Puget Sound Regional Council

Special Needs Transportation Committee

February 21, 2018 • 9:30 a.m. – 11:30 a.m.
PSRC Board Room • 1011 Western Avenue, Suite 500 • Seattle, WA 98104

9:30  1. Welcome and Introductions – Marianna Hanefeld, Chair
     2. Public Comment
     3. Approval of Meeting Summary – January 17, 2018*

9:45  4. Reports from PSRC Committees and Boards
     • Transportation Operators Committee – Marianna Hanefeld, Chair
     • Regional Staff Committee – Marianna Hanefeld, Chair
     • TDM Steering Committee – Staci Haber, KCMC

     • Potential discussion on next steps

10:15 6. Action: Updates to Committee Operating Procedures and Membership* – Gil Cerise, PSRC

10:30 7. Information: Briefing on VISION 2050 Scoping* – Paul Inghram, PSRC

10:50 8. Information: Transportation Assistance Program (TAP) Operations – Mona Steele, Homage Senior Services

11:10 9. Information: Upcoming Special Needs Transportation Funding Opportunities* – Gil Cerise, PSRC

11:15 10. Discussion: Local Coalition Reports / Emerging Issues – Local Coalition Mobility Managers/Representatives

11. Next Meeting:
   March 21, 2018 from 9:30 am to 11:30 am in PSRC Board Room, 1011 Western Avenue, Suite 500, Seattle, WA 98104-1035

11:30 12. Adjourn

*Supporting materials attached
Welcome and Introductions, Public Comment, and Announcements

Marianna Hanefeld, Chair, welcomed everyone at 9:30 a.m. Self-introductions were provided around the room and on the phone.

Public Comments

There were no public comments.

Approval of Meeting Summary

The meeting summary for the November 15, 2017 meeting was approved.

Action: Nominations of SNTC Vice-Chair for 2018 (Marianna Hanefeld, Chair)

Marianna Hanefeld, Chair, commenced nominations for the Vice Chair position for 2018. John Peterson, Snohomish County LTC & Aging, was nominated. Gil Cerise, PSRC, said that a vote-by-email could be done once all nominations were received. The Committee agreed to conduct a vote-by-email to have the Vice-Chair position filled by the next SNTC meeting.

Reports from PSRC Committees and Boards (Gil Cerise, PSRC)

- Brief Reports from PSRC Committees and Boards
- Update of SNTC Representation at Transportation Operators Committee & Regional Staff Committee

Gil provided a brief update on topics being covered at the Transportation Operators Committee. Gil also mentioned that the PSRC Executive Board took action on the Special Needs Transportation Grant contingency list awards at their December 2017 meeting. Alex O’Reilly, City of Bellevue, reported to the committee on December 21, 2017 Regional Staff Committee meeting. She suggested that PSRC staff make a presentation to the SNTC on the update to the Regional Centers Framework. Staci Haber, Hopelink, briefly mentioned updates on the PSRC’s TDM Action Plan which is also part of the draft Regional Transportation Plan.
Discussion: Introducing Updates to Committee Operating Procedures and Membership (Kelly McGourty & Gil Cerise, PSRC)

Gil Cerise provided an brief overview of the SNTC operating procedures and membership roster which were handed out to the committee at the meeting (see agenda item 6 attachments within the January 17 SNTC agenda packet for more information: https://www.psrc.org/sites/default/files/sntc201801-agenda.pdf). Kelly McGourty, PSRC, described differences between advisory and technical committees. She indicated that when a committee is an advisory committee, PSRC tries to ensure there is clarity on who is being represented and how they are appointed, with an emphasis on ensuring that there is representation from across the region. Gil noted that membership type appears to be the main area to clarify and work on with the committee. Alex O’Reilly, City of Bellevue, proposed adding a representation of the people experiencing homelessness to the existing membership type. There was further discussion on membership update. Gil pointed out vacancies on Kitsap County and he will reach out to stakeholders in Kitsap County for this update. Marianna Hanefeld, chair, suggested forming a subcommittee to focus on updates and bring it back to the Committee. Several SNTC members volunteered for the subcommittee and PSRC staff will convene the group prior to the February SNTC meeting.

Discussion: Change in PSRC-WSDOT Roles for Special Needs Transportation Funding Competition for 2019-2021 Biennium (Gil Cerise, Kelly McGourty & Sarah Gutschow, PSRC)

- Information: 2019-2021 Consolidated Grant Timeline and Process

Gil Cerise revisited the proposal initially raised at the November 2017 SNTC to have WSDOT take the lead in conducting future special needs transportation funding competition, historically led by PSRC. This change in role would leave PSRC with its role of developing regional priorities for funding, while WSDOT awards all of the special needs funds in the region. Gil reviewed the updated Coordinated Grant Process chart which showed the current and the updated process and noted that the change in the Coordinated Grant process is expected to benefit grant applicants by streamlining two separate applications into one. He explained that PSRC and WSDOT are proposing that the new grant process be implemented for next grant competition in 2018. Please see the presentation slides posted on the website for more information: https://www.psrc.org/sites/default/files/sntc201801-pres-psrc_wsdot_streamlinedprocess.pdf. Kelly McGourty noted that a simpler application process will benefit grant applicants and PSRC will make sure there is no net loss to sponsors in the region.

The committee discussed potential issues and ideas:

- The Committee expressed interest in having a pre-ranking subcommittee. Ideas on this topic included having a designated PSRC ranking team sub-committee that informs the full committee deliberation.
- Strong support on the simplified application process was heard.
- The Committee also supported the idea of PSRC staff involvement in the state evaluation process.
- Concern on the limited number of ABCs given to the region was expressed.
- Some Committee members expressed concern on less regional control on selecting projects; how to ensure geographic equity throughout the region; among other things?

Next steps on this topic to occur between now and March 2018, PSRC staff will participate state Regional Ranking meetings and will give feedback on issues discussed to the Committee. PSRC will ask the committee and TOC for recommendations at their February meetings.

Information: DRAFT 2018 SNTC Work Program (Jean Kim & Gil Cerise, PSRC)

Jean Kim, PSRC, reviewed the Draft 2018 SNTC Work Program (see agenda item 8 attachment within the January 17 SNTC agenda packet for more information: https://www.psrc.org/sites/default/files/sntc201801-agenda.pdf). The draft work program is a living document that will be updated periodically over the coming months. Jean also provided a brief overview of both proposed discussion and information items to the Committee.

Information: Snoqualmie Valley Transportation Coalition and Needs Assessment Debrief (Kris Van Dyke, Hopelink)

Kris Van Dyke, Hopelink, provided a presentation on current status of the Snoqualmie Valley Transportation Coalition and preliminary results of Transportation Needs Assessment to the committee. In 2017, Easterseals Project Action awarded Hopelink with the Accessible Transportation Community Initiative (ATCI) to strengthen the availability and accessibility of local transportation options in Snoqualmie Valley. Please see the presentation slides posted on the website for more information: https://www.psrc.org/sites/default/files/sntc201801-pres-svtc_overview.pdf.
Discussion: Local Coalition Reports / Emerging Issues (Local Coalition Mobility Managers/Representatives)

- King County Mobility Coalition (KCMC) – Staci Haber, KCMC, announced that their quarterly meeting will be held on February 20, 2018. The group will have a panel of Future of Mobility and discuss innovative mobility options. She also reported that the updated Volunteer Transportation Guide and King County Accessible Travel Map Spanish version will be available online. KCMC's Access to Work and School Committee will finalize the report on fare structure needs assessment by February. Moreover, the next KCMC field trip series (open to everyone) will be held at King County Taxi on February 9, 2018.

- Pierce County Coordinated Transportation Coalition (PCCTC) – Jerri Kelly, Pierce County Human Services, reported that the PCCTC’s strategic team is working on their 5-year plan update. She noted that PCCTC changed quarterly meeting schedule and the next meeting will be held on February 16, 2018.

- Snohomish County Transportation Coalition (SNOTRAC) – Marianna Hanefeld, SNOTRAC, announced that upcoming SNOTRAC meetings will be held in a new location in Lynnwood. Next SNOTRAC meeting is scheduled on January 22, 2018 and the group will discuss 2018 work plan and Snohomish accessible map. She also mentioned an upcoming grant research and writing workshop opportunity on April 23, 2018 at Marysville Library. Lastly, Marianna showed the updated SNOTRAC webpage (https://www.gosnotrac.org/) to the Committee.

Next meeting
February 21, 2018 from 9:30 – 11:30 a.m.

Adjourn
The meeting adjourned at 11:30 a.m.
MEMORANDUM

February 21, 2018

TO: Special Needs Transportation Committee (SNTC)

FROM: Gil Cerise, PSRC
Sarah Gutschow, PSRC

SUBJECT: Updates to Special Needs Transportation Grant Process in 2018

IN BRIEF
PSRC has proposed a revised and streamlined process for conducting future special needs transportation funding competitions which would give WSDOT the lead role in conducting the competition as part of it Consolidated Grant competition. PSRC is seeking the SNTC recommendation on this revised and streamlined process (see Attachment 5-A) at the February 21, 2018 meeting.

ACTION
PSRC is seeking the SNTC recommendation on implementation of the streamlined grant process identified on page 2 of Attachment 5-A at the February 21, 2018 meeting.

BACKGROUND
PSRC has taken the lead in conducting a fair and equitable distribution of FTA Section 5310 funds for the Seattle-Tacoma-Everett large urban area over the last ten years. PSRC has coordinated this Coordinated Grant competition with WSDOT’s Consolidated Grant competition because of the variety of similar funding sources WSDOT manages in its process that could be leveraged for projects in King, Pierce, and Snohomish counties.

Although the existing process has yielded successes, there have also been challenges. These include challenges associated with the complexity of coordinating the two grant competitions being administered by two different entities, and confusion associated with the two decision-making processes needed to fund a project seeking funding from both sources.

STREAMLINED GRANT COMPETITION APPROACH
PSRC and WSDOT have been in discussions over the last several months on how to streamline and simplify the special needs transportation grant funding competition for applicants in the central Puget Sound region. The most promising option is reflected on page 2 of Attachment 5-A.

Under this option:
• FTA Section 5310 funds for the Seattle-Tacoma-Everett large urban area must remain within the large urban portion of the central Puget Sound region.

• Applicants will submit their projects on a single WSDOT Consolidated Grant application to both WSDOT (for state review and scoring) and PSRC (for regional priority ranking).

• PSRC will continue to convene the SNTC as a primary stakeholder group that advises the PSRC Transportation Operators Committee and PSRC boards on regional priority rankings. Regional priority rankings add points to a grant application under consideration at the WSDOT Consolidated Grant competition.

• PSRC will volunteer to participate in WSDOT’s Consolidated Grant scoring and other administrative processes conducted in awarding funding for the Consolidated Grant competition.

In addition to the changes proposed to the process and which entity leads in administering the funding competition for large urban FTA Section 5310 funds; WSDOT is conducting follow-up meetings associated with the GPAC process in two areas:

• Allocation of regional priority rankings to the Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs).

• Providing more certainty for continuing operations and mobility management programs.

PSRC and WSDOT staff will report on the latest developments in this process at the February 21 meeting as well.

**NEXT STEPS**

PSRC will schedule this action with its Transportation Policy Board and Executive Board (likely in April).

The SNTC will be asked to begin work on how to implement the streamlined grant approach. Topics to discuss will include:

• Criteria for allocating a regional priority ranking (including the A through C rankings); and
• Process for reviewing and evaluating projects submitted for regional priority rankings.

If you have questions prior to the meeting, please contact Gil Cerise at gcerise@psrc.org or (206) 971-3053 or Sarah Gutschow or (206) 971-3052.

*Attachment 5-A: PSRC Special Needs Coordinated Grant Process*
PSRC Special Needs Coordinated Grant Process (Updated/Streamlined)

**WSDOT Call for Projects**
- **Due Date for Applications**: September 14, 2018
- **Application Training & Technical Assistance**: July 9, 2018

**SUMMER 2018**
- **WSDOT**

**FALL 2018**
- **PSRC**
  - Submit Application to PSRC for Regional Ranking
  - PSRC Regional Priorities Recommendation*
  - Due Date for Applications: September 14, 2018

**WINTER 2018-2019**
- **Submit Project Application to WSDOT**
  - Final WSDOT Application Deadline: December 7, 2018
- **WSDOT Evaluation & Scoring**
  - January-February, 2019
- **WSDOT Award**
  - April-June, 2019

**SPRING 2019**
- **PSRC Regional Ranking**
  - September-December, 2018
- **Special Needs Project Implementation**
  - July, 2019

*Key Dates for PSRC Regional Rankings*
- October 17, 2018 SNTC
- October 24, 2018 TOC
- November 8, 2018 TPB
- December 6, 2018 Exec. Board

Agenda Item 5-A - Page 2
MEMORANDUM
February 21, 2018

TO: Special Needs Transportation Committee (SNTC)
FROM: Gil Cerise, PSRC
SUBJECT: Updates to Committee Operating Procedures and Membership

IN BRIEF
PSRC staff and the SNTC subcommittee convened to revise existing Committee operating procedures and membership roster. At the February 21, 2018 meeting, the SNTC will review updated committee operating procedures and membership and take action on the proposed changes found in Attachments 6-A and 6-B.

BACKGROUND
At the January 17, 2018 SNTC meeting, PSRC staff addressed the need to update the Committee Operating Procedures and Membership roster. A small working group with representatives from all four counties in the region was formed to develop updates to both documents. On February 2, the working group and PSRC staff reviewed current documents and revised the contents more in depth. Major updates include: (1) edits to Committee Primary Responsibilities section to reflect upcoming changes in PSRC’s role in grant competition; (2) adding a new section, “Committee Leadership Responsibilities,” to clearly address the roles of Chair and Vice Chair; (3) updating membership type text to clarify roles by membership (i.e., voting vs. non-voting); and (4) clarification on which county membership categories are appointed by mobility coalitions as well as other minor updates to voting membership shown on Attachment 6-B.

OPERATING PROCEDURES UPDATE
PSRC is in the process of revisiting its committee operating procedures and membership for a variety of the transportation planning committees. Initial updates to the existing SNTC Operating Procedures were made by PSRC staff and then the SNTC subcommittee reviewed to developed further updates. Major updates to the documents are outlined below.

Committee Primary Responsibilities
Edits were made to Section 2.1 Committee Primary Responsibilities to reflect upcoming changes in PSRC’s role of conducting grant competition. Please note that updates in both documents assume change in PSRC’s role of conducting a grant competition. These proposed edits would be removed if the PSRC board decides to continue conducting competition.
Committee Leadership Responsibilities
PSRC staff proposed adjusting current organization of operating procedures to include Chair and Vice Chair responsibilities under Section 2. Committee Roles and Responsibilities. Proposed contents include change in leadership term from 1-year to 2-years, similar to other PSRC committees, and rotation of the leadership positions. The subcommittee reviewed the changes and suggested softening the language and making minor edits to generally address leadership rotation/election method: not only consider geographic representation but also consider membership category when electing leadership positions.

Contents of Membership Types
Voting vs. non-voting membership
The existing operating procedures do not clearly address roles of committee members by membership types. PSRC staff rewrote this section by separately laying out roles of voting membership and non-voting (informative) membership. The subcommittee also agreed to this change. This update will enable readers to clearly understand the difference between two membership types.

MEMBERSHIP UPDATE

The SNTC membership structure was updated in 2015 in order to implement MAP-21 guidance and to add new membership categories for organizations representing people with disabilities and other special needs populations. At the February subcommittee meeting, the group reviewed existing membership structure and discussed how to improve and maximize representations across various special needs groups in the region.

Major Updates

County Membership Seats Appointed by Mobility Coalitions
The working group revisited the membership structure. The group decided to make changes to the current spreadsheet to clarify the seats appointed by local mobility coalitions. At the direction of the working group, staff made some edits to the membership spreadsheet, such as clarifying that Paratransit Services, Inc. is a transportation provider, not a type of service; and adding a “seats appointed by mobility coalitions” column to clarify which seats PSRC is seeking nominations from the county mobility coalitions.

The group had further discussion on how to improve Kitsap County representation on the SNTC and how to ensure active representation from other membership seats that are not currently filled or filled but not regular attendees. Potential improvements to the name tents to clarify who are voting and non-voting members were also discussed.

NEXT STEPS
PSRC staff updated existing operating procedures and membership structure (see attachments 6-A and 6-B) in accordance with the subcommittee’s feedback. The attachments are intended as a draft for full SNTC review and recommendation at the February 21, 2018 meeting.

If you have questions prior to the meeting, please contact Gil Cerise at gcerise@psrc.org or (206) 971-3053.

Attachment 6-A: DRAFT Committee Operating Procedures (February 2018)
Attachment 6-B: DRAFT SNTC Membership and Voting Structure (February 2018)
Special Needs Transportation Committee Operating Procedures

February 2018

1. Committee Purpose

The Special Needs Transportation Committee (SNTC) will serve as the primary forum for discussing and addressing the needs and gaps in special needs transportation and other human services transportation issues of common concern and/or interest to the stakeholders of special needs transportation in King, Kitsap, Pierce, and Snohomish Counties. Actions approved by the Special Needs Transportation Committee will be forwarded as recommendations to the Transportation Operators Committee (TOC) for their consideration.

2. Roles and Responsibilities

2.1. Primary Responsibilities

Primary responsibilities of the SNTC include:

- Development and implementation of the region’s Coordinated Transit-Human Services Transportation Plan (for updates to the Regional Transportation Plan) as required by federal and state law;
- Recommendations relating to regional priorities for special needs transportation funding and the fair and equitable distribution of that funding; and
- Providing the perspective of people with special transportation needs for consideration in other PSRC plans and policies.

Other issues of general interest will be identified by SNTC members at the beginning of each calendar year and incorporated into the annual work plan.

2.2. Individual Committee Member Responsibilities

- Identify issues vital to the interests represented on the Committee.
- Provide timely review of the information provided by PSRC staff.
- Provide representation on the TOC, Regional Staff Committee and other PSRC committees seeking a special needs perspective.
- Represent and report to their agencies and local mobility coalitions on activities and assist in building a regional consensus on specific strategies and policies related to the improvement of special needs transportation in the central Puget Sound region.
2.3 Committee Leadership Responsibilities

- A SNTC Chair and Vice Chair will be elected by the Committee from among the voting membership for a two-year term. Efforts will be made to rotate representation by agency and geography for the SNTC leadership positions. Leadership positions should not be held by members from the same county at the same time.
- The Chair’s role will be to keep the discussions focused and to ensure that all SNTC members have the opportunity to express their views on the issues at hand. The Chair will make every effort to conduct and complete the meetings on time unless otherwise agreed to by Committee members.
- The Chair or designated alternate will represent SNTC at other PSRC Committee meetings including Transportation Operators Committee and Regional Staff Committee meetings.
- The Vice Chair will serve in place of the Chair when the Chair is unable to attend.

2.4. PSRC Responsibilities

- PSRC will provide staff support to the Special Needs Transportation Committee and develop information to facilitate discussion, as well as providing information on the activities and meetings of the SNTC to the TOC, the Regional Council’s policy boards, and the general public.
- PSRC staff will develop an annual calendar of planned SNTC meetings and work program items in consultation with the SNTC.
- PSRC staff will prepare or collect agenda materials and distribute them to SNTC members.
- PSRC staff will have reporting responsibilities to the TOC, Regional Staff Committee, Transportation Policy Board, and Executive Board on the activities of the Special Needs Transportation Committee.
- PSRC will be responsible for adequate public information and dissemination of SNTC materials.
- Provide information to the SNTC on other PSRC planning initiatives, plan updates, and other topics of potential interest to the committee.
- PSRC staff will attend and participate in county mobility coalition meetings, as needed.

3. Committee Membership

3.1. General Composition

The Committee will be composed of staff from various local, regional, and state agencies (both government and non-profit), and county and local mobility coalitions involved in the planning, funding, coordination, or delivery of special needs transportation services. Voting membership seats on the Committee may include others as determined appropriate by the Committee while maintaining the sense of equity in representation both by agency as well as geography.
3.2. Membership Types

The SNTC includes both voting members and non-voting (informative) members.

Voting Membership

SNCTC voting membership reflects the need for a committee that is a workable size and also addresses the requirements for representation associated with seniors, people with disabilities, and other special needs transportation populations associated with federal and state planning requirements. Voting membership guidelines for SNTC recognize that there are some groups with multiple organizations representing them. Therefore, in these cases, county or local mobility coalitions may assist in identifying a representative for the SNTC. See Attachment A for voting membership seats. Voting membership will be reviewed at least once every three years; each time membership is updated, the rationale and background determined by the committee will be documented.

Each voting member will have a designated alternate. Please note that only designated voting members or their alternates may participate in voting. Where meeting room space is constrained, priority shall be given to providing space at the table for designated voting members and their designated alternates.

Formal recommendations intended for PSRC action will be held by vote of the SNTC. Two subjects that the SNTC shall make recommendation to PSRC on include:

- **Coordinated Plan:** All voting members or their alternates may vote on issues related to the Coordinated Transit-Human Services Transportation Plan and other planning-related recommendations.

- **Regional Priority/Grant Funding:** All voting members or their alternates may vote on issues related to special needs transportation regional priorities for grant funding with the following exception. Voting members representing a county or counties that do not participate in the PSRC regional ranking for the Consolidated Grant competition may not participate in voting for that funding competition. In those instances, voting members from such county or counties are considered non-voting (informative) members for that vote.

Appointments for each voting member and alternate are to be provided in writing to PSRC as follows:

- **County/Local Coalition Appointments:** Several voting membership seats may be satisfied by a variety of organizations. In those instances, a county or local mobility coalition will be responsible for appointing the voting member and alternate. These appointments are noted on Attachment A.

- For other voting members or alternates, the appointment shall be provided by the organization’s executive, department head, or other responsible official.
Non-voting (Informative) Membership

Given the wide variety of interests involved in coordinated transportation for special needs populations, the SNTC may also include non-voting membership for those organizations interested in contributing their technical or program expertise to special needs transportation discussions. Non-voting members may include representatives from governmental, non-profit, human services and/or private transportation sectors with an interest or role in special needs transportation. Informative members may participate in discussions of the committee, but may not vote.

Addition of non-voting members to the SNTC shall be evaluated on a case-by-case basis by PSRC. Non-voting membership will be requested in writing from the sponsoring organization for consideration by PSRC. The SNTC will maintain a roster of non-voting membership. The non-voting membership roster will be updated periodically, as needed.

4. Committee Meetings

4.1. Meeting Procedures

- Meeting materials, including summaries of past meetings are included on the website prior to each scheduled SNTC meeting.
- Meetings will be open to the public and time will be made available at each meeting for public comments.
- Meeting agendas will be sent to SNTC members at least three business days in advance of the scheduled meeting.
- Relating to a SNTC action item, supporting materials shall be distributed to the SNTC members at least three business days in advance of the scheduled meeting date, as a courtesy to all. When appropriate, the Chair will consider issuing a determination on materials not meeting this requirement.

4.2. Meeting Schedule

- The SNTC will meet at least quarterly, and more frequently as determined by PSRC in consultation with the SNTC leadership.
- Additional meetings will be held as needed upon agreement of the Committee.

5. Evaluation

The purpose and formal composition of the SNTC will be re-evaluated periodically, as needed. But, in no case shall the evaluation occur any less frequently than once every five years.
## Attachment A: Special Needs Transportation Committee Membership and Voting Composition

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<td>Available county seat to be chosen by Kitsap County Coalition*</td>
<td>Other Special Needs Group</td>
<td>Kitsap</td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td><strong>State and Regional Representation</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Paratransit Services Inc.</td>
<td>Medicaid Transportation Broker</td>
<td>Regional</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hopelink</td>
<td>Medicaid Transportation Broker</td>
<td>Regional</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>Washington State Ferries</td>
<td>Ferry Operations</td>
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<td>Sound Transit</td>
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<tr>
<td>Tribal Representation**</td>
<td>Tribes</td>
<td>Regional</td>
<td>X</td>
<td>X</td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

* This is suggested to be a representative from a transportation provider or other special needs populations listed in coordinated plan including low income, youth, veterans, and limited english proficiency groups.
** This is suggested to be a representative chosen by local Tribal Travel Planning Organizations (TTPO).
The Puget Sound Regional Council is extending the region’s growth plan to 2050. **VISION 2050** will build on the region’s existing plan, VISION 2040, to keep the central Puget Sound region healthy and vibrant as it grows.

As the region prepares to add more people and more jobs in the coming decades — about 1.8 million more people by 2050 — **VISION 2050** will provide a guide for sustaining a healthy environment, thriving communities, and a strong economy. **VISION 2050** will identify the challenges we should tackle together as a region and renew the vision for what we want to achieve in the next 30 years.

PSRC wants to hear from you to help shape the plan update. Join the regional conversation this February at a PSRC listening session. Presentations will begin at 3:15 PM.

**King County** ............... Tuesday / February 13 / 3-5PM / Union Station, Ruth Fisher Board Room
401 South Jackson Street, Seattle 98104

**Pierce County** ............... Tuesday / February 20 / 3-5PM / Fife Community Center
2111 54th Avenue East, Fife 98242

**Snohomish County** ....... Thursday / February 22 / 3-5PM / Lynnwood City Hall
19100 44th Avenue West, Lynnwood 98036

**Kitsap County** ............... Tuesday / February 27 / 3-5PM / Norm Dicks Government Center
345 6th Street, Bremerton 98337

For more information, please email VISION2050@psrc.org or call 206-464-7090.

Interested in attending? Let us know and sign up for updates at https://www.psrc.org/vision.
PSRC is extending the region’s growth plan to 2050.

**VISION 2050** will build on the region’s existing plan, VISION 2040, to keep the central Puget Sound region healthy and vibrant as it grows.

As the region prepares to add more people and jobs in the coming decades — about 1.8 million more people by 2050 — VISION 2050 will identify the challenges we should tackle together as a region and renew the vision for the next 30 years.
VISION 2040 helps to coordinate the local growth and transportation plans developed by cities and counties to make sure they are consistent with the Growth Management Act and regional transportation plans.

The Puget Sound Regional Council (PSRC) is the planning agency for the central Puget Sound region, which includes King, Pierce, Snohomish and Kitsap counties. PSRC has specific responsibilities under federal and state law for transportation planning and funding, economic development, and growth management.

PSRC is updating VISION to consider new information and perspectives about a changing region. PSRC is seeking community input to shape the plan. What important regional issues should we focus on during the update? How should the region’s growth strategy be updated to plan for 2050? As we consider different ways to grow as a region, what impacts and actions should be evaluated through environmental review?

Over the next two years, PSRC will work with cities, counties, tribes, other agencies and interest groups, and the public to develop VISION 2050. PSRC will engage the public through surveys, workshops held throughout the region, formal comment periods, and input to PSRC’s elected board members.

Ways to Get Involved

- Submit comments or questions about VISION 2050 scoping to VISION2050@psrc.org
- Attend listening sessions to be held in each county (dates and locations on page 11)
- Learn more about VISION 2050 and sign up for updates from PSRC at www.psrc.org/vision

Population and Employment Growth in the Central Puget Sound Region

PSRC’s draft forecast shows 1.8 million more residents and 1.2 million more jobs in the region by 2050.

Sources: U.S. Census, Office of Financial Management, Employment Security Department, PSRC
Planning as a REGION

Since 2010, the region has experienced significant growth with about 375,000 new neighbors calling the central Puget Sound home. Meanwhile, major infrastructure investments — like completing the 520 bridge and extending light rail from Everett to Tacoma to Redmond — are moving forward.

The region has had important successes implementing VISION 2040, which helps to fulfill the goals of the state Growth Management Act (GMA). The plan has helped coordinate state and regional initiatives and supported local decisions. Cities are thriving. Regionally, growth is shifting towards more compact, sustainable development occurring within urban areas and cities, with cost effective and efficient services, reduced impacts on the environment, and positive health outcomes.

At the same time, the region continues to face significant challenges, including the climbing cost of housing. Congestion from rapid growth is reducing access to jobs, services, and housing. While recent economic growth has been strong, prosperity hasn’t benefited everyone or all parts of the region. Finally, pressing environmental issues, such as climate change and preserving open space, require more collaborative, long-term action. VISION 2050 is an opportunity for cities and counties to work together to address the key challenges that extend beyond the boundaries of any single community.
What is in VISION 2040?

VISION 2040 is the region’s current plan for managing growth forecasted through the year 2040. The plan includes overarching goals, an environmental framework, a strategy to sustainably guide growth in the region, and multicounty planning policies. The plan also includes actions at the regional, county, and local level to make the plan a reality. VISION has six chapters addressing the environment, development patterns, housing, the economy, transportation, and public services.

The plan includes goals and policies to:

- Protect and restore the natural environment and reduce greenhouse gas emissions.
- Plan for growth in cities and urban centers, while reducing sprawl.
- Improve the balance of jobs and housing across the counties.
- Create more vibrant and resilient urban centers.
- Support health, well-being, and active living.
- Provide affordable housing choices to meet the needs of all residents.
- Improve mobility for people and goods.
- Maintain and operate the transportation system safely and efficiently.
- Encourage a strong, diverse economy.
- Provide services like solid waste, energy, and water systems to support the region’s growth.

VISION 2040’s Regional Growth Strategy defines a role for different types of places in accommodating the region’s residential and employment growth. The strategy is organized around guiding most employment and housing growth to the region’s largest cities and urban centers. Other cities and unincorporated urban areas are expected to play a more modest role as locations for new growth. Outside the urban area, rural communities, farms and forests will continue to be a permanent and vital part of the region.

Environmental review for VISION 2040 showed that, compared with a broad range of alternatives, the desired growth pattern would have significant benefits for mobility, air quality, environmental stewardship, and healthy communities.
VISION 2040 Regional Growth Strategy

VISION 2040 guides most new growth to cities and urban areas.
Where Growth is Happening

Growth has been focused in the urban area. In 2015, for example, 96% of new permitted housing was in cities and urban areas.

290,000 jobs have been added to the region since 2000, with strong growth in employment centers along the I-5 corridor.

Source: PSRC Building Permit Data
Source: PSRC Covered Employment Data
Determination of Significance and Request for Comments on Scope of Environmental Impact Statement

PSRC has proposed to update and revise the long-range growth, economic, and transportation strategy for King, Pierce, Snohomish and Kitsap counties. PSRC, as lead agency for environmental review, has determined that the proposal to update VISION 2040 is likely to have significant adverse impacts on the environment, and is therefore issuing a Determination of Significance (DS). This notice announces PSRC’s intent to prepare a supplemental environmental impact statement (SEIS) on the proposed update to VISION 2040, pursuant to RCW 43.21C.030(2)(c). The SEIS will contain new information and analysis, and may also build on data and analysis contained in existing environmental documents, any of which may be adopted or incorporated by reference as appropriate, according to State Environmental Policy Act (SEPA) rules. The process will integrate SEPA and GMA to allow for consideration of environmental information as well as public input, and to assist decision makers in meeting the goals of GMA while identifying and mitigating probable significant adverse environmental impacts under SEPA.

Under the SEPA process (WAC 197-11-408), PSRC is completing a scoping period to inform the environmental review process for the VISION 2040 update. Pursuant to SEPA, PSRC is notifying the public of the intent to prepare an SEIS so that residents, jurisdictions, agencies, and tribes have an opportunity to comment on the scope of the impacts to be analyzed. Affected members of the public, jurisdictions, agencies, and tribes are invited, by this notice, to comment on alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required. The method and opportunities for comment are provided on page 11.
Input on Environmental Review

PSRC is seeking input on environmental issues for analysis.

**Natural and built environment.** PSRC has identified the following environmental areas for potential discussion in the SEIS:

- Land use and population; employment; housing; transportation; air quality; ecosystems; water quality; public services and utilities; parks and recreation; environmental health; energy; visual quality and aesthetic resources.

- The scoping process may be used to expand or narrow the environmental areas that need updated analysis.

**Additional issues that may be addressed.** In addition to the areas listed above, PSRC contemplates that environmental analysis may address the following subjects, which may be modified in response to public comments and further analysis:

- Housing affordability; economic inequality; social equity and access to opportunity; healthy communities; climate change adaptation and mitigation; demographic shifts or changing needs; and funding for infrastructure and other improvements.

- Some issues may be addressed by existing information in the VISION 2040 Environmental Impact Statement (EIS). Other issues may require new information or analysis.

**Increasing Median Housing Costs**

*Nationally, the region is at or near the top among peer regions in annual housing cost increases.*

![Chart showing increase in median housing costs](chart)

Sources: Dupre+Scott, Zillow
**Input on Assumptions, Themes, and Issues**

PSRC is seeking input on key assumptions to inform the plan update. This SEIS will build on the VISION 2040 EIS and include information analyzing the environmental impacts of updating VISION 2040.

- **Plan for 2050.** A new regional forecast will show expected employment and population through 2050. PSRC is planning for 1.8 million more people and 1.2 million jobs by 2050.

- **Implement the Growth Management Act.** VISION 2050 will continue to further the Growth Management Act’s objectives of preventing sprawl; conserving farmlands, forests, and open spaces; supporting more compact, people-oriented communities; focusing a significant amount of new employment and housing into vibrant urban centers; and coordinating between local governments.

- **Use VISION 2040 as starting point.** PSRC will build on VISION 2040’s current framework — goals, policies, and Regional Growth Strategy — as the starting point for developing VISION 2050.

- **Focus on emerging and important issues.** To efficiently use public resources and time, the plan update will focus on a limited set of issues that may benefit from additional regional discussion, coordination, and planning. Issues such as housing affordability, climate change, social equity, and shared economic prosperity have been discussed as key regional challenges.

- **Reflect the diversity of the region.** The plan update will seek to reflect the demographic, cultural, geographic, and economic diversity of the region.

- **Review trends and actions.** Key data trends will inform the update, as well as progress towards implementing the actions contained in VISION 2040. The update will identify actions and roles to realize the goals of VISION 2050 and outcome measures from which to measure progress.

- **Integrate recent initiatives.** The update will consider recent initiatives of PSRC and partners, such as recent local comprehensive plan updates, the Growing Transit Communities Strategy, Puget Sound Clean Air Agency climate change targets, the Puget Sound Partnership Action Agenda, and the Regional Centers Framework Update.

- **Acknowledge and leverage major regional investments.** Since VISION 2040 was adopted, voters have approved two Sound Transit ballot measures to expand high-capacity transit. Other regional transit agencies have expanded service, local governments have built key projects, and the state adopted Connecting Washington to fund major transportation projects. The update will address the impact of these investments on regional policies and strategies.

- **Update the document.** PSRC will review the existing plan for out-of-date information or statutory changes since the 2008 adoption of VISION 2040. PSRC will also look for opportunities to make VISION 2050 more accessible and usable.

**Scoping Questions:**

*What regional issues should the plan address? What information should guide the update?*
**Planned Regional Transit System (2040)**

Transit investments are planned throughout the region to provide more transportation options.
**Input on framework for considering modifications to growth strategy.**

One purpose of this scoping process is to gain information so that PSRC can craft a limited range of alternatives for analysis within the Draft SEIS. The existing Regional Growth Strategy will be considered in the context of recent and projected trends, adopted plans, infrastructure investments, and broad goals for the region. The wide range of alternatives studied for the VISION 2040 EIS provides a robust starting point for this process. Within the range of alternatives previously studied, several options may be available to modify the existing Regional Growth Strategy to more effectively achieve the region’s sustainability goals. The alternatives that will be developed will use the same assumptions and forecasts for growth through the year 2050.

- **No Action Alternative.** A “no action” alternative must be evaluated in accordance with SEPA. In this proposal, the no-action alternative will be defined as continuing forward with the adopted growth patterns in VISION 2040, to essentially “stay the course.” The existing Regional Growth Strategy would be extended to reflect forecasts for 2050 without amendment or revision to growth shares or regional geographies.

- **2050 Modified Regional Growth Strategy Alternative(s).** A modified 2050 growth strategy(ies) may be defined and evaluated with modified regional geographies, adjusted growth allocations among counties and regional geographies, and/or actions to promote the desired pattern of future population and jobs.

**Scoping Question:**

*How should the region’s growth strategy be updated to plan for 2050?*
Schedule and Anticipated Milestones in SEPA Process

PSRC anticipates that a Draft SEIS will be completed in summer 2019 and a Final SEIS will be issued in spring 2020.

Engagement Opportunities

There will be many opportunities to provide input throughout the planning process, including PSRC meetings, workshops, surveys, online open houses, and opportunities to comment on the draft plan and environmental review document.

PSRC is accepting comments on the VISION 2050 scoping from Friday, February 2, 2018, through Monday, March 19, 2018. We want to hear from you! What issues should be considered for environmental review? What regional issues should the plan address? What information should guide the update? How should the region’s growth strategy be updated to plan for 2050?

There Are Several Ways to Comment:

**SEPA Responsible Official:** Erika Harris, AICP, Senior Planner

**E-mail:** VISION2050@psrc.org

**U.S. Mail:** ATTN: VISION 2050 Comment, 1011 Western Avenue, Suite 500, Seattle, WA 98104

**In Person:** March 1, 2018 / Growth Management Policy Board meeting / 10 AM

**Fax:** ATTN: VISION 2050 Comment, 206-587-4825

**Visit the website:** [https://www.psrc.org/vision](https://www.psrc.org/vision)

**Listening Sessions:**

King County / February 13 / 3-5 PM ...................... Union Station, Ruth Fisher Board Room
401 South Jackson Street, Seattle 98104

Pierce County / February 20 / 3-5 PM ...................... Fife Community Center
2111 54th Avenue East, Fife 98242

Snohomish County / February 22 / 3-5 PM ............. Lynnwood City Hall
19100 44th Avenue West, Lynnwood 98036

Kitsap County / February 27 / 3-5 PM ................. Norm Dicks Government Center
345 6th Street, Bremerton 98337
The Puget Sound Regional Council (PSRC) is the regional transportation, economic development, and growth planning agency for the central Puget Sound — King, Pierce, Snohomish and Kitsap counties. It serves as a forum for cities, counties, ports, transit agencies, tribes, and the state to work together on important regional issues.

Key responsibilities include:

- Long range growth, economic, and transportation planning
- Transportation funding
- Economic development coordination
- Regional data
- Technical assistance

The elected leaders of King, Pierce, Snohomish and Kitsap counties, the region’s cities and towns, port districts, transit agencies, and tribes direct PSRC’s work. Once a year, these elected officials meet as a General Assembly to vote on major decisions and elect new leadership. Each month, an Executive Board makes decisions on behalf of the General Assembly with the input of several advisory boards made up of local elected officials and representatives of business, labor, environmental and community interests, as well as input from the public at large.
Funding for this document provided in part by member jurisdictions, grants from U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation. PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see https://www.psrc.org/title-vi or call 206-587-4819.

Americans with Disabilities Act (ADA) Information:
Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Thu Le, at 206-464-6175, with two weeks’ advance notice. Persons who are deaf or hard of hearing may contact the ADA Coordinator, Thu Le, through TTY Relay 711.

Additional copies of this document may be obtained by contacting: Puget Sound Regional Council Information Center 1011 Western Avenue, Suite 500 Seattle, Washington 98104-1035 206-464-7532 • info@psrc.org • psrc.org
## Attachment 9: Upcoming Special Needs Transportation Funding Opportunities

<table>
<thead>
<tr>
<th>Tier</th>
<th>Funding Source</th>
<th>Eligible Applicants</th>
<th>Opportunities</th>
<th>Call for Projects</th>
<th>Application Due Date</th>
<th>Links</th>
</tr>
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<tbody>
<tr>
<td>Tier 1 (High Priority/Immediate)</td>
<td>Neighborhood Matching Fund (NMF)</td>
<td>City of Seattle</td>
<td>Neighborhood groups, community organizations, informal groups, and business groups who want to do a project to build stronger community connections are encouraged to apply. Project must occur within the Seattle city limits. Provides matching dollars for neighborhood improvement, organizing, or projects that are developed and implemented by community members up to $100,000.</td>
<td>Now</td>
<td>3/26/2018</td>
<td><a href="http://www.seattle.gov/neighbourhoods/programs-and-services/neighborhood-matching-fund">http://www.seattle.gov/neighbo rhoods/programs-and-services/neighborhood-matching-fund</a></td>
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<td></td>
<td>FTA Section 5307</td>
<td>PSRC</td>
<td>FTA direct recipients (mostly transit agencies) and private nonprofits who partner with direct recipients on projects.</td>
<td>TBD</td>
<td>4/10/2018</td>
<td><a href="https://www.psrc.org/office/work/regional-fta-funding-competition">https://www.psrc.org/of fice/work/regional-fta-funding-competition</a></td>
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<td>2019-2020 Human Services Funding</td>
<td>Human Services</td>
<td>Projects within the cities of Auburn, Bellevue, Bothell, Burien, Covington, Des Moines, Federal Way, Issaquah, Kenmore, Kent, Kirkland, Redmond, Renton, Sammamish, SeaTac, Shoreline and Tukwila are eligible. Funders Workshop: Workshop 1: Wednesday, March 7th, 10:00 am-12:00pm at Redmond City Hall Workshop 2: Thursday, March 8th, 1:00 pm-3:00pm at Renton City Hall</td>
<td>TBD</td>
<td>3/5/2018</td>
<td>TBD</td>
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<td></td>
<td>2019-2020 Human Services Funding</td>
<td>The City of Lakewood Human Services</td>
<td>Available for non-profit organizations and other public entities providing social and human services, and for programs which fulfill a specific City funding strategy: access to health and behavioral health, emotional support for health relationships, housing assistance and stabilization services. The City has designated 1% of its general fund to supporting human services in the Lakewood community. In 2017, 23 programs received funding to meet the four areas of strategic focus: stabilization services for people in crisis, emotional supports for healthy relationships, access to health and behavioral health services, and relevant services for people with limited English language skills.</td>
<td>June 2018</td>
<td>TBD</td>
<td><a href="https://www.cityoflakewood.us/community-services/human-services-grants">https://www.cityoflakewood.us/ community-services/human-services-grants</a></td>
</tr>
<tr>
<td></td>
<td>2019-2021 WSDOT Public Transportation Grant (multiple federal/state funding sources including Consolidated Grant)</td>
<td>WSDOT</td>
<td>States and designated recipients are direct recipients; eligible subrecipients include private nonprofit organizations, states or local government authorities, or operators of public transportation. WSDOT’s public transportation grants provide transit services within and between cities, create transit-oriented infrastructure, purchase new buses and other equipment, provide public transportation service for the elderly and people with disabilities, and improve public transportation in and between rural communities.</td>
<td>multiple dates based on grant programs</td>
<td>multiple dates based on grant programs</td>
<td><a href="https://www.wsdot.wa.gov/Transportation/Grants/grants.htm">https://www.wsdot.wa.gov/Transportation/Grants/grants.htm</a></td>
</tr>
<tr>
<td>Tier 2 (Mid Priority/Medium Term)</td>
<td>Rides to Wellness</td>
<td>FTA</td>
<td>Applicants must serve as the lead agency of a local consortium that includes stakeholders from the transportation, healthcare, human service or other sectors. Eligible projects: Mobility management; health and transportation provider partnerships; technology and other actions that drive change. The selected projects will develop innovative and replicable best practices. 1. Develop replicable, innovative, sustainable solutions to healthcare access challenges; 2. Foster local partnerships between health, transportation, home and community-based services and other sectors to collaboratively develop and support solutions that increase healthcare access; and 3. Demonstrate the impacts of transportation solutions on improved access to healthcare and health outcomes and reduced costs to the healthcare and transportation sectors.</td>
<td>TBD</td>
<td>TBD</td>
<td><a href="https://www.transport.dot.gov/camp/about/initiatives">https://www.transport.dot.gov/cca m/about/initiatives</a></td>
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<td>Community Impact Initiative</td>
<td>Uber</td>
<td>Community organizations</td>
<td>On a periodic basis, Uber invites organizations across Washington, Oregon, Idaho, Montana, Wyoming, and Alaska to submit proposals that leverage Uber’s technology solutions to address community challenges related to at least one of our 4 impact focus areas–Mobility, Opportunity, Safety and Efficiency.</td>
<td>Early Spring</td>
<td>TBD</td>
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<td>Tier 3 (Lower Priority/Longer Term)</td>
<td>Rehabilitation Engineering Research Centers (RERC) Program: RERC on Technologies to Support Aging-in-Place for People with Long-Term Disabilities</td>
<td>Department of Health and Human Services Administration for Community Living</td>
<td>For-profit organizations other than small businesses Special district governments City or township governments Native American tribal organizations Private institutions of higher education State governments Nonprofits Independent school districts Public and State controlled institutions of higher education</td>
<td>The purpose of the RERC program is to improve the effectiveness of services authorized under the Rehabilitation Act by conducting advanced engineering research on and development of innovative technologies that are designed to solve particular rehabilitation problems or to remove environmental barriers.</td>
<td>Jan 2018</td>
<td>4/25/2018</td>
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<td>Neighbor to Neighbor (N2N) Small Grants Program--generally under $200K</td>
<td>Seattle Foundation</td>
<td>Applicant organization must have 501 (c) (3) tax exempt status or be fiscally sponsored by another tax exempt organization. Applicant organization must be led by residents of South Seattle, White Center or Kent. N2N supports grassroots efforts that lead to increased engagement, power and influence of community members affected by poverty and racial disparities. Priority is on efforts led by people from diverse and under-invested communities.</td>
<td>Quarterly Basis (The deadlines for submitting applications are January 15, April 15, July 15 and October 15. Organizations are eligible for funding once per calendar year)</td>
<td>Multiple dates based on grant programs</td>
<td><a href="http://www.seattlefoundation.org/nonprofits/Neighbor-To-Neighbor">http://www.seattlefoundation.o rg/nonprofits/Neighbor-To-Neighbor</a></td>
</tr>
</tbody>
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*Information for more funding opportunities: [http://www.nadtc.org/](http://www.nadtc.org/)*