Special Needs Transportation Committee Agenda

Date: May 15, 2019 from 9:30 a.m. to 11:30 a.m.
Location: PSRC Board Room, 1011 Western Avenue, Suite 500, Seattle, WA 98104

1. Welcome and Introductions (9:30 a.m.) – Marianna Hanefeld, Chair

2. Approval of Meeting Summary – March 20, 2019*

3. Report on PSRC Committees and Boards (9:35 a.m.)
   a. Regional Staff Committee – Marianna Hanefeld, Chair
   b. Transportation Operators Committee – Marianna Hanefeld and Gil Cerise
   c. Transportation Policy Board – Gil Cerise, PSRC

4. Discussion: Report on the 2019-21 WSDOT Consolidated Grant Program Results (9:55 a.m.)* – Gil Cerise, PSRC

5. Discussion: Update - WSDOT Grants Program Advisory Committee (GPAC) Work for 2019 (10:15 a.m.) – GPAC Participants

6. Discussion: WSDOT’s Active Transportation Plan and Public Engagement (10:30 a.m.) – Barb Chamberlain, WSDOT

7. Discussion: Updating Baseline Information for Special Needs Transportation (10:45 a.m.)* – Jean Kim and Gil Cerise, PSRC

8. Discussion: Local Coalition Reports / Emerging Issues (11:15 a.m.) – Local Coalition Mobility Managers/Representatives

9. Next SNTC Meeting: July 17, 2019 from 9:30 a.m. to 11:30 a.m. in PSRC Board Room, 1011 Western Avenue, Suite 500, Seattle, WA 98104-1035

10. Adjourn

*Supporting materials attached
Other Formats:

- 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, 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese

Call 206-587-4819
Welcome and Introductions
Marianna Hanefeld, Chair, welcomed everyone at 9:30 a.m. Self-introductions were provided around the room and on the phone.

Approval of Meeting Summary
The summary for the December 19, 2018 Special Needs Transportation Committee meeting was approved as submitted.

Report on PSRC Committees and Boards Committee
Regional Staff Committee – Marianna Hanefeld, Chair
Marianna Hanefeld, Chair reported that the February Regional Staff Committee (RSC) has continued its focus on the development of VISION 2050 and how there is work around equity and embedding equity more fully into the entire plan in all areas. Information and presentations from the meeting are available on the PSRC website: https://www.psrc.org/rsc-meetings.

Transportation Operators Committee – Marianna Hanefeld and Gil Cerise
Gil Cerise, PSRC, reported on the November 28, 2018 TOC meeting which included, the PSRC re-evaluation of staff level transit-related committees. PSRC is in the process of reaching out to TOC voting member agencies regarding the TOC operating procedures, work program, and membership. There was also information on the status of the VISION 2050 work and next steps. Information and presentations from the meeting are available on the PSRC website: https://www.psrc.org/toc-meetings.

Discussion: PSRC Household Travel Survey
Suzanne Childress, PSRC, presented results of the PSRC 2017 Household Travel Survey, that show trends of how people of all ages travel, including older adults. She
shared details on the 2017 survey questions, and how PSRC has implemented a multi-year program for Household Travel Surveys. Suzanne reviewed some findings of the survey which included that people over the age of 65 continue to drive more than ever, older adults more likely to take walks rather than bike rides compared to younger adults and people over the age of 65 are less likely to use a ride-share service such as Uber or Lyft compared to younger adults. The presentation from the meeting is available on the PSRC website here.

**Discussion: PSRC’s Displacement Risk Analysis Tool**

Brian Lee, PSRC, presented information on Displacement Risk and the usefulness of analyzing areas of the region to identify places that are at risk of displacement. He explained various situations that can cause displacement and how the displacement risk analysis tool can be helpful in achieving equitable outcomes in planning. He then reviewed several maps of the region that showed the results of the analysis from various aspects of displacement risk including linguistic isolation, cost-burden, access to jobs by transit, proximity to high-income area and voter turnout. Brian reviewed a heat map of the region showing risk levels—low, moderate and high—and reviewed the next steps. The presentation from the meeting is available on the PSRC website here.

**Discussion: Update - WSDOT Grants Program Advisory Committee (GPAC) Work for 2019**

Monica Ghosh, WSDOT, provided background information on the GPAC process of assembling committees every two years to review the grant process and provide feedback for any potential improvements. Two working groups began in March and are scheduled to finish their work in June. She noted there are some representatives from the SNTC involved in the group that is focused on the Formulization of the Consolidated Grant Program. The other group is focused on Electrification of Fleets. Don Chartock, WSDOT, briefed the committee on the first meeting of the formulization group, and mentioned that a large percentage of grants go to projects already in process, and since this is the situation, the process should be less cumbersome. He said one thing that has been implemented was to change the process to every four years, and coming up with some kind of formula to make this work. He said the committee agreed with general idea of the 4-year cycle making it easier, and the idea of a formula. The group is looking at how other states provide funding by formula. The Committee provided feedback including concerns on how the formula would be developed, and how funds would flow.

Don noted that formulization does not need to be for every funding situation, and that if the committee doesn’t come up with an alternate solution, the default position is for process to remain as it is. He then reviewed the history of electrification of fleets, noting that the Governor’s office went from purchasing only electric fleets to supporting the electrification of buses, and is now having WSDOT manage the process. He said at this
committee they talked about some scenarios, which included having a transition plan and see how a project impacts air quality. He said at the next meeting, they will have people come in who are going through this process and discuss lessons learned.

Marianna Hanefeld, Chair, noted that if there is a question or comment that someone wants brought up, please contact any of the region’s representatives on the group: Marianna Hanefeld, Don Okazaki, Jerri Kelly, or Sarah Gutschow.

**Discussion: Update - PSRC 2019-2020 Special Needs Transportation Work Program**

Gil Cerise, PSRC, reviewed the goals of the SNTC work program, which included preparing for the next plan update, improve data and information within the plan, help implementers advance the prioritized strategies and address needs and gaps.

Jean Kim, PSRC, reviewed the three tasks - improve mobility needs and trends associated with them, coordinate with the implementers on high priority strategies and measure the effectiveness of the special needs transportation programs in the region. She said that at this meeting, the focus will be on the first task: Improve Special Needs Transportation Mobility Needs and Gaps and Trends Associated with Them.

Jean then said that the committee will be trying a new facilitation technique (suggested by Mark Smutny, Vice-Chair). Jean walked the group through the steps of this process and asked the group some questions to reflect on in the exercise. The committee broke into groups.

The committee groups provided feedback for the questions which included a need of common regional market analysis, uniform customer survey for existing customers from all transit agencies, improving coordination of data between the non-profits and transit agencies, building on the travel survey (doing an oversample of older adults and those with disabilities), getting ORCA data, using maps for more visualization to find where the gaps are and where service exists and conducting a broad survey to help identify needs of where customers would like to go.

Jean said the next steps will be for PSRC to take the input from the committee and reassess/update the work program and reach out to transit, human service agencies and others to collect data.

**Discussion: Local Coalition Reports / Emerging Issues**

During the Introductions section of the agenda, Marianna Hanefeld, Chair, facilitated a round table of all the members in attendance to also provide information on what they are working on.
Jon Morrison Winters, Seattle Aging and Disability Services, mentioned there is a new version of the accessible downtown Seattle map available. The map shows areas of downtown accessible with wheelchairs, etc.

Adjourn

The meeting adjourned at 11:30 a.m.

Members and Alternates Represented at the Table (and on the phone)

Marianna Hanefeld, SNOTRAC and SNTC Chair; Mark Smutny, Sound Generations and SNTC Vice-Chair; *Dorene Cornwell, KCMC; *Jeff Davidson, Kitsap Transit; *Janet Gant, Snohomish County LTC & A; Staci Haber, Hopelink; *Ann Kennedy, Paratransit Services; Penny Lara, King County Metro; David Lynch, RARET; Jacqueline Mann, PSESD; *Aaron Morrow, KCMC; Don Okazaki, King County Metro; *Alex O’Reilly, City of Bellevue; Francie Peltier, PCCTC; Tim Renfro, Pierce Transit; *Christina Robertson, Catholic Community Service – Snohomish; Donna Smith, Sound Transit; *Leigh Spruce, SNOTRAC; Jon Morrison Winters, Seattle Aging and Disability Services

PSRC Staff and Other Guests Present (and on the phone)

Monica Adkins, PSRC, Gil Cerise, PSRC; *Brigid Dean, WSDOT; Monica Ghosh, WSDOT; Jean Kim, PSRC; Hollianne Monson, Catholic Community Service of WW; Sharron Nelson, Interested Party, *N. Rossi, Interested Party, *Mona Steele, Homage – TAP

*via remote participation
Memo

Date: May 15, 2019

To: Special Needs Transportation Committee

From: Gil Cerise, PSRC

Subject: Report on the 2019-21 WSDOT Consolidated Grant Program Results

In Brief

WSDOT announced the results of the 2019-21 Consolidated Grant competition. PSRC will provide a brief update on the results of the competition and an assessment of how the regional priority ranking process worked.

Discussion

The final list of projects funded through the WSDOT 2019-21 Consolidated Grant competition can be found on Attachment 4-A. For purposes of the SNTC presentation, the projects in Attachment 4-A are ranked in the final Consolidated Grant funding priority (incorporating state score plus points added through regional priority ranking).

Some key takeaways include:

- All A’s, B’s, and D’s were funded. Only 3 C projects were not funded.
- The amount funded is higher than in past years
- The region was able to leverage a higher percentage of funding from other federal and state sources than in past years.

Projects that were not funded can be found in Attachment 4-B.

Lead Staff

If you have questions or comments, please contact Gil Cerise at gcerise@psrc.org or (206) 971-3053 or Jean Kim at jkim@psrc.org or (206) 971-3052.
Attachment 4-A: Table 1 – WSDOT Consolidated Grant Competition from PSRC Region: Award List for 2019-21 Biennium
Attachment 4-B: Table 2 – WSDOT Consolidated Grant Unfunded Project List
<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Title</th>
<th>Project Description</th>
<th>County</th>
<th>Large Urban (PSRC Region)</th>
<th>State/Other Federal</th>
<th>Total Award</th>
<th>PSRC Priority Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mt. Si Senior Center</td>
<td>Mt Si Senior Center - Sustain SVT - Snoqualmie Valley Transportation</td>
<td>SVT provides ADA accessible demand response and deviated route services to transit-dependent individuals in the incorporated and unincorporated rural areas of Snoqualmie Valley including North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall and Monroe.</td>
<td>Multi</td>
<td>$  -</td>
<td>$  1,029,000</td>
<td>$  1,029,000</td>
<td>A</td>
</tr>
<tr>
<td>Pierce County Human Services</td>
<td>Beyond the Borders</td>
<td>Sustain Beyond the Borders' accessible demand response and deviated fixed route transportation service for special needs riders who live or travel to unincorporated rural and suburban locations in east and south Pierce County and who do not receive service from Pierce Transit.</td>
<td>Pierce</td>
<td>$  1,120,760</td>
<td>$  -</td>
<td>$  1,120,760</td>
<td>A</td>
</tr>
<tr>
<td>Sound Generations</td>
<td>Sustain the Hyde Shuttles: A Community-based Paratransit Service in King County</td>
<td>Sustain a community-based paratransit service for seniors and people with disabilities in King County who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit or too frail to use it.</td>
<td>King</td>
<td>$  1,000,000</td>
<td>$  769,658</td>
<td>$  1,769,658</td>
<td>A</td>
</tr>
<tr>
<td>Catholic Community Services of King County</td>
<td>Preserve Volunteer Services’ (VS) King County Volunteer Transportation Program</td>
<td>Volunteer Services (formerly Volunteer Chore Services) provides volunteer transportation free of charge to low-income older adults and persons living with disabilities. Transportation services are provided throughout King County and targeted to special needs populations.</td>
<td>King</td>
<td>$  98,101</td>
<td>$  -</td>
<td>$  98,101</td>
<td>A</td>
</tr>
<tr>
<td>Homage Senior Services</td>
<td>Transportation Assistance Program (TAP) Operations</td>
<td>The Transportation Assistance Program (TAP) provides transportation services for rural and extreme rural areas of Snohomish County. TAP provides transportation to those who cannot access or do not have access to regular public transit services where they live. TAP guests are either ADA eligible, over 60 years of age, or both.</td>
<td>Snohomish</td>
<td>$  103,655</td>
<td>$  844,335</td>
<td>$  947,990</td>
<td>A</td>
</tr>
<tr>
<td>Puget Sound Educational Service District (PSESD)</td>
<td>Key Peninsula School Bus Connects (KPSCB)</td>
<td>Key Peninsula School Bus Connects preserves an existing route-deviated service that utilizes off-duty school buses to provide transportation to special needs populations in an otherwise underserved remote region of Pierce County.</td>
<td>Pierce</td>
<td>$  -</td>
<td>$  150,000</td>
<td>$  150,000</td>
<td>A</td>
</tr>
<tr>
<td>Kitsap Transit</td>
<td>Clean Bus Replacement Project</td>
<td>Kitsap Transit proposes to replace five 2004 heavy-duty diesel buses with new 35’ low floor biodiesel buses. These fixed-route buses will serve rural, tribal &amp; urban connections throughout the Olympic and Puget Sound regions sustaining frequency of transit service and multimodal connections within the County and connecting to the surrounding region.</td>
<td>Kitsap</td>
<td>$  -</td>
<td>$  2,168,000</td>
<td>$  2,168,000</td>
<td>N/A</td>
</tr>
<tr>
<td>Snohomish County Workforce Development Council</td>
<td>Snohomish County Transportation Coalition Mobility Management</td>
<td>Continuation of Mobility Management services in Snohomish County providing staffing, planning and operational support for the Snohomish County Transportation Coalition (SNOTRAC).</td>
<td>Snohomish</td>
<td>$  184,632</td>
<td>$  -</td>
<td>$  184,632</td>
<td>B</td>
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<tr>
<td>Puget Sound Educational Service District (PSESD)</td>
<td>Road to Independence Van Program (RTI)</td>
<td>Sustain existing van operations to assist individuals with special needs in rural south King and east Pierce counties. RTI Van program provides: CDL driver training and licensing for low-income individuals and rides driven by CDL driver trainees for people with special transportation needs.</td>
<td>Multi</td>
<td>$  -</td>
<td>$  550,000</td>
<td>$  550,000</td>
<td>A</td>
</tr>
<tr>
<td>Catholic Community Services of Snohomish County</td>
<td>Disabled Veterans Transportation</td>
<td>Sustain Disabled Veterans Transportation program, which provides disabled veterans living in Snohomish County with no-cost transportation to access medical, dental, and other essential appointments.</td>
<td>Snohomish</td>
<td>$  41,650</td>
<td>$  -</td>
<td>$  41,650</td>
<td>B</td>
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<tr>
<td>Sponsor</td>
<td>Project Title</td>
<td>Project Description</td>
<td>County</td>
<td>Large Urban (PSRC Region)</td>
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<td>King County Metro Transit</td>
<td>Sustain Community Shuttles for Seniors and People with Disabilities in King County</td>
<td>Requests operating assistance funds to support the continuation of the Hyde Shuttle, an existing paratransit service for seniors and people with disabilities in urban and suburban King County. The project would provide operating assistance for 7-9 vans, allowing continuation of Hyde Shuttle service in Seattle, SeaTac and Tukwila.</td>
<td>King</td>
<td>$ 537,506</td>
<td>$ -</td>
<td>$ 537,506</td>
<td>B</td>
</tr>
<tr>
<td>United Way of Pierce County (UWPC)</td>
<td>South Sound 2-1-1 Transportation Resource Center</td>
<td>Sustain South Sound 2-1-1 Transportation Resource Center, preserving the centralized intake service for special needs transportation services and providing the special needs community with a single point of contact to learn about, apply for and get connected to all available mobility options in Pierce County.</td>
<td>Pierce</td>
<td>$ 225,348</td>
<td>$ -</td>
<td>$ 225,348</td>
<td>B</td>
</tr>
<tr>
<td>Catholic Community Services of Western Washington - Pierce County</td>
<td>Volunteer Transportation Services</td>
<td>VTS provides door-through-door transportation to medical, grocery shopping and other necessary appointments to low-income seniors and adults with disabilities (18-59) who don’t qualify for Pierce Transit Shuttle, Paratransit services or who live in a rural area of Pierce County where public transportation isn’t available.</td>
<td>Pierce</td>
<td>$ 284,035</td>
<td>$ -</td>
<td>$ 284,035</td>
<td>B</td>
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<tr>
<td>Around the Sound (Formerly known as Worldbridgers)</td>
<td>Pierce County Adult Day Health Express (ADHE) Vehicles</td>
<td>Acquire 12 new ADA light duty cutaway vehicles to be used for the MultiCare Adult Day Health Express (ADHE) and coordinated transportation in Pierce County. This request will replace aging vehicles.</td>
<td>Pierce</td>
<td>$ -</td>
<td>$ 994,660</td>
<td>$ 994,660</td>
<td>C</td>
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<tr>
<td>Pierce County Human Services</td>
<td>Mobility Management Pierce County</td>
<td>Sustain existing Mobility Management staffing of the Pierce County Coordinated Transportation Coalition. Mobility Management invites stakeholders to identify transportation challenges and facilitate partnerships that improve mobility for special needs riders in Pierce County.</td>
<td>Pierce</td>
<td>$ 184,000</td>
<td>$ -</td>
<td>$ 184,000</td>
<td>B</td>
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<tr>
<td>Hopelink</td>
<td>Mobility Management in King County</td>
<td>Provides staffing, short term planning and operational support for the King County Mobility Coalition and subregional coalitions; implements locally prioritized mobility management projects; and conducts outreach to targeted special needs populations.</td>
<td>King</td>
<td>$ 618,174</td>
<td>$ -</td>
<td>$ 618,174</td>
<td>B</td>
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<tr>
<td>Homage Senior Services</td>
<td>Pay Your Pal (PYP)</td>
<td>Pay Your Pal is a volunteer transportation program and reimburse mileage for drivers who provide trips to work, education, or health appointments for older adults and disabled citizens in the rural Snohomish County.</td>
<td>Snohomish</td>
<td>$ 47,877</td>
<td>$ -</td>
<td>$ 47,877</td>
<td>D</td>
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<td>Hopelink</td>
<td>Regional Emergency Management/Transportation for Vulnerable Populations Coordination</td>
<td>Provides staffing, short- and long-term planning, and operational support for the Regional Alliance for Resilient and Equitable Transportation (RARET) project and workgroup.</td>
<td>Multi</td>
<td>$ 83,556</td>
<td>$ -</td>
<td>$ 83,556</td>
<td>C</td>
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<tr>
<td>Homage Senior Services</td>
<td>Transportation Outreach</td>
<td>Transportation Outreach is a program designed to educate residents about their transportation options. Through in-person presentations, interviews, and telephonic interaction, Homage staff deliver information regarding fixed route, cabulance, paratransit, ORCA, and private transport entities.</td>
<td>Snohomish</td>
<td>$ 45,077</td>
<td>$ -</td>
<td>$ 45,077</td>
<td>C</td>
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<td>Northshore Senior Center</td>
<td>Sustain Inter-County Special Needs Transportation</td>
<td>The Northshore Senior Center Transportation serves seniors and persons with disabilities in Bothell, Kenmore, Woodinville, and unincorporated King and Snohomish including Bellevue, Kirkland, Lake Forest Park, Juanita, Redmond and Shoreline in King County, as well as Brier.</td>
<td>Multi</td>
<td>$ -</td>
<td>$ 110,935</td>
<td>$ 110,935</td>
<td>C</td>
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</table>

1 Kitsap Transit participates in the Consolidated Grant through the Peninsula RTPO. Their project is being included to give a complete picture of projects funded in the region.

<table>
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<td>TOTAL</td>
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<td>$4,574,371</td>
<td>$6,616,588</td>
<td>$ 11,190,959</td>
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<td>Sponsor</td>
<td>Project Title</td>
<td>Project Description</td>
<td>County</td>
<td>Total Requested</td>
<td>PSRC Priority Ranking</td>
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<td>Stanwood Community &amp; Senior Center</td>
<td>Medicaid Vehicles Replacement</td>
<td>Replace three vehicles for the Stanwood Community &amp; Senior Center Medicaid Transportation Program. This program provides low income individuals transportation to and from medical appointments throughout Snohomish County.</td>
<td>Multi</td>
<td>$ 145,000</td>
<td>C</td>
<td></td>
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<tr>
<td>Homage Senior Services</td>
<td>TAP Capital - Expansion</td>
<td>Acquire 4 vehicles--2 ADA mini vans and 2 non-ADA vans--for the TAP program. TAP provides demand-response transportation services throughout Snohomish County.</td>
<td>Snohomish</td>
<td>$ 170,000</td>
<td>C</td>
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<tr>
<td>Homage Senior Services</td>
<td>Transportation Assistance Program (TAP) Operations - Expansion</td>
<td>Expand TAP operations to serve more clients who either live outside of the 3/4 mile ADA corridor or live in a location with no regular fixed route in Snohomish County.</td>
<td>Snohomish</td>
<td>$ 517,941</td>
<td>C</td>
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<td>TOTAL $ 832,941</td>
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Memo

Date: May 15, 2019

To: Special Needs Transportation Committee (SNTC)

From: Jean Kim, Associate Planner

Subject: Updating Baseline Information for Special Needs Transportation

In Brief
PSRC is seeking SNTC assistance to improve data on people with special transportation needs and their mobility. We are starting with an attempt to better articulate how transit agencies provide mobility and support for people with special transportation needs in the region.

Background
PSRC’s Coordinated Transit-Human Services Transportation Plan (Coordinated Plan) was updated in 2018 as part of the Regional Transportation Plan update. The Plan provides a comprehensive summary of special needs transportation system in the region, identifies unmet mobility needs and prioritized strategies to address them. Federal\(^1\) and State\(^2\) rules require MPOs/RTPOs to include elements listed below in the regional Coordinated Plan:

- An assessment of available services that identifies current transportation providers including public, private and nonprofit transportation services.
- Service hours and boundaries for fixed-route and paratransit services.
- An assessment of transportation needs in existing public transportation services including fixed-route, deviated-route, demand-responsive, paratransit services, vanpools, mobility coordinators, travel training, etc.
- Common origins and destinations of people with special transportation needs using existing transportation services.

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\(^1\) The federal requirements, including Chapter V of the [FTA Circular 9070.1 G](https://www.fta.dot.gov/circulars-guidance/FTA_Circular_9070.1_G.pdf), provides federal guidance on coordinated planning process for projects selected for funding under the Section 5310.

\(^2\) WSDOT provides a state [guidance and checklist](https://www.wsdot.wa.gov/training/planning_and_coordination/coordinated_transit_planning/guidance_and_checklist.html) to help update regional Coordinated Plans every four years.
As part of implementing the Coordinated Plan, stakeholders in the region identified a need to update baseline data obtained from transit agencies to better inform existing services for people with special transportation needs and how they meet mobility needs of these populations. It is anticipated that this work will provide multiple benefits, including:

- An input into the State’s Human Services Transportation Plan update;
- PSRC’s next Coordinated Plan;
- It may also provide benefit in the development of performance measures for special needs transportation programs and/or future regional priority rankings.

**Discussion**

At the May SNTC meeting, PSRC staff will provide a brief presentation of transit data needs and will seek the Committee’s feedback on the following:

- **Fixed-route transit**—Who are served by fixed-route services? How do we capture the benefits that fixed-route transit provides to people with special transportation needs? What is the best way to highlight the areas that are not well served by public transportation?
- **ADA paratransit**—How to map collective ADA paratransit coverage throughout the region? What is the best way to highlight the paratransit service areas?
- How do transit agencies measure the benefits of their **travel training or trip planning**?
- **Common origins and destinations**—Can transit agency data help PSRC identify updates to common origins and destinations for people with special transportation needs?
- Are there other services or programs that support special needs population provided by transit agencies? If so—what are they and how can we incorporate those stories into the region’s special needs transportation planning?

**Next Steps**

Based on the discussions at SNTC, PSRC staff will reach out to transit agencies to collect data and will report back to the Committee in upcoming meetings.

**Lead Staff**

For more information, please contact Gil Cerise at gcerise@psrc.org or (206) 971-3051 or Jean Kim at jkim@psrc.org or (206) 971-3052.

Attachment 7-A: DRAFT Transit District Boundaries Map
Attachment 7-B: DRAFT Population Density of People with Disabilities Map
Agenda Item 7: Updating Baseline Information for Special Needs Transportation

A. Transit District Boundaries

Transit District Boundaries

- Areas Within both Sound Transit and Local Transit District
- Areas Within Local Transit District
- Areas Within Sound Transit District Only
- Areas Outside of Any Transit District

Source: Puget Sound Regional Council, 2019
Agenda Item 7: Updating Baseline Information for Special Needs Transportation

B. Population Density of People with Disabilities

Transit District Boundaries
- Sound Transit Boundary
- Transit District Boundaries

Persons with Disabilities
Persons per Acre
- 0 - 0.50
- 0.51 - 1.00
- 1.01 - 1.50
- 1.51 - 2.50
- Over 2.50

Source: Puget Sound Regional Council, 2019