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## **TRANSPORTATION 2040**

### **Environmental Justice Roundtable Discussions Summary Report**

**April 2010**

Prepared by PRR, Inc and  
The Puget Sound Regional Council  
April 2010



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## **Introduction**

To support the development of Transportation 2040, PSRC and its consultant, PRR, conducted public outreach in King, Kitsap, Pierce, and Snohomish Counties. As part of the effort, PSRC incorporated techniques to engage vulnerable populations, including minorities, populations with limited English proficiency, and low income communities. The purpose of this outreach was to continue to engage community leaders and social service providers in the development and implementation of Transportation 2040, the region's long-term plan for transportation investments. This outreach was a follow-up to roundtable discussions PSRC hosted in summer 2009 to introduce Transportation 2040 and discuss how plan alternatives would affect the region's diverse residents.

This report summarizes the outcomes of environmental justice roundtable discussions conducted in February and March 2010.

### ***About Transportation 2040***

Transportation 2040 is an action plan for transportation in the central Puget Sound region for the next 30 years. By the year 2040, the region is expected to grow by approximately 1.5 million people and support more than 1.2 million new jobs. This growth will lead to increased demand for travel within and through the region by about 40%. Transportation 2040 outlines a long-term strategy for how this region should invest in transportation to accommodate rising travel demand, while at the same time embracing the need to be flexible and responsive to change.

In the fall of 2009, PSRC identified a preferred alternative from six plan alternatives analyzed in the Transportation 2040 Draft Environmental Impact Statement. Key elements of the draft Transportation 2040 plan are:

- Maintain, preserve, and operate our transportation system
- Increase transit and paratransit service and improve connectivity, frequency, and accessibility
- Invest strategically in highways, arterials, and local roads
- Improve bicycle and pedestrian facilities
- Implement transportation demand management programs

**User fees** charge motorists for the actual cost of using the system. They have the potential to provide sustainable funding for transportation investments and to help manage congestion. The region is considering a variety of user fees, including High-Occupancy Toll (HOT lanes), fully-tolled facilities, and user fees based on vehicle miles traveled (VMT).

- HOT lanes give motorists in single-occupant vehicles (SOV) access to high-occupancy vehicle (HOV) lanes. SOVs have the option of paying a toll to enter the lane. HOT lanes are typically free of charge for transit, carpools, and vanpools. Washington's first HOT lanes opened in 2008 on SR 167 between Auburn and Renton. These HOT lanes have variable tolls, which adjust automatically to keep the lanes flowing at 45 mph or greater.
- Full-facility tolling charges a toll to vehicles that use the facility. Examples of full-facility tolls in Washington include tolls on some bridges, such as the Tacoma Narrows Bridge and the SR 520 bridge (SR 520 bridge tolls were eliminated in the 1970s when the bonds on bridge construction were paid off).
- User fees based on VMT charges drivers based on the number of miles they travel. In 2005-2006, PSRC conducted a study to evaluate the effectiveness and costs of using GPS to record VMT. See [www.psrc.org/transportation/traffic](http://www.psrc.org/transportation/traffic)

The plan represents \$187 billion to \$225 billion of investments in transportation over a 30-year period.<sup>1</sup> The plan relies on traditional funding sources, such as gasoline taxes, in the early years of the plan. Over time the plan transitions to a new funding strategy based on user fees, which could include High Occupancy Toll (HOT) lanes, tolling on selected facilities, and charges based on vehicle miles traveled (see sidebar). The plan anticipates systemwide tolling of limited access highways by 2030.

The PSRC General Assembly is scheduled to adopt the final Transportation 2040 Plan in May 2010.

### ***About Environmental Justice***

The concept of environmental justice is rooted in Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, or national origin. In response to a concern that populations with low incomes or minority populations bear a disproportionate amount of adverse health and environmental effects of public projects, and to reinforce the fundamental rights and legal requirements contained in Title VI, President Clinton issued Executive Order 12898: *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (1994). It directs each federal agency to make environmental justice part of its mission by identifying and addressing disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and populations with low incomes.

Following Executive Order 12898, USDOT issued Order 5610.2: *USDOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations* (1997). It provided guidelines for how environmental justice analyses should be performed and how environmental justice should be incorporated

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<sup>1</sup> The smaller number in the range is the estimated cost of the constrained plan. In the constrained portion of the plan, project and program costs must be accounted for and balanced with reasonably-expected revenues over the life of the plan. The larger number includes unprogrammed projects and programs that do not have a funding strategy and may be more aspirational in nature.

into the transportation decision-making process. The USDOT Order requires federal agencies to do the following:

1. Explicitly consider human health and environmental effects related to transportation projects that may have a disproportionately high and adverse effect on minority populations and populations with low incomes; and
2. Implement procedures to provide “meaningful opportunities for public involvement” by members of those populations during project planning and development (USDOT 1997, §5[b][1]).

### ***Transportation 2040 Environmental Justice Outreach Approach***

During development of the Transportation 2040 Draft Environmental Impact Statement (DEIS), PSRC conducted targeted outreach to best understand the possible effects of the plan elements on populations with low incomes and minority populations, as well as limited-English proficient (LEP), senior, and youth populations. Because there is overlap between environmental justice and special needs populations, PSRC included community leaders and service providers representing special needs populations in this outreach (see sidebar).

PSRC engaged PRR to facilitate roundtable discussions with community leaders and service providers representing populations with low incomes and minority, LEP, special needs, senior, and youth populations in King, Kitsap, Pierce, and Snohomish counties. These roundtable discussions took place during the formal public comment period for the DEIS, which began on May 28, 2009 and concluded July 31, 2009. In these outreach sessions, PSRC and PRR presented the six alternatives that PSRC was evaluating for Transportation 2040 and gathered feedback on how each alternative might benefit or adversely affect populations with low incomes or minority, LEP, special needs, senior, and youth residents. To access the summary report on this round of discussions, please visit [http://www.psrc.org/assets/3213/Summary\\_of\\_EJ\\_Roundtable\\_Discussions.pdf](http://www.psrc.org/assets/3213/Summary_of_EJ_Roundtable_Discussions.pdf).

A person with a **low income** is an individual whose household income falls below the federal poverty guidelines, as defined by the U.S. Department of Health and Human Services. For 2010, the federal poverty guideline for a household of four living in one of the 48 contiguous states and Washington DC is \$22,050.

A member of a **minority** population is an individual who identifies himself as Black (a person having origins in any of the black racial groups of Africa); Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); Asian (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); American Indian/Alaskan Native (a person having origins in any of the original peoples of North America and who maintains cultural identification through tribal affiliation or community recognition); or some other race.

**Special needs** individuals are people whose mobility is affected due to age, income, disability, or physical condition. Washington State law defines people with special transportation needs (special needs populations) as people, including their attendants, who because of a physical or mental disability, income status, or age are unable to transport themselves or purchase transportation. [47.06B.012 RCW]

PSRC also held an open house and formal public hearing on July 9, 2009, at which the public had an opportunity to speak with PSRC staff and make comments on the DEIS to the Transportation Policy Board (TPB).

PSRC boards, which include the General Assembly, Executive Board, and TPB considered input from the roundtable discussions and public hearing, as well as other public comments and analyses. These boards selected and refined a preferred alternative and released the draft Transportation 2040 plan in January 2010. PSRC boards also incorporated public input from the roundtable discussions into the Coordinated Transit-Human Services Transportation Plan (the “Coordinated Plan”), which is the region’s implementing plan for special needs transportation.<sup>2</sup>

In February and March 2010, PRR facilitated a second round of roundtable discussions to:

- Present the draft Transportation 2040 plan and the Coordinated Plan
- Review what PSRC heard in the 2009 roundtable discussions
- Discuss how the draft plan addresses the feedback at the 2009 roundtable discussions
- Gather additional input from community leaders and service providers

As PSRC did in summer 2009, invitations were extended to community leaders and social service providers representing populations with low incomes; minority, elderly, special needs, and LEP populations; as well as people who are completely reliant on public transit. To cast as wide a net as possible, PSRC coordinated with Kitsap Information Resource/Referral Network (KIRN) in Kitsap County to distribute invitations to their membership. PSRC also hosted a joint meeting with the Multi-Cultural Forum in South King County and joined the Pierce County Cross-Cultural Collaborative as a presenter.

Roundtables were held at ADA- and transit-accessible facilities. PSRC distributed invitations by email, made follow-up telephone calls and emails to encourage attendance, and mailed invitation letters to members of PSRC’s Transportation Operators Committee and Special Needs Transportation Committee.

PSRC held the following roundtable discussions in February and March 2010:

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<sup>2</sup> PSRC updated the Coordinated Plan concurrent with Transportation 2040. For more information about the Coordinated Plan, please see <http://www.psrc.org/transportation/special-needs>.

*Wednesday, February 24, 2010, 3 pm to 4:30 pm*

**Kitsap County**

Kitsap Regional Library – Sylvan Way Branch  
1301 Sylvan Way  
Bremerton, WA 98310

*Thursday, February 25, 2010, 5:30 pm to 7 pm*

**King County**

King County Library System – Auburn Branch  
1102 Auburn Way South  
Auburn, WA 98002

*Wednesday, March 3, 2010, 3 pm to 4:30 pm*

**King County**

Seattle Public Library Rainier Beach Branch  
9125 Rainier Avenue South  
Seattle, WA 98118

*Thursday, March 4, 2010, 9 am to 10:30 am*

**Snohomish County**

United Way of Snohomish County  
3120 McDougall Avenue  
Suite 200  
Everett, WA 98201

*Monday, March 8, 2010, 11:30 am to 12:30 pm*

**Pierce County**

Cross Cultural Collaborative of Pierce County  
The Korean Women's Association at  
International Place  
1701 East 44<sup>th</sup> Street  
Tacoma, WA 98407

## **Summary of Findings**

Approximately fifty-six (56) people representing more than forty (40) organizations and local governmental units participated in five facilitated roundtable discussions on the Transportation 2040 preferred alternative and draft plan.

## **Key Themes**

The following themes emerged consistently from the five follow-up roundtable discussions:

- Lack of trust
- Concern about traffic diversion onto local, untolled roads
- The need to ensure equity and fairness in tolling implementation
- The need to coordinate planning for transportation, land use, economic development, and housing
- Concern that the plan focuses on meeting the needs of the average resident and does not adequately address populations with unique needs that affect mobility, such as disabilities, rural residency, or youth.

Following is a description of each of these themes.

## **Lack of trust**

The issue of trust was discussed in several of the roundtable discussions. This was also a theme that emerged in the first round of discussions in summer 2009.<sup>3</sup>

A primary concern was providing transparency in how toll revenues would be invested. Participants commented that some environmental justice populations are distrustful of paying tolls, because they do not know how revenues will be used. Participants wanted proof that the toll revenue would benefit them and their constituents in a meaningful way.

Participants acknowledged that tolling could provide a more reliable and sustainable revenue source for transit and transportation improvement projects. However, a few participants expressed skepticism that the gas tax could be eliminated once tolling was fully implemented. Some participants also expressed concern that the improvements paid for with toll revenues would not provide enough benefit to populations with low incomes to offset potential negative impacts.

## **The need to ensure equity and fairness in tolling practice**

The issue of equity and fairness in tolling practice was a common theme among all groups, as it was in first round of roundtable discussions PSRC hosted in summer 2009.<sup>4</sup> While many participants recognized that tolling could provide sustainable sources of revenue for transportation projects, they were also concerned about the potential for tolling to disproportionately impact populations with low incomes and special needs, youth, and elderly populations.

Participants expressed concern that the current transit system is not a viable alternative to driving, especially in the wake of recent and likely additional cuts to transit service that they believe have disproportionately impacted populations with low incomes. Kitsap Transit recently increased fares and reduced ferry, bus, and ACCESS paratransit service to address the loss of revenue. Community Transit in Snohomish County has suspended Sunday and holiday service and increased paratransit fares to make up for 20% drop in revenue. Sound Transit, Pierce Transit and King County Metro Transit are also considering fare increases and service cuts.

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<sup>3</sup> Puget Sound Regional Council, "Transportation 2040 Draft Environmental Impact Statement Environmental Justice Public Outreach Summary Report", Fall 2009,

[http://www.psrc.org/assets/3213/Summary\\_of\\_EJ\\_Roundtable\\_Discussions.pdf](http://www.psrc.org/assets/3213/Summary_of_EJ_Roundtable_Discussions.pdf)

<sup>4</sup> Ibid.

Participants raised the issue of whether or not Transportation 2040 adequately considers the impact of tolling on shift workers with non-traditional hours and low-wage earners. One participant noted that the fastest growing job sectors are those with “off-hours, paying minimum wage,” which may not be adequately served by fixed-route transit. Another participant noted that variable tolling, which prices tolls based on time of day traveled would have less of an impact on motorists with off-peak work schedules.

Participants also commented that many people, especially individuals with low incomes, do not have bank accounts and credit cards, so a transponder-based, electronic tolling system could present access problems for those drivers if this method is used.

Another participant questioned the impact of tolling on customers at businesses along SR 99 and similar limited-access highways with businesses and local traffic. (All limited-access highways are assumed to be tolled by 2030 under the Transportation 2040 plan).

### **Concern about traffic diversion onto local, untolled roads**

Several participants at the Snohomish County and Pierce County Cross Cultural Collaborative roundtable discussions expressed concern about drivers using local, untolled roads to avoid paying tolls on freeways.

Participants identified concerns about how neighborhoods and businesses located along the untolled alternative roads would be affected. They also worried about how the traffic congestion caused by diversion would affect other drivers. For example, one participant who frequently works with older drivers noted that this population tends to feel more comfortable driving on slower arterial roads rather than freeways and that the influx of cars along untolled routes may negatively affect older drivers.

Participants expressed concern that people with low incomes may not be able to afford to pay tolls and will be forced to drive on slower, more congested untolled arterials. One participant commented that “low-income people will be at the mercy of arterial routes” that will become more congested as drivers use them to avoid paying tolls.

### **The need to coordinate planning for transportation, land use, economic development and housing**

The need to coordinate planning for transportation, land use, economic development, and housing was an important focus at the Pierce County Cross Cultural Collaborative roundtable discussion. Participants asked questions about how the plan addressed affordable housing and connectivity to businesses, workplaces, and other amenities. One participant asked how closely aligned the plan was to affordable housing plans for

the region. Another participant asked how the plan addresses the needs of minority businesses. Other participants reinforced the importance of transit connectivity to affordable housing and other amenities for vulnerable populations. One participant commented that the business community—especially small business owners—has not been adequately engaged in transit planning.

### **Plan may not address populations with unique transportation needs**

Auburn roundtable participants noted that many employers do not offer flexible schedules or consideration for the needs of transit-dependent employees, especially service workers who work on shifts or at odd hours. Without better, more frequent transit service or flexible work schedules, it will be difficult for workers to consider alternatives to driving. Participants called for better coordination between transit providers, employers, and transit-dependent employees.

A few participants expressed concern that the plan is too focused on the characteristics of the average regional population and does not adequately address populations with unique transportation needs. For example, one participant commented that the Native American population has a lower average age than that of the regional population. Because there are more Native Americans who are not yet able to drive, Native Americans as a group may have a greater need for transit or other transportation options than other groups.

### **How were these themes addressed in Transportation 2040?**

These comments and discussions directly influenced the final composition of Transportation 2040, which addresses many of these concerns. Transportation 2040 contains:

- An aggressive transit investment strategy to increase the availability of alternatives to driving alone, more than doubling local transit service.
- A tolling system for limited access freeways that does not directly toll local arterials.
- Investment of a portion of tolling revenue in transit and paratransit services, focused on serving centers and areas with high concentrations of employment.
- Additional funding for special needs transportation services proportional to the growth of special needs populations.

- A mix of investments that reduces regional per capita vehicle miles traveled and delay.
- Many more transit, bicycle, pedestrian, rideshare, and other travel options to avoid or minimize congestion.
- Support for the VISION 2040 Regional Growth Strategy, which calls for affordable housing, services and employment to be concentrated in regional growth centers.
- Improved air and water quality throughout the region.

### **Transportation 2040 Benefits.**

These and other plan elements were shown to convey a wide variety of benefits to minority and low-income people in the central Puget Sound region:

- Speeds and trip reliability will improve for all motorists and transit.
- Substantial increases in transit access, routes, and frequency will benefit low-income populations, especially those living in or near regional growth centers.
- Substantial increases in paratransit and improvements to connectivity and access will benefit special needs and senior populations.
- Owning, maintaining, and operating a vehicle is very expensive, therefore, low-income populations will benefit from the availability of many more options to driving alone.
- Low-income and minority populations who suffer from higher obesity rates and similar adverse health impacts will benefit from substantial improvements to pedestrian and bicycle infrastructure, especially in regional growth centers.
- By providing many more opportunities to use transit, bike, or walk instead of driving alone, the plan will benefit communities by containing or reducing the transportation-related impacts to air quality, environmental health, and noise.

### **Potential adverse effects.**

Potential adverse effects were also identified:

- The toll payment would burden low-income populations, especially those who are car dependent.

- The electronic payment method would also burden low-income and limited-English proficient populations.
- Construction and operation of new road and transit facilities may adversely affect the people and environment near those facilities, which may include low-income and minority populations.

PSRC recognizes the importance of these issues. This analysis highlights these issues and recommends that they be included in future analysis for project-level environmental review, but cannot analyze these issues at the plan-level.

# Meeting Summary Notes

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Meeting Date and Time:	February 24, 2010, 3 pm to 4:30 pm
Meeting Location:	Sylvan Way Branch – Kitsap Public Library
Number of Attendees:	11 participants
Facilitator:	Jamie Strausz-Clark (PRR)
PSRC Staff:	Mary Pat Lawlor and Ben Bakkenta
Note-taker:	Laura LaBissoniere (PRR)
Populations Represented:	Populations with low-incomes, special needs populations, seniors

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## Attendees

- Gordon Byrd, Birds Nest
- Sally Fantana, Kitsap Interfaith Network
- Greg Franco, Local Ministry
- Ann Kennedy, Paratransit Services
- Ruth Langworthy, Easter Seals WA
- William Macabitas, Visitor
- Kirsten Murray, Kitsap County DD
- Danielle Priest, Kitsap Transit
- Kathy Warcup, Holy Trinity & Star of the Sea Church
- Kurt Wiest, Bremerton Housing Authority
- Steve Womble, Kitsap Transit

## Summary of Findings

Several key themes emerged from the Kitsap County roundtable discussion, including concerns about tolling, a need for a sustainable source of revenue for transportation, and a need to improve transit service.

### *Concerns about Tolling*

Many participants were unfamiliar with Transportation 2040 and plans to shift from the gasoline tax to tolling. There were several questions about how tolls could operate on the existing and proposed roadways. A few participants expressed fear and uncertainty, particularly for populations with low incomes and minority groups.

### *Sustainable Revenue*

The transit agency representatives addressed current budget deficiencies and consequences, including reduced bus service and increased fares. These individuals expressed support for tolling as a reliable alternate source of revenue to fund transit and transportation improvement projects. Transit representatives felt the lack of current funding options was the largest constraint to meeting the needs of populations with low incomes and special needs populations.

### *Transit Services*

Several participants expressed frustration with the shortage of reliable transit services available in Kitsap County. One participant was particularly vocal about her experience working with citizens with low incomes or disabilities who were suffering from recent cuts to transit service. The transit agency representatives noted rural and cross-jurisdictional transit service has been impacted severely and needs immediate funding.

## **Meeting Format**

The meeting began with a formal presentation from Mary Pat Lawlor (PSRC) on Transportation 2040 and the Coordinated Transit-Human Services Plan. The presentation was followed by a facilitated roundtable discussion. Jamie Strausz-Clark (PRR) presented what PSRC heard from participants at the last round of discussions, articulated how Transportation 2040 addresses those concerns, and asked for feedback from participants. At the end of the meeting, PSRC staff encouraged participants to provide formal comments using the printed comment form, email, or via the online comment form on the PSRC website.

## **General Presentation**

The formal presentation highlighted:

- Transportation 2040 goals and key issues
- A recap of the Transportation 2040 planning process
- Funding strategies, including phased implementation of tolling
- Transportation 2040 benefits
- A summary of public involvement to date
- What PSRC heard last summer
- Opportunities for continued involvement

A copy of the presentation is available at: <http://www.psrc.org/about/public/titlevi/ej-by-program/>

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Meeting Date and Time:	February 25, 2010, 5:30 pm to 7:00 pm
Meeting Location:	Multi-Cultural Forum, King County Library Auburn Branch
Number of Attendees:	6 participants
Facilitator:	Jamie Strausz-Clark (PRR)
PSRC Staff:	Mary Pat Lawlor and Ben Bakkenta
Note-taker:	Jennifer Sandberg (PRR)
Populations Represented:	Populations with low incomes; minority and special needs populations; seniors; and tribes

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## Attendees

- George Brummell, Lois Renfrew Foundation
- Alexandra Davis, City of Auburn- Cultural Diversity Liaison
- Debbie Gamble, Auburn Seventh Day Adventist Church and Clothing Bank
- Katherine Oum, Talk Time
- Amie Sie, Asian Cultural Center and Talk Time
- Cathy Wegner, Orion Works and WorkSource

## Summary of Findings

Three major themes emerged from the South King County session held in Auburn. They were: fairness in tolling implementation, coordination with employers, and fears of too much urbanization.

### *Fairness in Tolling Implementation*

A participant questioned the timing of implementing tolling policy in the northwest. She wanted to understand the reasoning behind implementing tolling. Other participants wondered if the gas tax would really go away once systemwide tolling is implemented, or if people will just be double-taxed.

The group wondered how systemwide tolling would be implemented. They wanted to know how it would work for visitors and people without the electronic transponders that are currently used on SR 167 and the Tacoma Narrows Bridge to collect tolls. (PSRC staff indicated that the technology for and

method of toll collection would be decided by the agencies responsible for implementing tolling, such as the Washington State Department of Transportation.)

One participant suggested that time of day (variable) tolling would have less of an impact on low-income workers with off-peak work schedules.

#### *Employer/Transit Coordination*

The representative from WorkSource noted that there could be better coordination or understanding between employers of transit-dependent employees in south King County. Participants noted that many employers do not offer flexible schedules for those who depend on transit.

#### *Fear of urbanization*

Many participants indicated that South King County residents in more rural communities are car dependent because of the distance between where they live and where they work and access services. These participants expressed reservations about increasing urbanization for the purposes of improving transit service. They explained that it would be especially difficult for senior populations who depend on paratransit to move to more urban areas to access transportation.

## **Meeting Format**

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Meeting Date and Time:	March 3, 2010, 3 pm to 4:30 pm
Meeting Location:	Rainier Beach Branch—Seattle Public Library
Number of Attendees:	10 participants
Facilitator:	Jamie Strausz-Clark (PRR)
PSRC Staff:	Mary Pat Lawlor and Ben Bakkenta
Note-taker:	Lauren Brisbo (PRR)
Populations Represented:	Populations with low incomes and minority and special needs populations

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## Attendees

- Dick Burkhart, Sierra Club
- Lori Ferrin, FLT Consulting
- Andrew Lofton, Seattle Housing Authority
- Mar Murillo, Filipino Community of Seattle
- Polly Nelson, Program Manager, Mobility, Hopelink Transportation and Interpreter Services
- Andrea Owner, Housing Resources Group
- Yun Pitre, City of Seattle
- Jeff Sikora, Refugee Women's Alliance
- Ashley Van Oeveren, Service Alternatives
- David West, Puget Sound Sage
- Michelle Ziedman, King County Mobility Coalition

## Summary of Findings

Two key themes emerged from the King County-Seattle roundtable discussion: tolling and accountability and questions about PSRC's growth assumptions.

### *Tolling and Accountability*

Some participants reiterated that members of some environmental justice populations are distrustful of paying tolls, because they do not know where their money will go. One participant said that he is

concerned that people are not seeing where their money is going. He wants environmental justice groups to perceive the value they are getting for their money.

#### *Questions about PSRC's Growth Assumptions*

There were a few questions about the projections used by PSRC to support the development of the plan. One participant asked if the plan took into account income distribution to ensure equity. He also asked if regional job projections took into account that the fact that the fastest growing job sectors are those with off hours, paying minimum wage. Another participant questioned the assumption that traffic and congestion would continue to increase in the region. He asserted that traffic would actually decrease because motorists could no longer afford the cost of gas.

### **Meeting Format**

The meeting began with a formal presentation from Ben Bakkenta (PSRC) on Transportation 2040 and the Coordinated Transit-Human Services Transportation Plan. The presentation was followed by a facilitated roundtable discussion. Jamie Strausz-Clark (PRR) presented what PSRC heard from participants at the last round of discussions, articulated how Transportation 2040 addresses those concerns, and asked for feedback from participants. At the end of the meeting, PSRC staff encouraged participants to provide formal comments using the printed comment form, email, or via the online comment form on the PSRC website.

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A copy of the presentation is available at:

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Meeting Date:	March 4, 2010, 9 am to 10:30 am
Meeting Location:	United Way of Snohomish County
Number of Attendees:	10 participants
Facilitator:	Jamie Strausz-Clark (PRR)
PSRC Staff:	Mary Pat Lawlor and Ben Bakkenta
Note-taker:	Lauren Brisbo (PRR)
Populations Represented:	Populations with low incomes, minority and special needs populations

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## Attendees

- David (last name not provided), Snohomish County Transit Coalition (SNOTRAC)
- Winnie Corral, Lutheran Community Services Northwest
- Karen Crowley, United Way of Snohomish County
- Jerry Fireman, Snohomish County Long Term Care & Aging
- Allan Giffen, City of Everett
- Brian Goodnight, Snohomish County
- Tom Hingson, Everett Transit
- D. Klein (illegible), Snohomish County Coordinated Transportation Coalition (SNOTRAC)
- Sandy Schurman, Snohomish County Coordinated Transportation Coalition (SNOTRAC)
- Kate Tourtellot, Community Transit

## Summary of Findings

Two key themes emerged from the Snohomish County roundtable discussion: concerns about the use of revenue generated by tolls and tolling equity.

### *Use of Tolling Revenue*

A few participants raised concerns that funds generated from tolls would not be used for improvements. In particular, one participant wanted to know if tolls collected in a particular county would go to improvements within that county and indicated this would be important to build trust in the tolling system. PSRC staff explained the allotment of funds would be decided by the state legislature.

Several participants discussed concerns about an article in that morning's newspaper, which announced that Community Transit would be cutting Sunday service entirely as a result of budget cuts. Several people acknowledged that this is why we need a more sustainable source of funding.

### *Tolling Equity*

There were questions and comments in regards to how the tolls would be implemented, and what would be done to ensure that they are equitable and fair. One participant was particularly concerned that tolling populations with low incomes seemed impractical. This participant also questioned the impact of diverting traffic to arterial routes. Additionally, she asked how tolling would impact businesses along SR 99 and customer access.

Another participant expressed concern that tolling would unfairly limit the choices of people with lower incomes. She worried that poor families would no longer be able to go for a Sunday drive, for example.

## **Meeting Format**

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A copy of the presentation is available at:

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Meeting Date: March 8, 2010, 11:30 am to 12 pm

Meeting Location: Pierce County Cross-Cultural Collaborative, The Korean Women's Association at International Place

Number of Attendees: 19 participants

Facilitator: Jamie Strausz-Clark (PRR)

PSRC Staff: Mary Pat Lawlor and Ben Bakkenta

Note-taker: Lauren Brisbo (PRR)

Populations Represented: Populations with low incomes; minority and special needs populations; seniors; and tribes

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## Attendees

- Lynn Abegglen, A Sound Coalition
- Zachary Carter, City of Tacoma=Human Rights
- Allison Cox, Tacoma-Pierce County Health Department
- William Lamonte Cyrus, TPCHD, CD Control
- Frank Dibiase, TPCHD
- Penny Grellier, Catholic Community Services
- Dr. Soon Han, KWA
- Amrit Lal, TPCHD
- Christina McLeod, City of Tacoma=Human Rights
- Patricia Neagle, Multicultural Solutions/El Camino
- Bruce Rytkonen, TPCHD
- Maria Salado, Centro Latino, SER
- Filiz Satir, Live Free Coalition
- Marianne Seifert, TPCHD
- Dan Seydel, Platinum Group
- Cathy Tashiro, University of Washington Tacoma
- Marge Tully, Pierce County Community Services
- David Whited, Puyallup Tribe of Indians
- Chong Yi, My Service Mind

## **Summary of Findings**

Several key themes emerged from the Cross Cultural Collaborative discussion, including concerns and perceptions about tolling, fair representation of environmental justice populations, and connectivity to affordable housing and amenities.

### *Tolling Implementation and Policy*

There were several questions about how tolls would be implemented and operated. One participant expressed concern about whether the operational costs of administering the tolls would outweigh the benefits.

A reoccurring concern among the group was how the tolling of freeways would affect populations with low incomes and special needs populations. One participant pointed out that more traffic would be redirected to arterial routes to avoid tolled freeways, thus increasing traffic, speeds, and congestion. A participant who frequently works with older drivers said that seniors tend to feel more comfortable driving on slower arterial roads, as opposed to freeways. An influx of cars along these arterial routes may increase the speed of traffic and negatively affect older drivers.

Another participant expressed concern that populations with low incomes would be forced to use arterial routes because they could not afford to use the tolled freeways. Since arterial routes might be slower and more congested, this may negatively impact populations who cannot afford tolls.

### *Representation of Environmental Justice Populations*

Several participants raised concerns about certain environmental justice populations not being addressed by the plan. One participant worried that if Transportation 2040 was based on only aggregated population growth projections, it risked missing the unique needs of specific minority groups. To illustrate his concern, the participant made the point Native Americans have greater proportions of younger people than the average regional population and would therefore have a greater need for transit.

### *Connectivity to Housing and Amenities*

There were a few questions about how the plan addressed affordable housing and connectivity to businesses, workplaces, and other amenities. One participant asked how closely aligned the plan was to affordable housing plans for the region. Another participant asked how the plan addressed the interests of minority-owned businesses. He wanted business owners to view the plan as an optimal opportunity to start or grow their business. Other participants reinforced the importance of transit connectivity to affordable housing and other amenities for environmental justice populations.

## **Meeting Format**

The meeting began with a formal presentation from Ben Bakkenta (PSRC) on Transportation 2040 and the Coordinated Transit-Human Services Plan. The presentation was followed by a facilitated roundtable discussion. Jamie Strausz-Clark (PRR) presented what PSRC heard from participants at the last round of discussions, articulated how Transportation 2040 addresses those concerns, and asked for feedback from participants. At the end of the meeting, PSRC staff encouraged participants to provide formal comments using the printed comment form, email, or via the online comment form on the PSRC website.

## **General Presentation**

The formal presentation highlighted:

- Transportation 2040 goals and key issues
- A recap of the Transportation 2040 planning process
- Funding strategies, including phased implementation of tolling
- Transportation 2040 benefits
- A summary of public involvement to date
- What PSRC heard last summer
- Opportunities for continued involvement

A copy of the presentation is available at: