

Project Selection Process

Co-creation & Review To Date

April 6, 2023

Equity Advisory Committee (EAC)



Puget Sound Regional Council



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.



Questions for the Equity Advisory Committee

- Which types of transportation projects lead to the most equitable outcomes?
- How should our current Equity Criteria be adjusted (see pgs. 8 – 11 in the agenda packet)?
- Do you have any suggestions for how we can improve our rubric (see pgs. 12 – 14 in the agenda packet)?
- What's missing from our current overall process? Are there any issues with our current process (click [here](#))?



Steps in the Project Selection Process

Step 1: Agency Planning

Cities, counties, ports, transit agencies, state agencies, tribal governments

- develop projects as part of a comprehensive planning process

Step 2: Projects Submitted to PSRC

Projects meeting eligibilities for the federal funding programs -- and consistent with PSRC's policies and criteria -- are submitted into the competition

- Wide variety of project types -- roadway, signals, freight, transit, bike/ped, alternative fuels, etc.

Step 3: PSRC's Competition

PSRC staff score projects based on the adopted criteria: supporting centers, mobility, accessibility, safety, equity, project readiness

- PSRC funds matched with local, other funds; projects must be able to use the federal funds within the specified time period

PSRC Boards approval all projects recommended for funding



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

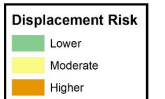
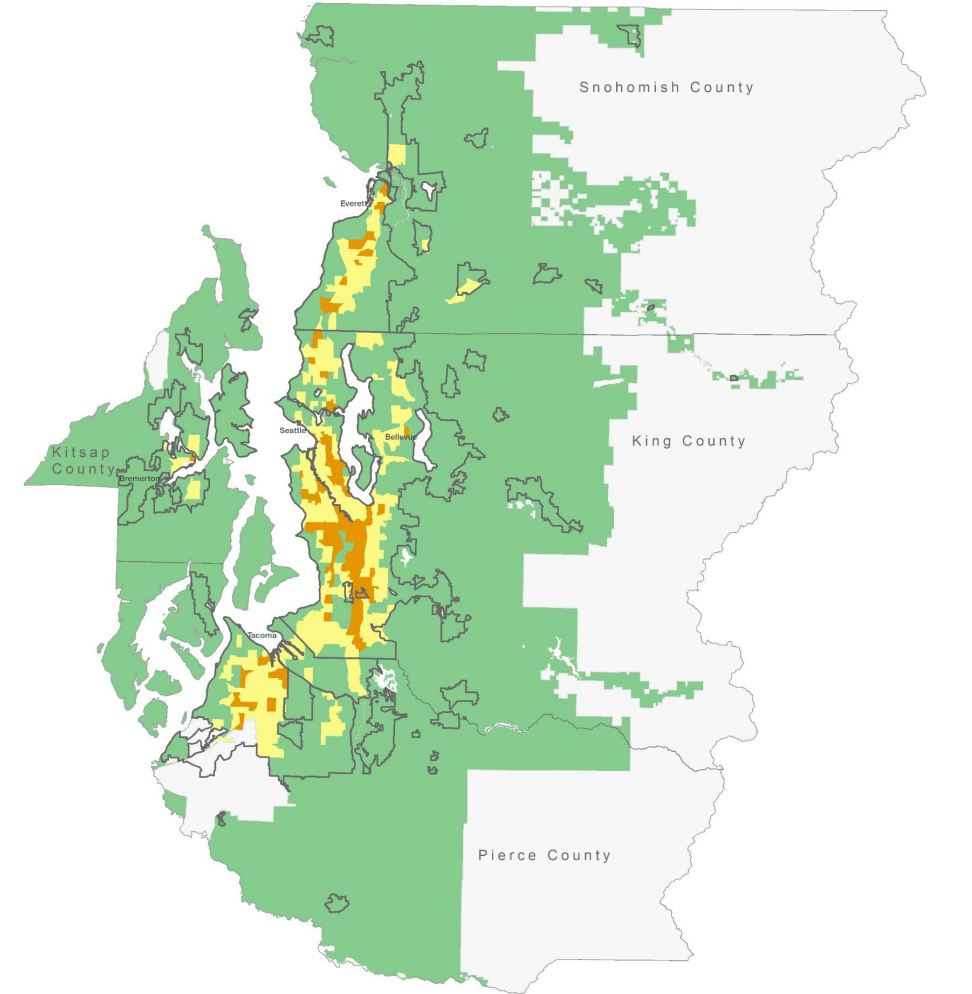
- How the development of the project is informed and influenced by public outreach and engagement



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



MPO Alternative Approaches

- **Study categorized how MPOs factor in equity**
 - **Location of Project**
 - **Impacts from Project**
 - **Destinations the project provides access to**
 - **Future-Based Projections of Project Usage**



MPO Alternative Approaches

- Study categorized how MPOs factor in equity
 - Location of Project
 - Impacts from Project
 - Destinations the project provides access to.
 - Future-Based Projections of Project Usage



MPO Alternative Approaches

- **PSRC currently focuses on Impacts:**
 - Location of Project
 - **Impacts from Project**
 - What destinations the project provides access to.
 - Future-Based Models of Project



Impact Based Approach

- **Awards more points to projects that will provide benefits (besides geographic proximity) to areas with high concentrations of marginalized populations.**
- **Example: Puget Sound Regional Council (PSRC)**
- **Awards points if project :**
 - Identifies the population groups to be served by the project
 - people of color, people with low-income...
 - Identifies the disparities or gaps for these population groups
 - Describes how the project addresses those disparities or gaps



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Impact Based Approach-Additional Examples

- **Example: Broward County MPO (Ft. Lauderdale)**



- **Determines points if project :**

- Project will add high-quality transit service to multiple new communities = 2 points
- Project will add high-quality transit service to one new community = 1 point
- Project will not add high-quality transit to any new communities = 0 point



Impact Based Approach-Additional Examples

- **Example: Broward County MPO (Ft. Lauderdale)**
- **Determines points if project:**
 - Project will directly improve safety through improvements at a high-crash location within an equity area = 2 points
 - Project may directly improve safety through improvements (regardless of existing crash situation) within an equity area = 1 point
 - Project has no impact on safety within an equity area = 0 points



Impact Based Approach-Additional Examples

- **Example: North Jersey Transportation Planning Authority-NJTPA (Newark)**



- **Determines points if project:**

- High: Address safety problems, results in reduced noise or pollutant impacts, or improves accessibility to employment, education, healthcare, and other essential services for EJ communities
- Medium: Add/improve vehicle, bicycle, transit, or pedestrian connectivity within EJ communities
- Low: Repair roadways or bridges, or streetscapes unless project would result in permanent negative impacts to traffic conditions in the neighborhood (e.g., by bringing in more vehicle traffic) in EJ communities



MPO Alternative Approaches

- **PSRC currently focuses on Impacts:**
 - Location of Project
 - Impacts from Project
 - What destinations the project provides access to.
 - Future-Based Models of Project



Scoring Community Engagement

- **Awards more points for projects influenced by community feedback.**
- **Example: Puget Sound Regional Council (PSRC)**
- **Scoring Criteria includes the prompt:**
 - Describe the public outreach process that led to the development of the project. Include specific outreach or communication with the population groups identified in the previous section
 - Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.



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MPO Alternative Approaches

- **EAC highlighted other potential approaches of note:**
 - Location of Project
 - Impacts from Project
 - **Destinations the project provides access to**
 - Future-Based Projections of Project Usage



Access Based Approach-Additional Examples

- **Example: Atlanta Regional Commission – ARC**



- **Determines points if project:**

- Awards points for an increase in number of low income and minority workers that can access job centers during peak period via transit
- The project with the highest number of new workers gaining access will receive the highest score, the project with the least will receive the lowest



Access Based Approach-Additional Examples

- **Example: San Diego Association of Governments – SANDAG**



- **Determines points if project:**
 - Awards points for reducing travel time for residents living in disadvantaged communities
 - It **does not** link travel time reductions to specific destinations





Think about your daily travel and the needs of your community.

Which types of projects lead to more equitable outcomes? Examples include:

Sidewalk leading to school

Transit connection to community center

Bike lane to park

Repaving street to job center



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Thank you

Kelly McGourty

Director of Transportation Planning

kmcgourty@psrc.org

Noah Boggess

Senior Public Engagement Specialist

nbogges@psrc.org

Charles Patton

Program Manager, Equity Policy & Initiatives

cpatton@psrc.org



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Example Projects



Water to Bellin Ave S
SeaTac/Airport



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

Project Description

- The Swift Gold Line will begin at the Smokey Point Transit center and end at the Everett Station, with multiple stops along the way including downtown Marysville, the Regional Cascade Industrial Center (CIC), and Everett Community College ending at the Everett Station in the Everett Regional Growth Center.



Example Project #2

SeaTac Airport Station Area Pedestrian Improvements

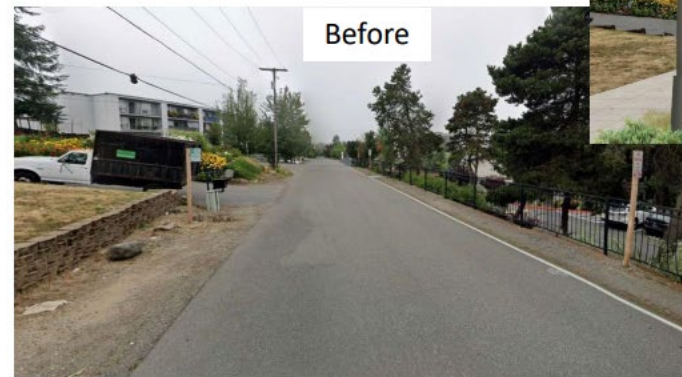
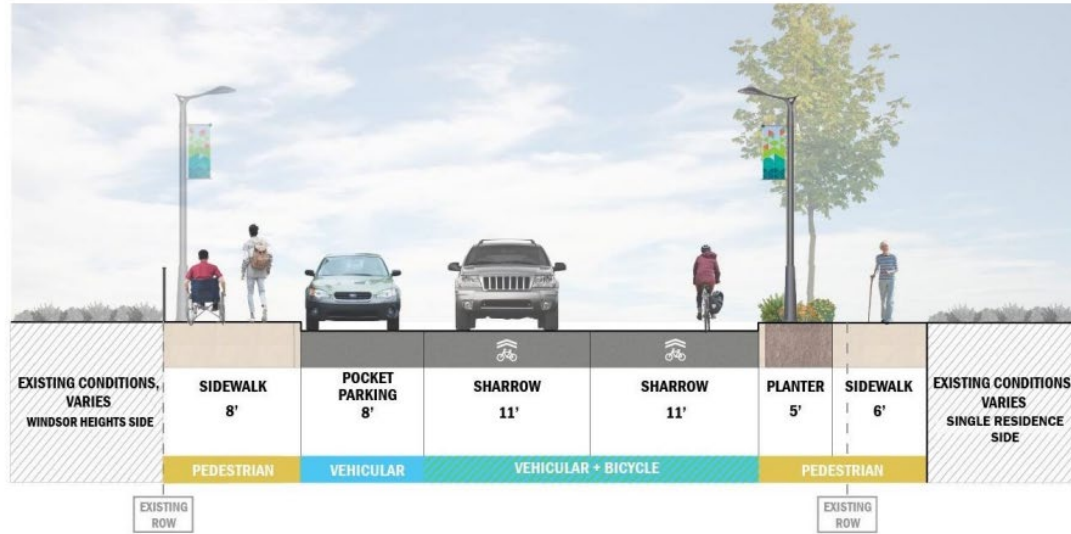
Project Description

- 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 #3

California Street Ped/Bike Corridor (Everett)

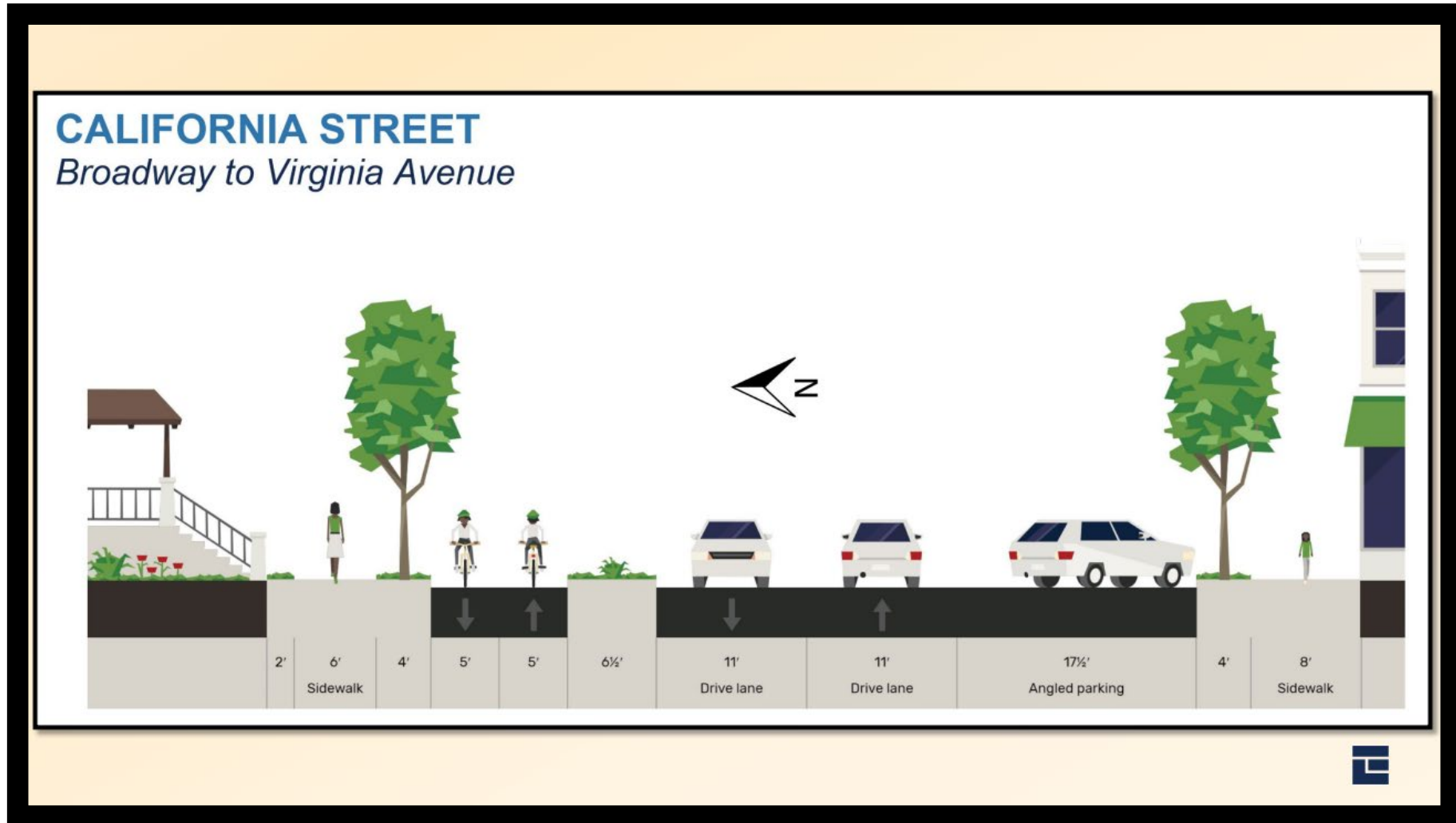
Project Description

- 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.



Example Project #3

California Street Ped/Bike Corridor (Everett)

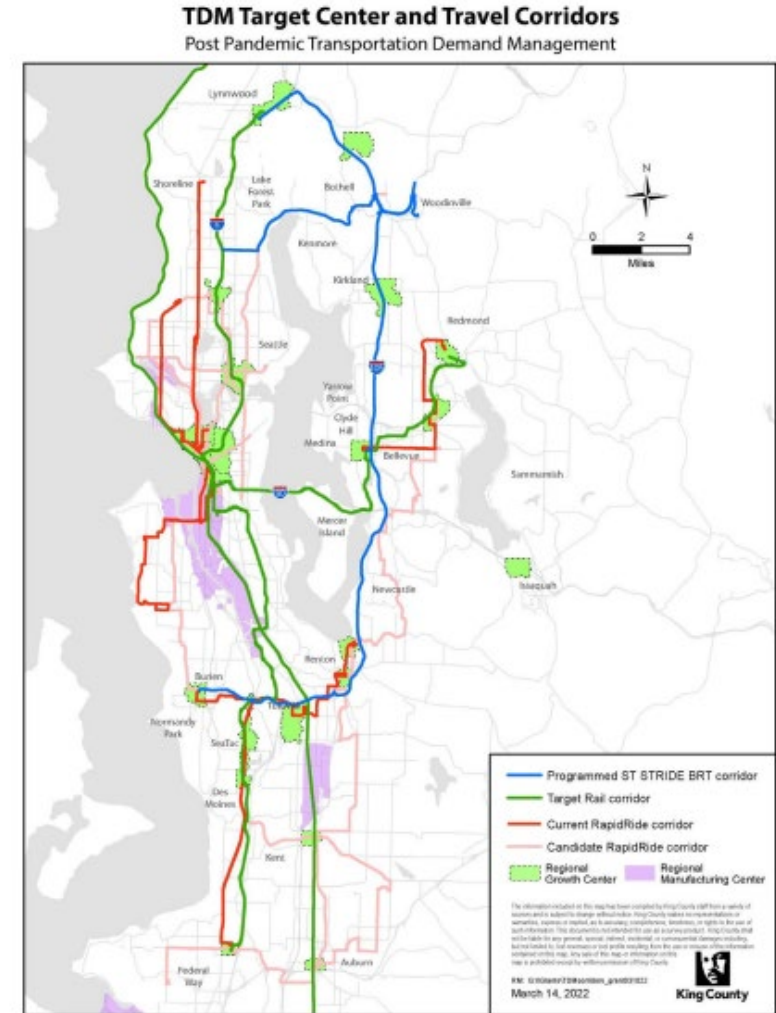


Example Project #4

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

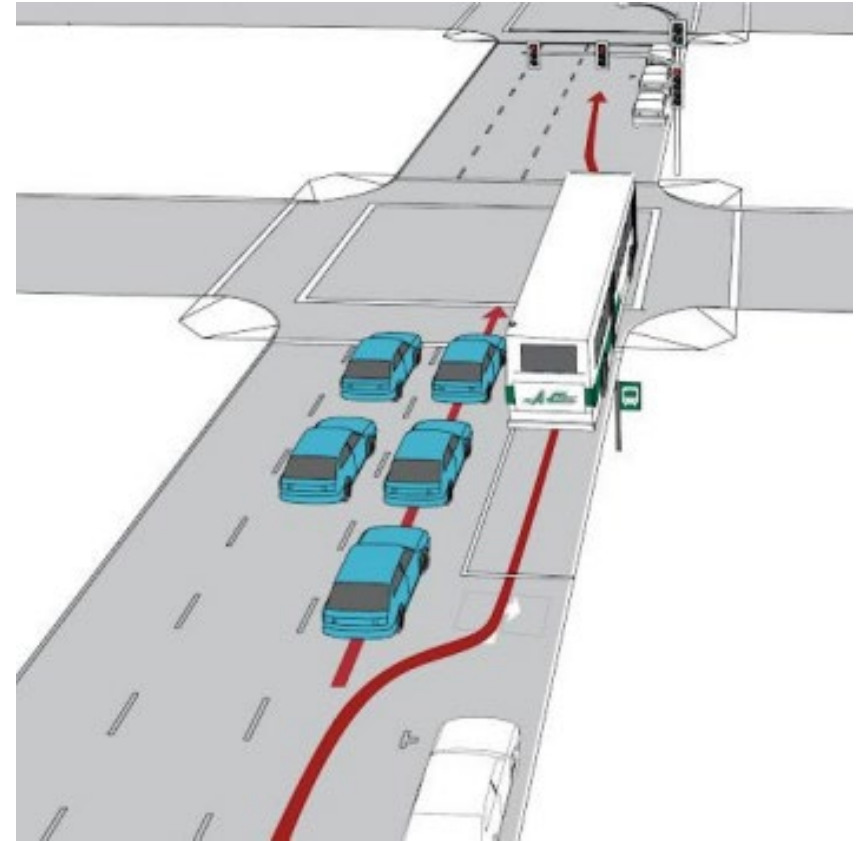


Example Project #5

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.



Example Project #5

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.

