



Puget Sound Regional Council

Transportation Policy Board

Thursday, November 12, 2020 • 9:30 AM – 11:30 AM

Virtual Meeting via Teleconference

The meeting will be streamed live over the internet at www.psrc.org

PUBLIC NOTICE: In accordance with the Governor's proclamations 20-25.7 and 20-28.11, the PSRC's offices are closed to the public and no in-person meetings are permitted. The current Open Public Meetings Act waiver is scheduled to expire on November 9. Should any major changes to current guidance occur, this meeting may be rescheduled.

The public is encouraged to follow the meeting via live stream at <https://www.psrc.org/boards/watch-meetings> or listen by phone at 1-888-475-4499, Meeting ID: 993 9174 0720, Passcode: 209081.

Members of the public may submit comments via email to cmoreau@psrc.org up to one hour before the meeting and comments will be provided to Board members electronically during the meeting. Comments received after that deadline will be provided to Board members after the meeting.

- 1. Call to Order (9:30) - Mayor Becky Erickson, Chair**
- 2. Communications and Public Comment**
- 3. Report of the Chair**
- 4. Director's Report**
- 5. Consent Agenda (9:45)**
 - a. Approve Minutes of Transportation Policy Board Meeting held October 8, 2020
- 6. Discussion Item (9:50)**
 - a. Regional Equity Strategy Update -- *Charles Patton, PSRC*
- 7. Discussion Item (10:15)**
 - a. Regional Transportation Plan Outreach -- *Gil Cerise and Maggie Moore, PSRC*
- 8. Discussion Item (10:30)**
 - a. Specialized Transportation Services Outreach -- *Gil Cerise and Jean Kim, PSRC*
- 9. Discussion Item (10:45)**
 - a. Annual Transit Integration Report -- *Gil Cerise and Maggie Moore, PSRC*
- 10. Discussion Item (11:00)**
 - a. Project Selection Task Force Scoping -- *Kelly McGourty, PSRC*
- 11. Next Meeting: December 10, 2020, 9:30 - 11:30 AM., Virtual Meeting**

Major Topics for December:

- Upcoming PSRC Funding Opportunities
- Project Tracking Report

12. Adjourn (11:30)

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Casey Moreau, e-mail cmoreau@psrc.org; fax (206) 587-4825; or mail.

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711. العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, Call (206) 402-1334.



Puget Sound Regional Council

MINUTES OF THE TRANSPORTATION POLICY BOARD

October 8, 2020
Virtual Meeting

[To watch a video of the meeting and hear the full discussion, please go to:
<https://www.psrc.org/boards/watch-meetings.>]

CALL TO ORDER

The meeting was called to order at 9:32 a.m. by Mayor Becky Erickson, Chair. Chair Erickson shared that in accordance with the Governor's Proclamations 20-25.7 and 20-28.8, today's Transportation Policy Board (TPB) meeting would be held entirely remotely. The meeting was live streamed, and a call-in number provided for members of the public to listen.

Chair Erickson made membership announcements:

- Councilmember Mike Todd, Mill Creek, representing Snohomish County Local Transit has departed the board.
- Councilmember Kim Daughtry, Lake Stevens, representing Snohomish County Local Transit (alternate to member)

A roll call was carried out and a quorum was established.

COMMUNICATIONS AND PUBLIC COMMENT

TPB received an additional public comment on the Draft 2021-2024 Regional TIP. The correspondence was shared via email with all TPB members and alternates before the meeting.

REPORT OF THE CHAIR

Mayor Erickson shared that Item 7, the presentation on Regional Trends, has been postponed to a future meeting. The presentation slides will be shared with the board.

DIRECTOR'S REPORT

Kelly McGourty, Director of Transportation Planning, PSRC, shared information on how to use the Zoom meeting platform. Ms. McGourty shared that though today's trends presentation was cancelled, PSRC is actively collecting data from a variety of sources and will present information to the board at a future meeting.

The MIT Technology and Policy Program has asked PSRC to participate in a policy hackathon. PSRC has presented a research question trying to understand market responses related to COVID-19 and office space use and the corresponding impacts to surrounding businesses, particularly in downtown areas and with an equity lens.

Ms. McGourty shared that the federal transportation act expired as of September 30 but has a yearlong extension. Funds have been appropriated through December 11 and PSRC staff will track this development.

CONSENT AGENDA

- a. Approve Minutes of Transportation Policy Board Meeting held September 10, 2020**
- b. Routine Amendment to the 2019-2022 Transportation Improvement Program (TIP)**
- c. Recommend Certification of Regional Center Subarea Plans for Bellevue, Burien, Puyallup – Downtown and Puyallup South Hill**
- d. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the I-405 @ NE 132nd St. Interchange Project**

ACTION: The motion was made by Councilmember Sam Low and seconded by Councilmember Jennifer Robertson to adopt the Consent Agenda. The motion passed.

RECOMMEND ADOPTION OF 2021-2024 REGIONAL TIP

Kelly McGourty, PSRC, provided the board with background on the development of the 2021-2024 Regional Transportation Improvement Program (TIP). She also shared with the board the types of projects in the TIP. Information on the TIP is posted on PSRC's website.

Ms. McGourty highlighted the TIP web map available on PSRC's website and the equity analysis completed for the TIP.

Ms. McGourty noted that three public comments were received and shared with the board. All comments received by October 22 will be provided to the Executive Board prior to approval. After adoption by the Executive Board, the TIP is shared with state and federal partners for final approval.

ACTION: The motion was made by Councilmember Kate Kruller and seconded by Councilmember Bek Ashby that the Transportation Policy Board should recommend the Executive Board adopt the 2021-2024 Regional TIP, including the following actions and findings:

A. Compliance with State and Federal Requirements

PSRC finds that the 2021-2024 Regional TIP satisfies all state and federal requirements, including consistency with the Regional Transportation Plan, financial feasibility, and a positive finding of air quality conformity. PSRC has also provided reasonable opportunity for public review and considered public comments. Therefore, the 2021-2024 Regional TIP should be adopted by PSRC and submitted to the state and federal funding agencies for approval.

B. Project Selection – Required for the Federal Highway Administration and Federal Transit Administration Funds Managed by PSRC

PSRC approves project selection for all projects in the 2021-2024 Regional TIP for which PSRC has project selection responsibilities. These include projects with Surface Transportation Block Grant Program (STP), Congestion Mitigation & Air Quality Improvement Program (CMAQ), and Federal Transit Administration (FTA) formula funds.

C. Authorization for Administrative Amendments to the TIP

PSRC staff are authorized to continue to achieve flexibility and efficiency in the administration of PSRC's programming responsibilities. This authorization enables staff to execute administrative approval for reasonable agency requests for routine project and programming amendments to the approved TIP.

REGIONAL TRANSPORTATION PLAN: PERFORMANCE METRICS

Ms. McGourty shared that in June, the board had been provided a link to a recorded presentation on PSRC's models, tools, data and how those are used.

Ms. McGourty provided an overview of the draft performance measures PSRC uses. PSRC has been working over the years to do more granular and subregional measures.

Ben Bakkenta, PSRC, shared that the Regional Transportation Plan (RTP) acts as the detailed implementation element of VISION 2050. The RTP is designed to address policy outcomes in VISION 2050 and to support the patterns of growth in the Regional Growth Strategy. PSRC uses measures that were developed to assess key policy areas and objectives of VISION 2050.

Ms. McGourty reviewed performance measures that respond to VISION 2050 objectives and key focus areas of the RTP. Ms. McGourty acknowledged the limitations of certain performance measures and noted that PSRC is working with other data, trends and tools to address policy focus areas. She also discussed ongoing improvements to models and tools. Mr. Bakkenta discussed how opportunity mapping, the displacement risk analysis tool and improvements to mode choice modeling are helping to understand how the system and regional growth strategy perform for different types of communities.

Ms. McGourty shared next steps for the update of the transportation network and Four-Part Greenhouse Gas Strategy. She also discussed that staff is finalizing the data visualization tools based on the data collection efforts previously shared with the board.

ADJOURN

The meeting adjourned at 10:50 a.m.

TRANSPORTATION POLICY BOARD
October 8, 2020
Virtual Meeting

TPB MEMBERS & ALTERNATES PRESENT

Mayor Don Anderson, Local Transit – Pierce County
 Councilmember Bek Ashby, Other Cities & Towns in Kitsap County
 Rob Berman, Seattle Metropolitan Chamber of Commerce
 Russ Blount, Regional Project Evaluation Committee (Alt.)
 Don Cairns, Regional Project Evaluation Committee
 Commissioner Ryan Calkins, Ports
 Vicky Clarke, Cascade Bicycle Club
 Councilmember John Clauson, Local Transit – Kitsap County
 Councilmember Kim Daughtry, Local Transit – Snohomish County
 Doug DeForest, Thurston Regional Planning Council
 Mayor Becky Erickson, Local Transit – Kitsap County, Chair
 Anne Eskridge, University of Washington
 Commissioner Charlotte Garrido, Kitsap County (Alt.)
 Councilmember Lorena González, City of Seattle
 Jesse Hamashima, Regional Staff Committee
 Peter Heffernan, Transportation Operators Committee
 Billy Hetherington, Laborers Local Union 242
 Alex Hudson, Transportation Choices Coalition
 Councilmember Cyndy Jacobsen, Other Cities & Towns in Pierce County
 Craig Kenworthy, Puget Sound Clean Air Agency (Alt.)
 Councilmember Kate Kruller, Other Cities & Towns in King County
 Councilmember Sam Low, Snohomish County
 Robin Mayhew, WSDOT (Alt.)
 Councilmember Dave Morell, Pierce County (Alt.)
 Mayor Mary Lou Pauly, Other Cities & Towns in King County
 Mayor Dana Ralph, Other Cities & Towns in King County, Vice Chair
 Dave Ramsay, WA State Transportation Improvement Board
 Councilmember Doug Richardson, Pierce County
 Councilmember Paul Roberts, Metropolitan Center–Everett/Puget Sound Clean Air Agency
 Councilmember Jennifer Robertson, Metropolitan Center–Bellevue
 Darrell Rodgers, Public Health Seattle/King County
 Patty Rubstello, WSDOT (Alt.)
 Councilmember Jan Schuette, Other Cities & Towns in Snohomish County
 Cynthia Stewart, League of Women Voters
 Neil Strege, Washington Roundtable
 Councilmember Kristina Walker, Metropolitan Center–Tacoma
 Deputy Mayor Wendy Weiker, Other Cities & Towns in King County (Alt.)
 Mayor Greg Wheeler, Metropolitan Center–Bremerton
 Councilmember John Wright, Lake Forest Park (Alt.)
 John Wynands, WSDOT (Alt.)

TPB MEMBERS ABSENT (*alternate present)

Commissioner Shiv Batra, WA State Transportation Commission
 Councilmember John Daniels, Jr., Muckleshoot Indian Tribe
 Councilmember Rod Dembowski, King County
 Dan Gatchet, Freight Mobility Strategic Investment Board
 *Commissioner Rob Gelder, Kitsap County
 Representative Mia Gregerson, House Transportation Committee
 Senator Steve Hobbs, Senate Transportation Committee
 Councilmember Debora Juarez, City of Seattle
 Councilmember Kathy Lambert, King County
 *Secretary Roger Millar, WSDOT
 Councilmember Jay Mills, The Suquamish Tribe
 Commissioner Helen Price Johnson, Island County
 Mayor Kim Roscoe, Regional Transit – Sound Transit
 Andrew Strobel, Puyallup Tribe of Indians
 Councilmember Girmay Zahilay, King County

**GUESTS and PSRC STAFF ATTENDING -
 (As determined by staff)**

Monica Adkins, PSRC
 Ben Bakkenta, PSRC
 Gil Cerise, PSRC
 Harry Cheema, Port of Seattle
 Stefan Coe, PSRC
 Carolyn Downs, PSRC
 Carmela Ennis, King County
 Sarah Gutschow, PSRC
 Kathryn Johnson, PSRC
 Taylor Jones, City of Fife
 Piset Khuon, PSRC
 Brian Lee, PSRC
 Kelly McGourty, PSRC
 Casey Moreau, PSRC
 Pavithra Parthasarathi, PSRC
 Mark Simonson, PSRC
 Mike Todd, City of Mill Creek



Puget Sound Regional Council

DISCUSSION ITEM

November 5, 2020

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Regional Equity Strategy Update**

IN BRIEF

Equity is a key policy area in [VISION 2050](#), the region's long-range plan for growth. A new action in the draft VISION 2050 plan (RC-Action-3) directs PSRC to develop a regional equity strategy, which is intended to make equity central to PSRC's work and to support the 2024 local comprehensive plan updates.

While public meetings have been limited due to COVID-19, staff have made progress on regional equity work, including the Regional Equity Strategy. The TPB will be briefed on work to date and will be asked to provide comment on the upcoming work.

DISCUSSION

Work Plan

Based on feedback from PSRC boards and committees as well as various stakeholders from around the region, staff are developing a work plan to identify the general direction for the Regional Equity Strategy, issues to address, roles and responsibilities, and timeline. The strategy will include components such as:

- Creating and maintaining tools and resources, including data and outreach, to better understand how regional and local policies and actions affect the region's residents, specifically as they relate to people of color and people with low incomes.
- Developing strategies and best practices for centering equity in regional and local planning work, including inclusive community engagement, monitoring, and

actions to achieve equitable development outcomes and mitigate displacement of vulnerable communities.

- Identifying implementation steps, including how to measure outcomes.
- Identifying mechanisms to prioritize access to funding to address inequities.
- Developing a plan and committing resources for an equity advisory group that can help provide feedback on and help implement the Regional Equity Strategy.
- Developing and adopting an equity impact tool for evaluating PSRC decisions and community engagement.

Staff will brief the TPB on work to date related to RC-Action-3 and ask for feedback on potential work items to assist implementation of the Regional Equity Strategy.

NEXT STEPS

As stated above, the strategy will include developing a plan and committing resources for an equity advisory committee. In research and interviews on equity committees at other metropolitan planning organizations, a key finding was to take sufficient time to engage in a thoughtful, collaborative process to develop the committee. Staff will work with an eight-person ad hoc group of government and community organization leaders to develop a recommended proposal for the Executive Board to consider. The Equity Advisory Committee proposal will likely include recommendations related to the:

- Purpose
- Membership composition and leadership
- Decision-making
- Compensation approach for participating community groups
- Initial agendas and work plan

For more information, please contact Charles Patton at 206-971-3285 or cpatton@psrc.org, or Ben Bakkenta at 206-971-3286 or bbakkenta@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

November 5, 2020

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Regional Transportation Plan Outreach**

IN BRIEF

At the November meeting, PSRC staff will provide a report on plans for conducting outreach for the development of the 2022 Regional Transportation Plan.

DISCUSSION

The Transportation Policy Board has been briefed over the last year on the schedule and work program for developing the next long-range regional transportation plan, scheduled to be adopted in May 2022. Briefings have included information on the data collection and research efforts that occurred throughout 2019, as well as the key focus areas for the plan determined by the board in February, such as safety and equity. The 2022 plan will address the transportation system needs and opportunities for the growth expected by 2050, building from the work completed under VISION 2050. The plan will continue to address critical needs to maintain the current system and improve mobility but will also look ahead to address future challenges with potential new investments, such as in rail, aviation and passenger only ferries. It will help to implement the policies and goals in VISION 2050 and assist and inform the local planning to be undertaken by cities and counties as they develop their comprehensive plans by 2024.

As part of the development of VISION 2050, more extensive outreach and engagement was conducted and new tools and best practices utilized. PSRC will continue these efforts for the outreach of the Regional Transportation Plan, with an emphasis on equity and engaging historically underserved communities, and with the added challenge of a primarily virtual format.

At the November meeting, staff will provide additional information on the types of outreach planned and ideas for effectively engaging stakeholders and the public under the current conditions.

For more information contact Gil Cerise, Program Manager, at gcerise@psrc.org or 206-971-3053 or Maggie Moore, Associate Planner, mmoore@psrc.org or 206-464-6171.



Puget Sound Regional Council

DISCUSSION ITEM

November 5, 2020

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Specialized Transportation Services Outreach**

IN BRIEF

As part of the update of PSRC's Regional Transportation Plan, staff has been working closely with a diverse group of stakeholders to update data and prepare for targeted outreach to identify mobility needs for people who experience transportation challenges due to age, income, or disability. These groups are sometimes referred to as people with special transportation needs.

The Transportation Policy Board will be provided a briefing at its November 12, 2020 meeting on this topic.

DISCUSSION

As the region plans for growth to 2050 and continues expansion of the regional transit system, older adults, youth, people with disabilities and people with low incomes continue to experience challenges meeting their daily mobility needs.

The provision of specialized transportation services improves mobility for those who have difficulties transporting themselves due to age, income, or disability. As part of PSRC's planning work in this area, targeted outreach is conducted to members of these communities and to providers of these services, such as transit agencies, human service agencies, and private nonprofit organizations. PSRC's planning work includes identification of existing specialized transportation services within the region, identification of mobility needs of these targeted communities, and development of prioritized strategies to address those needs. This work will be incorporated into the Regional Transportation Plan and will address the requirements outlined in federal and state legislation.

Over the last several months, PSRC has continued data collection in support of this work, made preparation for engaging in targeted outreach to these communities, and has identified an approach to centering this work on equity.

The Transportation Policy Board will be provided a briefing at its November 12, 2020 meeting on this topic with an emphasis on work completed to-date, the plan for targeted outreach, and next steps.

For more information, please contact Gil Cerise at 206-971-3053, gcerise@psrc.org or Jean Kim at 206-971-3052, jkim@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

November 5, 2020

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Annual Transit Integration Report**

IN BRIEF

At its November 12 meeting, the Transportation Policy Board will hear from PSRC staff regarding the release of the 2020 Transit Integration Report.

DISCUSSION

At the Executive Board's direction, PSRC has prepared an annual report on transit integration since 2014.

The region has six main transit agencies: five local service providers (Community Transit, Everett Transit, King County Metro, Kitsap Transit, and Pierce Transit) and one regional transit authority (Sound Transit). Three additional organizations provide transit or ferry services: City of Seattle, Pierce County, and Washington State Ferries.

Ensuring effective coordination and integration among and between transit agencies is essential in avoiding customer confusion and duplicative or conflicting services. The purpose of the Transit Integration Report is to increase awareness of ongoing transit coordination activities and opportunities in the region. The 2020 Transit Integration Report acknowledges how agencies have worked together to respond to the impacts of COVID-19 and continues the focus on implementing the region's collective vision for public transportation.

The Transit Integration Report also supports RCW 35.58.2796 reporting requirements for the Washington State Department of Transportation to submit an annual report documenting transit coordination efforts in the central Puget Sound. In the spirit of integration and reducing duplication, the 2020 Transit Integration Report will, with minor

changes, function as the annual report to the transportation committees of the Legislature, as required by this law.

A text version of the final draft 2020 Transit Integration Report is attached. Board members will be provided with a web link to the final published 2020 Transit Integration Report upon completion, which is due to the state on December 1, 2020.

The Transportation Policy Board will hear a presentation from PSRC staff on the 2020 Transit Integration Report and will be asked to provide feedback on the content for the 2021 report, as well as to identify potential integration opportunities in the year ahead.

For more information, contact Gil Cerise at 206-971-3053, GCerise@psrc.org, or Maggie Moore at 206-464-6171, MMoore@psrc.org.

Attachments:

DRAFT 2020 Transit Integration Report

2020 Transit Integration Report Contents

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Attachment: DRAFT 2020 Transit Integration Report (2940 : Annual Transit Integration Report)

2020 Transit Integration Report

The 2020 Puget Sound Regional Council (PSRC) Transit Integration Report documents transit coordination activities underway and anticipated in the central Puget Sound region.

The Transit Integration Report fulfills reporting requirements in RCW 35.58.2796(2(a)), requiring the Washington State Department of Transportation (WSDOT) to “develop an annual report summarizing the status of public transportation system coordination” in King, Pierce, and Snohomish counties. The report also fulfills reporting requirements of the Puget Sound Transit Coordination Grant identified in RCW 47.66.110(6). Grant recipients are highlighted with **(FLAG)**.

This report continues to document the efforts of transit agencies and other regional transportation stakeholders as they coordinate to improve transportation system performance and lay the groundwork for significant expansion of the region’s transit network over the next several years. Many stories include future steps that stakeholders will take to continue coordination. These stories are marked with *(Next steps)*.

Impacts of COVID-19

COVID-19 has had a significant impact on travel behavior across the country and here in the central Puget Sound region. The region’s transit agencies have been highly impacted by the changes in travel behavior, evolving safety precautions and funding uncertainties due to COVID-19. Ongoing coordination is taking place to ensure service is available, safe, and affordable for customers.

During the first month of the pandemic, average transit ridership fell by up to 74% compared to 2019 baseline levels.¹ Transit routes serving employees who could easily work from home saw the largest drops in ridership, resulting in temporary suspension of service. An example is the South Lake Union Streetcar, whose ridership is heavily comprised of commuters in the technology sector. Other routes that serve employees who cannot easily do their work from home, such as bus routes serving the U.S. Navy facilities in Kitsap County, saw lower drops in ridership.

Executive leadership of transit agencies throughout the region convened and coordinated their early responses to the pandemic, instituting rear-door boarding, fare free rides, and reduced capacity on transit vehicles to support social distancing and protect front-line transit employees. Agencies also instituted more frequent cleaning of transit vehicles to maintain a safe passenger environment.

The region’s transit agencies are dedicated to maintaining transportation options that are safe for customers and operators. Many residents in the region live in households without vehicles or otherwise depend on transit to access their daily needs and jobs. Throughout 2020, the agencies have coordinated on how best to continue to provide service for these transit dependent customers. This has included assessing routes and time schedules for the periods with highest need and assigning additional transit coaches to those routes to promote social distancing on transit vehicles.

¹ WSDOT (<https://wsdot.wa.gov/about/covid-19-transportation-report/>)

As sectors of the economy opened under the terms of the Stay Home, Stay Healthy Order, transit agencies noticed an uptick in ridership and began to take measures such as reinstating fares. By September 2020, average weekday transit ridership was between 55%-65% below the 2019 baseline.

It remains unclear how COVID-19 will impact transit development and ridership over the next few years. Monitoring of conditions and needs is ongoing, and as the economy reopens transit agencies, in coordination with a variety of partners, will continue to evolve the response necessary to provide services throughout the region. Today, transit agencies are focused on providing service for those who rely on it to get to their jobs, health care and other services, yet work also continues to expand the regional transit system. Projects are underway throughout the region to extend light rail, provide new passenger-only ferry service, and enhance speed and reliability on existing bus routes. Now, more than ever, transit agencies must work together to provide reliable and seamless travel options to customers. The stories highlighted below demonstrate how the region's transit agencies are continuing to work together and with other stakeholders to provide transit to customers today and into the future.

Building the Regional Transit System

The region has made a commitment to providing a transformative, multimodal transportation system with fast, reliable connections between regional centers and surrounding communities. As these mass transit projects come online, the region's transit vision, articulated in PSRC's VISION 2050 and the Regional Transportation Plan, calls for all transit investments and services to be integrated into one easy-to-use network that makes regional and local destinations convenient to get to and is accessible to everyone.

The nine transit agencies in the region coordinate to achieve this collective vision on a wide variety of fronts, including infrastructure planning and design, providing service, integrating fares and customer information, engaging with local communities, and funding operations and capital needs.

Ensuring the success of these investments requires continued coordination between all of the transit agencies, local jurisdictions, and other stakeholders to help achieve the collective vision of a reliable and easy-to-use integrated transit system. This vision underscores the need to work with partner agencies to identify key issues and take steps to resolve them. Transit integration is a foundation for continuous improvement.

Expanding Bus Rapid Transit in the Region

Currently, multiple transit agencies are planning for and constructing bus rapid transit (BRT) to enhance service on existing high ridership bus corridors and to develop new routes that connect population and employment centers and other transit options. Coordination with stakeholders along these corridors is essential for delivering maximum benefit by increasing bus speed and reliability for customers and sharing the costs of improvements.

Effective BRT involves agencies working closely with stakeholders along the corridor to develop roadway improvements and service enhancements to increase transit speed and reliability. The

combination of bus lanes, improved fare collection systems, smart traffic signals, and access improvements allows BRT to provide travel time savings to more people along the corridor.

Swift Blue Line Expansion

BRT in the region began over ten years ago with the opening of Community Transit's Swift Blue Line. As Sound Transit's Link light rail expands north into Snohomish County, Community Transit is upgrading and expanding the Swift Blue Line to provide easier access for Swift riders.

In 2024, the new Lynnwood Link extension will include the Shoreline North/185th Station, less than two miles from the Swift Blue Line's current southern terminus at Aurora Village Transit Center along SR99. This is an opportunity for Community Transit to extend SWIFT service to connect to light rail for the first time and improve service along the existing Blue Line.

Improvements to the Existing Corridor

As the Blue Line is extended, corridor improvements on the existing line are essential for continued reliable service for customers. To make improvements on the existing SR99 corridor, Community Transit worked with WSDOT to identify a methodology for determining when and where changes are needed to support more efficient use of the roadway. Using bus travel time data, the agencies determined that current corridor conditions are delaying bus speeds.

The use of bus travel time data along this corridor is the first time WSDOT has determined corridor improvements by relying on transit vehicle speed data rather than on general purpose vehicle speed data. The data analysis conducted by Community Transit and WSDOT helped identify the problems and provided insight into potential solutions, including roadway improvements along the corridor such as alterations to intersections that would allow for new BAT lanes at key sections between 148th St SW and Airport Road to make it a more reliable and convenient travel option for BRT customers using this corridor.

These roadway improvements set the stage for upgrading the pedestrian environment in the future that will further increase the travel options and carrying capacity of the corridor. In addition, as the Blue Line is extended, these improvements will help more customers benefit from the increased access to the future light rail station.

Shoreline Extension

In 2024, with a new light rail station at 185th Street and I-5, Community Transit intends to improve connections for customers and decrease the number of transfers by extending the Swift Blue Line directly to the new light rail station. Community Transit has been working with the City of Shoreline to develop the best route for this extension, taking community input and current roadway conditions into consideration.

The City of Shoreline helped Community Transit distribute a survey that asked customers and the public their thoughts on three possible extension routes. Based on survey results expressing the desire to maintain the bus-to-bus connections at Aurora Village Transit Center, Community Transit determined a near-term plan for the extension. This plan allows for continued easy transfers between buses for customers at the Aurora Village Transit Center and a new option of connecting to light rail at the Shoreline North/185th Station.

Next steps: The City of Shoreline is working with Community Transit to explore potential funding for business access transit (BAT) lanes on N 185th St. and the possibility to reroute the Blue Line to take advantage of these improvements.

Swift Orange Line

Also in coordination with the extension of Link light rail to Lynnwood in 2024, Community Transit will be constructing its third BRT route in Snohomish County that will provide easy access to the future Lynnwood City Center Station from Mill Creek and Lynnwood. This 11.3-mile corridor will tie together four existing park and rides as well as the two existing Swift lines in southern Snohomish County.

The project is currently in design and is expected to move forward to construction in 2021. The anticipated completion of construction of the new BRT route is Winter 2023, with revenue service beginning in March 2024.

Implementing Stream in Pierce County

Stream, the first BRT route in Pierce County will provide faster and more reliable service along Pacific Avenue and SR 7 from downtown Tacoma to Spanaway. This 14.4-mile corridor is currently served by Pierce Transit's Route 1, which, year after year, has the highest ridership in the agency's system, representing approximately 20% of total fixed route ridership system-wide.

The future Stream route will also serve Tacoma Dome Station, a multimodal hub connecting customers to Sounder, Tacoma Link, Sound Transit, and Intercity Transit Express bus routes, along with Greyhound intercity bus and Amtrak rail service.

Pierce Transit actively collaborates with Sound Transit on project development. In 2019 the Sound Transit Board of Directors authorized the \$60 million contribution included in Sound Transit's ST3 to enhance service through speed and reliability improvements along the corridor.

The project is currently in environmental review and preliminary engineering, with final design to be finished in 2021. The anticipated completion of construction of the new BRT route is summer 2023, with revenue service beginning that September.

Connecting to Northgate Link

As the regional light rail system expands, transit agencies are adjusting the local and regional bus system to connect customers to and from light rail and surrounding destinations.

Opening in 2021, the Northgate Link Extension will add three new light rail stations in north Seattle. Northgate Station is already an active transit hub with more than 5,200 daily bus boardings per weekday, and ridership is expected to grow as light rail arrives. When the Link station opens, customers taking light rail will be able to travel congestion-free to downtown Seattle in 14 minutes and directly to Sea-Tac Airport in less than an hour.

The redevelopment in the Northgate Urban Center, including the construction of light rail, will provide multiple transportation options for current and future customers.

Restructuring King County Routes

The Northgate I-5 corridor is a vital mobility pathway for those who live and work in King County to access family-wage jobs, and essential goods and services in Northgate and downtown Seattle. As light rail arrives, Metro is planning and engaging the community to design restructured local bus services with improved mobility in the project area in an equitable and community-driven way. The integration of bus and rail at the three new stations will offer current and future Metro customers fast, frequent, and reliable connections to jobs, education, and other opportunities and will advance more equitable outcomes for all.

Metro launched the third phase of public engagement for the North Link Connections Mobility Project in September 2020, including a final draft transit network. Proposed bus service changes will connect people to three new light rail stations, respond to changing transportation needs, and improve mobility and access for historically underserved populations in north Seattle and north King County. Metro is coordinating closely with partner agencies Sound Transit, the City of Seattle, Community Transit, and WSDOT.

Informed by Metro policy guidance, this project is bringing in new engagement and planning elements that center those whose needs are greatest. As the project moves from planning to implementation in 2021, Metro is making changes in several key areas:

- **Delivering integrated service that responds to Link expansion and meets customer needs.** The integrated service network will minimize duplication of Metro service with Link light rail by eliminating bus service between downtown Seattle and Northgate on the congested I-5 corridor. In addition to this central change, Metro will improve connections to Link by providing more direct connections to stations including new adjacent stops. All three Link stations will be served by multiple frequent bus routes, expanding the reach of frequent and reliable light rail service beyond the rail corridor into many parts of Seattle, Shoreline and North King County.
- **Improve mobility for historically un(der)served populations.** In this project, Metro has focused on communities with the greatest need and understanding how to meet needs better. This includes a focus on providing service throughout the day and not limited to typical peak commute time periods, and adjusting service proposals to reflect feedback and serve priority communities. In addition, capital facilities improvements at stops and stations are being built to support easy, comfortable, and convenient transfers between bus and light rail.
- **Equitably inform and engage with current and potential customers traveling in the project area.** Informed by King County's Equity and Social Justice (ESJ) Strategic Plan and Metro's Mobility Framework, the North Link Connections Mobility Project prioritized outreach and engagement with those whose voices have traditionally not been included or considered in the decisions that end up affecting them disproportionately. This included more in-person engagement prior to COVID-19; less emphasis on online and survey materials; contracting with community-based organizations to gather input; and convening a paid Mobility Board to develop and review proposals alongside Metro staff.

This project is planned for implementation in September 2021, coinciding with the opening of Sound Transit's Northgate Link Extension.

Connecting Snohomish County to Light Rail

Connecting to Northgate Station is an early opportunity for Snohomish County residents to access the light rail system. As part of the regional bus-rail transit integration work, Community Transit and Sound Transit have been working jointly on how best to connect Snohomish County bus riders to the new light rail station at the Northgate Transit Center. Starting in fall 2019, both agencies began public outreach to understand how bus riders can connect to fast, reliable light rail service to the University of Washington, downtown Seattle, and other regional destinations.

The initial proposal envisioned truncating all Sound Transit routes serving downtown Seattle and Community Transit's University of Washington routes at Northgate Station. All passengers would transfer with Link to reach their final destinations. The resulting service hour savings of operating shorter routes would be reinvested into more frequent service and a longer span of service.

Following initial outreach and a public survey, the agencies adjusted their original idea and conducted a second phase of outreach on a revised proposal in spring 2020. Key feedback from customers included a willingness to change their commute patterns, including transfers, if it achieved improved speed and reliability. Public safety, the transfer experience and connections from light rail stations to their destinations were also points riders wanted to understand better.

Based on this feedback, the agencies adjusted their original proposals to retain some routes in peak directions maintaining direct rides to downtown Seattle from locations in Snohomish County. These revisions give customers a choice between accessing downtown Seattle by bus or connecting to Link.

The September 2021 bus-rail integration plans were submitted to Community Transit's and Sound Transit's respective boards and final approval is expected in November 2020.

Building and Connecting to the Region's Ferry System

The region's ferry system is one of the region's highest ridership public transportation providers, moving people, vehicles, and goods across the Puget Sound.

The central Puget Sound region has a long history of reliance on waterborne transportation. Many communities are bordered by water, and several communities—including Vashon Island and Anderson Island—are completely reliant on ferries to access the mainland. Ferries play a key role in the regional transportation system and economy by connecting residents to jobs and services and taking both locals and visitors to recreational opportunities.

Work is currently underway across the region to add new ferry routes and make existing routes more accessible to customers.

Enhancing Connections at the New Mukilteo Ferry Terminal

The Mukilteo/Clinton ferry route is part of State Route (SR) 525, the major transportation corridor connecting Whidbey Island to the central Puget Sound region. It is one of the state's busiest ferry routes, with more than 4 million customers every year. While some customers drive onto the ferry, many others walk on and connect in Mukilteo to Sounder trains or buses provided by Everett Transit and Community Transit to get to Seattle, Lynnwood Transit Center, and other regional destinations.

Walk-on ridership has been increasing and will continue to increase, with projected ridership expected to go up 124% between 2010 and 2040. The current terminal design makes it difficult for customers to transfer from the ferry to other transit without coming into conflict with vehicle traffic. Limited space also constrains transit agencies' ability to layover, hindering on-time departures.

WSDOT has been working alongside the city of Mukilteo, the tribes, transit agencies and other stakeholders for years to plan for and construct a new Mukilteo ferry terminal. The new facility will improve transit connections, passenger safety, and provide new opportunities for transit agencies to serve their customers. Collaboration with local tribes led to a terminal building with design elements commemorating the cultural significance of the site and acknowledgment of the Coast Salish lands.

Creating Closer and Safer Transfers for Customers

The existing terminal requires walk-on passengers to use the car ramp to enter and exit the ferry in Mukilteo. The new terminal facility will allow walk-on passengers loading and unloading the ferry to do so directly from the terminal facility to the top level of the ferry. This faster and safer process brings passengers to the brand-new terminal building where they can take an elevator or stairs directly to the new transit center, and transfer to Community Transit and Everett Transit buses.

A new walkway is also being constructed to bring customers to the Mukilteo Sounder Station, providing connections to downtown Seattle's King Street Station.

Improving Transit Operations

With no significant changes since the early 1980s, the ferry terminal has been long overdue for an update. The terminal's current location does not have room for more than a few buses, and buses cannot pass each other or depart independently from the terminal. If drivers do need to layover they often must travel to the nearby park or local streets, taking them farther away from passengers and providing more opportunity for delays. On a busy day, the vehicle queue can stretch 1.5 miles along SR 525, snarling traffic and interfering with bus operations.

The new terminal's location has space to build a new transit center and a self-contained loop with ample accommodation for current transit needs. Layover space is also conveniently located nearby, increasing efficiency for buses that previously traveled away from the stop to layover. The new space also provides opportunity for future transit growth as needed.

Next Steps: Currently, the vehicle queue on SR 525 has limited Community Transit's ability to have bus stops up the hill from the terminal leading to downtown Mukilteo. The new terminal's configuration could reduce the vehicle queue in this location and allow Community Transit to work with the City of Mukilteo and WSDOT to restore these stops that were previously part of the network. The City and agencies will monitor how the new terminal is operating to determine what improvements can be made for customers.

Sound Transit is continuing to work on the timing of Sounder trains to best meet customer needs. Community Transit has worked with the City of Mukilteo, WSDOT and Sound Transit to create new bus stops that will be conveniently located adjacent to Sounder services.

Bringing More Travel Options to Southworth

Over 1 million passengers travel each year through the Southworth Ferry Terminal in southeast Kitsap County. Kitsap Transit is currently planning for their newest Fast Ferry service to connect customers directly from the Southworth Terminal to downtown Seattle.

Currently, walk-on passengers must take one of two options: Washington State Ferries; Southworth to Vashon route, then a transfer to the King County Water Taxi to get to the downtown core, or Washington State Ferries' Southworth to Fauntleroy route, then a transfer to a King County Metro bus. Each of these trips, in their entirety, take in excess of one hour. The new fast ferry will be a direct trip taking 22 minutes, reducing the amount of commute time for users. The new fast ferry is expected to carry over 200,000 annual passengers when it opens in 2020.

For its Southworth-Seattle passenger-only ferry service, Kitsap Transit is partnering with Washington State Ferries on shore-side improvements to the Southworth Ferry Terminal, as well as on long-term planning for a second slip to expand docking capacity. In addition, the agencies are coordinating on joint operations at Southworth, such as sailing schedule, passenger queuing and raising and lowering of the transfer span.

Similarly, Kitsap Transit continues to coordinate with King County Marine Division on sailing schedules and shoreside operations at King County's Pier 50 passenger-only ferry terminal in Seattle. The Pier 50 facility has a single float accommodating two vessels simultaneously and is used by four passenger-only ferry routes: King County Water Taxi service from West Seattle and Vashon Island and Kitsap Transit's Fast Ferry service from Bremerton and Kingston. The addition of Fast Ferry service from Southworth would add pressure to an already congested ferry dock and may not lead to optimal sailing schedules.

Kitsap Transit is exploring a dock-sharing partnership in Seattle with the owners of Argosy Cruises, which would relieve congestion at Pier 50 during peak commute times.

Enhancing Customer Experience

As the previous section of this report noted, transit agencies in central Puget Sound are greatly expanding transit services that will make it faster and easier to travel around the region and meet the needs of customers. These investments are made possible through continued cooperation between the implementing transit agencies as well as other stakeholders. The following stories highlight how agencies collaborate to make the transit system easy to use.

Increasing the Use of ORCA (One Regional Card for All)

The introduction of ORCA in 2009 has been one of the region's foremost transit integration success stories. ORCA allows customers to seamlessly use public transportation provided by Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, Sound Transit, Washington State Ferries, and the City of Seattle. For customers, ORCA allows contactless and cash-free fare payments, free transfers between agencies, and programs that make transit more affordable. For

transit agencies, ORCA reduces the costs associated with fare collection, maintenance, and revenue allocation.

Expanding Access and Affordability for Riders with Low Incomes (FLAG)

People living in low-income households face a higher burden when making transportation choices as they often pay a higher percentage of their income for transportation. Such households may also lack the means to own a vehicle. Public transit can reduce the burden of costs associated with vehicle ownership. However, full price fares may still be unaffordable for many customers.

Building off a model established by Kitsap Transit in 2009, transit agencies in the region have offered reduced fares for customers who fall within the income guidelines. While a great opportunity, the customers who need these programs the most may not know about them or how to access them. Agencies are working together to continue expanding the usage of ORCA LIFT and other low-income fare programs and developing new products to make transit affordable for all people living in the region.

Expanding the reach of ORCA LIFT

Started by King County Metro and Sound Transit in 2015, ORCA LIFT expanded to provide access to all of King County and Sound Transit's modes, and to Community Transit, Everett Transit, the Seattle Streetcar, Kitsap Transit, and the Seattle Center Monorail.

The 2019-2020 Transit Coordination Grant is being used to expand the reach of ORCA LIFT. Oftentimes transit customers do not know about ORCA LIFT or how to apply for the program. The grant includes several programs to leverage existing partnerships with public health agencies for customers in King, Pierce, and Snohomish counties to have access to these cards.

Due to the COVID-19 pandemic, the transit agencies stopped collecting fares in spring 2020. Slowly, agencies have begun to collect fares again, and the need for reduced fares continues. The grant is providing ORCA LIFT cards loaded with a \$10 incentive to new and renewing ORCA LIFT customers in Pierce, King, and Snohomish counties. Since these cards are traditionally distributed in person at locations throughout the region, King County Metro has been working alongside Seattle and King County Public Health to develop new processes for enrolling new ORCA LIFT customers and re-enrolling existing customers remotely. Using state systems to verify eligibility, King County Metro and Public Health Seattle and King County are allowing customers to register for ORCA LIFT over the phone and online and receive the \$10 incentive. Additionally, work is being done to prepare Catholic Community Services, an important provider of these cards, to resume customer outreach as their offices reopen.

Next steps: This grant funds a multi-pronged expansion of transit assistance to low-income residents throughout the region, building on recent successful program models and employing new approaches to reach additional low-income transit customers. As the program continues, new approaches to expanding the reach of ORCA LIFT will be deployed.

New Subsidized Annual Pass Program

To further expand affordability and reach customers at the lowest income levels, King County Metro and Sound Transit have partnered to create a new, subsidized annual pass program at no cost to

eligible customers. This program targets customers who have the lowest incomes in the region, less than 80% of the federal poverty level, and are enrolled in one of six state benefit programs.

Eligible customers enroll at Department of Social and Health Services (DSHS), Public Health – Seattle and King County, and Catholic Community Services (CCS) locations. Then, the annual pass is loaded onto their ORCA LIFT or Regional Reduced Fare Permit (RRFP) card at no cost to the customer.

The subsidized annual pass gives customers greater mobility on all services provided by Sound Transit, King County Metro, the Seattle Center Monorail, and Seattle Streetcar. The ability to use these modes can help customers access services throughout the region, including jobs, recreational opportunities, health care, and school.

Nest steps: The transit agencies are dedicated to ensuring that this program is effective in providing access to opportunities for their customers. Annual evaluation reports will provide information on the program’s reach and benefit for people with the greatest need.

Sound Transit is currently participating in this program as a two-year demonstration. In 2022 the program will be evaluated, and the agencies will work together to determine if it is meeting the evaluation criteria to determine potential program changes, including adjustments to eligibility and design.

Connecting With Nonprofits in Pierce County

Pierce Transit’s Transit Pass Program provides One Ride Tickets and All Day Passes to Certified Human Services Agencies (HSAs) in Pierce County. Additionally, nonprofit HSAs that are exempt from federal income tax under section 501(c)(3) of Title 26 of the United States Code can purchase tickets and passes at half price.

This 501(c)(3) program allows nonprofit organizations to purchase these passes at a significant discount and give them to their clients at no cost.

The Transit Pass Program connects the clients and community members served by over 350 HSAs in Pierce County to transit passes, allowing people to access health care, jobs, and educational opportunities. Organizations include youth mentorship programs, services for people who are homeless, and other nonprofits providing essential resources in the county.

Through the Transit Coordination Grant, Pierce Transit is distributing 70,000 All Day Passes at no cost to certified 501(c)(3) nonprofit organizations. The agency has over 100 partnerships with these organizations.

Next steps: Pierce Transit will continue strengthening existing relationships and building new partnerships with nonprofits in the county to assist the agency in distributing essential transportation opportunities to those most in need in their communities. By leveraging these relationships with nonprofits, more people in Pierce County may be able to access transit, providing mobility to opportunities throughout their county. The agency is monitoring which nonprofits are receiving the passes and if these relationships continue after the grant-funded promotional passes are distributed.

Developing the Next Generation of ORCA

ORCA has dramatically changed how people in the central Puget Sound region pay for transit. It helps them transfer seamlessly between agencies and board buses, trains, and ferries faster. Customers enjoy the convenience of having a single card that can be used on multiple modes and agencies for travel.

However, the system that launched in 2009 is showing its age. Customers dislike the time and process it takes to load products and value onto cards. The fare payment industry has advanced into new technologies that are more adaptable for the growing transit system.

The transit agencies that comprise the ORCA system have been working together to design and develop the next generation of ORCA (next gen ORCA). This new system is being designed to allow for flexibility into the future. This will allow new technologies and modes to be added into ORCA without interrupting how customers use the system.

In 2020 this work has been focused on laying the groundwork for these changes. Across the region, the card reader mounting equipment is being replaced on buses so they will be ready to accept the new technology. The new ORCA website and app are also being designed to be ready for the launch.

By the end of 2022, this improved system will provide customers with convenient, flexible, and secure fare payment. The system will be designed to accept innovative ways of paying for transportation and accommodate new modes as the regional transportation network expands. Next gen ORCA will make it easier for customers by updating the user experience with a modern website and app, providing them with many new fare purchase options (including web, retail, vending, and mobile solutions) and will support immediate availability of purchased products and value.

Wayfinding and Downtown Seattle Pilot (Flag)

Providing customers with accurate information for walking, transit, and accessibility options greatly impacts their ability and willingness to use these investments. The lack of a coordinated wayfinding strategy and system often means that people are less likely to explore walking routes on their own, including routes to bus, train, and ferry hubs. Without coordination, multiple individual systems can cause duplicative and disconnected information, and crowding of public spaces.

Funded by the Puget Sound Transit Coordination Grant, the City of Seattle has been working with King County Metro and Sound Transit, with input from Community Transit, Everett Transit, and Pierce Transit, on the Seamless Seattle Pedestrian Wayfinding program.

Pilots are currently underway at the Jackson and Westlake hubs in downtown Seattle. They are meant to support these major hubs that were impacted by changes in the Downtown Seattle Transit Tunnel operations.

This year, the program is moving ahead with sign fabrication and foundation installation efforts for the initial phase of signs at these hubs, despite some impact on the schedule of installation due to the COVID-19 pandemic.

The pandemic has highlighted the importance of creating high-quality pedestrian environments and infrastructure to support and encourage walking in Seattle. The Seamless Seattle Pedestrian Wayfinding program will directly support walking by providing consistent, map-based wayfinding information for users to be able to easily orient themselves (with heads-up orientation of maps) and find key destinations in the area where they can walk.

In addition to the new signs in the right-of-way, the Seamless Seattle Pedestrian Wayfinding signs will be installed at select King County Metro bus stops, Seattle Streetcar stops and Sounder station entrances in the hubs in order to advance the transit integration aspect of the wayfinding sign system. These are further complemented by area maps (map-based wayfinding signs); Sound Transit has installed a number of area maps within the Downtown Seattle Transit Tunnel stations as part of their CONNECT 2020 effort.

Next Steps: This project has generated interest from a variety of public and private organizations, including the Washington State Convention Center, WSDOT, and private developments where conversations of adopting the Seamless Seattle Pedestrian Wayfinding system are happening for various projects. Additionally, a number of capital improvement projects within the City of Seattle are planning for the installation of the Seamless Seattle Pedestrian Wayfinding program.

Critical Delivery Services in the Age of COVID-19

The COVID-19 pandemic has had an impact on almost everyone's travel in the region, but the impact has been uniquely felt by older adults and other members of vulnerable populations. For years, many older adults and individuals with disabilities have taken part in group meal services, which transport older adults and individuals with disabilities to senior centers and other community-based organizations for both a meal and a social connection. Meanwhile, food delivery services provided by organizations like Meals on Wheels serve adults who are homebound. This year, the number of effectively homebound people increased dramatically due to the pandemic. Although several agencies transitioned to a curbside pick-up model, it became clear that many residents had begun sheltering-in-place and were unable to travel for food and other critical needs.

In response to these needs, at least 20 public, private, and nonprofit agencies are now providing meal and/or grocery delivery, while at least seven are providing prescription delivery to older adults and other vulnerable populations within our region. In Pierce County, for example, transportation partners decided to provide food delivery service to older adults, individuals with disabilities, and others in three unique ways.

In April, Road to Independence (RTI) started delivering meal boxes from Renton to seven Tacoma Public Housing (TPH) senior apartments complexes. TPH's previous food delivery partners were no longer in operation so RTI ended up delivering 8,448 food boxes to 352 residents' doors between April and June. Meanwhile, the Beyond the Borders (BTB) transportation program, serving East and South Pierce County, experienced an overall ridership decrease of at least 50% by April. They responded by utilizing unused driver hours for food delivery in partnership with Catholic Community Services and Meals on Wheels of Pierce County. Lastly, BTB's route transporting seniors to the Eatonville Senior Center was transitioned to a meal delivery route three days a week.

Pierce County says the greatest resource they have utilized during this time is a newfound flexibility to meet their community’s needs. During this crisis, partners have been able to work together across silos, removing past barriers to collaboration. Additionally, a three-county coalition, the Regional Alliance for Resilient & Equitable Transportation (RARET), facilitates bi-weekly countywide meetings for transportation partners to share best practices and problem-solve. RARET also develops bi-weekly [Transportation Impact Summaries](#) to provide transportation updates during COVID-19, including information on transportation providers’ ability to assist with food/pharmacy delivery. Going forward, Pierce County hopes that these partnerships can help the region continue to innovate and improve critical transportation services to meet the diverse needs of the county’s communities.

Matrix of Areas of Coordination

The annual report as required in RCW 35.58.2796(2) identification of coordination efforts in six areas. These areas, and the stories that fall into them, are highlighted in the matrix below.

	Marketing Efforts	Aligning Fare Structures	Service Planning	Long-Range Planning	Other Admin Functions	Customer-Focused Tools
COVID-19	x	x	x		x	x
Northgate Link			x			
Bus Rapid Transit (BRT)			x	x		
Mukilteo Ferry Terminal			x	x		
Southworth Fast Ferry			x	x		
ORCA Next Gen update						x
ORCA LIFT	x	x			x	
Coordinated wayfinding						x
Delivery Services						x

Attachment: DRAFT 2020 Transit Integration Report (2940 : Annual Transit Integration Report)



Puget Sound Regional Council

DISCUSSION ITEM

November 5, 2020

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Project Selection Task Force Scoping**

IN BRIEF

Prior to every project selection process for PSRC's federal funds, a subcommittee comprised of volunteers from PSRC's four boards is convened to prepare recommendations on the policies and procedures for conducting the competitive process. These recommendations lead to the development of the *Policy Framework for PSRC's Federal Funds*.

In prior cycles, this Project Selection Task Force has met four times to review the process and prepare recommendations, generally from September through December. The *Policy Framework* is then adopted in January, and the Call for Projects for the competition is released in February. For the next project selection process, to be conducted in 2022, it has been requested that the Task Force have an opportunity to meet earlier and have more time to review key policy areas, with a particular lens of ensuring VISION 2050 policies are adequately reflected in the *Policy Framework*.

To ensure the most productive meeting schedule, at the November 12 meeting the Transportation Policy Board will be asked to provide feedback on the scope and duration of the Project Selection Task Force, planned to be convened in early 2021.

DISCUSSION

A competitive project selection process is conducted every two years for the distribution of PSRC's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds. Due to state and federal requirements, funds are awarded into the future and the next process will be conducted in 2022 for federal fiscal year 2025-2026 funds. Prior to each process a Policy Framework is adopted, outlining the policy guidance for

the distribution of funds and other details on how the process will be conducted. Volunteers are solicited from PSRC's four boards – Transportation Policy, Growth Management Policy, Economic Development, and Executive – to serve on a Project Selection Task Force charged with reviewing the policies and procedures for the project selection process. The Task Force prepares recommendations for the *Policy Framework for PSRC's Federal Funds*.

These recommendations have traditionally encompassed all of the policies and procedures for conducting the competitive processes for PSRC's FHWA and FTA funds, and have included the following:

- appropriate estimates to be used to program the future federal fiscal year funds
- confirming the policy focus of support for centers and the corridors that serve them
- set-asides for bicycle and pedestrian investments, preservation, the Rural Town Centers and Corridors Program, and PSRC's work program
- the split of funds between the regional and countywide processes for PSRC's FHWA funds
- the split of funds between the regional and earned share processes for PSRC's FTA funds
- other details of each competitive process, including refinements to the project evaluation criteria and information on the four countywide processes

The Project Selection Task Force has generally met four times prior to the adoption of the Framework, from September through December of the preceding year. The first meeting provides a detailed overview of the process, and the remaining three meetings are devoted to recommendations on each key element as outlined above. Staff committee recommendations from the Regional Project Evaluation Committee and the Transportation Operators Committee are also provided for consideration.

As part of the discussions held for the 2020 project selection process, it was noted that there was not enough time to dive deeper into some of the key policy questions given the limitations of the schedule. It was requested that prior to the next process, the Task Force be able to begin their work earlier in the year and address issues related to VISION 2050 in greater depth.

As such, the proposal is to request volunteers from PSRC's four boards early in 2021 and convene the Task Force in the first quarter. In addition, staff suggests streamlining the work of the Task Force to eliminate discussion of administrative and logistical details, to allow the focus of the meetings to be on policy questions. An example of the process details that could be delegated to staff could include funding years and estimates, contingency procedures, funding caps and application limits. Policy discussions could then be focused on set-asides, larger scale adjustments among processes, evaluation criteria, etc.

A list of elements noted to date for additional consideration by the Task Force include the following:

- ensuring VISION 2050 policies are adequately reflected in the project evaluation criteria, with a specific emphasis on safety and equity
- reevaluating the distribution of PSRC's FTA funds via the shared regional / earned share processes
- set-aside programs from both FHWA and FTA funding sources
- streamlining opportunities

At the November 12 meeting, the Transportation Policy Board will be asked for direction on the scope of the Project Selection Task Force meetings, as well as the schedule.

For more information, please contact Kelly McGourty at 206-971-3601 or kmcgourty@psrc.org.