Regional Transportation Plan – Equity Analysis

April 30, 2021
Peer Networking
Central Puget Sound Region

- 4.3 million people
- 2.3 million jobs
- 4 counties
- 82 cities and towns
- Urban and rural
- 6400 square miles
- 1000 square miles urbanized
Puget Sound Regional Council

What we do

• Planning: growth, economy, transportation
• Federal transportation funds ($290 million/year)
• Regional data and forecasts
• Forum for regional issues

Our members

• Cities, Counties, Ports, Transit
• State Agencies and Tribal Governments
Integrated plan for sustainable development

REGIONAL POLICY DIRECTION

VISION 2050
— Multicounty Planning Policies —
— Regional Growth Strategy —

DETAILED FUNCTIONAL IMPLEMENTATION PLANS

Regional Transportation Plan
— Metropolitan Transportation Plan —
Regional Economic Strategy
— Comprehensive Economic Development Strategy —
• The RTP lays out a set of steps that are designed to improve transportation in the region.
• It is a comprehensive document that states the objectives and actions for the region to meet its mobility needs.
• Environmental Justice
  • Focused analyses
  • Demographic profiles
  • Targeted outreach
Equity Analysis Report

• Formerly known as the Environmental Justice Summary
• More information on regional trends
• Evolution of modeling tools that allow PSRC to better evaluate equity
• Discussion about how people are impacted
Potential benefits

• Reduced travel times
• Reduced congestion
• Improved safety outcomes

Possible burdens

• Reduced access to schools
• Displacement
• Disruption to businesses
Accessibility

Relative ease of reaching places to engage in activities like work, school, going to the doctor:

For those living in areas with majority people of color, accessibility is seen to improve.

Accessibility Index for Zones with More than 50% People of Color, 2014 and 2040
Active Transportation

Opportunities to walk or bike to work, a friend’s house, to access transit, etc.:

In 2014, people of color used active transportation just slightly more than the region on average, and people with low income slightly more than that. The rate of change was anticipated to be highest for people in lower income areas, a 26 percent increase, and people of color not far behind at 22 percent.

<table>
<thead>
<tr>
<th></th>
<th>Today</th>
<th>2040</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region</td>
<td>31%</td>
<td>36%</td>
<td>+16%</td>
</tr>
<tr>
<td>People of Color</td>
<td>32%</td>
<td>39%</td>
<td>+22%</td>
</tr>
<tr>
<td>People with Low Income</td>
<td>35%</td>
<td>44%</td>
<td>+26%</td>
</tr>
</tbody>
</table>
These costs include all immediate expenses like tolls, fuel, and transit fare; not fixed costs such as vehicle ownership and insurance:

A household earning $20,000 would be spending 15% of their income on transportation in 2040, while a household earning $60,000 would be spending less than half of that, at around 7% of their income.

Annual Out-of-Pocket Transportation, 2014 and 2040
Future Key Topics

- Comments encouraged additional improvements in public engagement
- Evaluating and addressing displacement was a considerable concern for many residents
Improvements in Public Engagement
• **RTP Survey**
  • CBO outreach and social media toolkits
  • Translated in Chinese, Somali, Spanish and Vietnamese
  • $100 gift cards
  • $125 for follow-up research
Public Engagement

- **Equity Advisory Committee**
  - Center equity in PSRC work
  - Involve stakeholders early and often
  - Co-create Regional Equity Strategy
Public Engagement

- **Compensation Policy**
  - $125 flat rate
  - Includes meetings, prep, childcare, travel, etc.

- **Other Expenses**
  - Translation
  - Location rental
Evaluating and Addressing Displacement
• **Displacement Risk Mapping**
  • Developed in 2018
  • Identify relative risk of displacement
<table>
<thead>
<tr>
<th>Socio-demographics</th>
<th>Neighborhood attributes</th>
<th>Transportation qualities</th>
<th>Civic engagement</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Race/ethnicity</td>
<td>• Proximity to businesses</td>
<td>• Access to jobs</td>
<td>• Voter turnout</td>
</tr>
<tr>
<td>• English proficiency</td>
<td>• Supermarkets</td>
<td>• By auto</td>
<td></td>
</tr>
<tr>
<td>• Education attainment</td>
<td>• Pharmacies</td>
<td>• By transit</td>
<td></td>
</tr>
<tr>
<td>• Renters</td>
<td>• Restaurants</td>
<td>• Proximity to transit</td>
<td></td>
</tr>
<tr>
<td>• Household income</td>
<td>• Proximity to schools</td>
<td>• Existing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Proximity to parks</td>
<td>• Planned</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Proximity to high-income areas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Housing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Housing cost-burden</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Median rent</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Development capacity</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
2019 Household Travel Survey

- New question: why people decided to move from previous homes?
- Displacement factors
  - Housing cost (top factor), forced to move, income change, community leaving
- Regional issue, consistent for all counties
- Overlaid prior home locations of movers on Displacement Risk Map
Next Steps

• Refresh all current analyses

• Leverage existing resources to elevate equity in RTP

• Seek continued improvements

• Learn from today’s panelists and audience