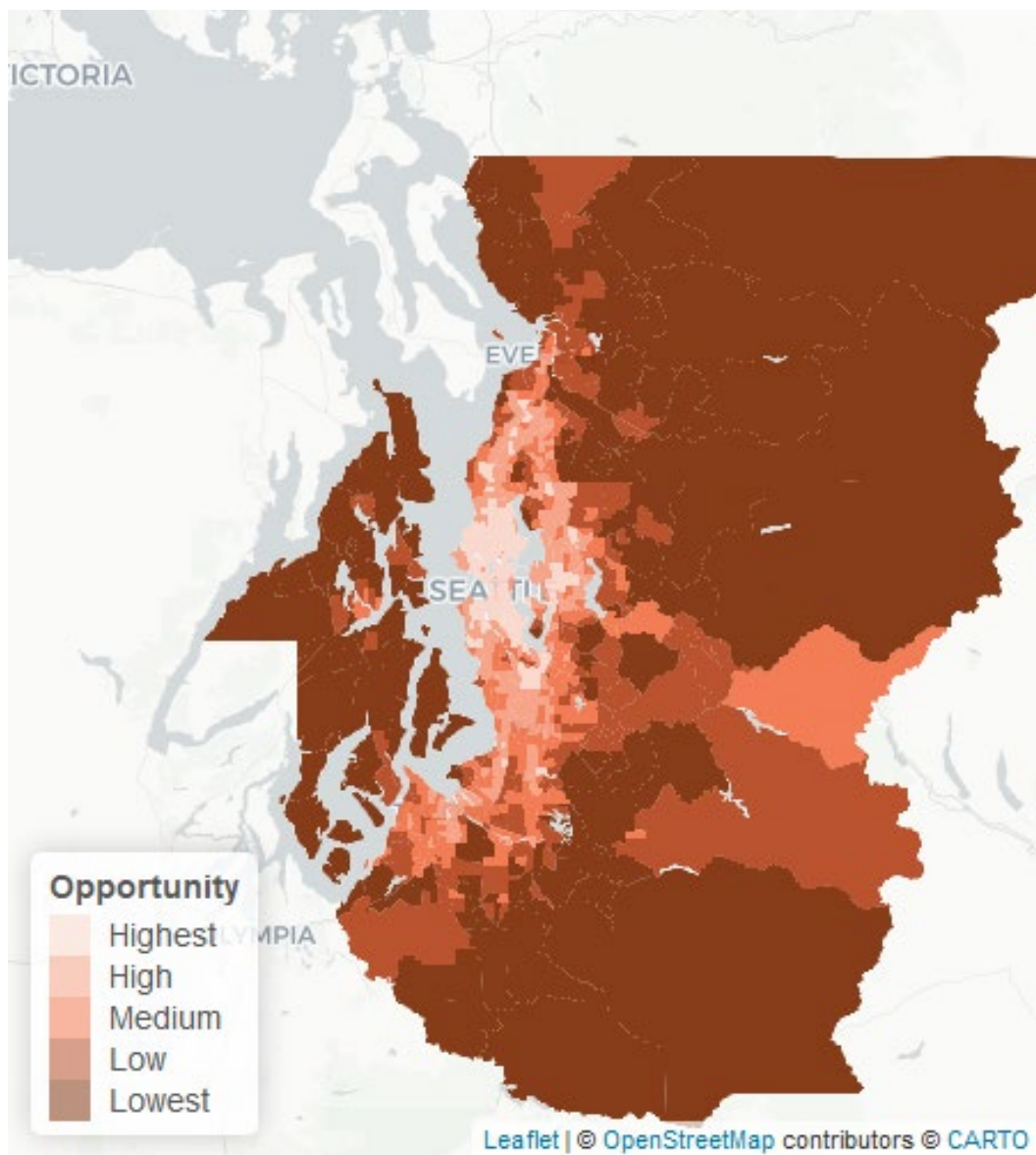
Intersection Density



- The number of intersections per acre that exist in a census tract
- Is calculated using all roads – including neighborhood streets
 - Higher values for intersection density generally reflect smaller block sizes that make walking easier for users



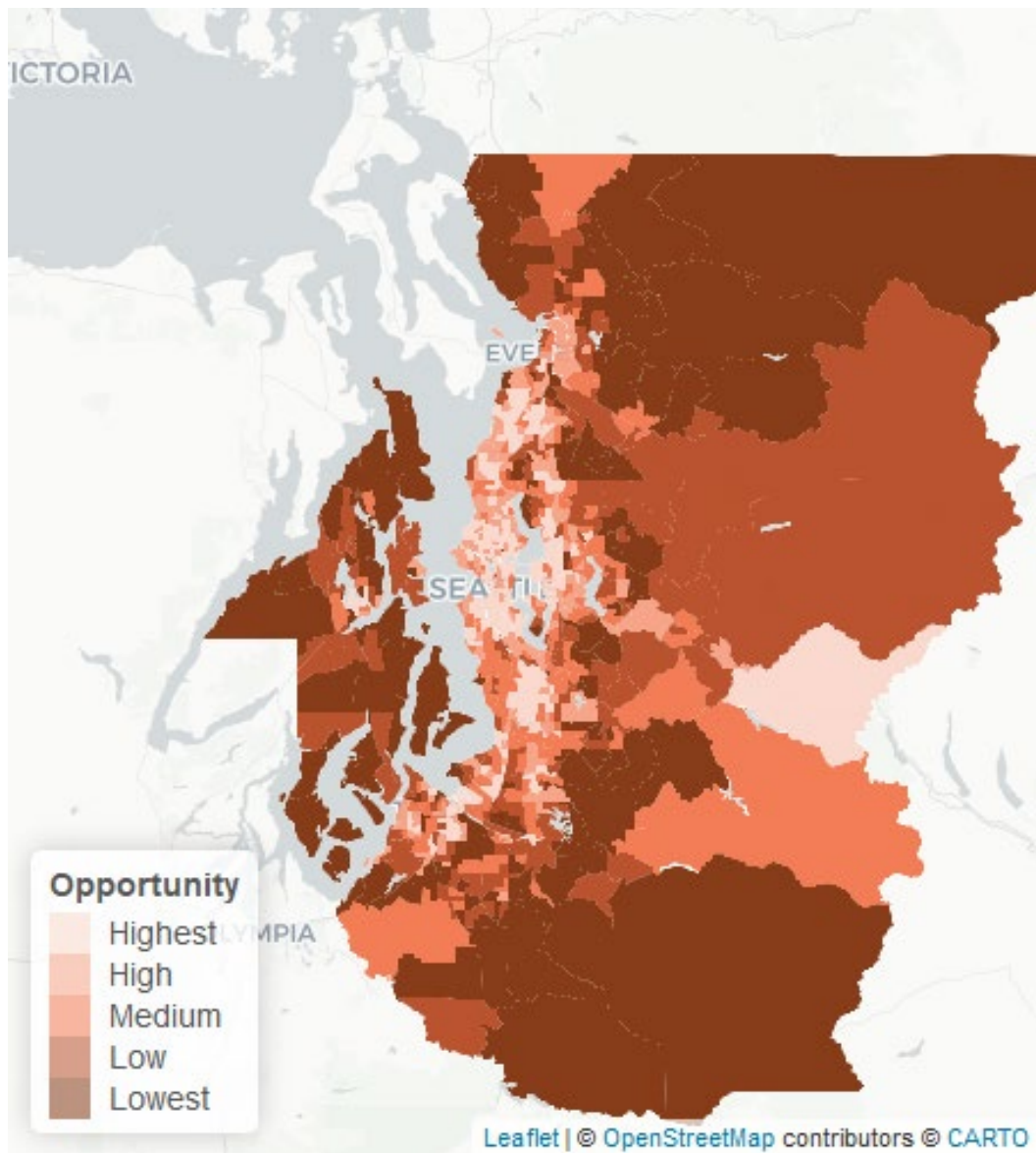
Combined Transportation System Indicators



The summation of all the transportation system indicators combined into one value. The darker the color in the map, the higher the need



Staff Recommended Transportation System Indicators



Transportation System

- ▶ Access to Jobs via Transit
- ▶ Access to a vehicle
- ▶ Sidewalk Completeness
- ▶ Historic Transportation Investments



Questions



Housing Indicators



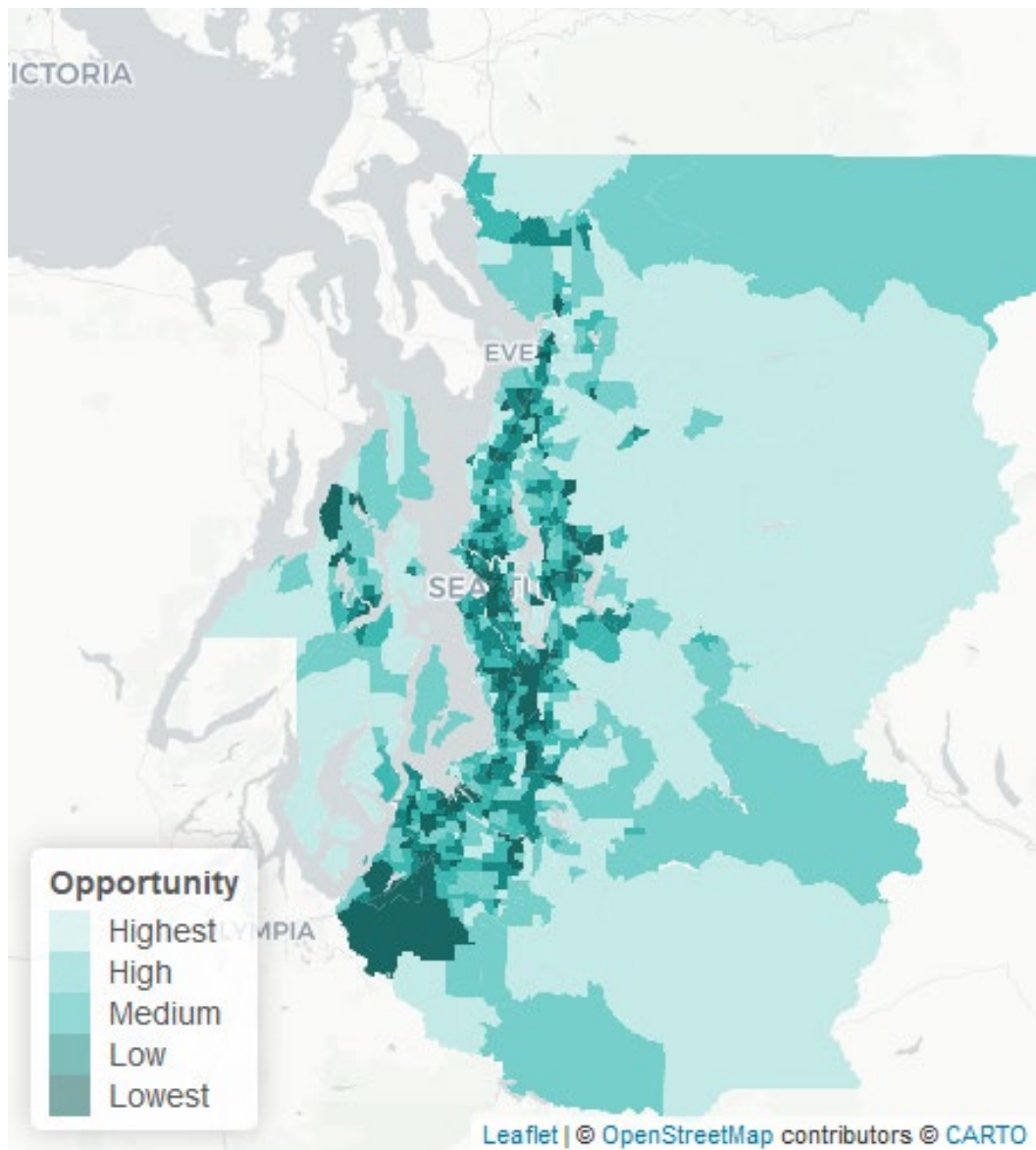
Housing

- ▶ Homeownership
- ▶ Renter Cost Burden
- ▶ Home Value
- ▶ **SNAP or Public Assistance Income***

* New Indicators for consideration



Home Ownership

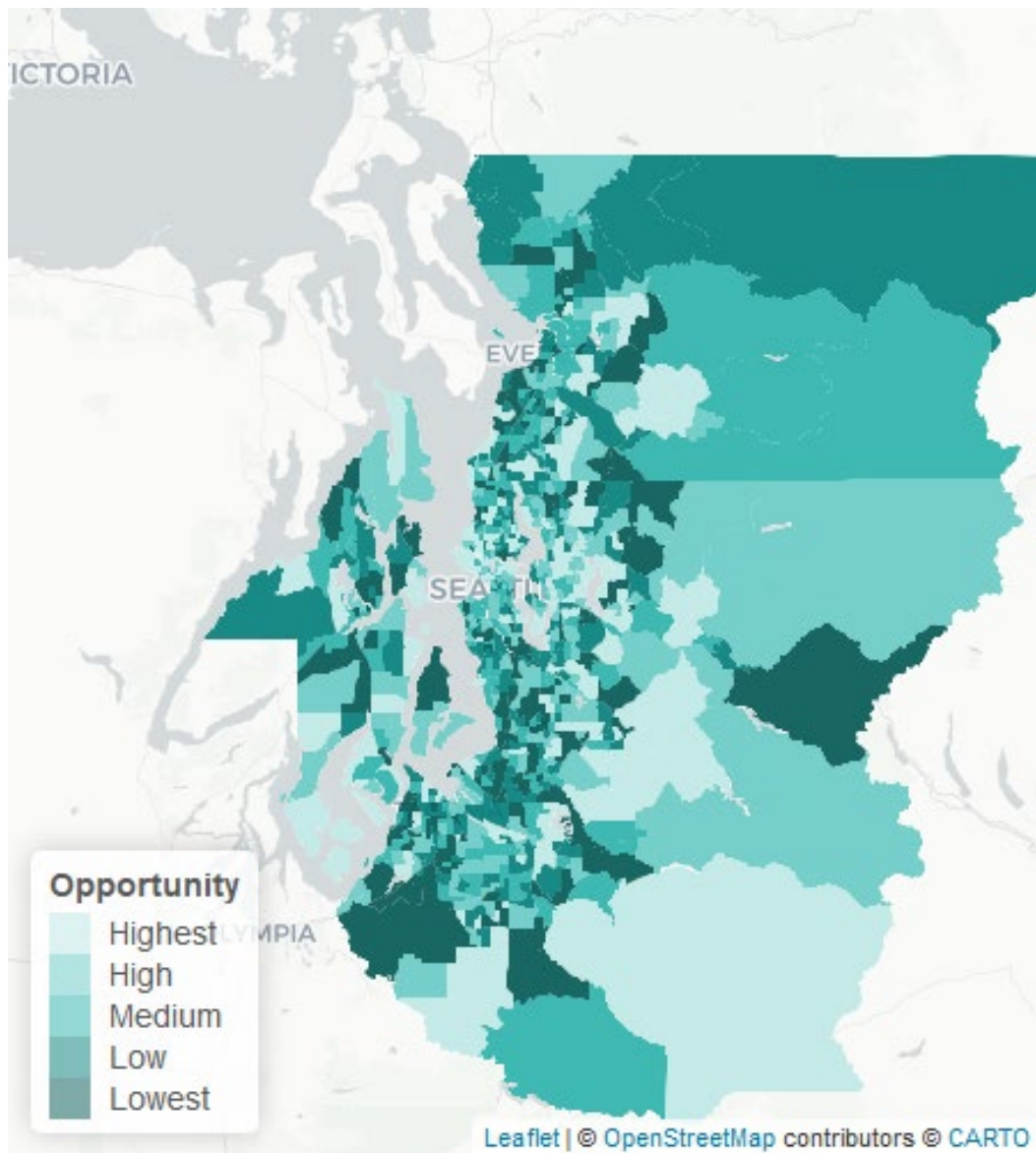


The share of households that own their own home (either with a mortgage or outright)

- Rural and suburban areas tend to have the highest share of home ownership rates



Renter Severe Cost Burden

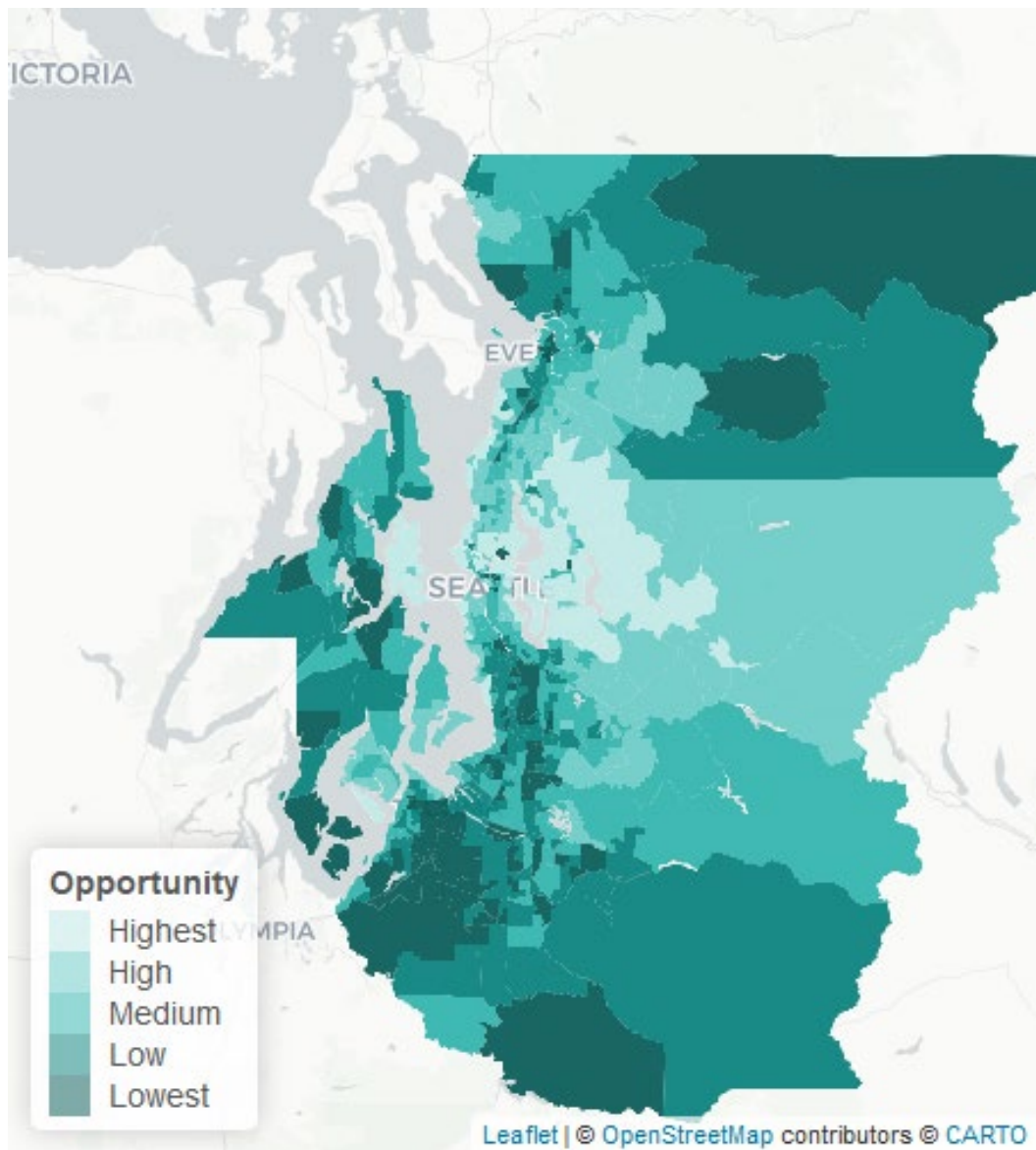


The share of households that spend more than 50% of their income on rent

- Households in areas with higher shares of income going to housing have less income available for transportation alternatives



Median Home Value

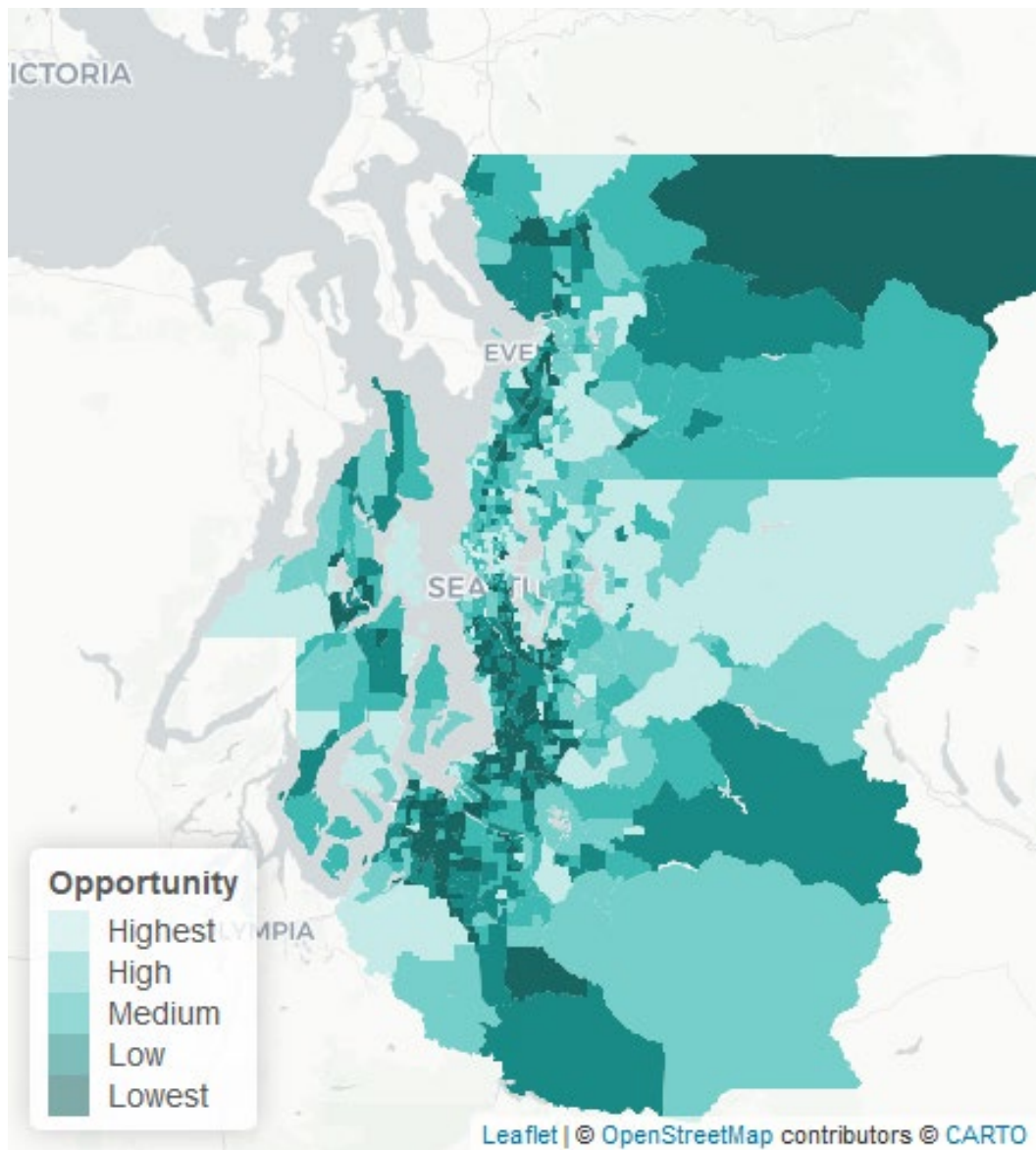


The median value of a home

- Higher home values can benefit public investments in schools and transportation infrastructure through property tax related funding
- Home value has traditionally been a key driver of generational wealth



SNAP or Public Assistance Income

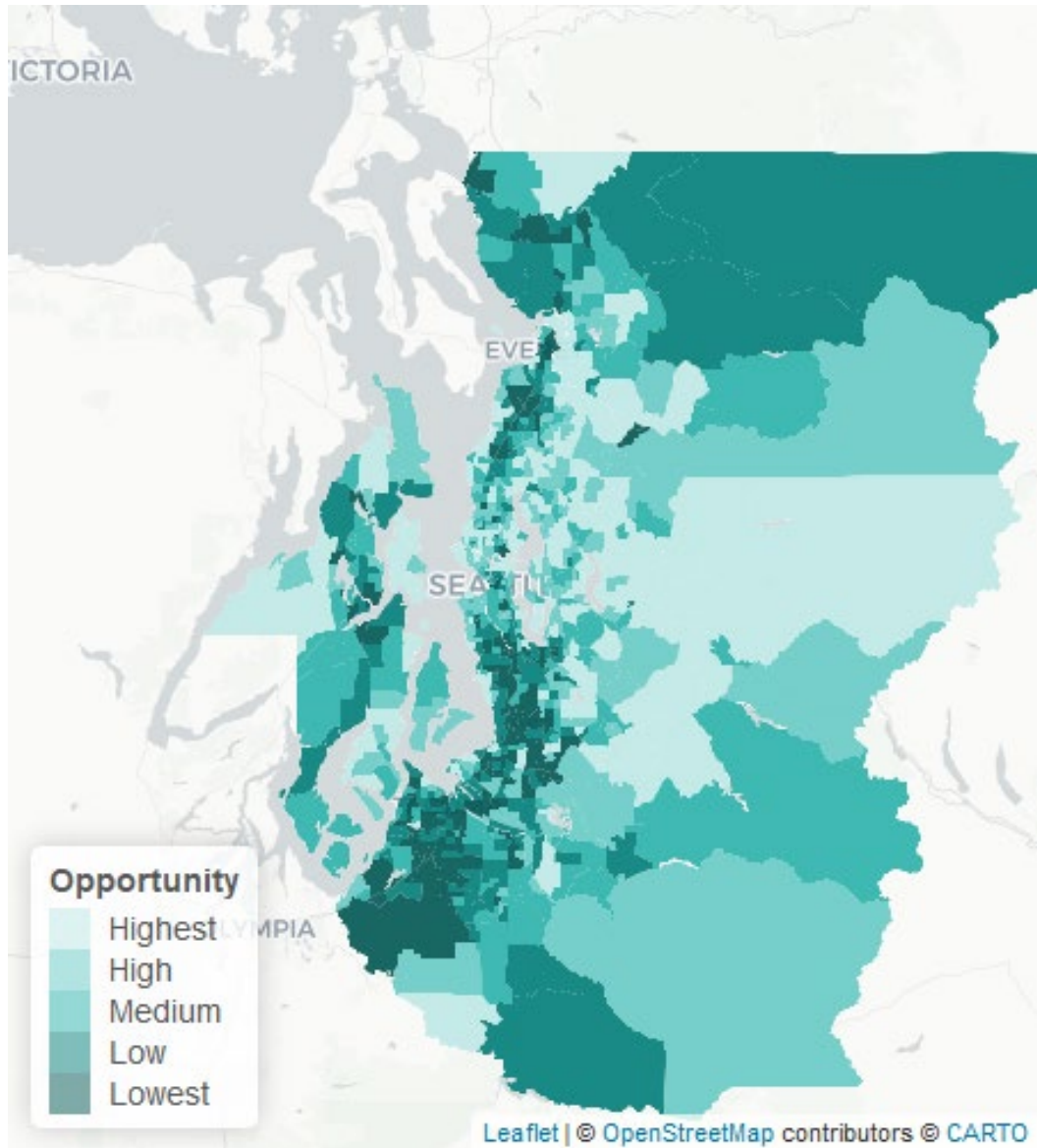


The share of households that receive either Supplemental Nutrition Assistance Program (SNAP) or Public Assistance Income

- Can also be a leading indicator for other indicators that lack readily available data like people who are unstably housed



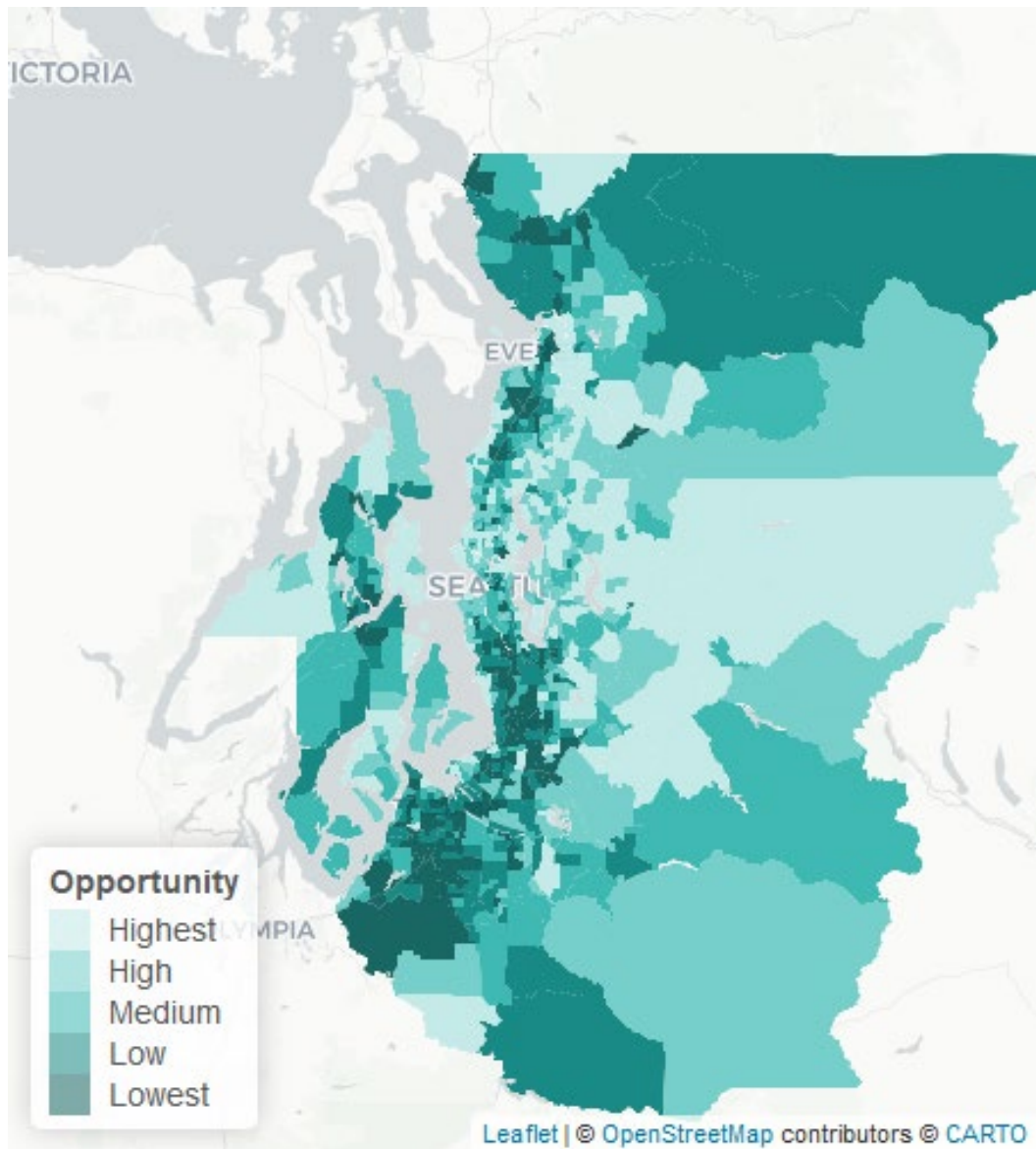
Combined Housing Indicators



The summation of all the housing indicators combined into one value. The darker the color in the map, the higher the need



Staff Recommended Housing Indicators



Housing

- ▶ Homeownership
- ▶ Renter Cost Burden
- ▶ Home Value
- ▶ SNAP or Public Assistance Income



Questions



Amenity Indicators



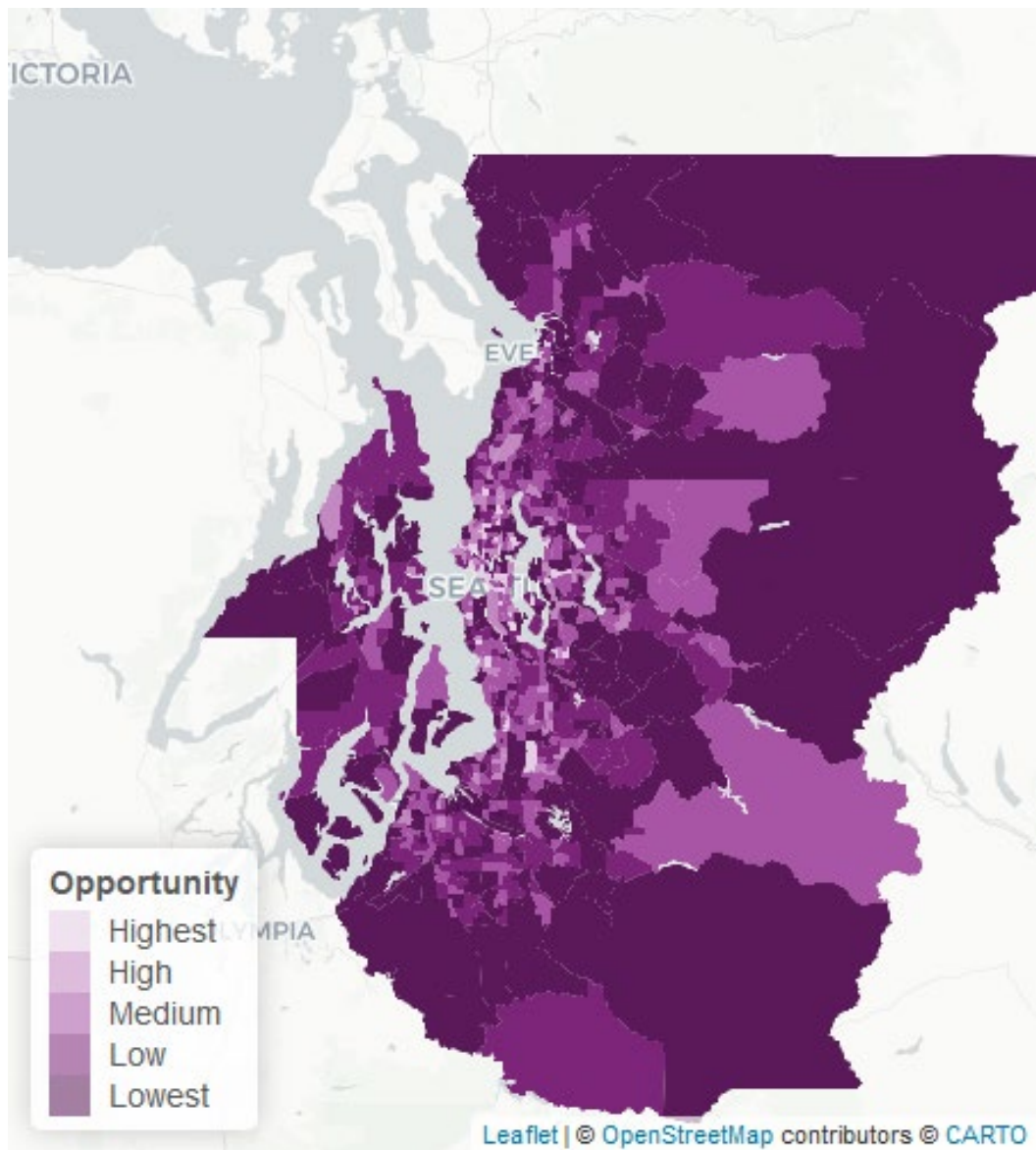
Amenities

- ▶ Proximity to Healthy Food
- ▶ Proximity to Parks
- ▶ Disability
- ▶ Proximity to Medical Care*
- ▶ Proximity to Libraries*

* New Indicators for consideration



Proximity to Healthy Food

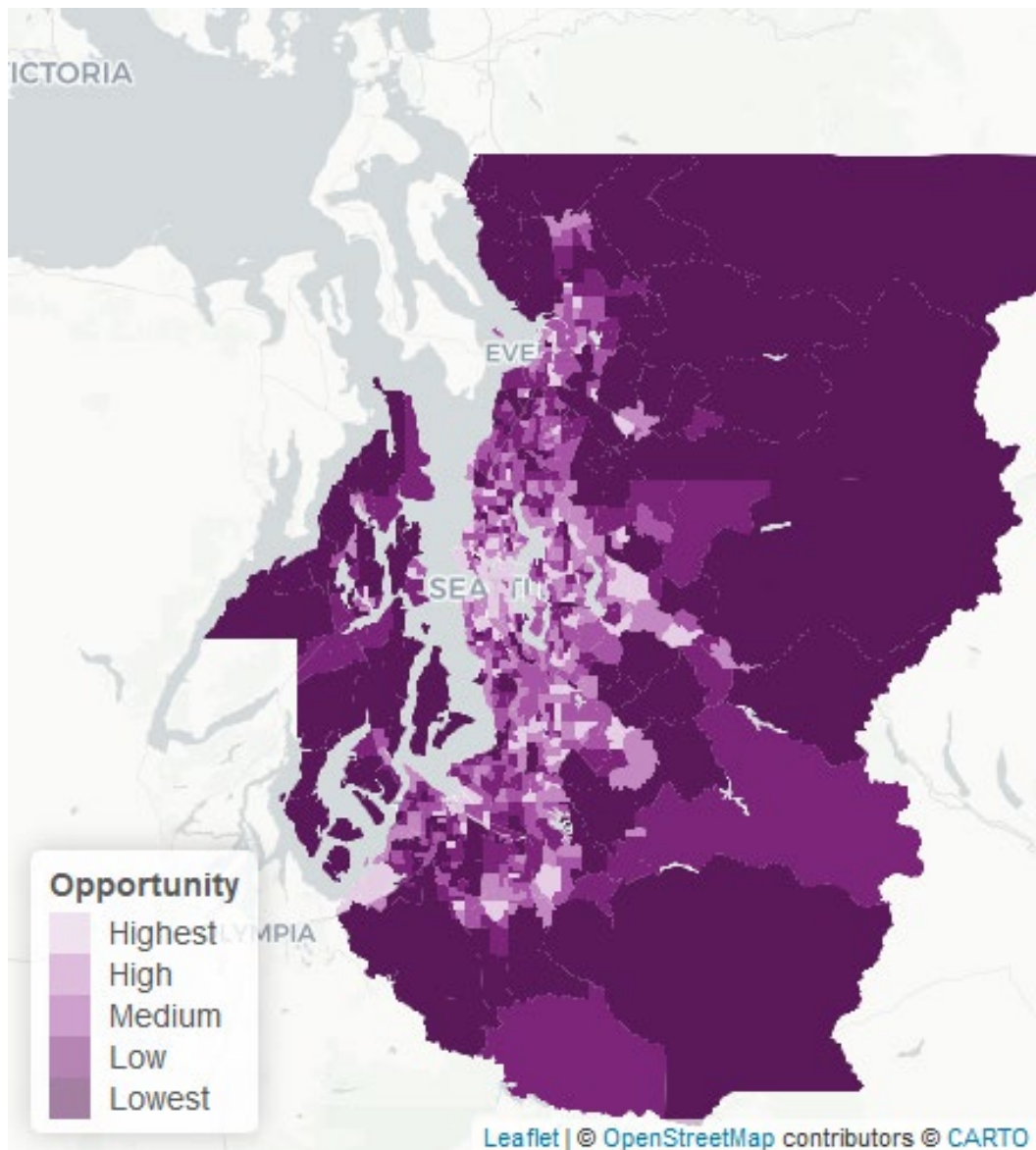


The share of people within ¼ mile of a grocery store based on Open Street Map Amenity data

- Rural residents tend to live farther from nearby grocery options



Proximity to Parks

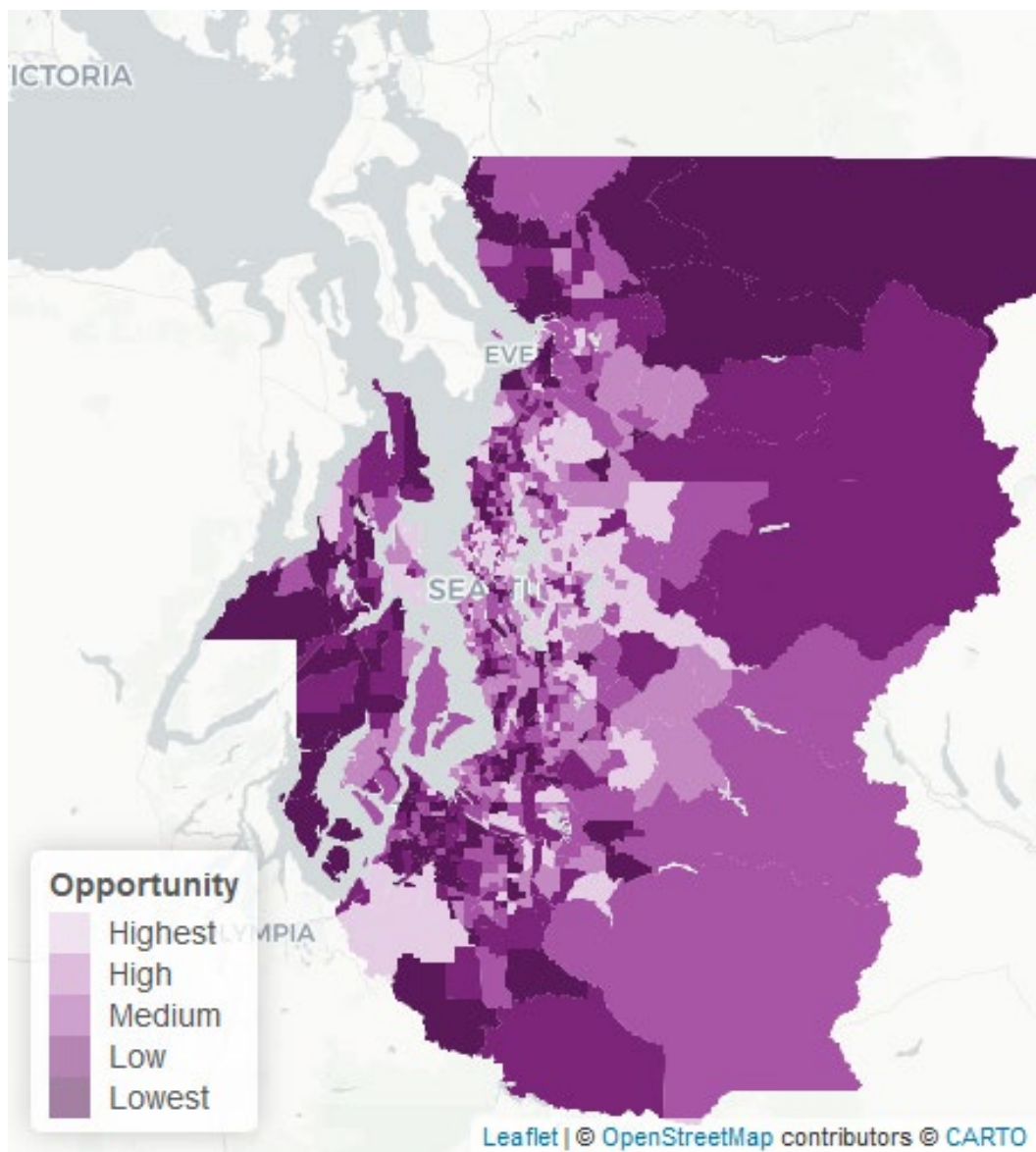


The share of people within $\frac{1}{4}$ mile of a park based on PSRC Open Space data

- Tracts further from east tend to be further from parks, but also tend to be in areas with larger lot sizes



Disability



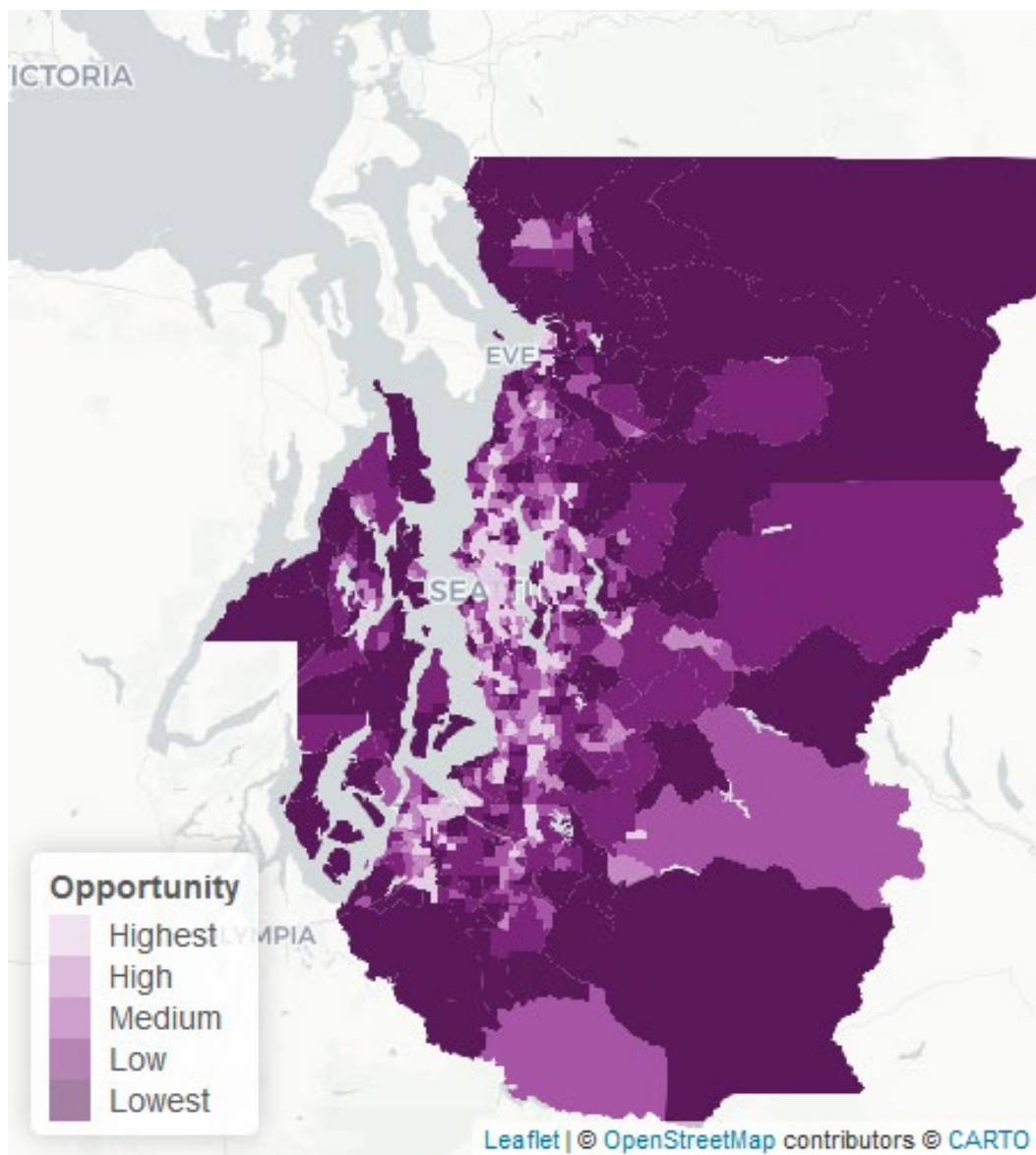
The share of people with a disability



- This is based on the physical and cognitive disabilities as defined by the US Census Bureau
- The data does not differentiate the levels of disability, only if a disability exists for a household member.



Proximity to Medical Care

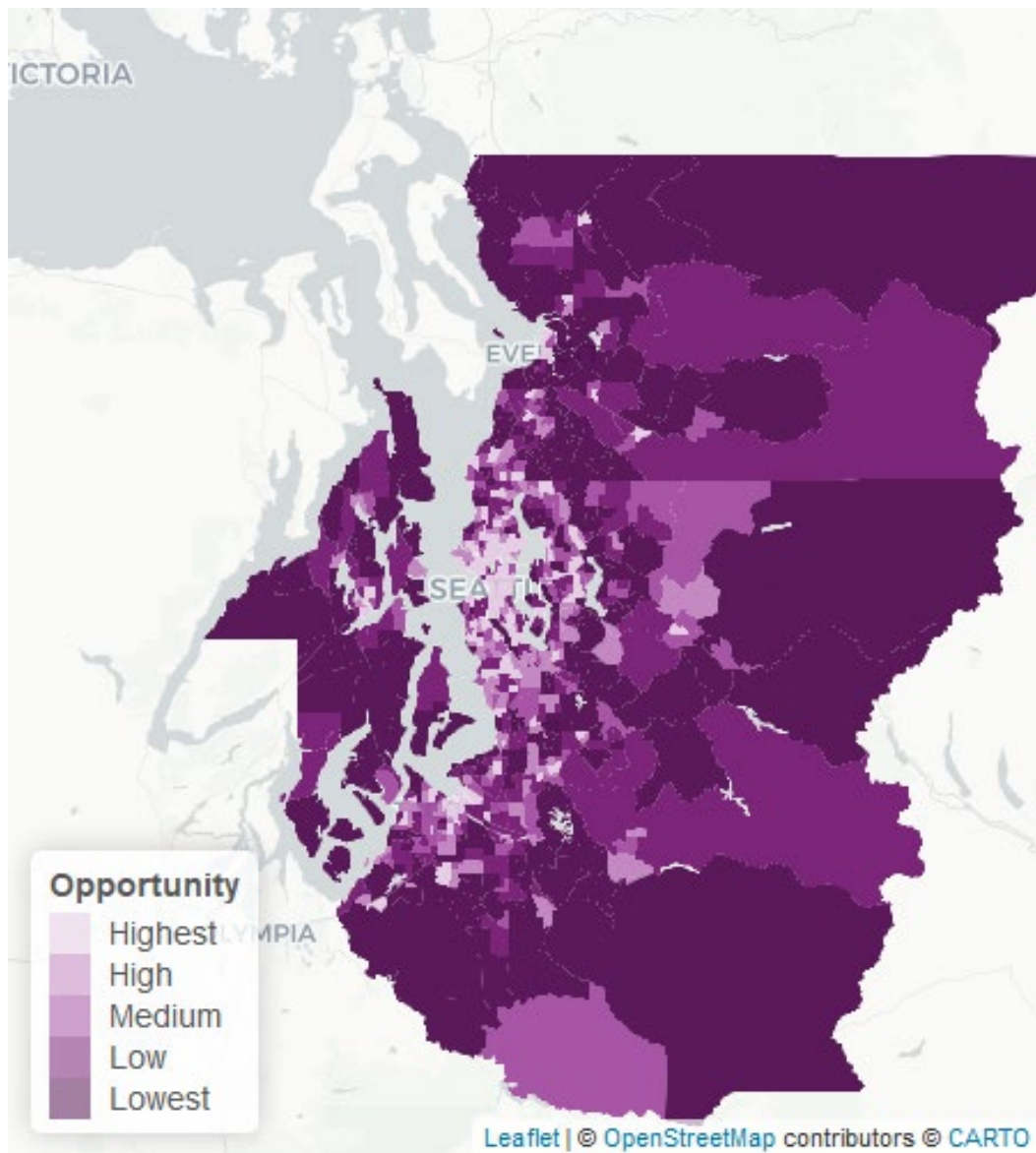


The share of people within ½ mile of a hospital, clinic or doctors' office

- The data used in the map excluded pharmacies, many of which overlap with grocery stores
- Data includes dental and optical care as well as general medical clinics



Proximity to Public Libraries

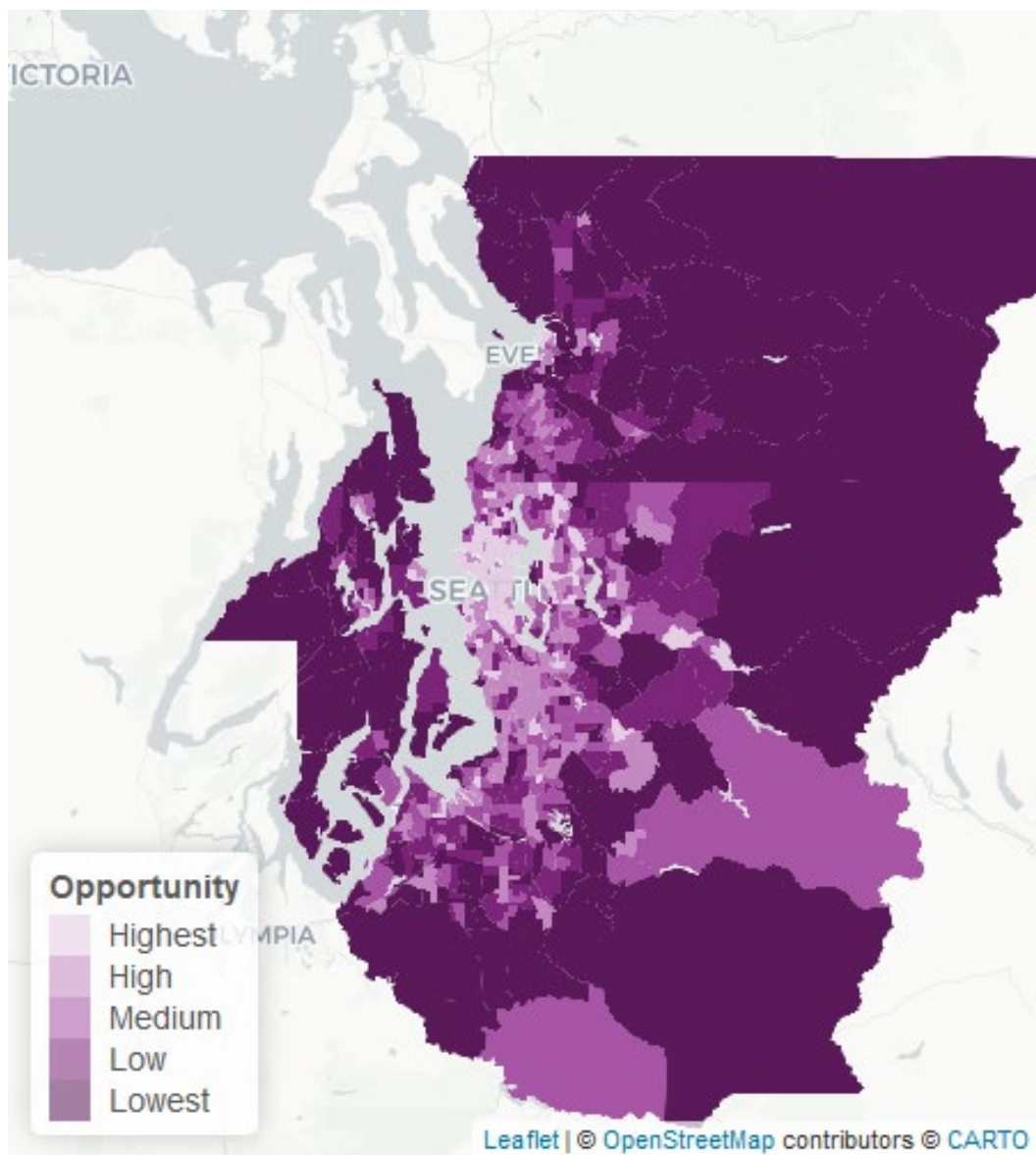


The share of people within $\frac{3}{4}$ mile of a public library

- Does not include libraries at Public Schools
- Libraries are a resource for people who lack access to the internet at home and are hubs for access to other social services



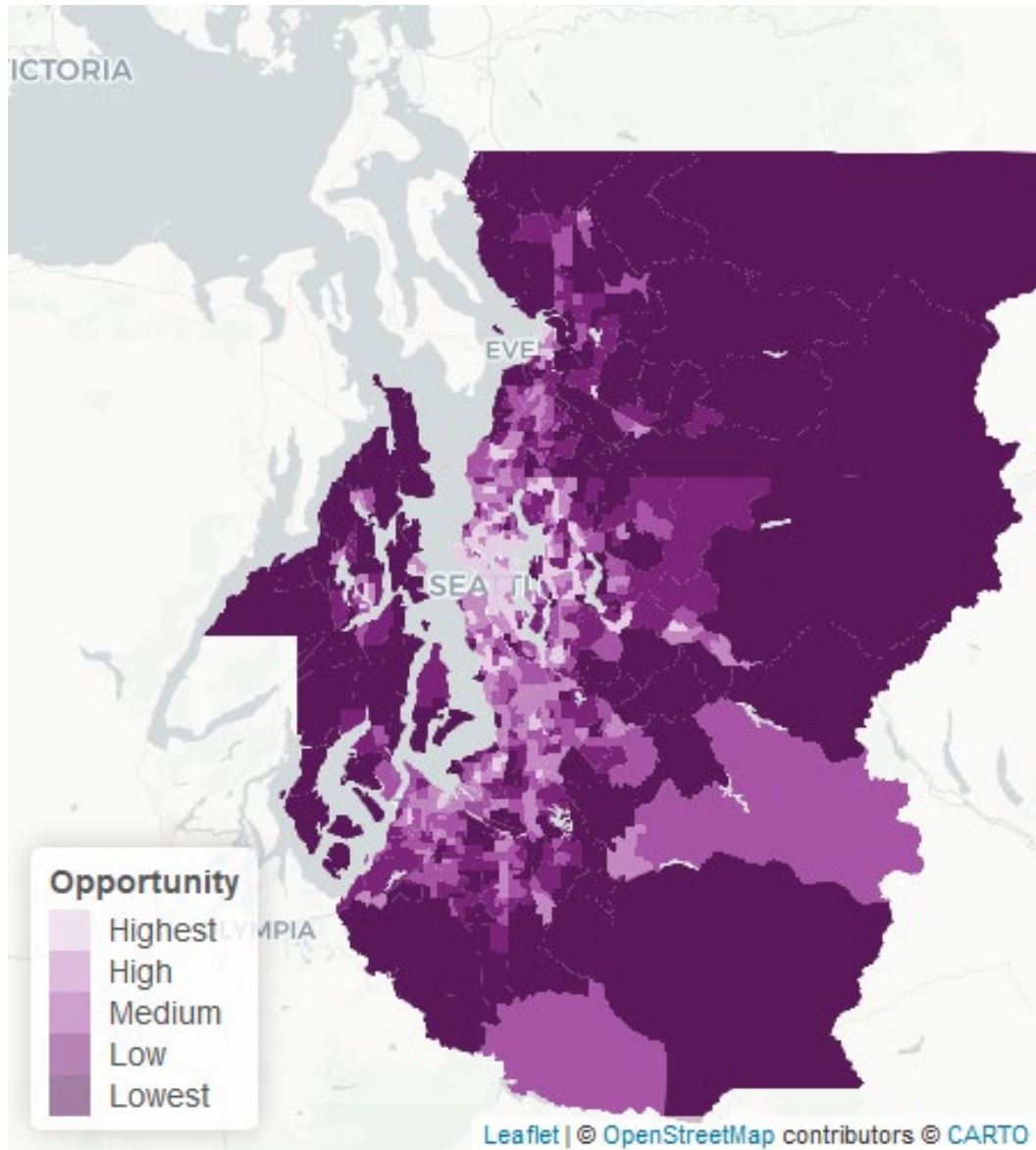
Combined Amenity Indicators



The summation of all the amenity indicators combined into one value. The darker the color in the map, the higher the need



Staff Recommended Amenity Indicators



Amenities

- ▶ Proximity to Healthy Food
- ▶ Proximity to Parks
- ▶ Proximity to Medical Care
- ▶ Proximity to Libraries



Questions



Economic Indicators



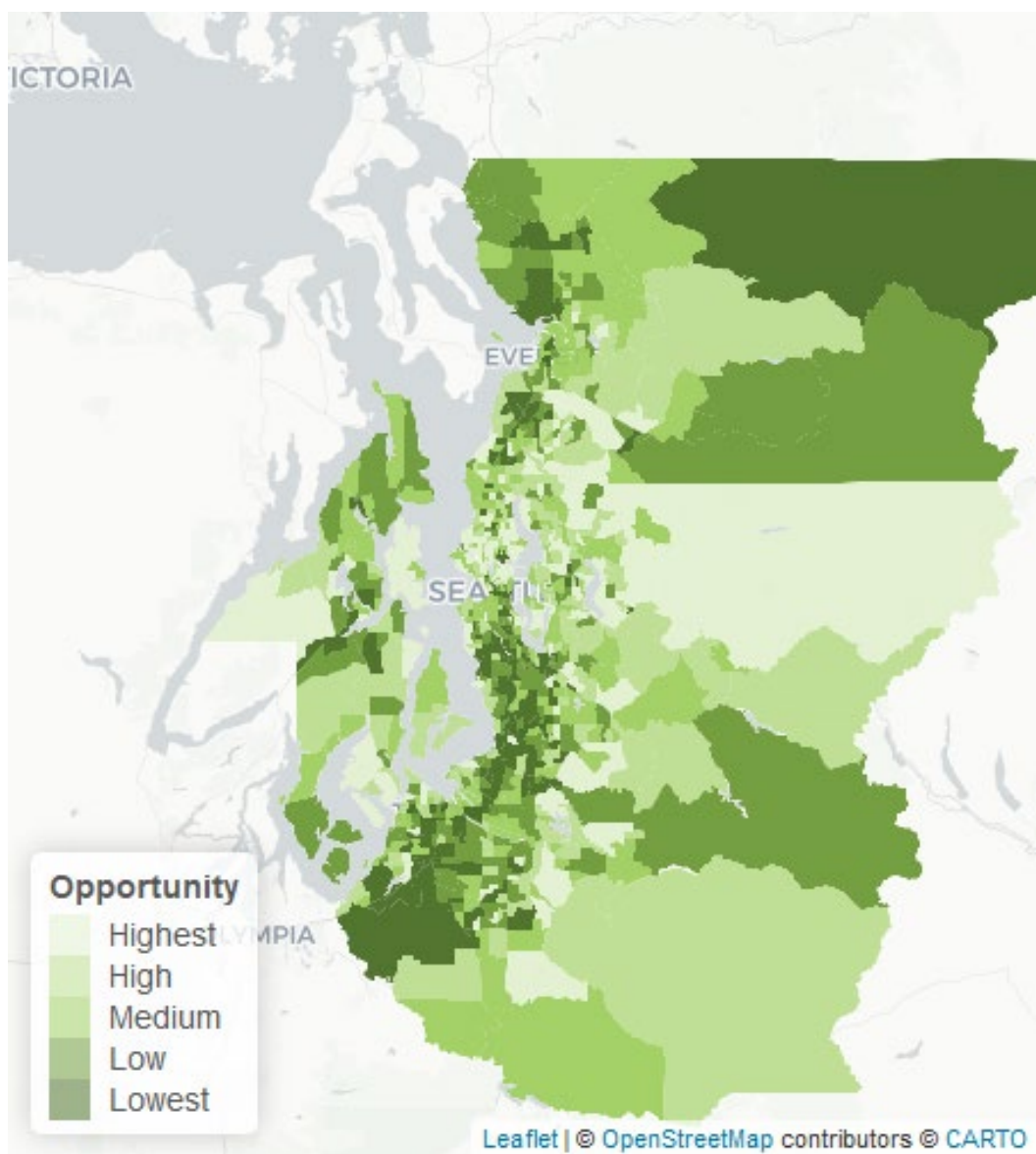
Economic

- ▶ Poverty
- ▶ Unemployment Rate
- ▶ High School Graduation Rate
- ▶ **Access to the Internet***

* New Indicators for consideration



Poverty

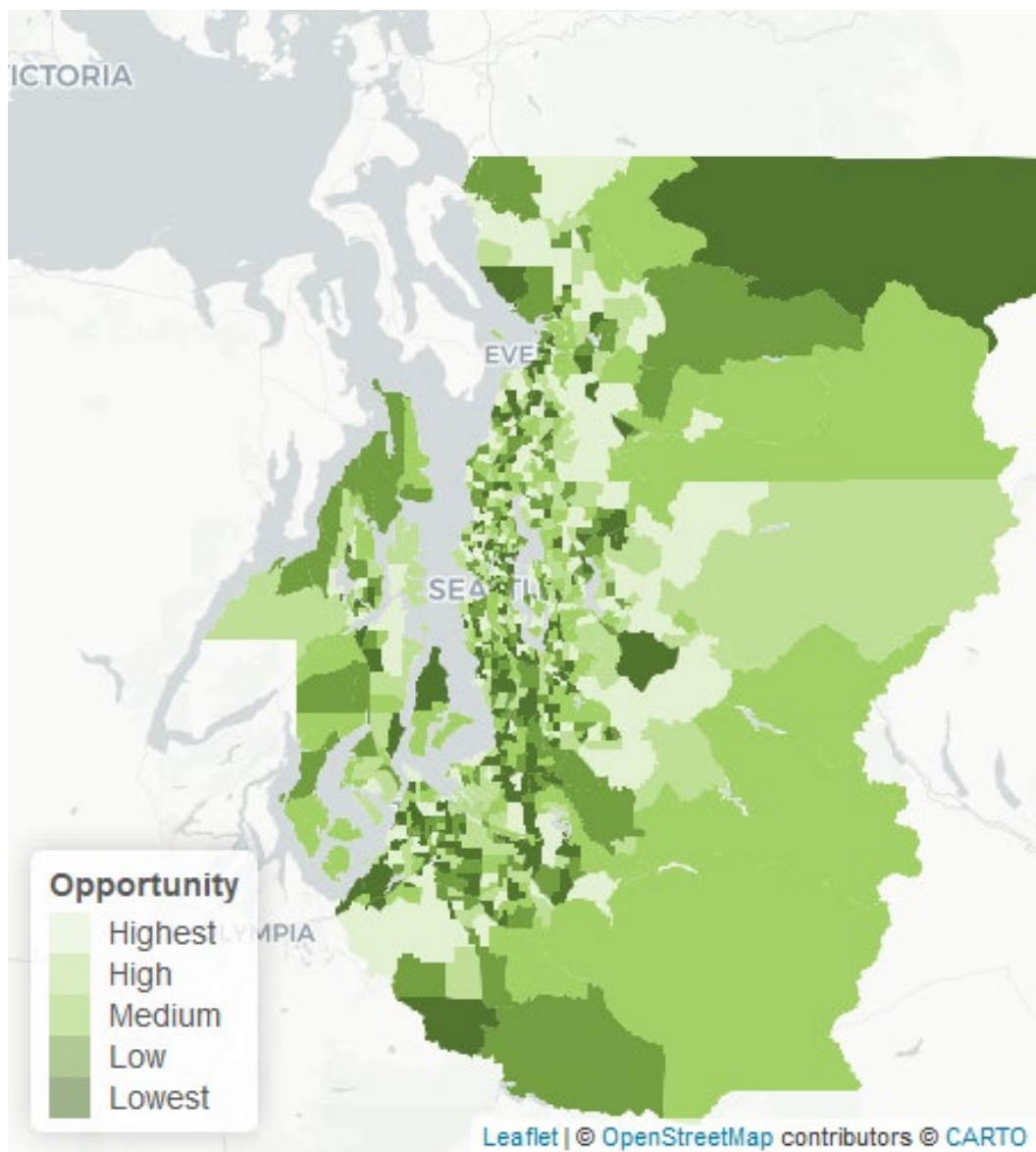


The share of households that are 200% or below the Federal Poverty definition

- Households in poverty are more reliant on the transportation system and are more likely to face displacement pressures
- Staff suggest using 200% of the federal poverty level because of the high cost of living in the central Puget Sound region



Unemployment Rate



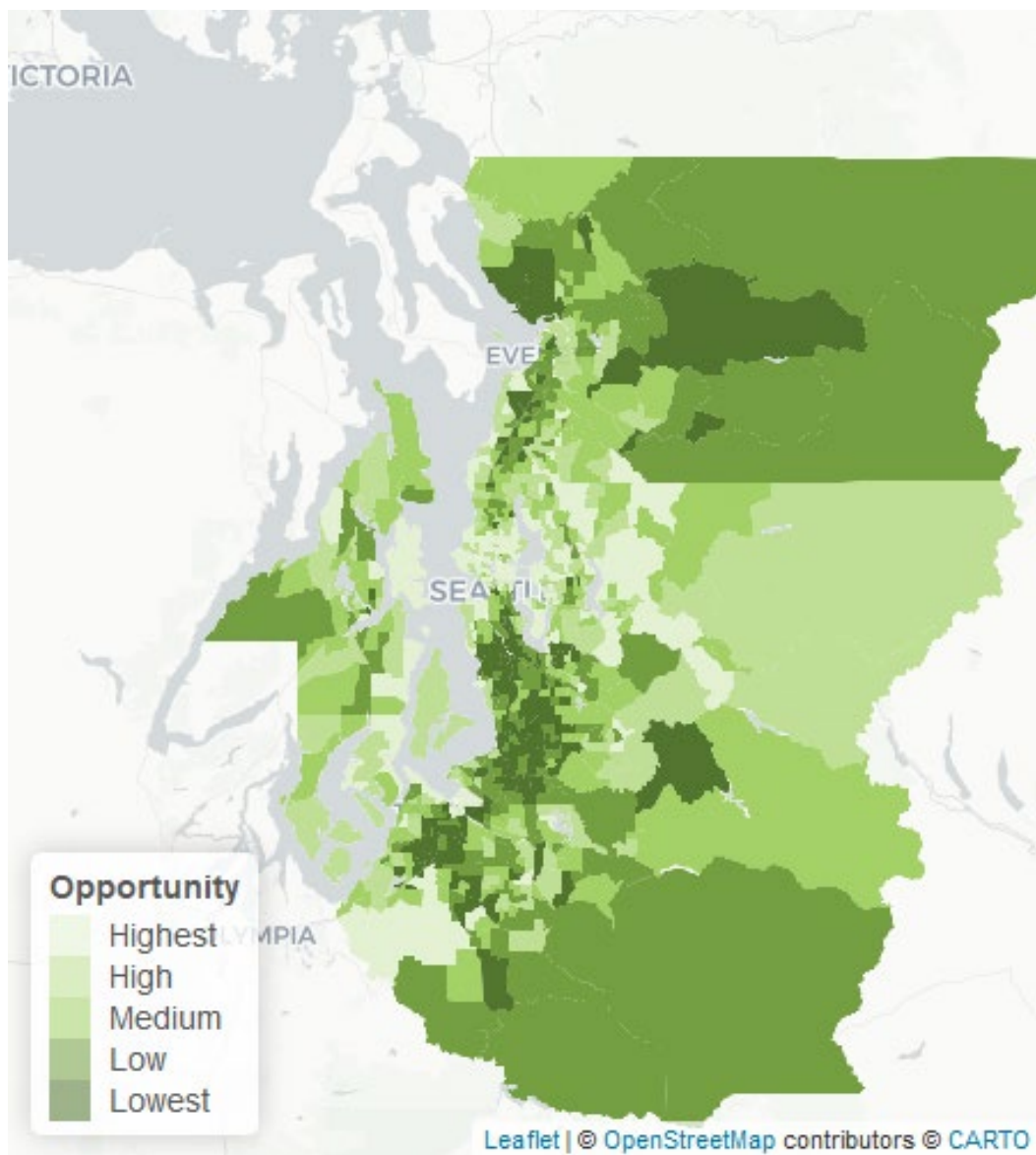
The unemployment rate by Census tract



- Higher levels on unemployment are concentrated in tracts along the I-5 corridor
- Increased transportation options can connect residents to more employment opportunities



High School Graduation Rate

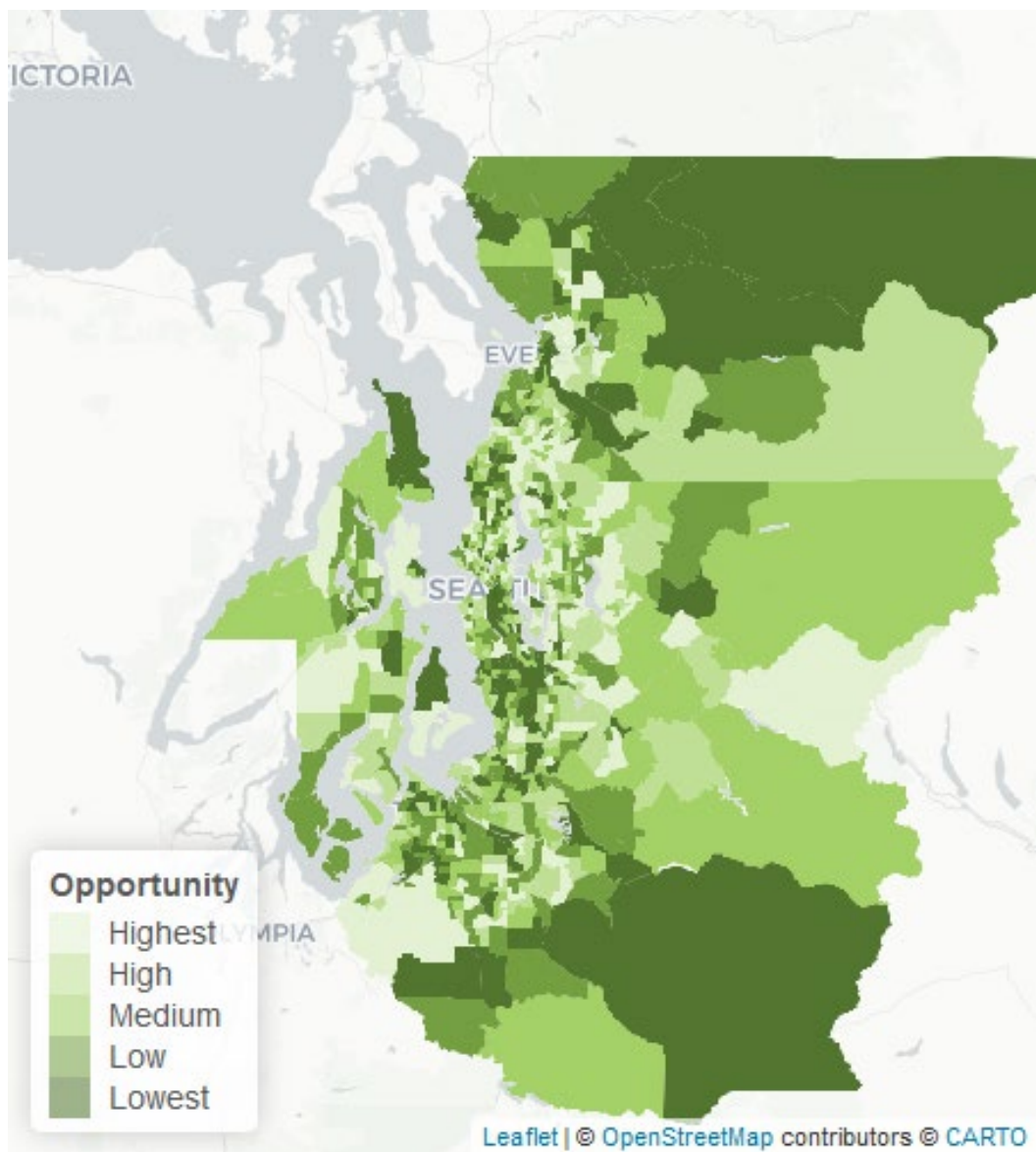


The share of people with at least a High School diploma or equivalent

- The highest share of people without a high school diploma are in South King County and Tacoma
- Education is a key to accessing employment opportunities



Access to the Internet

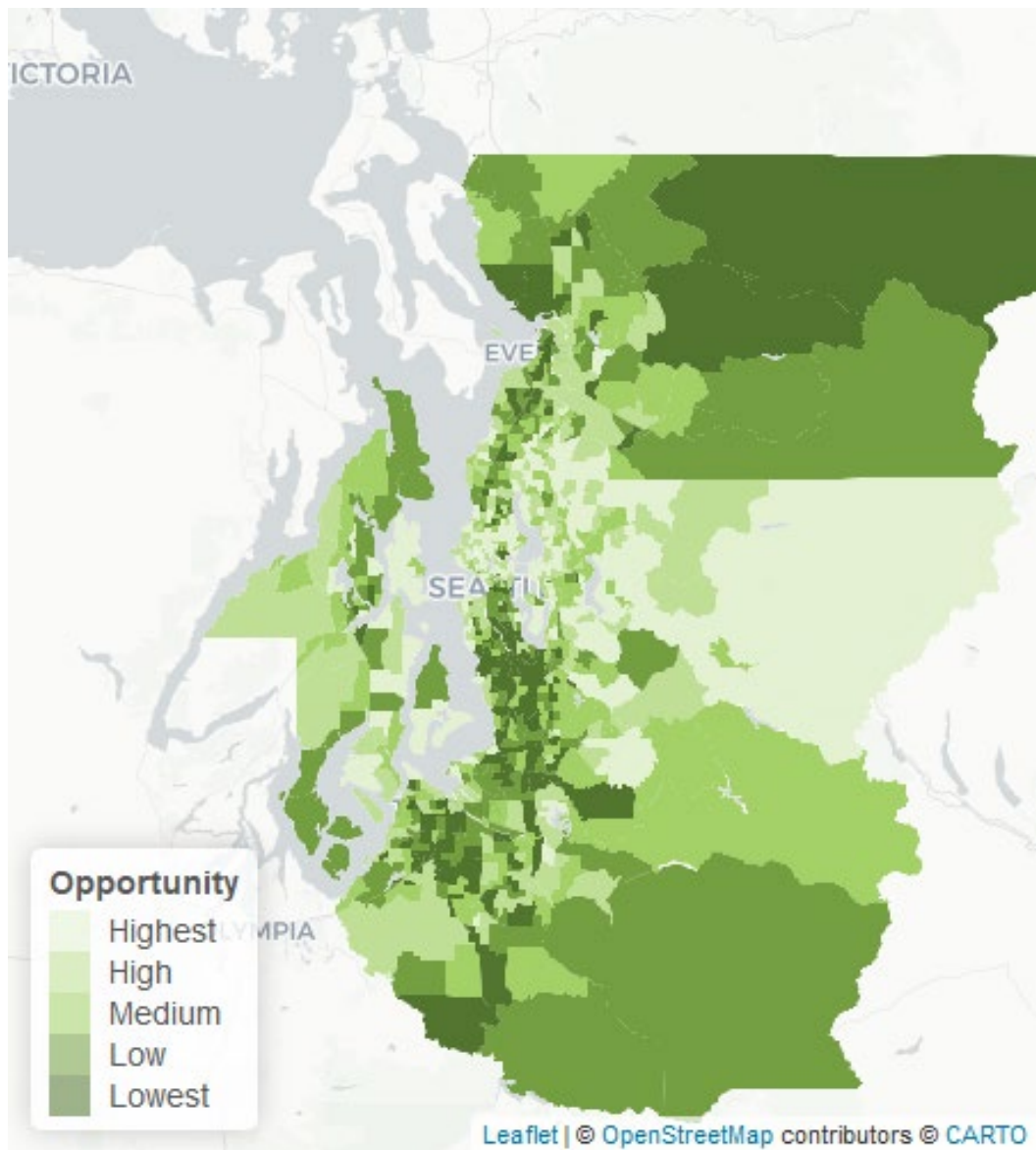


Share of households with access to the internet via either a home internet subscription or a cell phone plan

- Lack of digital access makes it difficult to interface with the regional transportation system



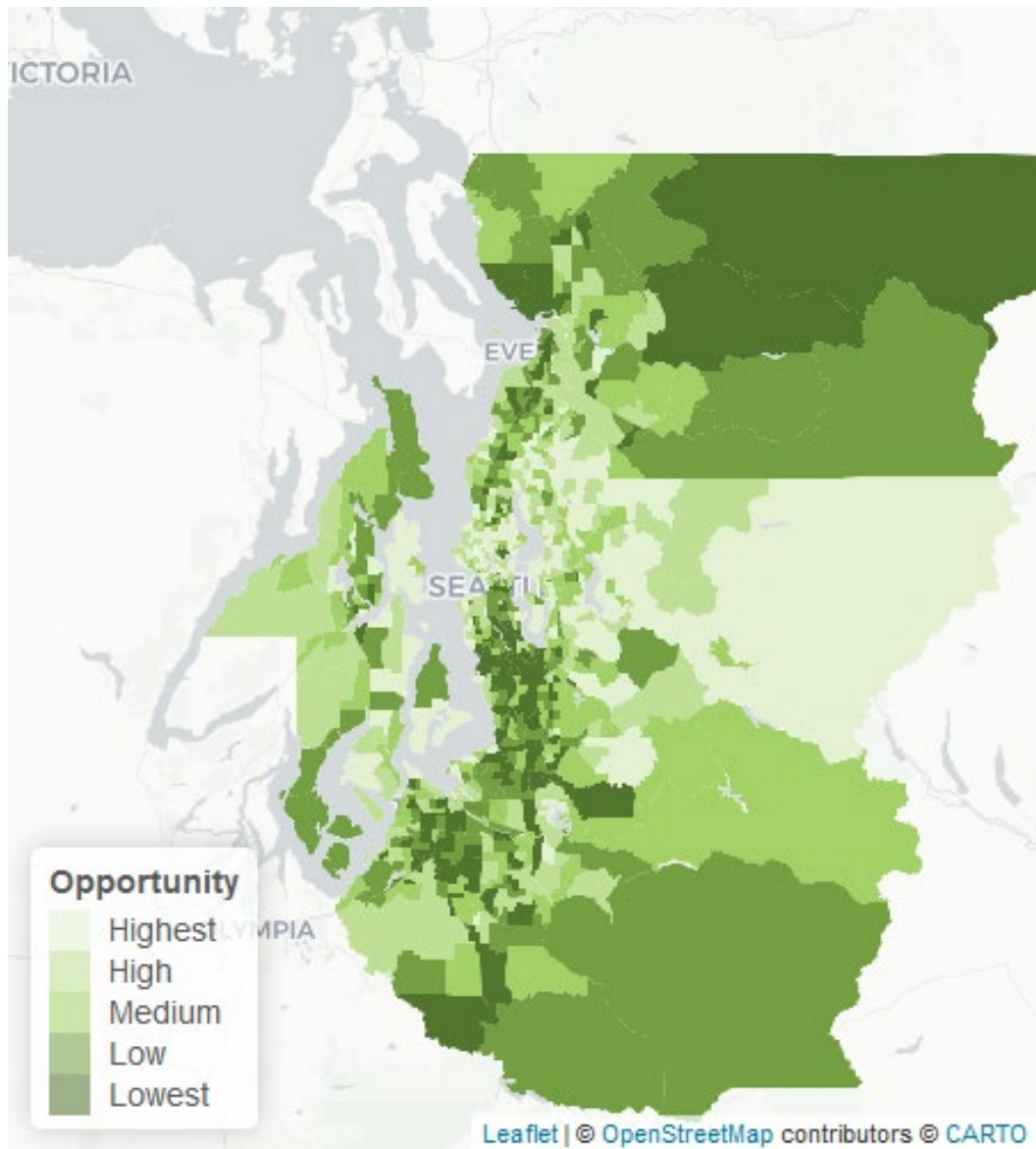
Combined Economic Indicators



The summation of all the economic indicators combined into one value. The darker the color in the map, the higher the need



Staff Recommended Economic Indicators



Economic

- ▶ Poverty
- ▶ Unemployment Rate
- ▶ High School Graduation Rate
- ▶ Access to the Internet



Questions



Staff Recommended Indicators



Transportation System

- ▶ Access to Jobs via Transit
- ▶ Access to a vehicle
- ▶ Sidewalk Completeness
- ▶ Historic Transportation Investments



Amenities

- ▶ Proximity to Healthy Food
- ▶ Proximity to Parks
- ▶ Proximity to Medical Care
- ▶ Proximity to Libraries



Housing

- ▶ Homeownership
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- ▶ Home Value
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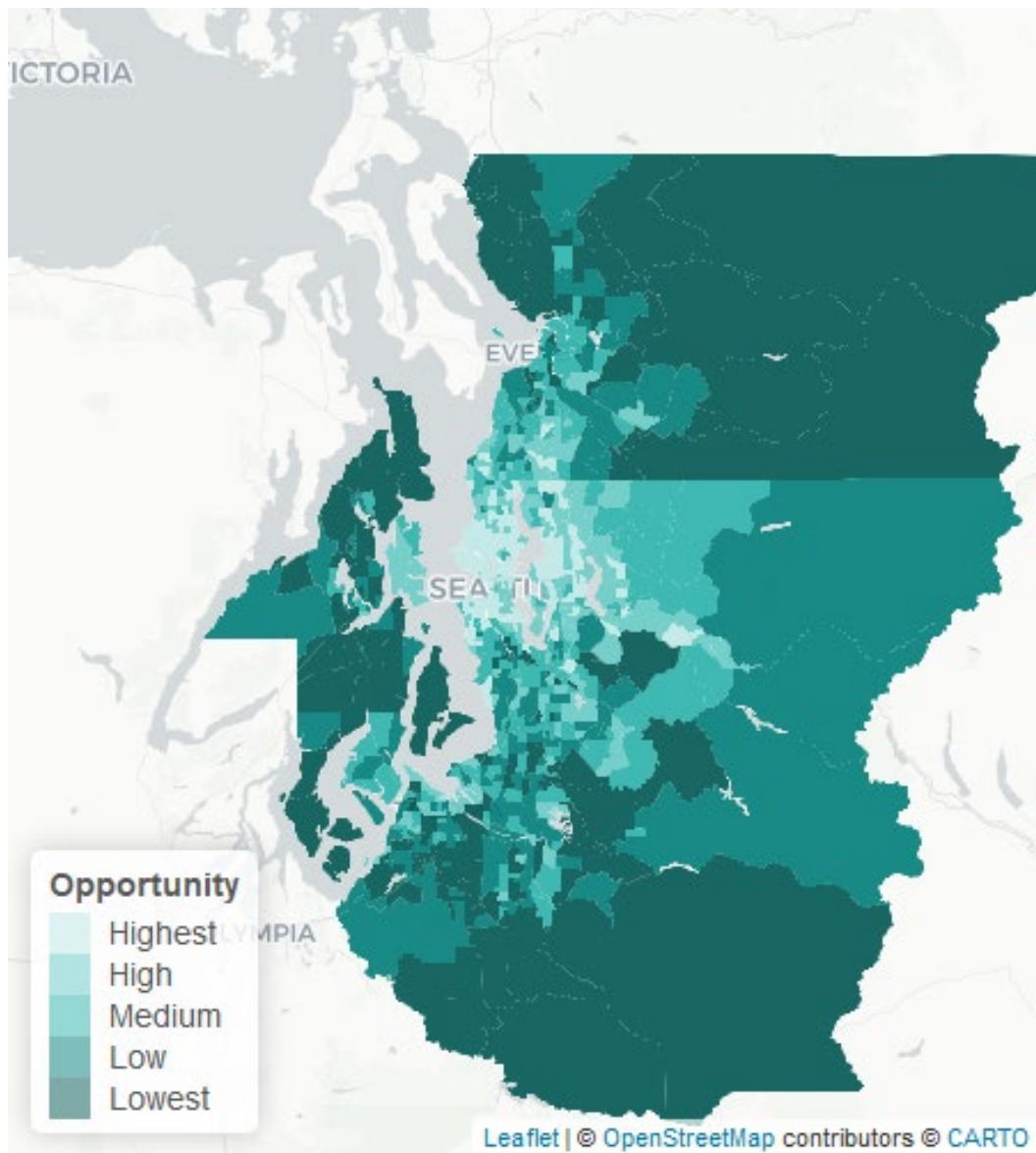


Economic

- ▶ Poverty
- ▶ Unemployment Rate
- ▶ High School Graduation Rate
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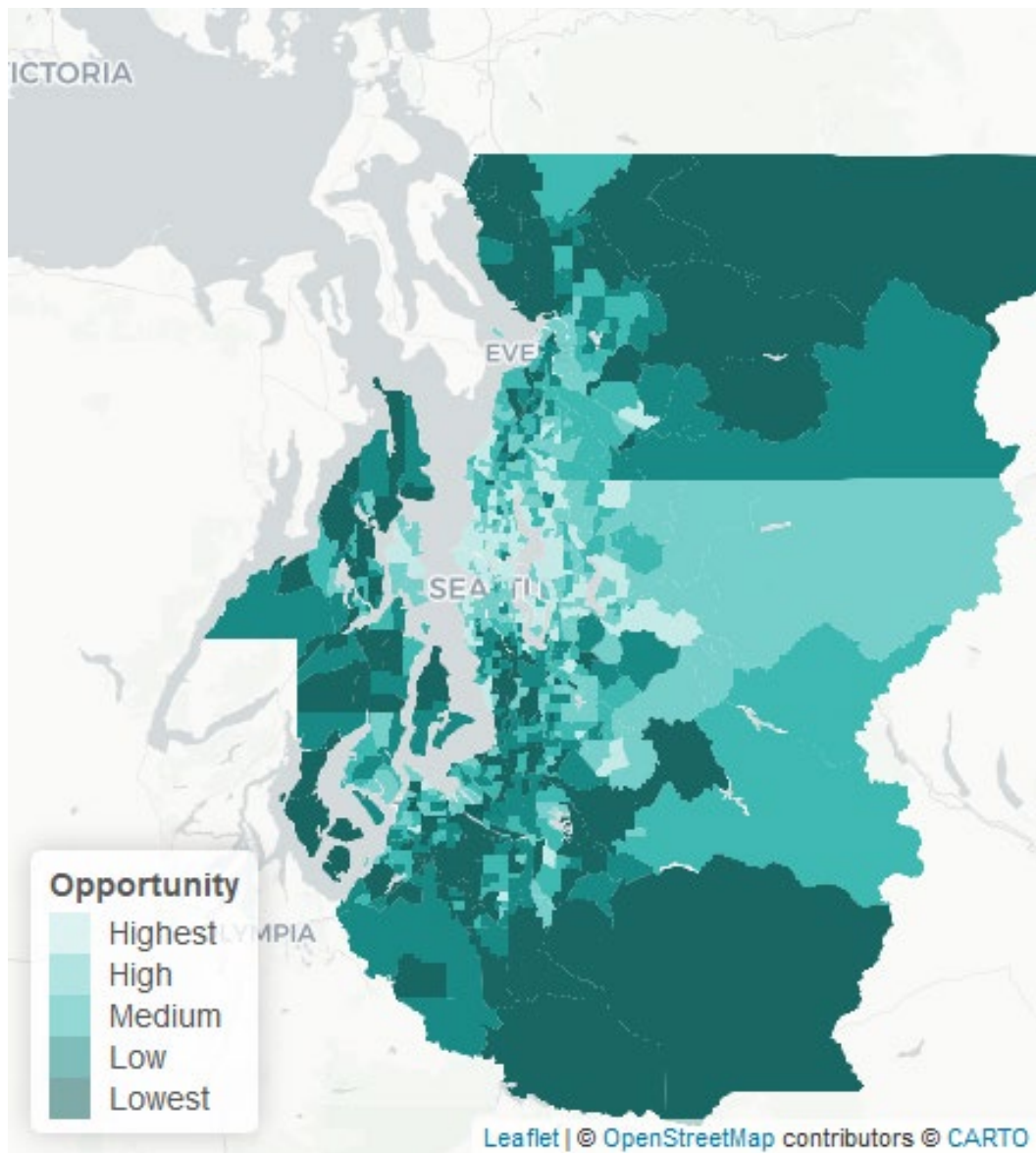
Index of All Indicators



The summation of all twenty (20) indicators combined into one value. The darker the color in the map, the higher the need



Index of Staff Recommended Indicators



The summation of the staff recommend sixteen (16) indicators combined into one value. The darker the color in the map, the higher the need



Questions



Breakout Room Questions

- Do the explanations of each indicator make sense?
- What do you think of the staff recommendation of the final list of indicators?
- Are there any indicators that are missing? Do you have any concerns?



Thank You!

Craig Helmann

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Puget Sound Regional Council