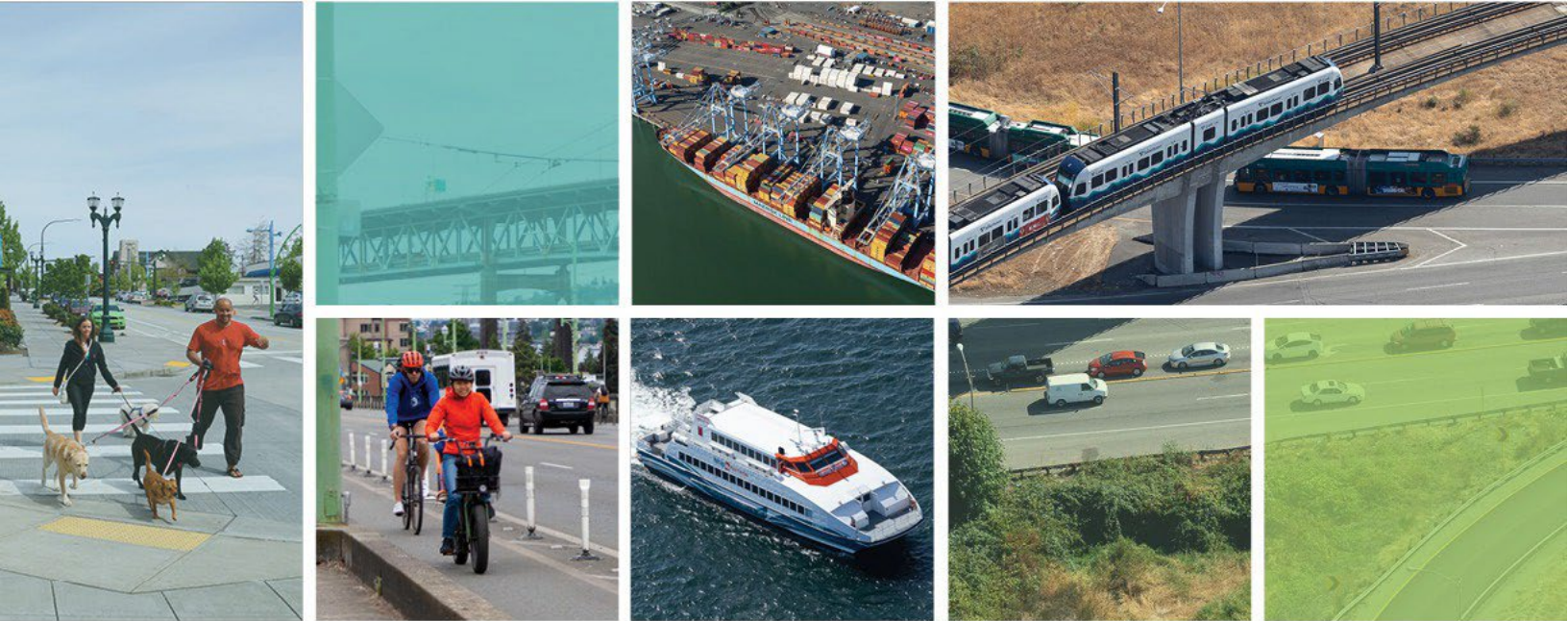


2025-2028

**TIP**

# Regional Transportation Improvement Program

**DRAFT**



## Appendix F Equity Analysis September 5, 2024



Puget Sound Regional Council



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# Appendix F: Equity Analysis for the Draft 2025–2028 Regional Transportation Improvement Program

## Introduction

The following report presents the results of PSRC’s equity analysis conducted for the Draft 2025–2028 Regional Transportation Improvement Program (TIP). The TIP is a summary of current transportation projects in King, Kitsap, Pierce and Snohomish counties funded with federal, state and local funds. Equity and inclusion are key considerations in PSRC’s planning work and guide both the project selection process for PSRC’s federal funds and development of this analysis.

## Equity and Environmental Justice Considerations

The concept of equity, derived from Title VI of the Civil Rights Act of 1964 and other civil rights statutes, was first put forward as a national policy goal by Presidential Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Poverty Populations, issued in 1994. It directs "each federal agency to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and poverty populations." This concept is distinct from Title VI, which provides legal protection from discrimination based on race, color, or national origin in federal programs.

The U.S. Department of Transportation (USDOT) issued an updated Order in May 2012 (USDOT Order 5610.2(a)), which "continues to promote the principles of environmental justice in all Departmental programs, policies, and activities." In this appendix, "people of color" is used in lieu of the term "minority."

In early 2021, President Biden signed [Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government](#), to advance racial equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality. This order requires federal agencies to conduct an equity assessment to assess the extent that systemic barriers are limiting access to opportunities for people of color and other marginalized groups. The order also calls for government programs to remove barriers identified by the assessment and allocate resources to reduce inequities.

Also, in January 2021, the Biden–Harris Administration created the [Justice40 Initiative](#) that aims to deliver 40 percent of the benefits of relevant federal investments to disadvantaged communities that face burdens related to climate change, the environment, health, and economic opportunity. The USDOT published the Equity Action Plan in 2022 and [updated it in](#)



[2023](#), in response to Executive Order 13985 and the implementation of Justice40. The plan highlights five focus areas (called “pillars” in the plan) including expanding access and institutionalizing equity in decision-making processes.

Transportation investments can have both benefits and potential burdens on nearby communities, with outcomes varying on a project-by-project basis. Transportation projects can benefit communities by reducing travel times, increasing travel options, and improving mobility through increased access to jobs, schools, medical facilities, and other regional destinations. Potential burdens can include disruption in community cohesion, restricted access to publicly funded facilities, safety concerns, higher exposure to hazardous materials, raised noise levels, increased water and air pollution, and other adverse effects.

This appendix first provides an overview of how PSRC has integrated equity considerations into the agency’s long-range regional planning work and the development of the Regional TIP. Subsequent sections describe how projects in the Draft 2025–2028 Regional TIP<sup>1</sup> are examined in relation to their proximity to areas with relatively high proportions of PSRC’s equity populations (or equity focus areas) identified in the Regional Transportation Plan. These populations are described in greater detail later in this report.

## Incorporating Equity in Planning

### VISION 2050

VISION 2050 is the overarching policy framework for the region that, among other things, guides the development of the Regional Transportation Plan and the Regional TIP. VISION 2050 significantly advances the region’s commitment to equity. Advancing racial and social equity is a foundational premise for all of the policies and actions in VISION 2050.

Development of the plan was supported by new and enhanced analysis tools, improved data, and significant efforts were made to expand outreach and community engagement to gather different perspectives. The new tools and resources developed for VISION 2050’s Regional Equity Strategy are described in more detail here: <https://www.psrc.org/our-work/equity>.

### Regional Transportation Plan

The Regional Transportation Plan (RTP) adopted in May 2022 included focused attention on evaluating potential burdens and benefits of the current and future transportation system to communities of color, households with low incomes, and others with mobility challenges. The

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<sup>1</sup> The analysis was conducted on the Draft 2025–2028 Regional TIP, containing project data through August 2024. The final TIP will incorporate additional project revisions through October 2024, through PSRC’s normal routine amendment process and reflecting obligations of federal funds.

plan was developed with substantial input from community leaders representing historically underserved and marginalized communities, and an equity analysis was performed on the plan to estimate the relative benefits to different communities in the region. The analysis showed that, at the regional scale, greater than average positive changes are generally seen for areas with higher proportions of people of color, people with low incomes, and other populations with mobility and accessibility challenges. The plan prioritizes regional investments in expanding and improving access to the region's transit system and implementation of the plan is not anticipated to result in disproportionate impacts on historically underserved communities at the regional scale. More information on this analysis can be found in [Appendix F, Regional Equity Analysis](#), and [Appendix H, System Performance Report](#). A summary of the community outreach can be found in [Appendix E, Public Outreach and Engagement](#), and [Appendix B, Coordinated Mobility Plan](#).

## Regional Transportation Improvement Program

The TIP is a rolling four-year snapshot of current projects that implements the Regional Transportation Plan. All projects in the TIP must first be included in the adopted Regional Transportation Plan, either as explicitly identified regional capacity projects or as part of the plan's programmatic elements. These projects must also be derived from local, state, or transit agency planning processes, for example, local comprehensive plans that have undergone local inclusive engagement processes.

It is important to note that the regional scale analyses conducted for the plan and TIP as described in this document do not address project—or site-specific impacts—either positive or negative. More specific benefits and burdens are better addressed during the development and implementation of individual projects.

## Project Selection Process for PSRC's Federal Funds

Identifying projects that have the potential to benefit areas with high proportions of equity populations, including people of color and people with low incomes, has been a key consideration in the regional project evaluation criteria used in PSRC's project selection process for many years. Additional equity focus populations have since been incorporated, including people with mobility and accessibility challenges due to their age or ability. In 2023, PSRC conducted an Equity Pilot program to evaluate different ways that equity and equitable outcomes could be incorporated into the project selection process, in collaboration with PSRC's Equity Advisory Committee (EAC). Based on recommendations from the EAC, equity considerations were woven throughout all the project evaluation criteria for the 2024 process, to evaluate how well projects provide benefits and address disparities for equity focus populations.

Furthermore, as of 2023 a new equity formula distribution is used to distribute PSRC's FTA

funding. The purpose of the equity formula is to improve transit service and access for equity focus populations throughout the region. More information on the project evaluation criteria and equity distributions can be found on PSRC's website at [www.psrc.org/our-work/funding/project-selection/fhwa-and-fta-regional-funding](http://www.psrc.org/our-work/funding/project-selection/fhwa-and-fta-regional-funding).

## Data and Methods

### Demographic Data

PSRC developed a baseline Demographic Profile as an initial step toward centering equity in its transportation work program. The demographic profile presents key demographic data describing the central Puget Sound region and identifies population groups and communities to be considered for equity analyses and activities. This report is based on data from the U.S. Census Bureau 2015–2019 5-year American Community Survey (ACS) Estimates. The Demographic Profile will be updated in October 2024 with the latest available census data. PSRC will continue to monitor meaningful changes in demographics and update any relevant resources for the 2026 project selection process. The updated census and other datasets will be reflected in future TIP analyses, once updated data becomes available.

PSRC's six equity focus populations include people of color, people with low incomes, older adults, youth, people with disabilities and people with limited English proficiency. PSRC's RTP and its Appendix B: Coordinated Mobility Plan (the region's Coordinated Transit-Human Services Plan) addresses the areas with higher proportions of all equity focus populations and their transportation needs in more detail. Given significant overlap between the regional distribution of youth and people with limited English proficiency with the other equity focus populations, the analysis of the Draft 2025–2028 Regional TIP addresses the following equity focus areas, or EFAs:

- ▶ **People of Color:** A person was counted as a person of color if he or she claimed any of the following identities in their census return: Black, American Indian or Alaskan Native, Asian, Native Hawaiian or Other Pacific Islander, or Hispanic.
- ▶ **People with Low Incomes:** Any person whose annual income fell below 200 percent of the Federal Poverty level in the American Community Survey was counted as low income. These thresholds vary by family size and range. If a family's total income is less than the federal threshold, then that family and every individual in it is considered low income. In 2019, the federal poverty level for a family of four was \$25,750 and the 200% threshold was \$51,500. People with low incomes are sometimes referred to as "low-income" to be consistent with the terms used by the U.S. Census Bureau.
- ▶ **Older Adults:** Individuals were classified as older adults if they were aged 65 years or over.
- ▶ **People with Disabilities:** Individuals were classified as having a disability if they

belonged to the civilian noninstitutionalized population and had one of six disability types included in the U.S. Census Bureau's ACS. These include difficulties with hearing, vision, cognitive, ambulatory, self-care, and independent living difficulties.<sup>2</sup>

## TIP Project Data

The analyses discussed in this appendix are based on the projects included in the Draft 2025–2028 Regional TIP. This includes all projects with current federal funding within the 4-year time span, including those funded with PSRC funds, as well as those with other funding sources.

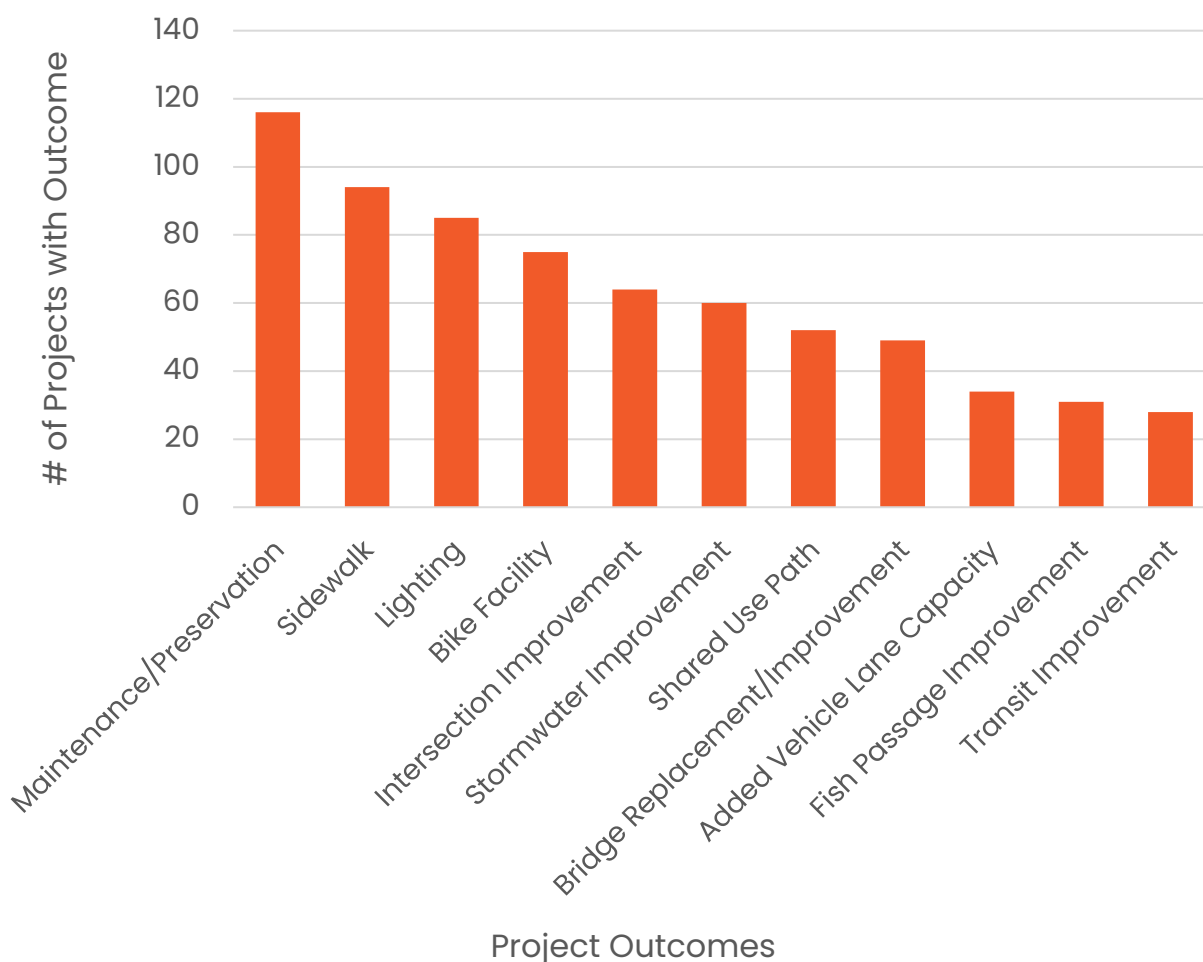
This appendix analyzes projects that can be mapped for geographic analysis. Of the 435 total projects, 302 could be assigned to a geographic location (identified as “mappable”). The remaining 133 projects could not be mapped (identified as “unmappable”) because their scope of work is not tied to specific locations. Examples include programmatic maintenance activities, bus or equipment purchases, planning studies, Transportation Demand Management projects, etc. These projects may provide significant benefits to areas with high concentrations of equity focus populations, although it is difficult to localize their impacts as part of this analysis.

Mappable projects were classified by the outcomes that each project is designed to achieve. Most transportation projects include a number of different scope elements and anticipated outcomes. For example, a project may repave the roadway but also add a bicycle lane or a project may add turning lanes, signal improvements, crosswalks and lighting at an intersection. **Figure 1** illustrates the variety of features included in the projects. It is important to note that the list of outcomes is not equivalent to the cumulative number of 302 mappable projects; this is due to the fact that many projects are captured more than once on this list as they include a combination of project outcomes.

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<sup>2</sup> United States Census Bureau (2021). How Disability Data are Collected from The American Community Survey. <https://www.census.gov/topics/health/disability/guidance/data-collection-acs.html>

Figure 1: Mappable Draft 2025–2028 TIP Project Outcomes



Some of the categories in the chart above represent outcomes that are more singular in scope. For example, the “Preservation” category includes both pavement preservation as well as asset replacement, and “Intersection Improvement” includes projects such as signalization, roundabouts, and other traffic management features. The “Transit” category includes capital expansion as well as preservation related investments such as equipment replacement.

The geographic location of projects included in this analysis can be viewed through PSRC’s Online TIP Web Map, available at <https://www.psrc.org/our-work/funding/transportation-improvement-program>. This interactive map allows projects to be displayed at a range of scales and includes descriptions and funding information for each project, including the projects’ locations in relationship to the different populations included in this appendix.



# Geographic Proximity Analyses

## Equity Focus Areas

This appendix summarizes data for equity focus populations by census tracts as the geographic basis for defining the equity focus areas (or EFAs). Census tracts are “small, relatively permanent statistical subdivisions of a county or equivalent entity” that generally have a population size between 1,200 and 8,000 people. Their spatial size varies widely, depending on the density of settlement, with boundaries generally following visible and identifiable features.<sup>3</sup> Based on the current Demographic Profile, the PSRC region is made up of 773 census tracts,<sup>4</sup> with a total population of 4.2 million individuals.<sup>5</sup>

**Table 1** below identifies the percentage of the total regional population that are people of color, people with low incomes, older adults, and people with disabilities. For this appendix, the overall regional percentage by population will be referred to as the “regional average.” In order to understand how transportation investments may benefit or burden different equity focus populations, this analysis identifies census tracts with higher percentages of equity focus populations than the regional average and call these areas as “Equity Focus Areas” or “EFAs.” For example, people of color comprise 36% of the total region’s population. Therefore, any census tract with more than 36% of its population being people of color would be considered a people of color EFA. Table 2 provides details on the regional average for each population examined in this appendix, as well as the proportion of census tracts in the region deemed EFAs for each demographic group. In the analyses of individual populations, census tracts that surpass the corresponding regional average may be referred to as “people of color EFAs,” “people with low incomes EFAs,” “older adults EFAs,” or “people with disabilities EFAs.” However, an individual tract may appear under more than one of these groups if it exceeds the regional average for more than one demographic group.

For people of color and people with low incomes, their regional averages are relatively high, so an additional threshold of 50% was used to identify areas with a higher concentration of these populations. Since there are no or only a few tracts that are above the 50% threshold for older adults and people with disabilities, the 50% threshold was not used for those populations. This analysis method allows PSRC to use a more focused lens to analyze the impacts of transportation investments on these historically marginalized and underserved communities.

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<sup>3</sup> “Glossary: Census Tract”, U.S. Census Bureau, Web Accessed August 2022:  
[https://www.census.gov/programs-surveys/geography/about/glossary.html#par\\_textimage\\_13](https://www.census.gov/programs-surveys/geography/about/glossary.html#par_textimage_13).

<sup>4</sup> “2015–2019 American Community Survey 5–Year Estimates”, U.S. Census Bureau, 2019

<sup>5</sup> “Population & Demographics”, Washington State Office of Financial Management, April 1, 2019

**Table 1: Equity Focus Areas**

	TIP Equity Focus Populations			
	People of Color	People with Low Incomes*	Older Adults 65+	People with Disabilities
<b>Average of Regional Population</b>	36%	21%	13%	11%
<b>Percent of All Tracts Above Regional Average for Equity Focus Populations</b>	43% (331 out of 773)	43% (333 out of 773)	49% (379 out of 773)	48% (369 out of 773)
<b>Percent of All Tracts with Equity Focus Populations Over 50%</b>	20% (155 out of 773)	3% (22 out of 773)	0.1% (1 out of 773)	0% (0 out of 773)

NOTE: IN 2019, THERE WERE A TOTAL OF 773 CENSUS TRACTS WITHIN KING, KITSAP, SNOHOMISH, AND PIERCE COUNTIES.

Geographic analysis is commonly used in these types of assessments because it is easily interpretable and provides a means for visualization of spatial patterns of different populations. However, it should be noted that there are some limitations of this level of analysis. First, it counts all census tracts equally, regardless of the number of people within each tract. This is because its unit of analysis is the tract rather than the number of individuals within the tract. For example, a tract with 100 people, 25 of whom have low incomes, and a tract with 20 people, 5 of whom have low incomes, would both be counted equally as a “people with low incomes EFA.” In both of these areas, the proportion of people with low incomes is 25%, but the actual number of people with low incomes in each tract is different. This is mainly because this methodology categorizes census tracts based on whether or not they surpass a threshold (either the regional average or 50%), rather than quantifying by how much they do so. Another limitation is the distribution of populations within a census tract. In larger tracts, equity focus populations may be concentrated in one part of a tract, while a project may be located in another part of the tract.

Moreover, it is important to note that this analysis does not account for the relative proportion of equity focus populations within census tracts. For example, a tract with 80% of people of color and a tract with 40% of people of color would both be counted equally as “people of color EFAs,” although there is wide variation in their proportionate population. For this reason, the analysis of each population includes a histogram chart that displays the distribution of the population percentages across every census tract in the region. In addition, an assessment of census tracts with greater than 50% of any population group was conducted, with particular emphasis on people of color and people with low incomes EFAs; this is described later in the appendix.

## TIP Projects

The analysis discussed in this appendix describes various summaries of TIP projects located within or adjacent to EFA tracts. If any part of the project is located within 100 feet of the boundary of the tract, this analysis assumes the project will serve or impact the EFA tract. As noted earlier, this analysis does not address project- or site-specific impacts – either positive or negative. More specific benefits and burdens are better addressed during the development and implementation of individual projects.

As illustrated in **Table 2**, regionwide, 414 tracts were served or impacted by one or more TIP projects, representing about 54% of all populated census tracts. Table 2 also illustrates the distribution of various project outcomes.

**Table 2: Regionwide Distribution of Draft TIP Projects**

	Tracts	Percentage
<b>Total Tracts</b>	<b>773</b>	
<b>Tracts Touched by Projects</b>	<b>414</b>	<b>54%</b>
<b>Project Outcomes for Touched Tracts</b>		
Transit Improvement	199	48%
Maintenance/Preservation	189	46%
Sidewalk	162	39%
Lighting	147	36%
Bicycle Facility	125	30%
Intersection Improvement	111	27%
Stormwater Improvement	91	22%
Added Vehicle Lane Capacity	69	17%
Shared Use Path	70	17%
Bridge Replacement/Improvement	64	15%
Fish Passage Improvement	53	13%

As noted earlier, the geographic location of mappable projects and their relation to EFAs can be viewed through PSRC's Online TIP Web Map, available on the website at <https://www.psrc.org/our-work/funding/transportation-improvement-program>.

The following sections first determine which census tracts surpass the regional average for

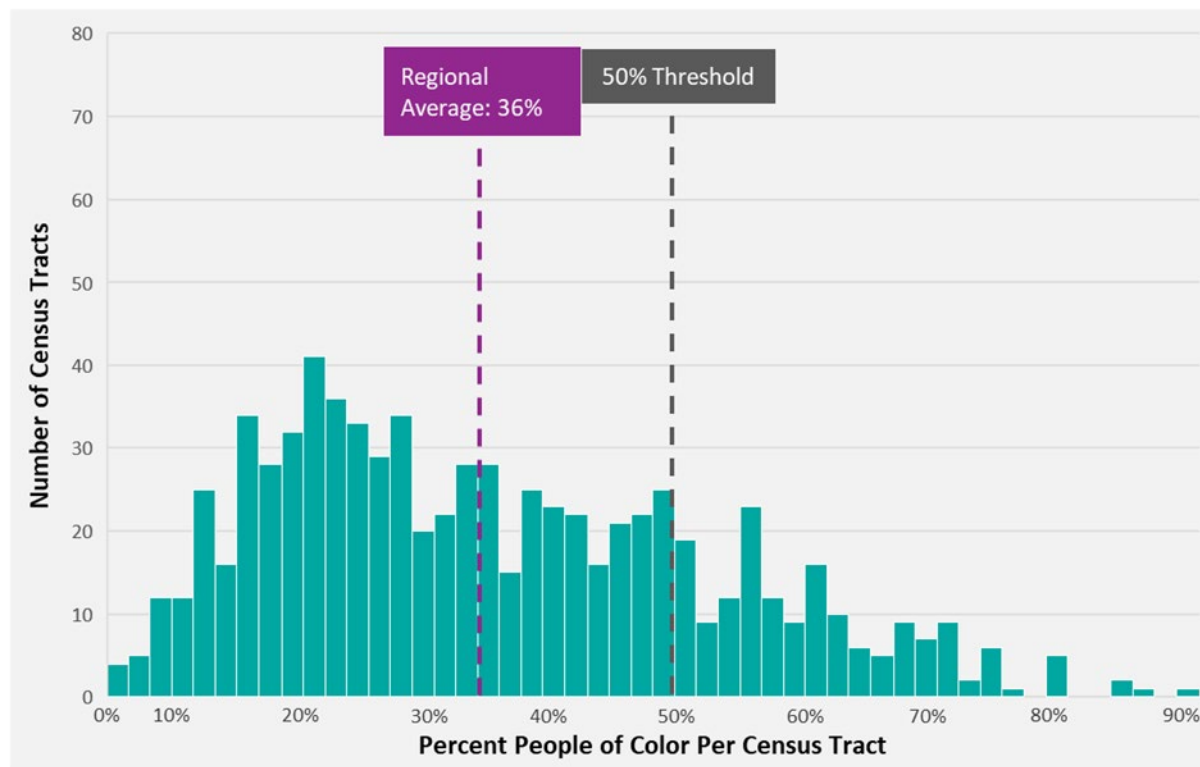
each equity focus population and how many of those tracts are served or impacted by mapped TIP projects. Projects are also described in terms of their potential outcomes and examined for their distribution across different EFAs.

There are many complex factors to consider beyond the distribution of the projects and the proportion of populations that determine the relative impacts, whether positive or negative, of each project. PSRC will continue to advance the state of the practice with each future TIP.

## People of Color EFAs

Regionwide, 36% of the population are people of color, as previously defined. Of all tracts regionwide, 43% of the tracts are classified as people of color EFAs, meaning these census tracts surpass the regional average for people of color (36%). Also, 20% of the region's tracts are classified as tracts with over 50% of people of color. **Figure 2** provides a graphic representation of the people of color percentages for all populated census tracts in the region, illustrating the number of tracts that are below and above the regional average, and those exceeding the 50% threshold.

**Figure 2: Distribution of Tracts, People of Color**



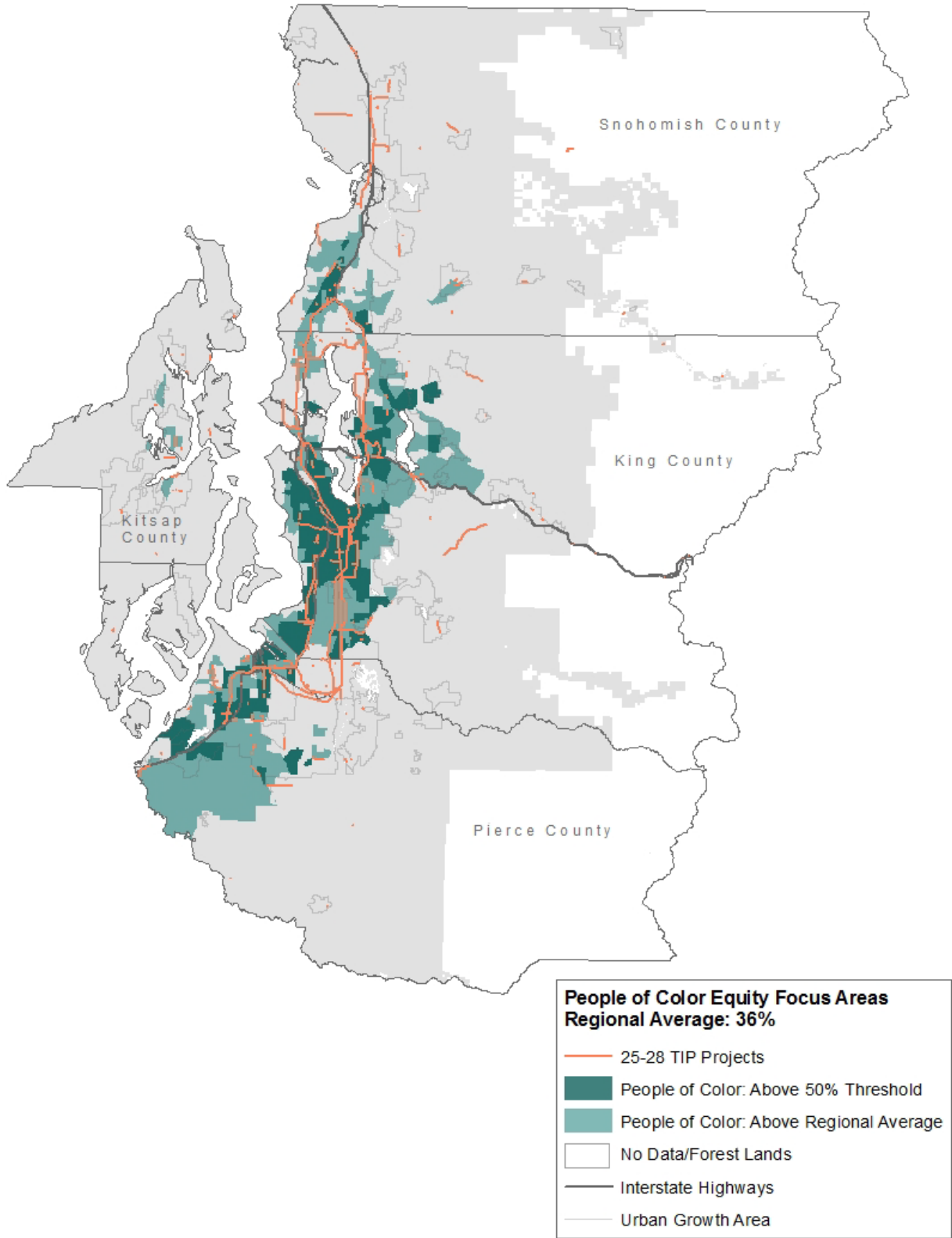
SOURCE: AMERICAN COMMUNITY SURVEY, 2015–2019 5-YEAR ESTIMATES

The map in Figure 3 displays the tracts in the PSRC region that fall below and above the

regional average threshold for people of color, as well as the mappable projects in the Draft 2025–2028 TIP. People of color EFAs are generally in the more urban areas of the region, particularly along the Interstate 5 (I-5) and Interstate 405 (I-405) corridors, with an especially strong presence in south Seattle and the east part of King County; in East Bremerton and Silverdale in Kitsap County; in central and south Tacoma in Pierce County; and along State Route 99 (SR 99) and the southeast part of Snohomish County. Also, the most diverse areas, meaning tracts with over 50% of people of color, are seen in the Kent Valley; central and south Seattle; east King County; along the I-5 corridor in Pierce County including Tacoma; and Bothell, Lynnwood, and Paine Field in Snohomish County.



Figure 3: People of Color EFAs



SOURCE: AMERICAN COMMUNITY SURVEY, 2015–2019 5–YEAR ESTIMATES

Additional data from the Demographic Profile provides insights into the potential transportation needs across the region. For example, 8.4% of households in the region do not own a personal vehicle. Compared to this regional average, households with a householder of color are less likely to own a vehicle at 11%. Moreover, households with Black or African American and Hispanic or Latinx householders are far less likely to own a vehicle compared to other racial and ethnic groups. Almost half of the region's youth population are youth of color (48%) and 30% of them are low-income, which is a higher rate than the regional average (21%). These percentages suggest a greater reliance on transportation alternatives such as frequent and reliable transit services for communities of color.

In order to evaluate distribution of projects across the region, it was important to look at the number of projects located within or near EFA tracts compared to regionwide totals along with the intended outcomes of those projects. Regionwide, about 54% (414 out of 773 total tracts) of tracts are served or impacted by TIP projects. In comparison, 63% (208 out of 331) people of color EFA tracts are served or impacted by TIP projects, which is moderately higher than the regionwide figure of 54%. Given that the people of color EFAs are concentrated in the urban core, the higher proportion of transportation investments in these locations seems logical.

Table 3 illustrates the number of projects and the various outcomes in relationship to people of color EFAs. As shown, the majority of project outcomes are more prevalent in people of color EFAs than regionwide, such as transit improvements, sidewalks, bicycle lanes, lighting and stormwater improvements. Three project outcomes are seen at a lower rate in people of color EFAs: maintenance and preservation activities are slightly less prevalent (44% vs. 46% regionwide), intersection improvements (23% vs. 27% regionwide), and added vehicle lane capacity (15% vs. 17% regionwide).

As mentioned, the TIP reflects a snapshot in time and projects come in and out of the TIP depending on implementation schedules and available funding.

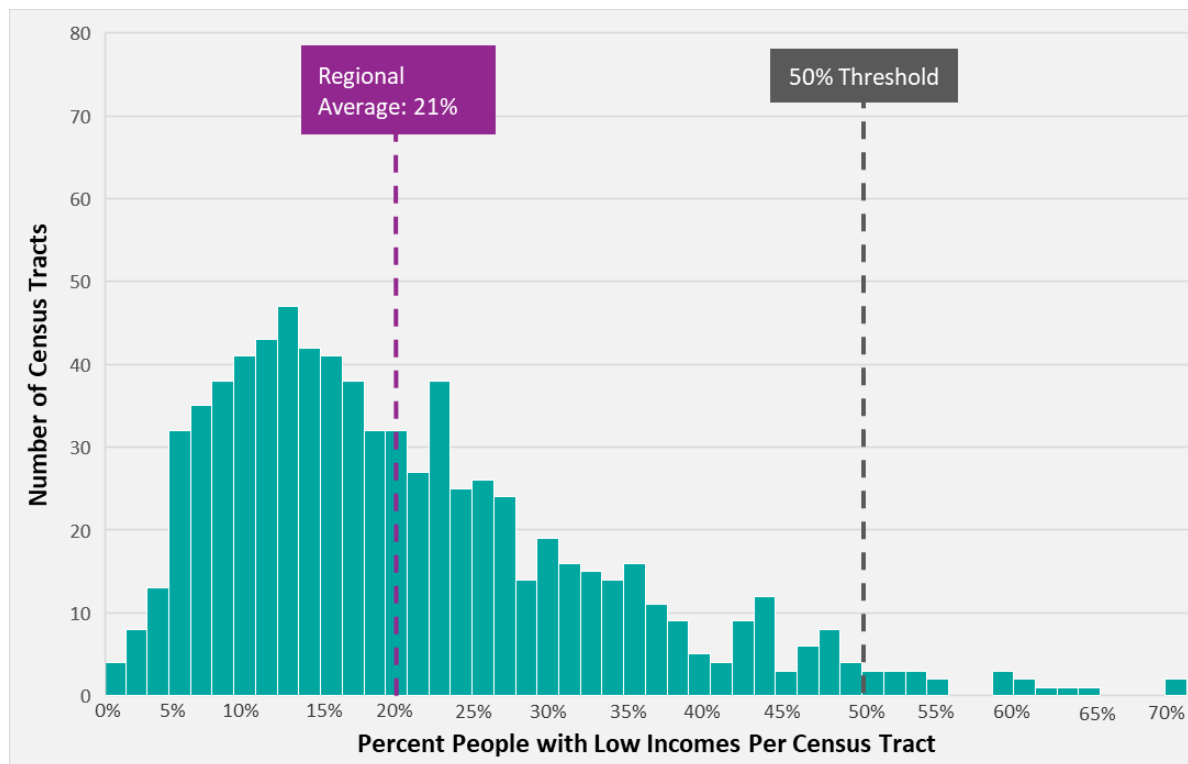
**Table 3: TIP Projects Located Within or Near People of Color EFAs**

	Regionwide		People of Color Above Regional Average	
	Tracts	Percentage	Tracts	Percentage
<b>Total Tracts</b>	<b>773</b>		<b>331</b>	
<b>Tracts Touched by Projects</b>	<b>414</b>	<b>54%</b>	<b>208</b>	<b>63%</b>
<b>Project Outcomes for Touched Tracts</b>				
Transit Improvement	199	48%	124	60%
Maintenance/Preservation	189	46%	92	44%
Sidewalk	162	39%	96	46%
Lighting	147	36%	93	45%
Bicycle Facility	125	30%	74	36%
Intersection Improvement	111	27%	48	23%
Stormwater Improvement	91	22%	55	26%
Added Vehicle Lane Capacity	69	17%	31	15%
Shared Use Path	70	17%	37	18%
Bridge Replacement/Improvement	64	15%	33	16%
Fish Passage Improvement	53	13%	55	26%

## People with Low Incomes EFAs

Regionally, 21% of the population is low-income. Of all tracts, regionwide, 43% are classified as people with low incomes EFAs, and 3% are tracts with more than half of the population in low-income status. To get a better indication of the distribution of low-income populations, **Figure 4** provides a graphic representation of the percentages of people with low incomes for all census tracts in the region, illustrating the number of tracts that are below and above the regional average, and those exceeding the 50% thresholds.

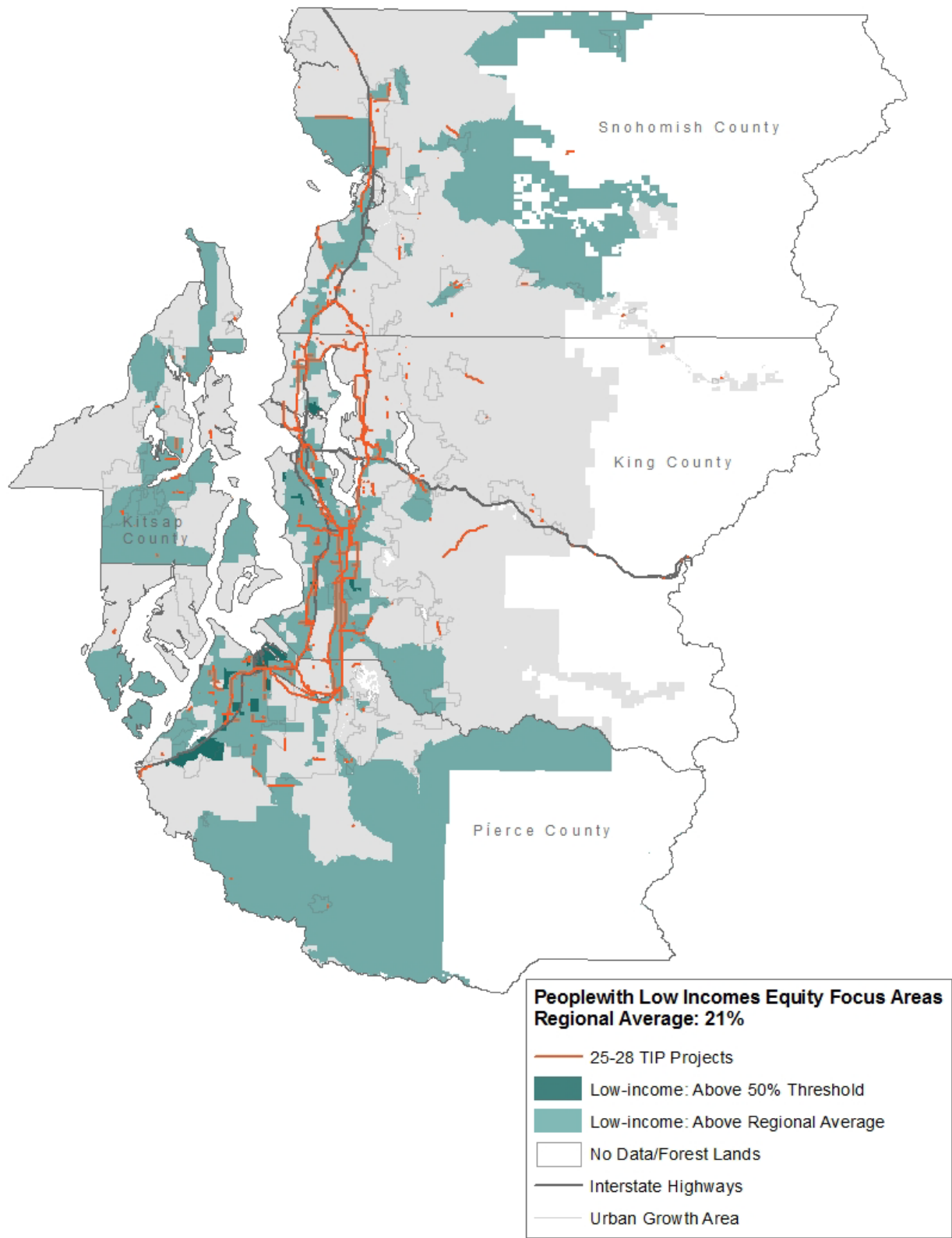
Figure 4: Distribution of Tracts, People with Low Incomes



SOURCE: AMERICAN COMMUNITY SURVEY, 2015–2019 5-YEAR ESTIMATES

The map in **Figure 5** displays the tracts throughout the region that fall below and above the regional average for people with low incomes, as well as the mappable projects in the Draft 2025–2028 TIP. Concentrations of people with low incomes can be seen throughout the region’s urban core, particularly along the I-5 corridor and in central and south Seattle; in south King County; several communities throughout Kitsap County; in central and south Tacoma and rural Pierce County; and communities along the SR 99 corridor in Snohomish County. Furthermore, tracts with over 50% of the total population with low incomes are seen in Kent and High Point in King County; the University District in Seattle, and communities along the I-5 corridor in Pierce County including Tacoma and Joint Base Lewis–McChord (JBLM).

Figure 5: People with Low Incomes EFAs



SOURCE: AMERICAN COMMUNITY SURVEY, 2015–2019 5-YEAR ESTIMATES



Regionwide, 54% (414 out of 773 total tracts) of all census tracts are served or impacted by TIP projects. In comparison, a higher percentage of people with low incomes EFAs are served or impacted by TIP projects at 65% (217 out of 333 low-income EFA tracts). Compared to the region as a whole, households with a low-income householder are less likely to own a car than higher income households, potentially due to the high cost of owning and maintaining a car, including the cost associated with fuel and insurance.

**Table 4** illustrates the number of projects and the various outcomes in relationship to people with low incomes EFAs. As shown, the majority of project outcomes are more prevalent in people with low incomes EFAs than regionwide, such as transit improvements, sidewalks, bicycle lanes, lighting and stormwater improvements. Four project outcomes are seen at the same or at a lower rate in people with low incomes EFAs: maintenance and preservation activities and intersection improvements are distributed at the same rate, added vehicle lane capacity is slightly lower (15% vs. 17% regionwide), and fish passage improvements are slightly lower (9% vs. 13% regionwide).

**Table 4: TIP Projects Located Within or Near People with Low Incomes EFAs**

Project Outcome	Regionwide		People with Low Incomes Above Regional Average	
	Tracts	Percentage	Tracts	Percentage
<b>Total Tracts</b>	<b>773</b>		<b>333</b>	
<b>Tracts Touched by Projects</b>	<b>414</b>	<b>54%</b>	<b>217</b>	<b>65%</b>
<b>Project Outcomes for Touched Tracts</b>				
Transit Improvement	199	48%	111	51%
Maintenance/Preservation	189	46%	99	46%
Sidewalk	162	39%	96	44%
Lighting	147	36%	90	41%
Bicycle Facility	125	30%	77	35%
Intersection Improvement	111	27%	58	27%
Stormwater Improvement	91	22%	58	27%
Added Vehicle Lane Capacity	69	17%	32	15%
Shared Use Path	70	17%	38	18%
Bridge Replacement/Improvement	64	15%	34	16%
Fish Passage Improvement	53	13%	20	9%

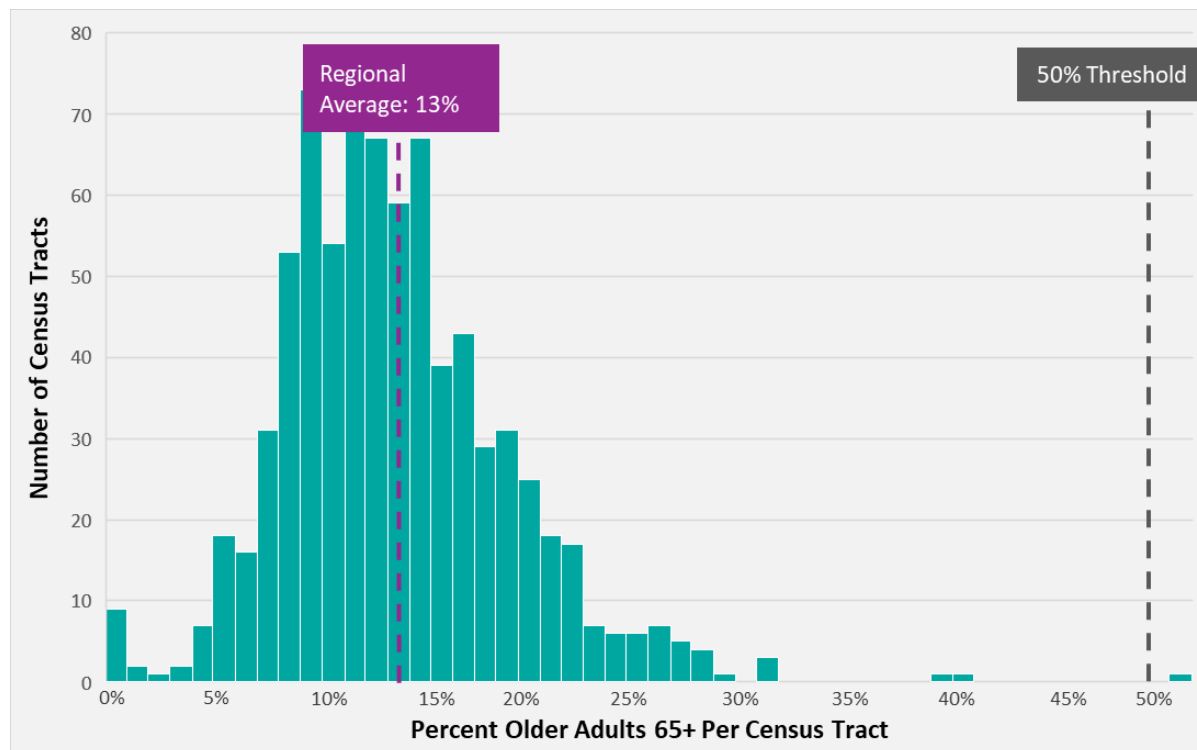
## Older Adults (Aged 65 and Above) EFAs

Regionwide, 13% of the population is classified as older adults over 65 years old. Moreover,

older adults are expected to grow by 85% by 2050 in the region, at a much faster rate than the growth in the general population (30%), from a share of 13% today to over 20% in 2050.

Of all tracts regionwide, 49% are classified as older adults EFAs, and one tract was classified with over 50% of the total populations aged 65 and older. **Figure 6** provides a graphic representation of the percentages of older adults (65+) for all census tracts in the region, illustrating the number of tracts that are below and above the regional average, and those exceeding the 50% threshold.

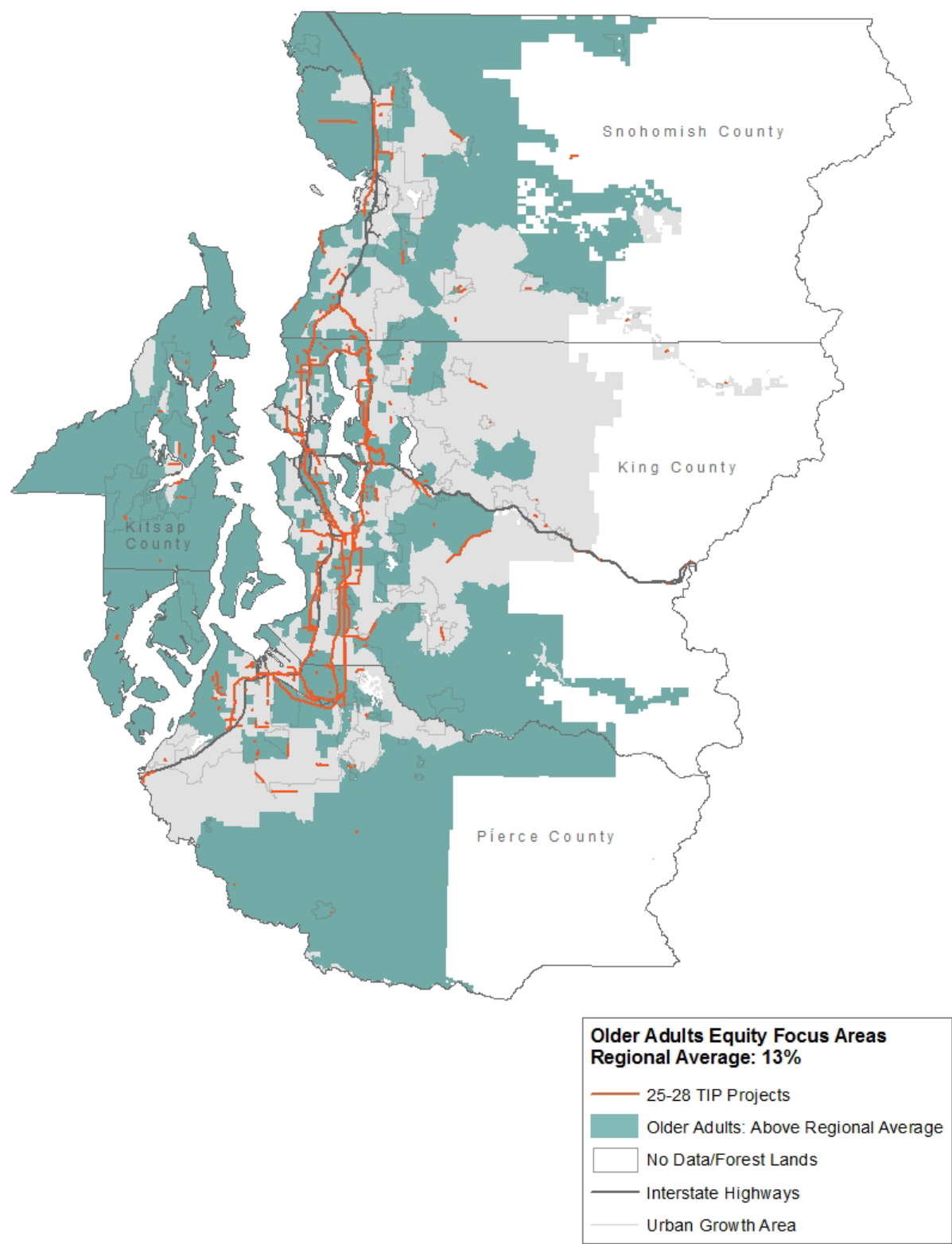
**Figure 6: Distribution of Tracts, Older Adults**



SOURCE: AMERICAN COMMUNITY SURVEY, 2015–2019 5-YEAR ESTIMATES

The map in **Figure 7** displays the tracts in the region that fall below and above the regional average for older adults, as well as the mappable projects in the Draft 2025–2028 TIP. Unlike people of color and people with low incomes EFAs, areas with higher concentrations of older adults can be seen in large tracts in the more sparsely populated suburban and rural areas. Also, a relatively high concentration of older adults EFAs is shown in the less dense area of King County.

Figure 7: Older Adults EFAs



SOURCE: AMERICAN COMMUNITY SURVEY, 2015–2019 5-YEAR ESTIMATES

About 13% of the households with an older adult householder do not own a car, which is a higher rate than the regional average (8.4%). It is important to note that the disability rate is also higher for older adults aged 65 and older (30%) compared to the regional average of 11%. About 78% of individuals 85 and older have one or more disability that may prevent them from driving or accessing transit nearby. Also, about 20% of the region's older adults do not speak English "very well," and they may experience language or cultural barriers accessing transportation or relevant resources, like fare or eligible transportation programs.

Regionwide, 54% (414 out of 773 total tracts) of all census tracts are served or impacted by TIP projects. In comparison, 52% (196 out of 379 older adults EFA tracts) of older adults EFAs are served or impacted by TIP projects, which is similar to the region as a whole.

**Table 5** illustrates the number of projects and the various outcomes in relationship to older adults EFAs. As shown, the majority of project outcomes are moderately more prevalent in older adults EFAs than regionwide, such as maintenance and preservation activities (47% vs. 46% regionwide), lighting (39% vs. 36% regionwide), and intersection improvements (32% vs. 27% regionwide). Three project outcomes are seen at a moderately lower rate in older adults EFAs: transit (45% vs. 48% regionwide); sidewalks (37% vs. 39% regionwide); and bicycle facilities (29% vs. 30% regionwide). Older adults EFAs are more dispersed around the region and less dense in the urban core, which may explain this distribution pattern.

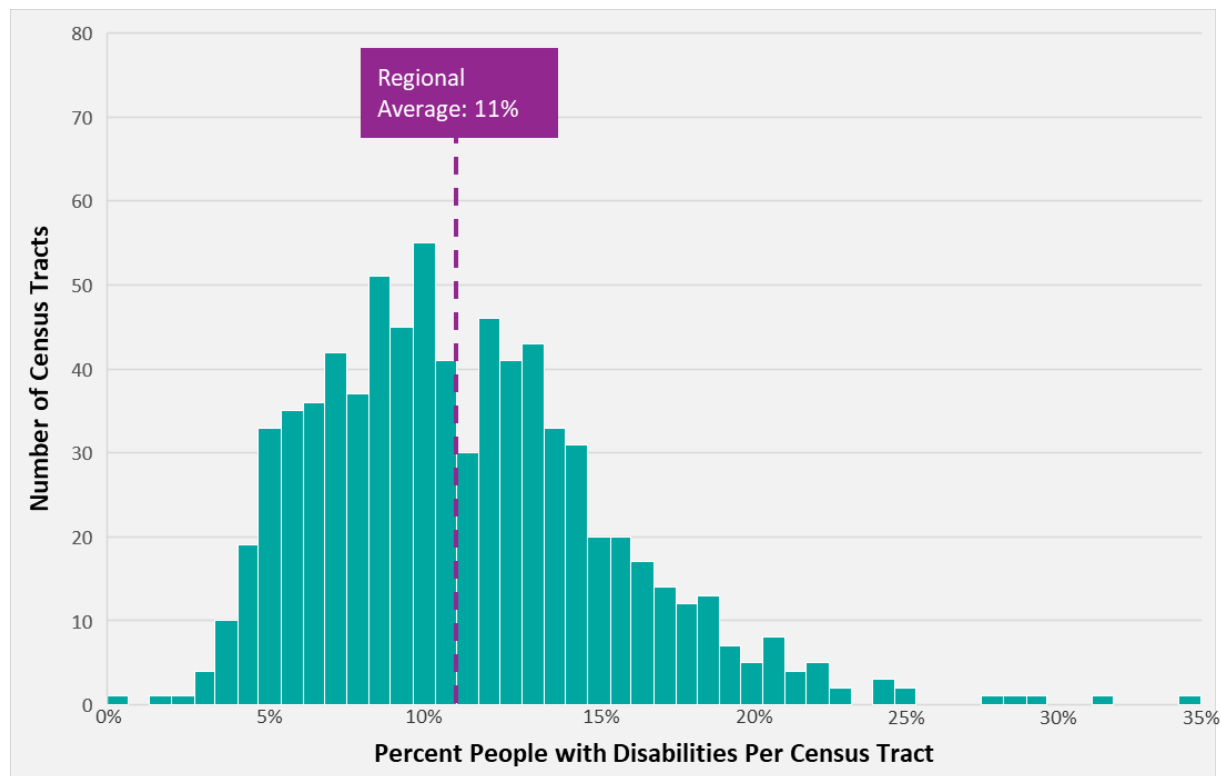
**Table 5: TIP Projects Located Within or Near Older Adults EFAs**

	Regionwide		Older Adults Above Regional Average	
	Tracts	Percentage	Tracts	Percentage
<b>Total Tracts</b>	<b>773</b>		<b>379</b>	
<b>Tracts Touched by Projects</b>	<b>414</b>	<b>54%</b>	<b>196</b>	<b>52%</b>
<b>Project Outcomes for Touched Tracts</b>				
Transit Improvement	199	48%	89	45%
Maintenance/Preservation	189	46%	92	47%
Sidewalk	162	39%	72	37%
Lighting	147	36%	76	39%
Bicycle Facility	125	30%	57	29%
Intersection Improvement	111	27%	63	32%
Stormwater Improvement	91	22%	48	24%
Added Vehicle Lane Capacity	69	17%	40	20%
Shared Use Path	70	17%	37	19%
Bridge Replacement/Improvement	64	15%	33	17%
Fish Passage Improvement	53	13%	27	14%

## People with Disabilities EFAs

Regionally, 11% of the population is classified as persons with disabilities. Of all tracts regionwide, 48% are people with disabilities EFAs; no tracts are classified with over 50% of the total populations with disabilities. **Figure 8** provides a graphic representation of the percentages of people with disabilities for all census tracts in the region, illustrating the number of tracts that are below and above the regional average.

**Figure 8: Distribution of Tracts, People with Disabilities**

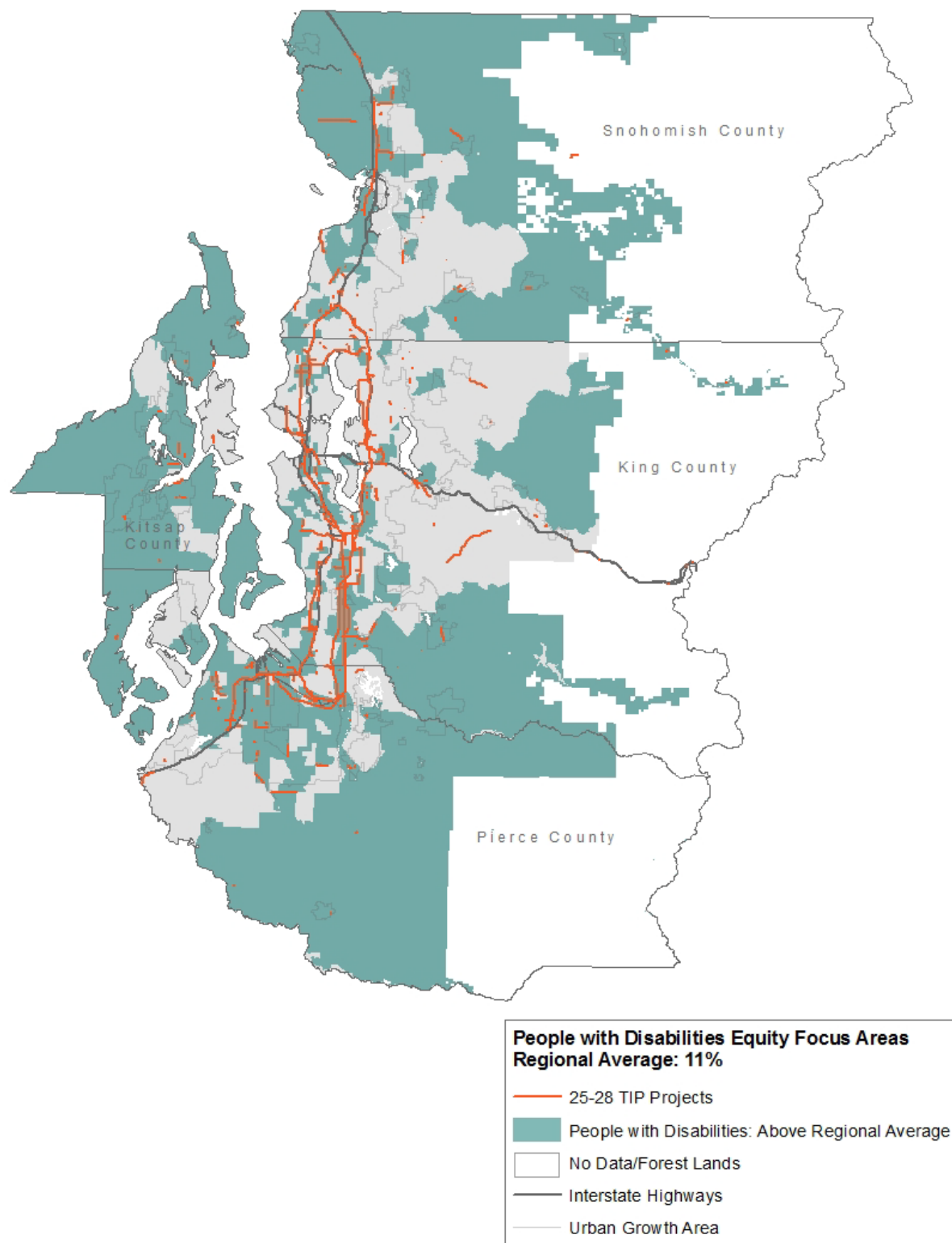


SOURCE: AMERICAN COMMUNITY SURVEY, 2015–2019 5-YEAR ESTIMATES

The map in **Figure 9** illustrates the census tracts above the regional average for people with disabilities, as well as the mappable projects in the Draft 2025–2028 TIP. Similar to the older adults EFAs, people with disabilities EFAs are shown in the less populated areas of the region and some communities along the I-5 and SR 99 corridors in King and Snohomish counties.



Figure 9: People with Disabilities EFAs



SOURCE: AMERICAN COMMUNITY SURVEY, 2015-2019 5-YEAR ESTIMATES

People with disabilities may face barriers getting to places they need to go, including medical, education, and employment destinations, as there may be more limited transportation options available to them. Moreover, a substantially higher share of households with one or more people with disabilities does not own a car (15.4%) compared to the regional average (8.4%).

Of all tracts in the region, 62% (227 out of 369 people with disability EFA tracts) of people with disabilities EFAs were served or impacted by one or more TIP projects, which is higher than the regionwide figure of 54% (414 out of 773 tracts).

**Table 6** illustrates the number of projects and the various outcomes in relationship to people with disabilities EFAs. As shown, the majority of project outcomes are moderately more prevalent in people with disabilities EFAs than regionwide, such as maintenance and preservation activities (51% vs. 46% regionwide), intersection improvements (30% vs. 27% regionwide), and bridge investments (19% vs. 15% regionwide). Five project outcomes are seen at the same or a moderately lower rate in people with disabilities EFAs: transit (44% vs. 48% regionwide); sidewalks (38% vs. 39% regionwide); bicycle facilities at the same rate; added vehicle lane capacity (15% vs. 17% regionwide); and fish passage improvement (12% vs. 13% regionwide). Similar to older adults EFAs, people with disabilities EFAs are more dispersed around the region and less dense in the urban core, which may explain this distribution pattern.

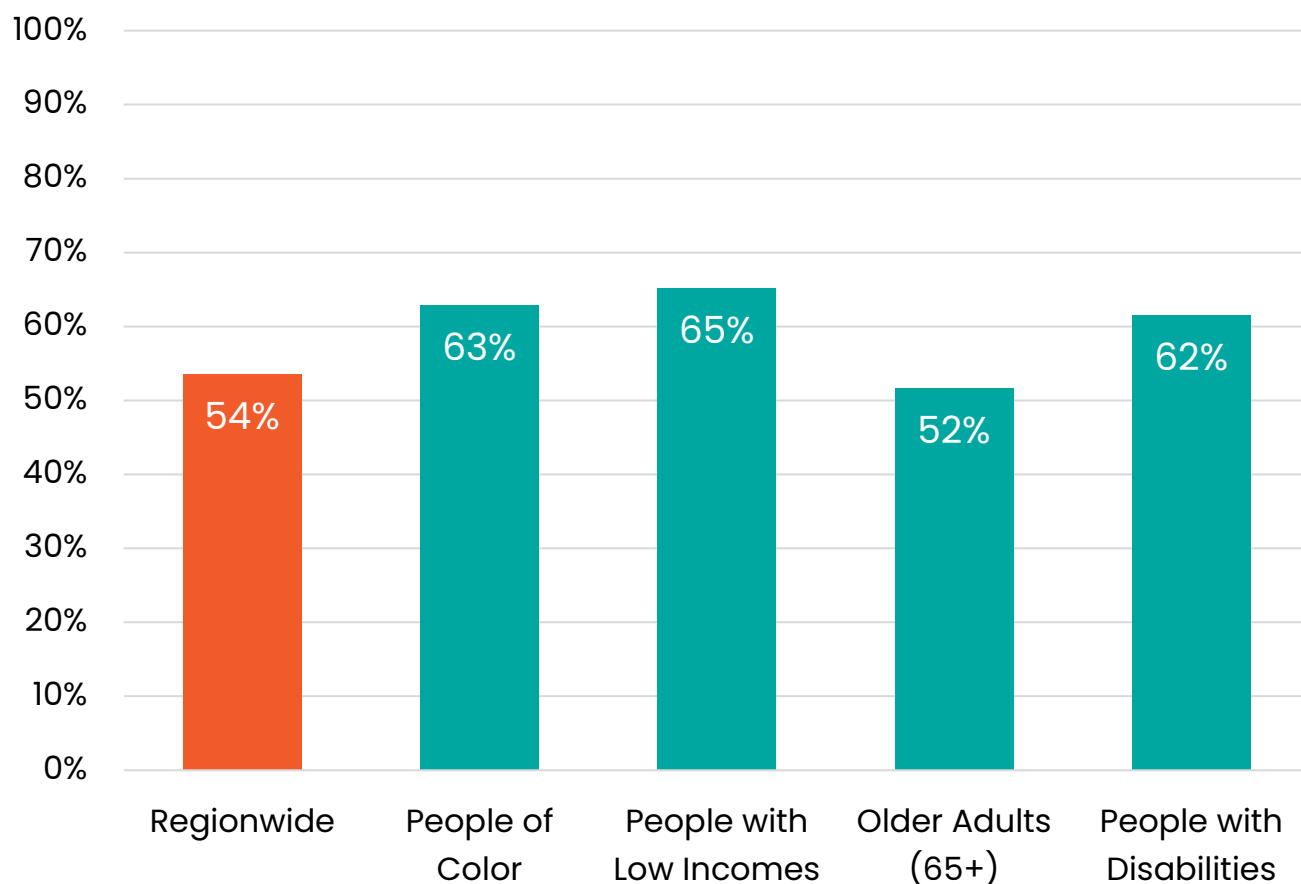
**Table 6: TIP Projects Located Within or Near People with Disabilities EFAs**

	Regionwide		People with Disabilities Above Regional Average	
	Tracts	Percentage	Tracts	Percentage
<b>Total Tracts</b>	<b>773</b>		<b>369</b>	
<b>Tracts Touched by Projects</b>	<b>414</b>	<b>54%</b>	<b>227</b>	<b>62%</b>
<b>Project Outcomes for Touched Tracts</b>				
Transit Improvement	199	48%	99	44%
Maintenance/Preservation	189	46%	115	51%
Sidewalk	162	39%	86	38%
Lighting	147	36%	84	37%
Bicycle Facility	125	30%	67	30%
Intersection Improvement	111	27%	69	30%
Stormwater Improvement	91	22%	55	24%
Added Vehicle Lane Capacity	69	17%	35	15%
Shared Use Path	70	17%	40	18%
Bridge Replacement/Improvement	64	15%	43	19%
Fish Passage Improvement	53	13%	27	12%

### Summary of Four EFAs

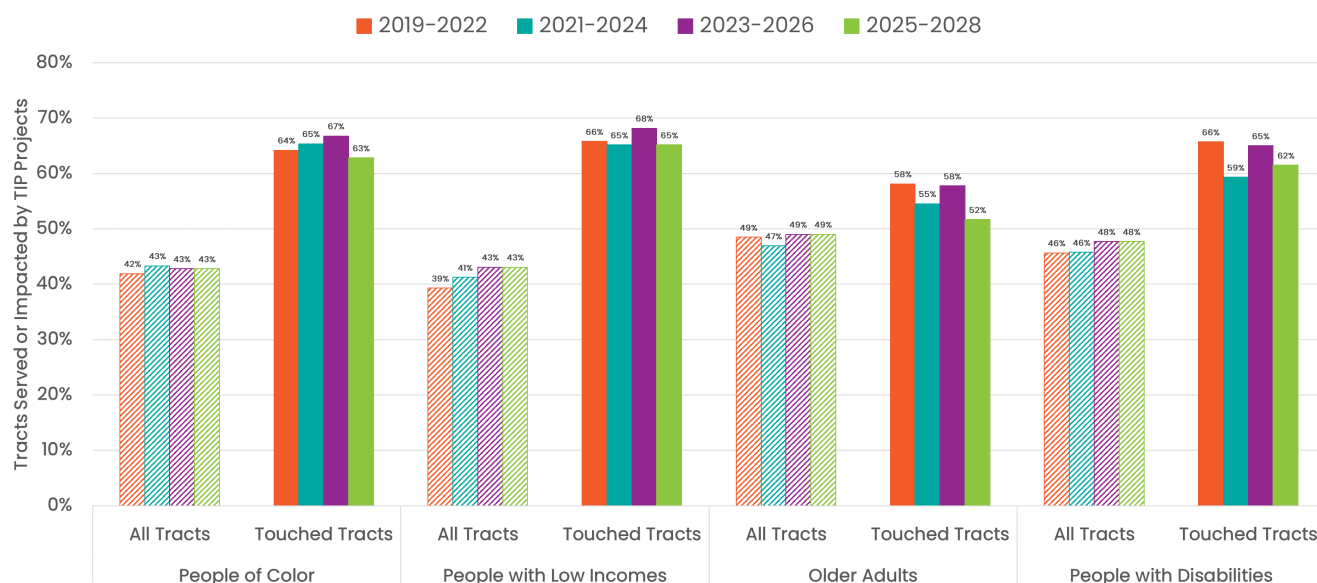
**Figure 10** summarizes the data for each EFA compared to the region as a whole, and the proportion of the EFAs served or impacted by projects in the Draft 2025–2028 TIP. As shown below, the relative proportions of the EFAs served by mappable TIP projects are similar or moderately higher than the regionwide total for all equity focus populations addressed in this analysis.

Figure 10: Percent of EFA Tracts Served or Impacted by Draft 2025–2028 TIP Projects



In addition, the trends over the last several TIPs were reviewed, as illustrated in Figure 11. Overall, the distribution of projects in relation to EFAs has been relatively consistent over the last several funding cycles, with a higher proportion of EFAs served or impacted by TIP project investments compared to the total percentage of EFAs regionwide. As noted earlier, the TIP is a snapshot in time of project funding, but the underlying trend may truly be reflective of the priority emphasis being placed in the Puget Sound region on improving equitable outcomes and increasing access to opportunities for all.

**Figure 11: Comparison of EFA Tracts Touched by Projects Over Time**

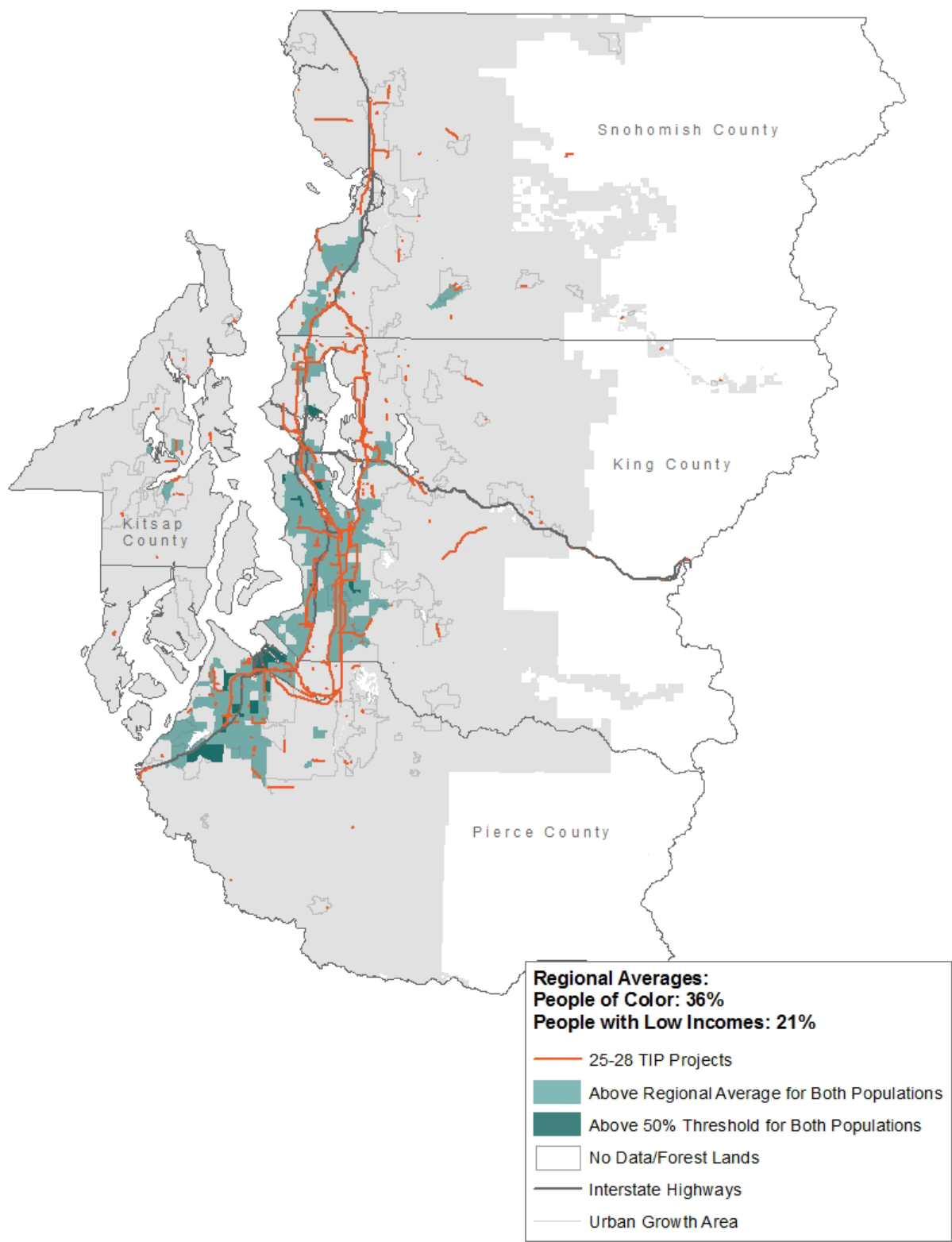


## Aggregate EFA Analysis

In addition to the above analyses for each EFA, a further analysis was conducted on census tracts with above regional averages of both people of color and people with low incomes (225 of 773 total tracts, or 29%). **Figure 12** illustrates these areas, as well as the mappable projects in the Draft 2025-2028 TIP. This includes the 18 tracts that contain greater than 50% of both of these populations, which represent 2.3% of all regional census tracts. These tracts are concentrated in the region's urban core, mostly along the I-5 and SR 99 corridors. More specifically, the majority people of color / people with low incomes EFAs are located in urban areas of the region including the University District and South Beacon Hill in Seattle; communities in West Seattle and Kent Valley in King County; and Tacoma and along I-5 in Pierce County.



Figure 12: People of Color and People with Low Incomes EFAs



SOURCE: AMERICAN COMMUNITY SURVEY, 2015–2019 5-YEAR ESTIMATES

**Table 7** illustrates the number of projects and the various outcomes in relationship to these areas of intersection. While there are fewer overall of these tracts, the number of these tracts touched by projects in the Draft 2025–2028 TIP is relatively high: 70% of the tracts with both people of color and people with low incomes were served or impacted by one or more TIP projects, and 67% (12 out of 18 tracts) of the tracts with both populations greater than 50%. As shown, the distribution of project outcomes is similar to those described in the earlier sections for the four EFAs. Some project outcomes are more prevalent in these tracts, while others are less so, e.g.: there are greater proportions of transit investments, sidewalks and bicycle facilities, but fewer intersection improvements and added vehicle lane capacity. Given the location of these tracts primarily in the urban core, this distribution is not surprising.

**Table 7: TIP Projects Located Within or Near Both People of Color and People with Low Incomes EFAs**

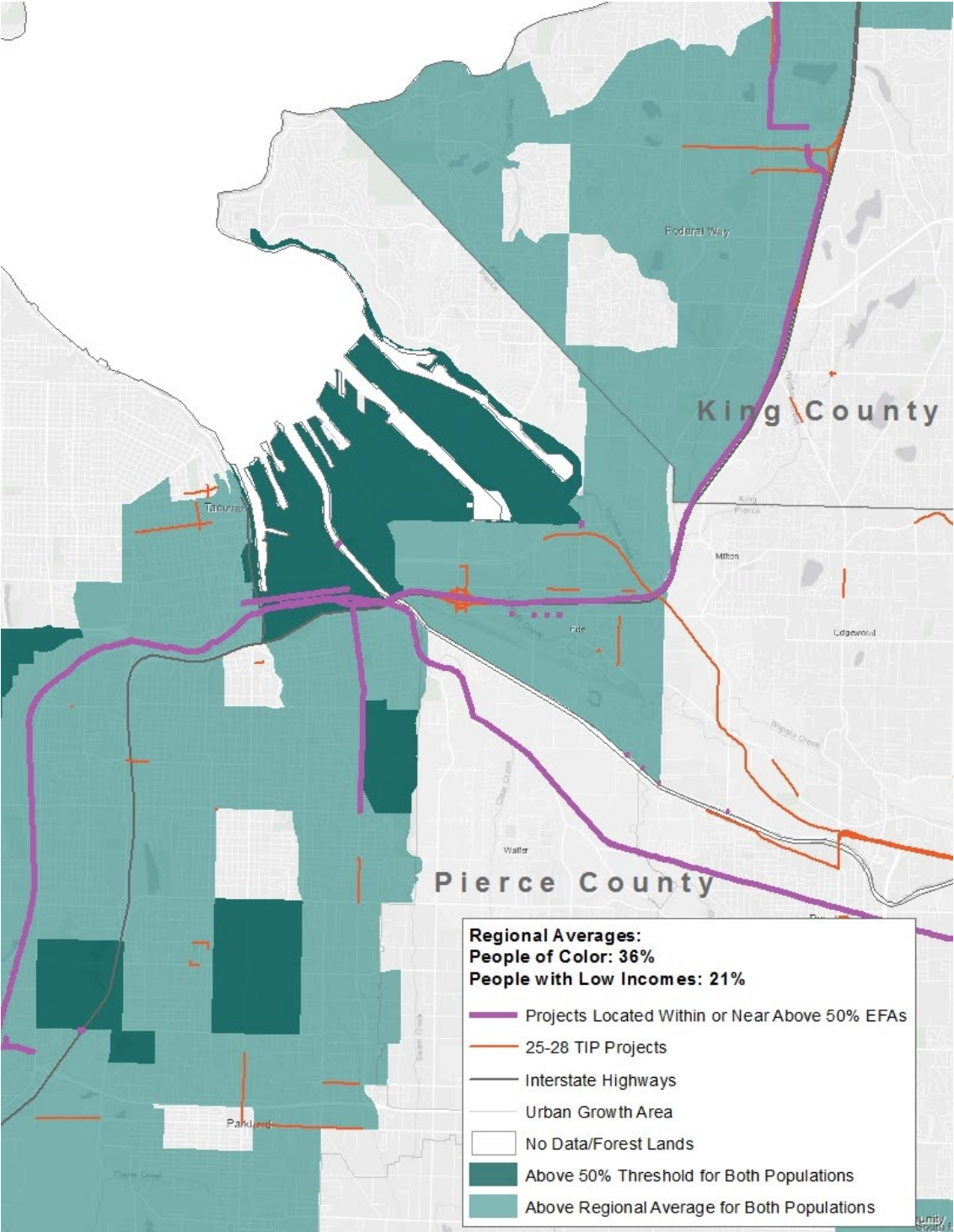
	Regionwide		People of Color and People with Low Incomes Above Regional Average		People of Color and People with Low Incomes >50% Threshold	
	Tracts	Percent -age	Tracts	Percent -age	Tracts	Percent-age
<b>Total Tracts</b>	<b>773</b>		<b>225</b>		<b>18</b>	
<b>Tracts Touched by Projects</b>	<b>414</b>	<b>54%</b>	<b>157</b>	<b>70%</b>	<b>12</b>	<b>67%</b>
<b>Project Outcomes for Touched Tracts</b>						
Transit Improvement	199	48%	95	61%	8	67%
Maintenance/Preservation	189	46%	67	43%	7	58%
Sidewalk	162	39%	72	46%	5	42%
Lighting	147	36%	70	45%	5	42%
Bicycle Facility	125	30%	57	36%	5	42%
Intersection Improvement	111	27%	34	22%	1	8%
Stormwater Improvement	91	22%	43	27%	4	33%
Added Vehicle Lane Capacity	69	17%	21	13%	0	0%
Shared Use Path	70	17%	24	15%	0	0%
Bridge Replacement/Improvement	64	15%	25	16%	3	25%
Fish Passage Improvement	53	13%	8	5%	0	0%

**Figure 13** zooms in closer to the areas of south King County and Tacoma in Pierce County. The darker colored areas represent tracts with greater than 50% of both people of color and people with low incomes, and TIP projects are illustrated in orange and purple depending on which area they touch. These projects include the following:

- ▶ Three multimodal projects to improve pedestrian and bicycle safety and accessibility
- ▶ Two bridge projects to repair and preserve existing bridges
- ▶ One commuter rail expansion project to connect regional destinations and provide cross-county connections
- ▶ One project to improve lighting at key intersections

In general, the above projects are expected to provide better mobility and accessibility benefits for people of color and low-income EFAs in south King County and Tacoma.

Figure 13: People of Color and People with Low Incomes EFAs in South King County and Tacoma, Pierce County



SOURCE: AMERICAN COMMUNITY SURVEY, 2015-2019 5-YEAR ESTIMATES

## Summary and Conclusions

As previously described, the TIP implements the Regional Transportation Plan, which itself underwent a substantial equity review, analysis, and community outreach. All projects in the TIP must first be included in the Regional Transportation Plan, either as explicitly identified regional capacity projects or as part of the plan's programmatic elements. The Regional Equity Analysis conducted for the plan concluded that improvements in the regional transportation system are forecast to provide an array of benefits to equity focus areas. It is important to note that the TIP represents a four-year snapshot that is a small part of the long-range transportation plan. In addition, the TIP does not reflect every transportation investment to be implemented over the four-year period. Also, projects are typically included in the TIP based on the year that project phases will begin, so the TIP does not reflect the overall progress of these projects through to completion.

The overlay analysis discussed in this appendix is an investigation into the physical proximity of the projects in the Draft 2025–2028 Regional TIP in relationship to census tracts with higher concentrations of key equity focus populations than the regional averages. Regional analyses of this kind do not directly assess benefits and burdens related to outcomes of specific projects or programs; that level of analysis would be made during the environmental analysis of individual projects conducted by project implementers at the local level.

Mappable projects can be viewed via PSRC's Online TIP Web Map, and it is important to note a few points for consideration. The Draft 2025–2028 Regional TIP only contains projects with funding over the four-year period, not including the TIP projects documented for the previous cycle, for example, projects funded in 2023 and 2024. Therefore, some census tracts that are not currently served or impacted by 2025–2028 projects may be affected by projects from previous TIPs, which do not appear on the map, or will have future investments made. In addition, the relative amounts of investments in different transportation modes will shift over time. One TIP may have heavier investments in transit, while another may be more focused on roadways or other improvements. Assessment of the relative distribution of projects over time can help project sponsors evaluate where they should prioritize future modal investments if they see areas being disproportionately underserved or burdened.

The results of this analysis indicate a fairly even distribution of projects across the region and within areas with higher percentages of equity focus populations. Given the location of many of these populations within the urban core, with higher regional concentrations of residences and employment, it is reasonable that transportation investments would be more heavily focused in these areas. A summary of the analysis includes the following:

- ▶ Regionwide, 54% of all census tracts (414 out of 773 tracts) are served or impacted by projects in the Draft 2025–2028 TIP that were mappable. In comparison, 63% of people of color, 65% people with low incomes, 52% of older adults and 62% people with

disabilities EFAs are served or impacted by projects. The geographic analysis does not indicate any potential disproportionate distribution of TIP projects or burdens posed to EFAs across the region. The analysis by project outcomes shows a similarly consistent distribution, with relatively modest variations.

- ▶ When comparing the distribution of projects regionwide to EFA tracts over the last several TIPs, the distribution has remained consistent, with EFAs seeing a modestly higher level of investment than the region as a whole.

Based upon this data, the planned transportation improvements in the Draft 2025–2028 Regional TIP are shown to continue to invest in communities with a higher share of equity focus populations in a manner consistent with the region as a whole. This appendix did not identify any disproportionate concentration or lack of investments within or near equity focus areas compared to the region as a whole.

## Ongoing and Future Work

PSRC is committed to advancing racial and social equity in the central Puget Sound region through the implementation of equitable transportation investments in historically marginalized and underserved communities. Demographic trends show that the region is becoming more racially diverse, residents are living longer, and the number of people with accessibility and mobility needs will continue to grow by 2050. PSRC continues to advance work on equity, both in terms of outreach and engagement as well as analytical tools.

In the development of VISION 2050, the Regional Transportation Plan, and recent work to update the 2024 Policy Framework for PSRC’s Federal Funds, PSRC’s members and community stakeholders strongly supported the region’s effort to prioritize racial and social equity considerations in key work program areas to acknowledge the different impacts that transportation investments may have on historically marginalized and underserved communities and develop strategies to address potential burdens. Additionally, many stakeholders note past harms that communities have suffered from previous investments, such as highways built through neighborhoods or environmental exposure due to proximity to airports. These long-term impacts, too, should be addressed when opportunities to make improvements to existing infrastructure arise. Implementation of appropriate mitigation strategies will be necessary to avoid adverse effects on historically disadvantaged communities.

One resource identifying potential mitigation measures is the VISION 2050 Final Supplemental Environmental Impact Statement (SEIS). The mitigation measures highlighted throughout the Final SEIS and the policies and actions in VISION 2050 are critical steps to ensure that the region’s growth between now and 2050 does not adversely affect its residents, especially those with the highest needs. The goal should be to determine how transportation investments should be made to best support those in need by considering

both historic and current conditions and for future positive outcomes to be equitably distributed. Potential mitigation measures related to environmental justice and social equity can be found in Chapter 4 of the [VISION 2050 Final SEIS](#) within the mitigation tables associated with specific elements of the environment.

Moving forward, PSRC will continue to expand on equity in all aspects of regional transportation planning. Additional examples of this work include: PSRC's [Equity Advisory Committee](#) will continue to support the agency's implementation of the Regional Equity Strategy; equity considerations will continue to be addressed in the project evaluation criteria for the federal funds that PSRC manages; PSRC will continue improving the [Equity Tracker](#) tool, which can help regional partners to better measure life outcome disparities between communities and to track performance over time in closing equity gaps. In addition, to help the region achieve the safety goals highlighted in the RTP, PSRC has launched a multi-year effort to improve road safety in the region, with a particular focus on vulnerable road users and communities experiencing disproportionate fatalities and serious injuries. PSRC is working with member jurisdictions and communities to develop a Regional Safety Action Plan which will be available in 2025.

PSRC will continue to seek improvements in assessing potential outcomes of transportation investments and conducting regional equity analyses of long-range plans and TIPs. This will include continued development of data, tools, and resources that may be used at both the regional and local scales by PSRC member organizations. PSRC will also continue to collaborate with members of the public and community partners to advance racial and social equity to meet the region's overarching goals and vision for the future.