

Project Selection Process

Review To Date and Evaluation Simulation

March 2, 2023

Equity Advisory Committee (EAC)

¡Hola!

hello

Здравствуйте!

Xin chào

안녕하세요

您好


hello!



Puget Sound Regional Council

Key Takeaways – Goals for This Work

EQUITY PILOT PROGRAM OVERVIEW



Purpose = review how equity is addressed in PSRC's project selection process and make recommendations for improvements

Process through Pilot development:

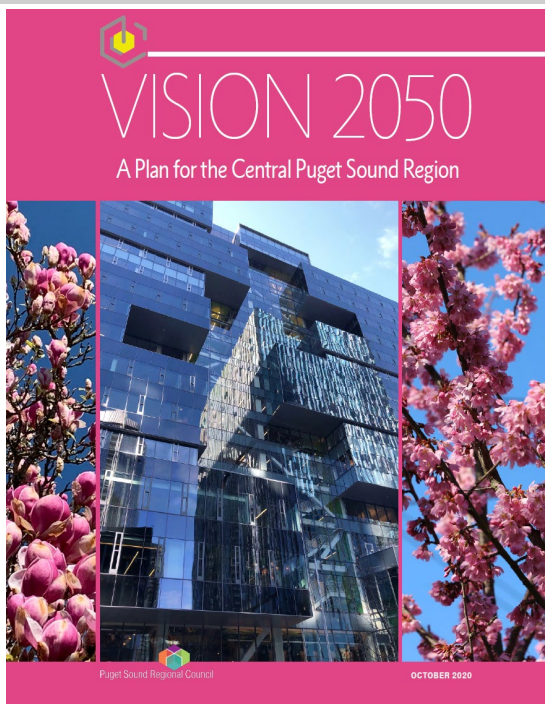
- review current equity criteria of PSRC and other MPOs
- review PSRC funded projects
- identify needs and gaps
- develop pilot to test potential improvements

Outcome = potential recommendation for improvements to next funding process

- could address criteria, project types, process improvements, etc.



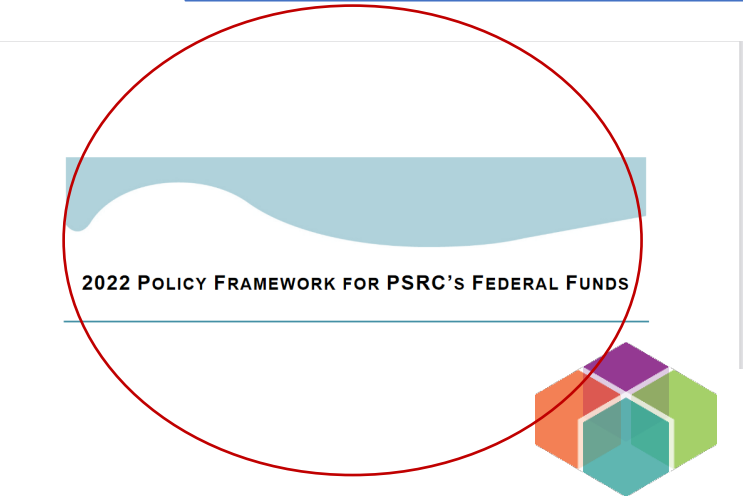
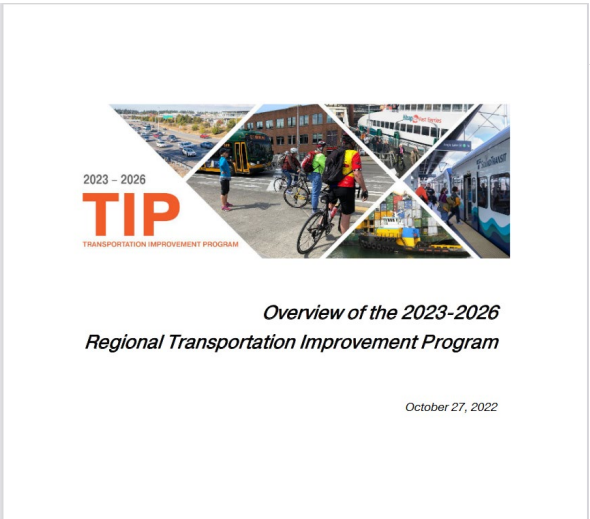
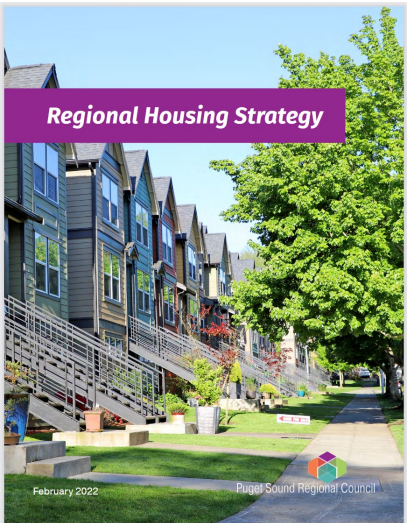
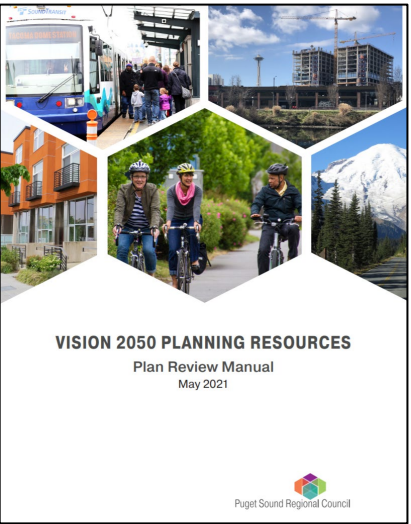
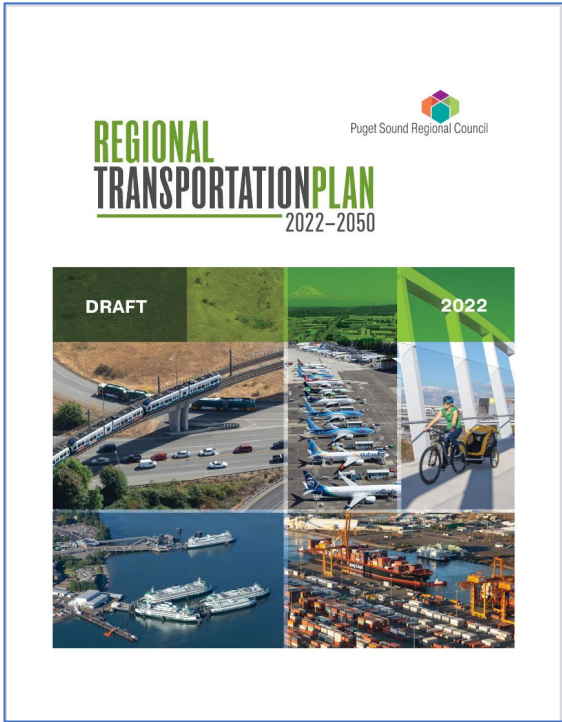
Equity Addressed Throughout PSRC's Planning



Regional Equity Strategy

The Strategy includes a suite of resources co-created with the Equity Advisory Committee. It will provide guidance to help members and staff work towards the region's equity goals.

Capacity Building <ul style="list-style-type: none">▶ Learning Opportunities▶ Prioritizing Equity▶ Inclusive Procurement▶ Hiring and Retention	Data and Research <ul style="list-style-type: none">▶ Equity Tracker▶ Data and Analysis▶ Legacy of Structural Racism Interactive Report	Community Engagement <ul style="list-style-type: none">▶ Equity Advisory Committee▶ Anti-Displacement Organizations Report▶ Equitable Engagement Guidance	Best Practices <ul style="list-style-type: none">▶ Racial Equity Impact Assessment▶ Equity Planning Guidance
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Additional Background

➤ FRAME:

- Specific federal funding sources with specific eligibilities
- Projects must come from already adopted and approved public agency plans
- PSRC process provides feedback loop into future planning

➤ GOAL =

- Improve equity in PSRC's project selection process for capital transportation investments
- Evaluation criteria and outcomes



Additional Background

- Eligible projects = capital transportation projects
 - For example -
 - Roadway improvements – paving, signals, lanes, guardrails, etc.
 - Bicycle lanes, sidewalks, trails
 - Transit stations, buses, etc.
- Not eligible:
 - Transit service or operational details (for example, hours, route details, etc.
 - Enforcement, staffing, etc.

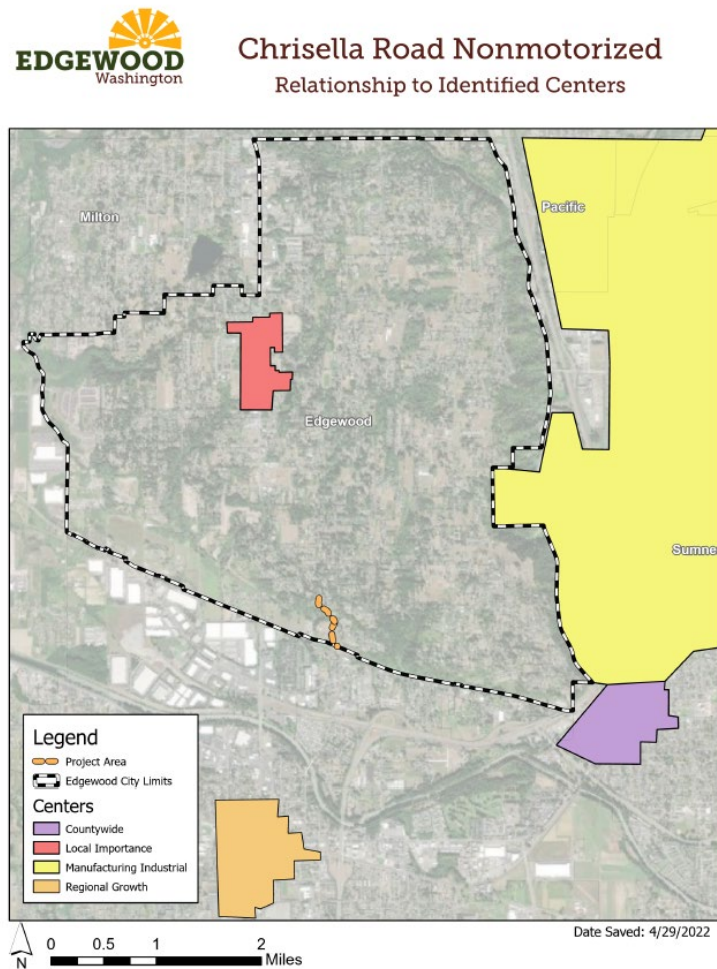


Additional Background

- Policy focus of supporting centers – regional, countywide, local
 - Specific areas designated in local comprehensive plans
 - May be local downtowns, activity centers, rural towns, etc.
 - Projects may support centers without being physically located inside a center
 - i.e., projects on corridors serving a local, countywide or regionally designated center
 - For example:

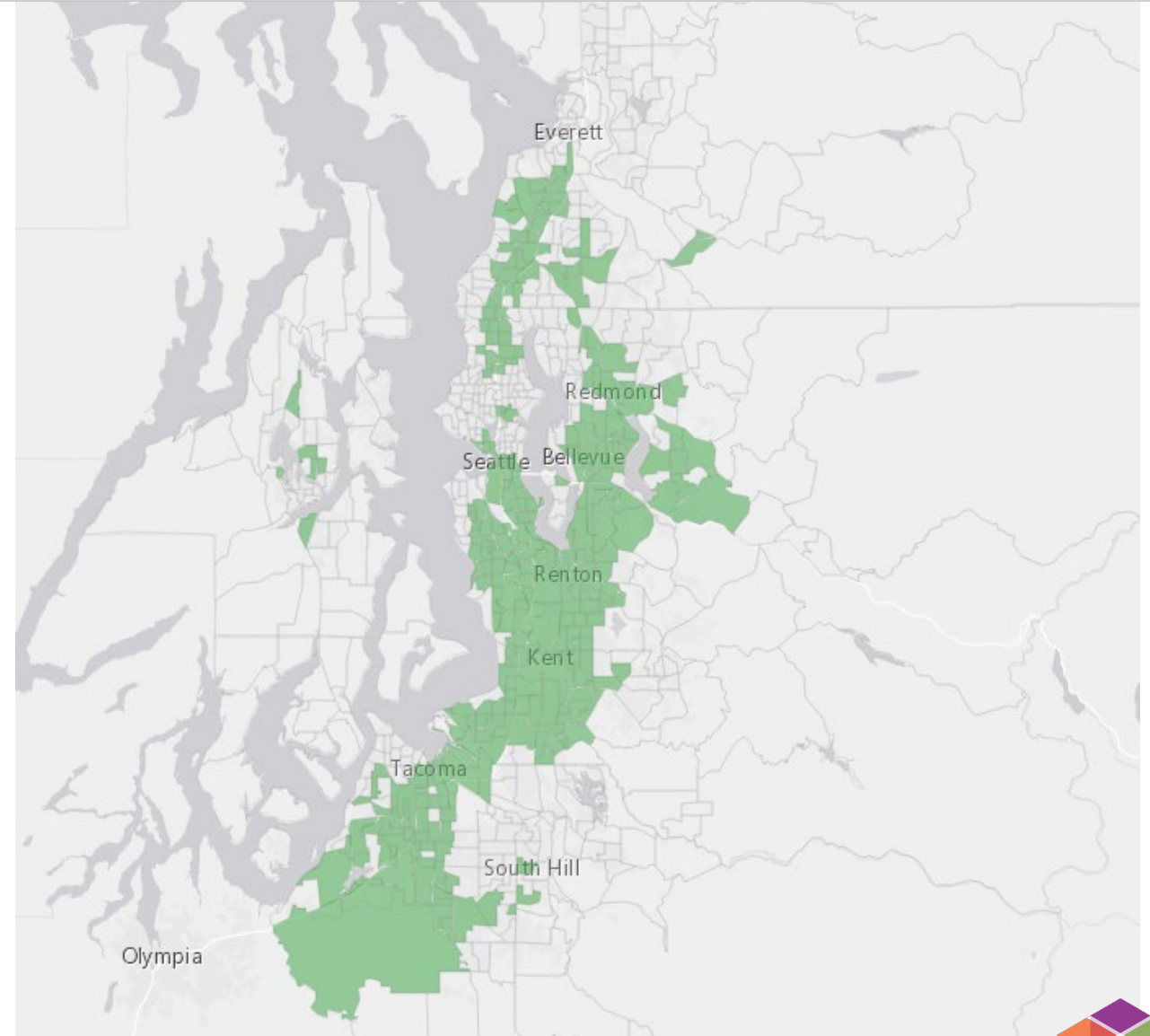


The map displays the proposed Everett Transit Rapid Busway route in the Everett area. The route is highlighted in red, starting from the Canyon Park Regional Growth Center, passing through the Canyon Park Park & Ride, and continuing through the North Creek Business Park. It then proceeds south through the Downtown Bothell Local Growth Center and the UW Bothell/Cascadia Campus. The map includes labels for various roads and highways, such as I-405, SR 527, SR 524, SR 522, and SR 202. It also identifies unincorporated Snohomish County areas and the City of Everett. The map is titled 'Map 7' and is part of the 'Everett Transit Rapid Busway' project.

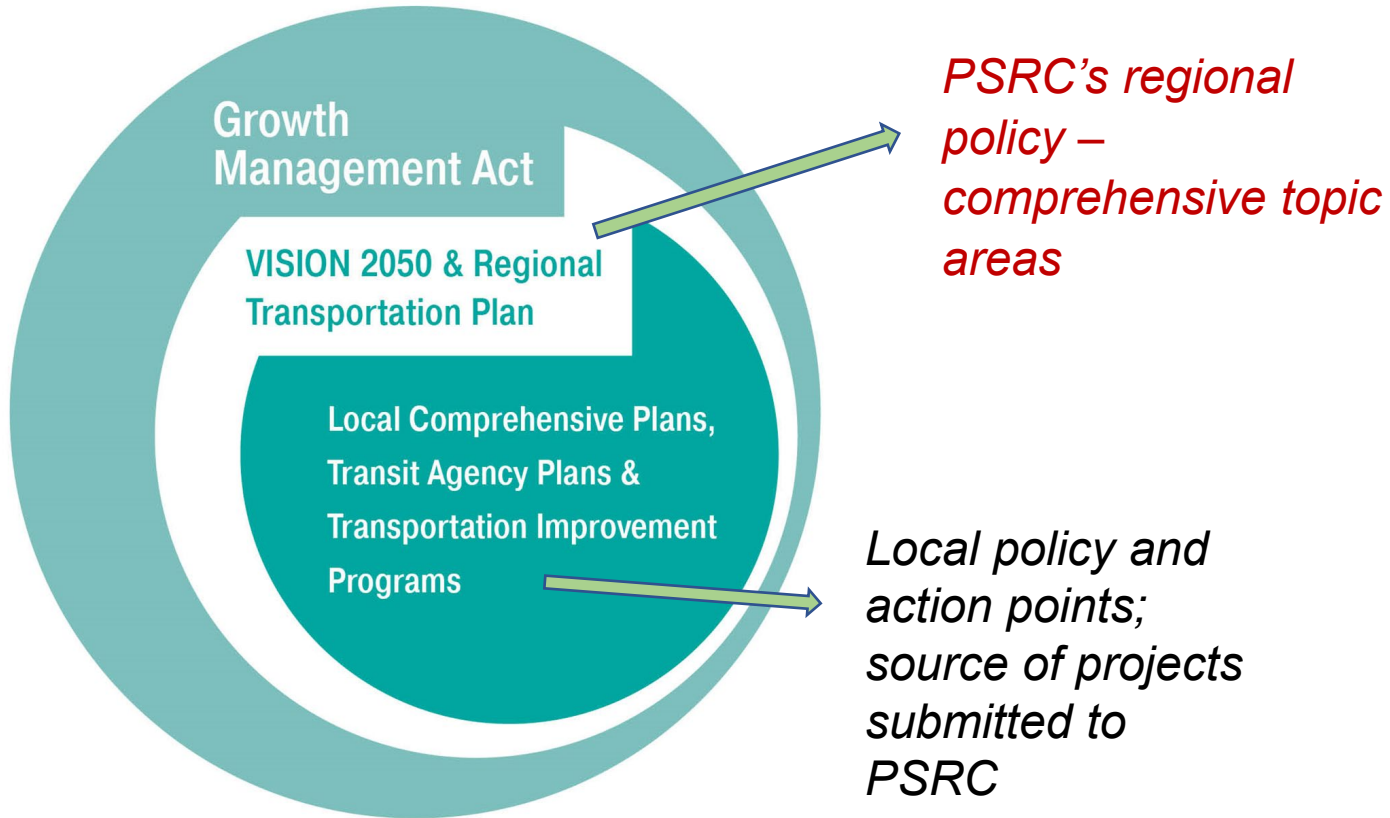


Additional Background

- Visualization tool – illustrating equity focus areas throughout the region
 - *Example = areas with people of color above the regional average*



EAC Touchpoints & Recommendations



Regional Policy: goals, direction to local agencies, policies guiding actions

- Recommendations may impact future updates to:
 - VISION 2050
 - Regional Equity Strategy
 - Regional Transportation Plan
 - Other regional / PSRC planning work

Regional criteria: evaluating alignment of transportation projects with regional policies

- Recommendations may impact future PSRC project selection process and the selection of transportation projects for funding

Policy Framework for PSRC's Federal Funds

Project Evaluation Criteria / Project Selection Process



Project Evaluation Criteria

Policy Framework and evaluation criteria based on *VISION 2050* policies, addressing:

- Support for regional and local centers
- Mobility, accessibility and circulation
- Active transportation
- Safety
- Equity
- Climate and air quality
- Project readiness



Project Evaluation Criteria

In addition to the stand-alone Equity criterion, some overlap in other criteria categories:

- Support for centers: *supporting densities, access to jobs*
- Mobility, accessibility and circulation: *supporting active transportation, filling gaps in the system, addressing problems*
- Safety: *supporting vulnerable users, pedestrian and bicycle safety, reduced reliance on enforcement*
- Climate and air quality: *addresses environmental health disparities*



Project Evaluation Topics

Policy Framework and evaluation criteria:

- Support for regional and local centers
- Mobility, accessibility and circulation
- Active transportation
- Safety
- **Equity**
- Climate and air quality
- Project readiness



Questions for the Equity Advisory Committee

- What's missing from our current process? Are there any issues with our current process?
- How should our current Equity Criteria questions be altered for the Equity Pilot Program?
- Do you have any suggestions for how we can improve our rubric?
- Which types of transportation projects offer the most equitable outcomes?





The region's vision for equity...

All people have the means to attain the resources and opportunities that improve their quality of life and enable them to reach full potential. Differences in life outcomes cannot be predicted by race, class, or any other identity. Communities of color, historically marginalized communities, and those affected by poverty are engaged in decision-making processes, planning, and policy-making.



Equity Criterion



Project Evaluation Equity Criterion

Section 1 – Disparities / Gaps

- Identifying the population groups to be served by the project
 - people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations
- Identifying the disparities or gaps for these population groups
- Describing how the project addresses those disparities or gaps



Project Evaluation Criterion - Equity

Section 2 - Outreach

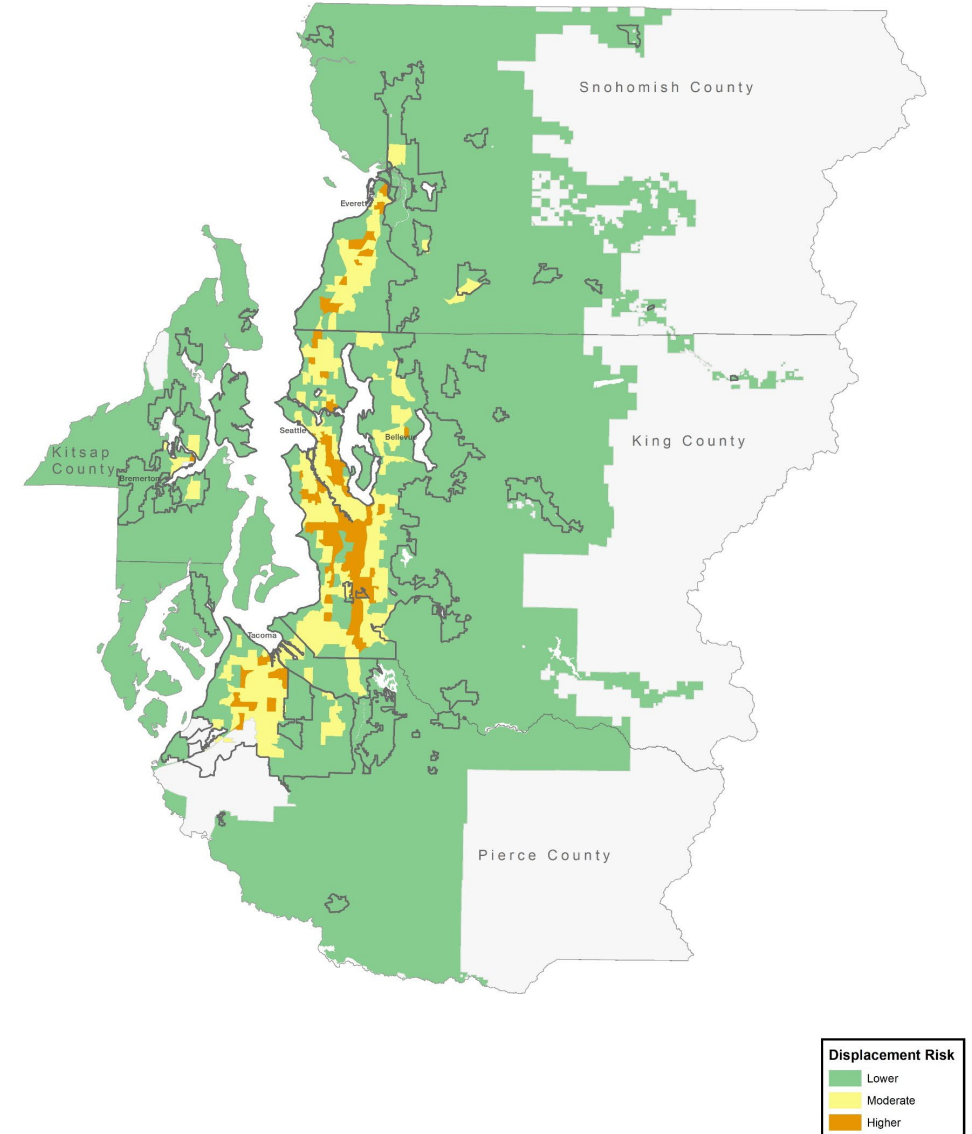
- How the development of the project is informed and influenced by public outreach and engagement



Project Evaluation Criterion - Equity

Section 3 - Displacement

- The location of the project in relation to areas of displacement risk
- Agency mitigation strategies to address displacement risks



Equity Criterion

Disparities / Gaps Rubric (7 pts)

High

Medium

Low

Shares supporting **data** that shows the size of the marginalized populations that would benefit is **above the regional average**.

Provides a **clearly** demonstrated **benefit** and reduces a clearly demonstrated **disparity** for one or more of the **marginalized populations**.

The benefit and disparity are clearly **tied to travel to, from or within the center**.

Shares supporting **data** but **fails** to show that the size of the marginalized populations that would benefit is above the **regional average**.

The **disparity and benefit** has only been **partially demonstrated** for travel to, from or within the center for any of the marginalized populations.

Fails to include any **data**.

The **disparity and benefit** has **not been demonstrated** for travel to, from or within the center for any of the marginalized populations.

Equity Criterion

Outreach Rubric (2 pts)

High

Clearly addresses a **demonstrated problem** or need specifically identified by members of **marginalized communities**, either from general or project specific outreach.

Medium

Addresses a **demonstrated problem or need** of the transportation system and **connects broadly** to more **general feedback** provided by members of marginalized communities, either from general or project specific outreach.

Low

No clear connection demonstrated between the development of the **project** and **outreach** heard from members of marginalized communities.

Equity Criterion

Displacement Rubric (1 pt)

High

Located in an area of **low displacement risk**. Or, located in an area that is of **medium or high displacement risk** and the applicant clearly demonstrates the jurisdiction has **policies** in place to address and **reduce** the overall likelihood of **displacement**.

Low

Located in an area of **medium or high displacement risk** and **fails** to demonstrate that the jurisdiction has **policies** in place to address and **reduce** the overall likelihood of **displacement**.

Example Project #1

Swift Gold Line Zero Emission Expansion Buses

Project Description

- Thirteen (13) zero emission buses for the fourth line of Community Transit's Bus Rapid Transit (BRT) network



Example Project #1

Swift Gold Line Zero Emission Expansion Buses

Section 1 Response Highlights – Disparities / Gaps (SCORE: HIGH)

- Various marginalized communities served in the area are above the regional average (see application in packet for details)
- Many low income and BIPOC populations currently do not have access to high-capacity transit for needs such as educational or employment opportunities. Current span of service does not provide frequent enough service for off peak work and shift hours.
- Swift Gold Line will provide service to key employment centers, it will have frequency and span to serve off peak work hours, it will be located in areas of low income and affordable housing where an individual will be able to walk or bike within 5 minutes to access high-capacity transit service.



Example Project #1

Swift Gold Line Zero Emission Expansion Buses

Section 1 Response Highlights – Disparities / Gaps (SCORE:

Data for
marginalized
populations
above regional
average


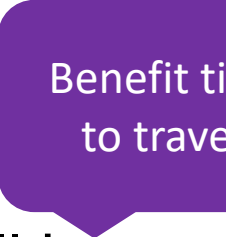
- Data provided illustrates that various **marginalized communities** served in the area are **above the regional average** (see application in packet for details)
- Many low income and BIPOC populations currently do not have access to high-capacity transit for needs such as educational or employment opportunities. Current span of service does not provide frequent enough service for off peak work and shift hours.
- Swift Gold Line will provide service to key employment centers, it will have frequency and span to serve off peak work hours, it will be located in areas of low income and affordable housing where an individual will be able to walk or bike within 5 minutes to access high-capacity transit service.



Example Project #1

Swift Gold Line Zero Emission Expansion Buses

Section 1 Response Highlights – Disparities / Gaps (SCORE: HIGH)

- Data provided illustrates that various marginalized communities served in the area are above the regional average (see application for details)

- Many low income and BIPOC populations currently **do not have access** to high-capacity transit for needs such as **educational or employment opportunities**. Current span of service does not provide frequent enough service for off peak work and shift hours.

- Swift Gold Line will **provide service to key employment centers**, it will have **frequency** and span to serve off peak work hours, it will be located in areas of **low income and affordable housing** where an individual will be able to walk or bike within 5 minutes to access high-capacity transit service.



Example Project #1

Swift Gold Line Zero Emission Expansion Buses

Section 2 Response Highlights – Outreach (SCORE: MEDIUM)

- From the outreach effort came the vision statement for the 2018 LRTP update: Community Transit's vision is to improve the economy and livability of Snohomish County with better access.
- “Access” is simply defined as being able to get to what you need whether that is work, school, services, shopping or recreation. Our plans include a world-class high-capacity transit network, Swift BRT, to ensure easy, convenient and affordable access for thousands of people every day.



Example Project #1

Swift Gold Line Zero Emission Expansion Buses

Section 2 Response Highlights – Outreach (SCORE: LOW)

No clear connection to outreach with marginalized communities

- From the **outreach effort came the vision statement** for the 2018 LRTP update: Community Transit's vision is to **improve** the economy and **livability** of Snohomish County with **better access**.
- “Access” is simply defined as being able to get to what you need whether that is work, school, services, shopping or recreation. Our plans include a world-class high-capacity transit network, Swift BRT, to ensure easy, **convenient** and **affordable** access for thousands of people every day.



Example Project #1

Swift Gold Line Zero Emission Expansion Buses

Section 3 Response Highlights – Displacement (SCORE: HIGH)

- This project is located in areas of medium and high displacement risk.
- Everett Rethink Housing Action Plan will “address displacement and equitable housing policies and actions.”



Example Project #1

Swift Gold Line Zero Emission Expansion Buses

Section 3 Response Highlights – Displacement (SCORE: HIGH)

- This project is located in areas of **medium and high displacement risk**.
- **Everett Rethink Housing Action Plan** will address displacement with equitable housing **policies and actions**.

Located in an areas of
medium or high risk
with policies to reduce
the likelihood of
displacement



Example Project #2

SeaTac Airport Station Area Pedestrian Improvements

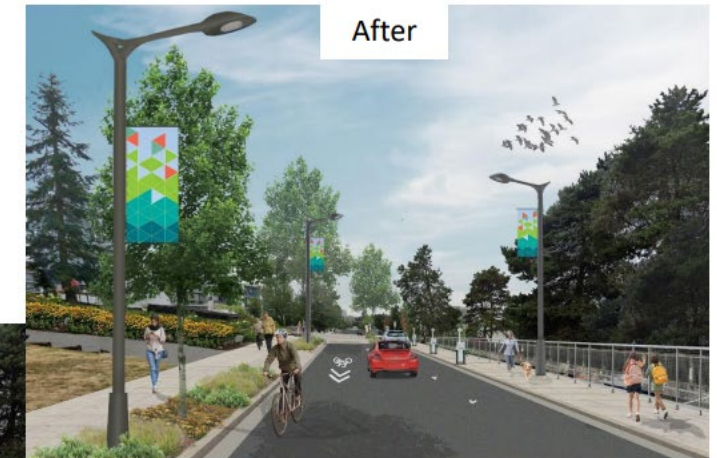
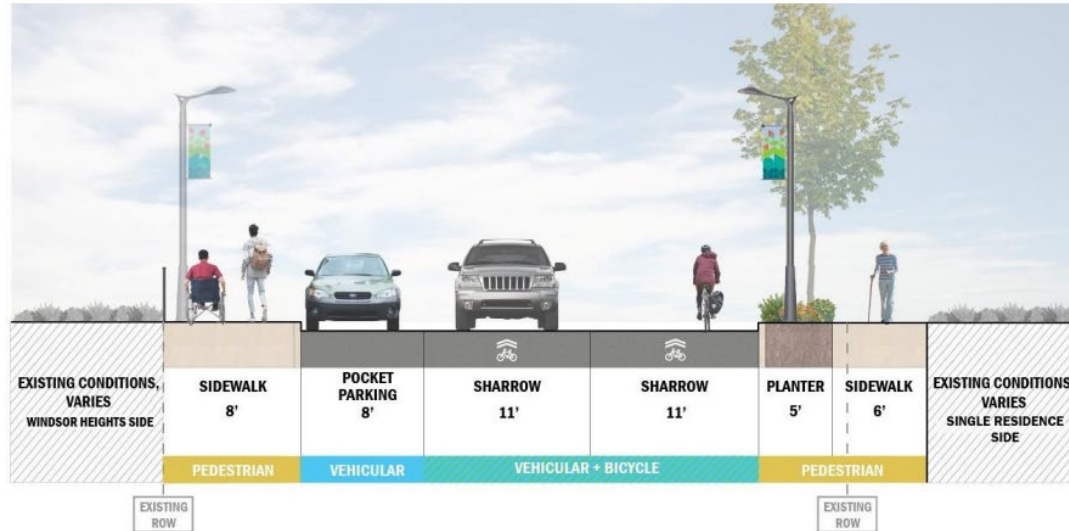
Project Description

- Safety and mobility improvements for walking, biking, and using transit around the SeaTac Airport Station Area, located within the SeaTac City Center.
- Buffered sidewalks, bike lanes, bike boxes, speed bumps, signal safety improvements, etc.
- Upgraded water, sewer, and stormwater utilities
- Trees, benches, and trash receptacles



Example Project #2

SeaTac Airport Station Area Pedestrian Improvements



Example Project #2

SeaTac Airport Station Area Pedestrian Improvements

Section 1 Response Highlights – Disparities / Gaps (SCORE: HIGH)

- Data provided illustrates that various marginalized communities served in the area are above the regional average (see application in packet for details)
- The existing condition is an unconnected or non-existent sidewalk near the low-income housing complex; a population more likely to walk due to transit dependency and lower car ownership. There are no existing bicycle facilities in the project area, forcing people who cycle to use vehicle travel lanes to connect with transit and the city's bicycle network. There is no street lighting.
- This corridor will be improved with sidewalks, traffic calming, bicycle improvements, and pedestrian-scale lighting.



Example Project #2

SeaTac Airport Station Area Pedestrian Improvements

Section 1 Response Highlights – Disparities / Gaps (SCORE:

Data for
marginalized
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- Data provided illustrates that various **marginalized communities** served in the area are **above the regional average** (see application in packet for details)
- The existing condition is an unconnected or non-existent sidewalk near the low-income housing complex; a population more likely to walk due to transit dependency and lower car ownership. There are no existing bicycle facilities in the project area, forcing people who cycle to use vehicle travel lanes to connect with transit and the city's bicycle network. There is no street lighting.
- This corridor will be improved with sidewalks, traffic calming, bicycle improvements, and pedestrian-scale lighting.



Example Project #2

SeaTac Airport Station Area Pedestrian Improvements

Section 1 Response Highlights – Disparities / Gaps (SCORE: HIGH)

- Various marginalized communities served in the area are below the regional average (see application in packet for details) 
- The existing condition is an **unconnected or non-existent sidewalk** near the low-income housing complex; a population more likely to walk due to **transit dependency and lower car ownership**. There are **no existing bicycle facilities** in the project area, forcing people who cycle to use vehicle travel lanes to connect with transit and the city's bicycle network. There is **no street lighting**. 
- This corridor will be improved with **sidewalks**, **transit**, **bicycle improvements**, and **pedestrian-scale lighting**.



Example Project #2

SeaTac Airport Station Area Pedestrian Improvements

Section 2 Response Highlights – Outreach (SCORE: HIGH)

- Open house, workshops, community meetings, focus groups, interviews, online questionnaire, etc.
- AD HOC Committee comprised on residents, stakeholders, City Council members and City Staff that met several times to identify project needs and goals, review improvement options, and select recommended improvements.
- Residents identified need for sidewalks and lighting for children, employees, seniors, people with disabilities, who currently wait on edge of road for school buses and public transit.



Example Project #2

SeaTac Airport Station Area Pedestrian Improvements

Section 2 Response Highlights – Outreach (SCORE: HIGH)

- Open house, workshops, community meetings, focus groups, in-home survey, questionnaire, etc.
- AD HOC Committee comprised of residents, stakeholders, City Council members and City Staff that met several times to identify project needs and goals, review improvement options, and select recommended improvements.
- **Low-income residents identified need for sidewalks and lighting** for children, employees, seniors, people with disabilities, who currently wait on edge of road for school buses and public transit.

Clearly addresses a problem identified by marginalized community



Example Project #2

SeaTac Airport Station Area Pedestrian Improvements

Section 3 Response Highlights – Displacement (SCORE: HIGH)

- SeaTac is located in an area of high displacement risk and currently has multiple policies and regulations aimed at preventing displacement, including those that specifically address displacement mitigation within the project area. Examples are provided below.
 - City of SeaTac Anti-Displacement Policy & Regulatory Framework: In transit communities, ensure no net loss of affordable housing units
 - SeaTac Housing Action Plan: Help residents and businesses stay in SeaTac and prevent disruption to communities.
 - Anti-Displacement Regulations/Programs: Multi-Family Property Tax Exemption



Example Project #2

SeaTac Airport Station Area Pedestrian Improvements

Section 3 Response Highlights – Displacement (SCORE: HIGH)

- SeaTac is located in an area of high displacement risk and currently has multiple policies and regulations aimed at preventing displacement, including those that specifically address displacement mitigation within the project area. Examples are provided below.
 - City of SeaTac Anti-Displacement Policy & Regulatory Framework: In transit communities, ensure no net loss of affordable housing units
 - SeaTac Housing Action Plan: Help residents and businesses stay in place and reduce disruption to communities.
 - Anti-Displacement Regulations/Programs: Multi-Family Property

Located in an area of medium or high risk with policies to reduce the likelihood of displacement



Project #1

California Street Ped/Bike Corridor (Everett)

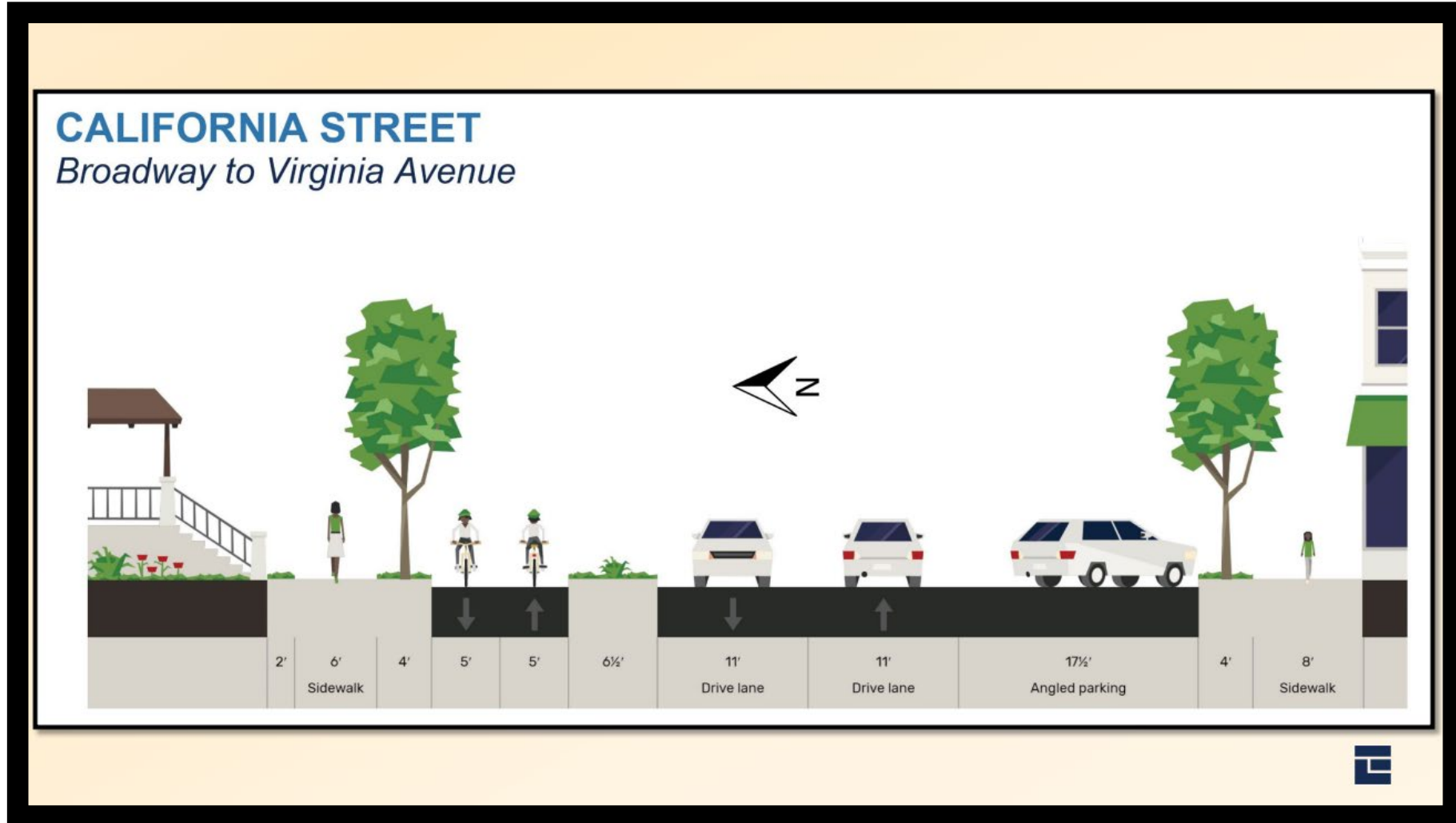
Project Description

- The goal of project is to provide a bike/ped connection between downtown Everett and the US 2 trail.
- The project will construct sidewalks to fill gaps and widen sidewalks.
- It will also install a two-way bicycle lane.



Project #1

California Street Ped/Bike Corridor (Everett)



Project #1

California Street Ped/Bike Corridor (Everett)

Section 1 Response Highlights – Disparities / Gaps

- The neighborhood around the project is above the regional threshold for low-income residents and also above the regional threshold for people with disabilities (*no data was provided*).
- Neighborhood lacks connected active transportation (e.g., sidewalks) corridor to central business district that includes county and city government buildings, library, post office and regional arena.
- Improved connections to central business district, which includes government buildings, library, post office, etc. The completed projected will also connect to the US 2 regional trail to and from east Snohomish County. This will also improve connections to transit at the Everett Station.



Poll Questions

Project #1 / Section 1

Project #1

California Street Ped/Bike Corridor (Everett)

Section 2 Response Highlights - Outreach

- The outreach for the project led to improving the pedestrian and bicycling amenities in the vicinity of Everett Station transit hub.



Poll Questions

Project #1 / Section 2

Project #1

California Street Ped/Bike Corridor (Everett)

Section 3 Response Highlights - Displacement

- There is a high risk of displacement and Everett has strategies to help prevent it. Examples are provided below.
 - City of Everett Mayoral Directive: Address displacement and equitable housing policies and actions.
 - Rethink Housing Action Plan: The City should work to ensure that new development in TOD areas can serve a broad range of households, including lower-income individuals and families that may not be able to afford market-rate housing in these areas.



Poll Questions

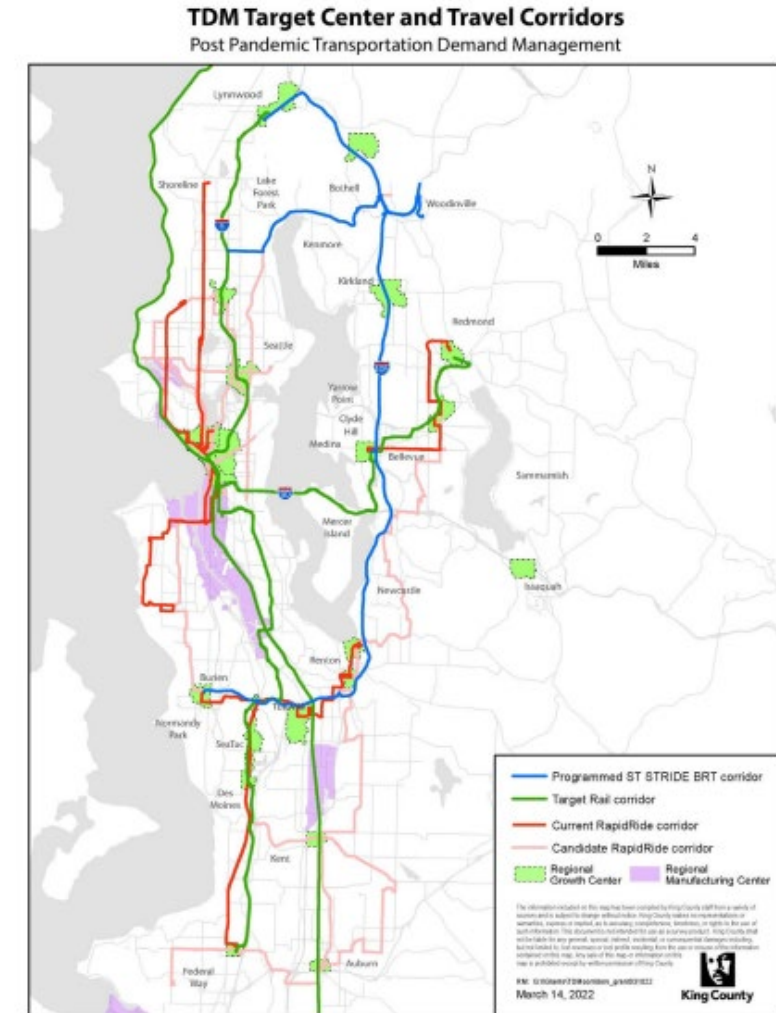
Project #1 / Section 3

Project #2

King County Transportation Demand Management (TDM)

Project Description

- Strategies to increase transit and rideshare ridership with existing and upcoming service.
- Educational resources, in-language outreach, interactive online tools, etc.
- Commuter van subsidies for low-income workers and small business incentives



Project #2

King County Transportation Demand Management (TDM)

Section 1 Response Highlights – Disparities / Gaps

- Data provided illustrates that various marginalized communities served in the area (*data was not compared to the regional averages*).
- Language, cultural and information technology barriers exist that can impede access to transportation resources. The project would reduce these barriers with targeted campaigns through trusted channels to provide education about:
 - Discounted fares
 - Travel options
 - Business incentive programs focused on marginalized communities



Poll Questions

Project #2 / Section 1

Project #2

King County Transportation Demand Management (TDM)

Section 2 Response Highlights - Outreach

- Project's development was guided by King County's Equity and Social Justice Strategic Plan and the guidance of Metro's Equity Cabinet and Mobility Framework. Their guidance included:
 - Ensure that priority populations are aware of mobility services, affordability programs, etc.
 - Invest where needs are greatest
- Outreach led to prioritizing the delivery of the project in areas where needs are greatest first and tailoring incentives, outreach, and products based on their specific needs.



Poll Questions

Project #2 / Section 2

Project #2

King County Transportation Demand Management (TDM)

Section 3 Response Highlights - Displacement

- The project serves areas of medium and high displacement risk. King County Comprehensive Plan reflects the County's commitment to help people who at risk of displacement. Examples are provided below.
- Work with partners to reduce and prevent displacement of very-low to moderate-income households from transit-oriented locations
- Align affordable housing investments and transit investments in order to increase the quality of life of disinvested communities



Poll Questions

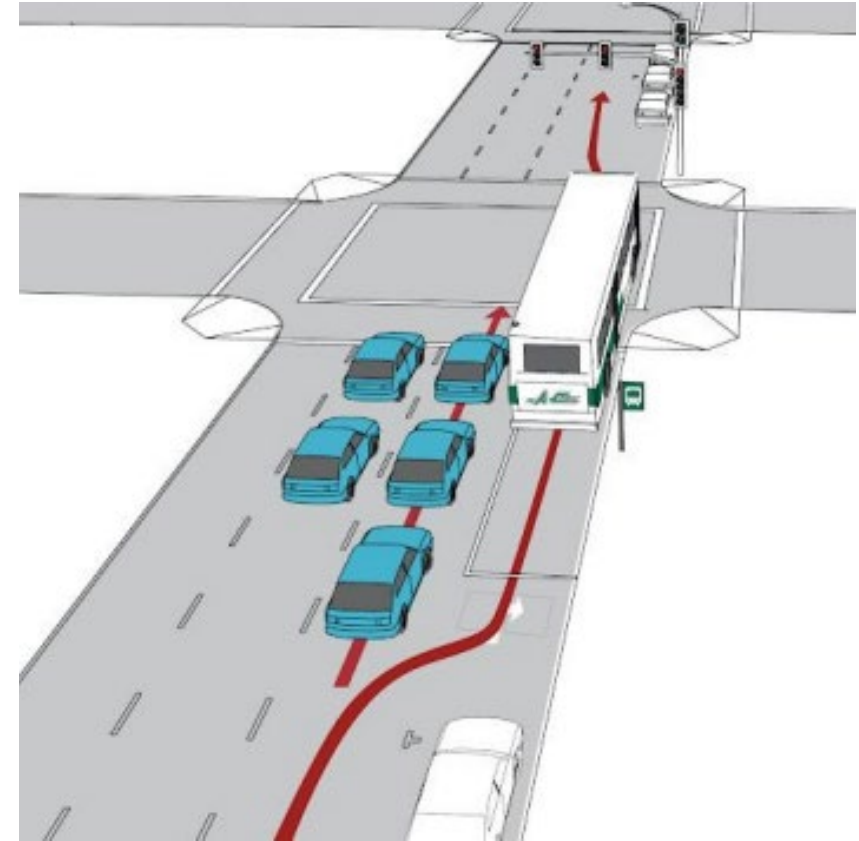
Project #2 / Section 3

Project #3

Kirkland's 108th Avenue Transit Queue Jumps

Project Description

- Provide speed and reliability improvements in Kirkland for the RapidRide K-line connecting riders between Totem Lake and the downtown Bellevue.

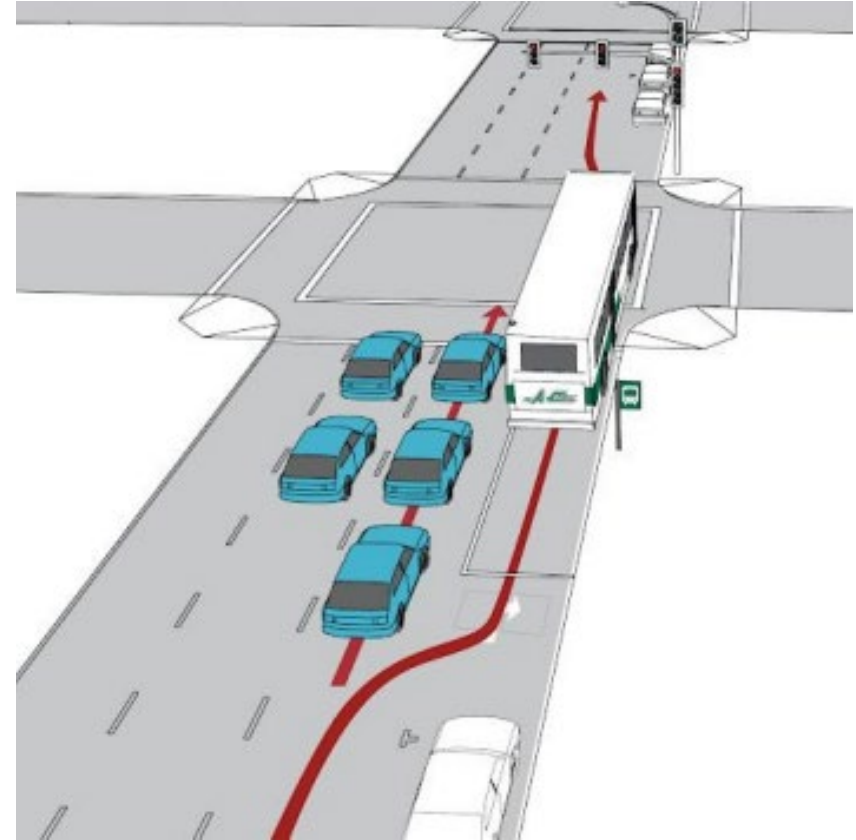


Project #3

Kirkland's 108th Avenue Transit Queue Jumps

Project Description

- Install a new traffic signal to accommodate the new lane and allow signal priority for buses (i.e., queue jumps).
- Replace existing bicycle lane and sidewalk with a new protected bicycle lane and sidewalk.



Project #3

Kirkland's 108th Avenue Transit Queue Jumps

Section 1 Response Highlights – Disparities / Gaps

- Data provided illustrates that various marginalized communities served in the area (*data was not compared to the regional averages*).
- Current delays act as a barrier leading to potential missed connections to other transit routes.
- Reliability along this corridor helps keep transit on-time in order to make this system work for people needing to take several buses to complete their trips.



Poll Questions

Project #3 / Section 1

Project #3

Kirkland's 108th Avenue Transit Queue Jumps

Section 2 Response Highlights - Outreach

- Open houses, social media posts, newsletters, etc.
- Posters displayed in the Kirkland library, the Peter Kirk Community Center, in the Teen Union building and at the South Kirkland Park and Ride. Flyers were also distributed in these locations and to all of the neighborhood associations in the city.
- The outreach helped the city understand critical needs within the community such as areas with a high crossing need and heavy student volumes. This helped to identify the need for the additional signals and crossing.



Poll Questions

Project #3 / Section 2

Project #2

Kirkland's 108th Avenue Transit Queue Jumps

Section 3 Response Highlights - Displacement

- The project is in an area of low displacement risk



Poll Questions

Project #3 / Section 3

Today's Takeaways

- There are three sections in the Equity Criterion: **disparities**, **outreach**, and **displacement**
- PSRCs Rubric for the Equity Criterion
 - **Disparities**: include data for marginalized communities compared to the regional average and highlight how addressing a barrier
 - **Outreach**: clearly address a problem specifically identified by members of marginalized communities
 - **Displacement**: located in an area of low displacement risk, or, located in an area of medium or high displacement risk with anti-displacement policies



Questions for the Equity Advisory Committee

- What's missing from our current process? Are there any issues with our current process?
- How should our current Equity Criteria questions be altered for the Equity Pilot Program?
- Do you have any suggestions for how we can improve our rubric?
- Which types of transportation projects offer the most equitable outcomes?



Thank you

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Puget Sound Regional Council