



# Puget Sound Regional Council

## Transportation Operators Committee

February 22, 2017 • 10:00 a.m. – 11:30 a.m.

PSRC Conference Room • 1011 Western Avenue, Suite 500 • Seattle, WA 98104

- 10:00 1. **Welcome and Introductions** – *Trinity Parker, Chair*
2. **Public Comment**
3. **Approval of Meeting Summary – January 25, 2017\***
- 10:05 4. **Report on PSRC Committee and Board Activities** – *Gil Cerise, PSRC*
- 10:10 5. **Action: FTA Funding Redistribution Requests\***– *Sarah Gutschow, PSRC*  
a. Kitsap Transit Redistribution Request: KT-40 to KT-45  
b. Kitsap Transit Redistribution Request: KT-31 to KT-45
6. **Information: Regional FTA Competition Call for Projects** – *Sarah Gutschow, PSRC*
- 10:15 7. **Discussion: Transit Agency Population Source for PSRC Dues\*** – *Gil Cerise, PSRC*
- 10:25 8. **Information/Discussion: T2040 Plan Update Public Transit Work Program -- Preparing for March TPB** – *Gil Cerise & Alex Krieg PSRC*
- 10:50 9. **Information/Discussion: Regional Centers Framework Update Project Stakeholder Working Group's Recommendations\*** – *Ben Bakkenta, PSRC*
- 11:15 10. **Information/Discussion: Introducing Update of the PSRC Transit MOU (2009)\*** – *Gil Cerise, PSRC*
- 11:20 11. **Information: 2017 TOC Calendar of Topics\*** – *Gil Cerise, PSRC*
- 11:25 12. **Announcements from Transportation Operators and Subcommittee Representatives**  
– *Roundtable*
13. **Next Meeting: March 22, 2017: 10:00 am – 11:30 am**  
Upcoming Meeting Topics: T2040 Plan Update; Update on TAM Regional Targets; ORCA Data Project; Transit Data Trends.
- 11:30 14. **Adjourn**

\*Supporting materials attached

January 25, 2017

**Attendees:** Trinity Parker, Chair – Sound Transit; Chris O’Claire, Vice Chair – King County Metro; Melissa Cauley, Community Transit & Chair of Regional FTA Caucus; Darin Stavish – Pierce Transit; Jacque Mann – Special Needs Transportation Committee; June DeVoll – Community Transit; Don Chartock – WSDOT; Bill LaBorde – City of Seattle

**Via Phone:** Steffani Lillie - Kitsap Transit; George Baxter – Everett Transit; John Bernhard – WA State Ferries; Mitzi McMahan – Sound Transit

**PSRC Staff:** Gil Cerise, Sarah Gutschow, Craig Helmann, Amy Ho, Charlie Howard, Jean Kim, Alex Krieg, Robin Mayhew, Kelly McGourty, Maggie Moore

## 1. Welcome and Introductions

Trinity Parker, Chair, welcomed everyone at 11:02 a.m. Self-introductions were provided around the room and on the phone.

## 2. Public Comment

There was no public comment.

## 3. Approval of Meeting Summary

The meeting summary from November 30, 2016 was approved as presented.

## 4. Report on PSRC Committees and Board Activities

Trinity reported on the January Transportation Policy Board meeting.

## 5. FTA Funding Redistribution Request: Pierce Transit – Sarah Gutschow, PSRC

Pierce Transit requested a redistribution of \$6,995,645 in Seattle-Tacoma-Everett (STE) UZA FFY 2017 Earned Share funds and \$627,404 in FFY 2017 State of Good Repair FTA 5307 funds from the Vessel Maintenance project to the Clean Fuels Bus Replacement/Expansion project due to significant requirements for capital asset replacement over the next several years. Pierce Transit has determined that the amount of funding needed to accomplish the work identified in the Vessel Maintenance project scope can be completed using sales tax funds and other operating dollars. PT will use redistributed funding to purchase fifteen replacement vehicles.

ACTION: The Transportation Operators Committee unanimously approved Pierce Transit’s redistribution request of \$6,995,645 in Seattle-Tacoma-Everett (STE) UZA FFY 2017 Earned Share funds and \$627,404 in FFY 2017 State of Good Repair FTA 5307 funds from the Vessel Maintenance project to the Clean Fuels Bus Replacement/Expansion project.

## 6. Transit District Population Sources – Charlie Howard and Gil Cerise, PSRC

Charlie introduced this topic by saying that Community Transit identified an inconsistency in source of transit agency population PSRC uses to invoice transit agencies for their membership dues. Public Transportation Benefit Area (PTBA) agencies were using current year Washington OFM population data for their agencies; and the other transit agency population data was based on NTD data that was two years old.

PSRC did some research and found that Washington State OFM publishes population data for all transit agencies with the exception of Sound Transit. PSRC is seeking TOC’s feedback on use of consistent, unambiguous source of transit agency population data that is relatively recent in order to provide consistent basis for transit agency PSRC dues. It was noted that there are some inconsistencies in NTD data and it is two years old by the time it is published. Charlie shared the effects of using all OFM data vs. all NTD data. Gil sent the attachment showing this illustration of

the effects of using either all OFM or all NTD data after the TOC meeting. Charlie noted that PSRC would use whatever source is chosen for PSRC dues calculations and invoicing in the fall of 2017. This topic will be brought back to TOC in March.

**7. T2040 Plan Update: Call for Projects – Kelly McGourty, PSRC**

Kelly McGourty provided a brief update on the Call for Projects that was just released for the Transportation 2040 Regional Capacity Project list. There is an online application and the Call is available for six weeks. This is a call to include projects within Transportation 2040's regional capacity project list. TOC members had questions about what projects are included and what projects are excluded from the T2040 project list. Members also wanted to know how PSRC accounts for the cost of projects and programs that are exempt from the project list within T2040. Many of those costs are addressed programmatically, similar to transit operations.

**8. 2040 Integrated Transit Network- Initial Draft – Gil Cerise & Craig Helmann, PSRC**

Gil Cerise introduced the topic with an update on where PSRC is in the process of working with transit agencies to develop a draft 2040 transit network. Craig Helmann followed with a Remix demonstration showing the current DRAFT 2040 transit network. This draft needs to be updated based upon a QA/QC of initial inputs. Integrating the transit plans resulted in agencies identifying some unnecessary overlap. However, there were no gaps in service identified. The TOC will receive further updates in the coming months on this project.

**9. Transit Access Toolkit – Alex Krieg, PSRC**

Alex Krieg presented the Transit Access Toolkit products. This is the result of a two-year work program assessing access to public transit in the region. Transit access is the ability to easily get to and use transit. Transit access covers a broad spectrum, including but not limited to transit oriented development (TOD), and bicycle and pedestrian access, to parking. The products developed by this work include a transit access checklist, a transit access toolkit, and transit access funding matrix and key findings. Alex then talked about the implications of the work on transit access for incorporating a regional transit access and parking strategy into the update of Transportation 2040.

**10. Transit Asset Management Update – Gil Cerise, PSRC**

Due to a lack of time, this topic was moved to a future TOC meeting.

**11. Announcements from Transportation Operators & Subcommittee Representatives**

Pierce Transit (PT) is planning a service change starting March 12<sup>th</sup> that reflects some of the route restructure that the agency has been studying. PT will be offering free rides for the first week because some routes were eliminated, while some were combined or extended with other routes. This is the biggest change for PT since the agency was formed in 1979. In the longer term, PT has hired WSP Parsons Brinckerhoff as their consultant for their High Capacity Transit Study for the Pacific Avenue/SR 7 Corridor. They will begin scoping/project kick-off meeting on February 15<sup>th</sup> and will be starting to reach out to their partners. It is a two-year contract and hope to have a Preferred Alternatives for the corridor in about one year.

Seattle DOT is anxious to see how things shape up in terms of federal funding for a number of their planned transit projects.

King County Metro (KCM):

- Metro Connects is now finalized and the agency is working on their first six-year plan guided by Metro Connects.
- ORCA Lift met their target. They currently have over 40,000 boarding a day.
- Ridership has held steady for two years in a row, even with U-Link in place.
- Metro is planning to release a U-Link Study in March 2017.
- Metro is purchasing zero emission busses in the near term.
- There is a 92% ridership satisfaction among riders.

Community Transit is also anxiously awaiting appropriations so their Swift II project can move forward. They are also starting a visibility study for the Orange Line.

WSDOT: Amy Scarton will be moving to the Ferries Division to replace Lynne Griffith, who is retiring. All the region's Transit Coordination Grants are in and they are currently in the review process to make sure everything is eligible. FTA Section 5339 funds will soon be released.

Kitsap Transit is planning for their first fast ferry route that will begin in July. They are also in a process working with FTA for three of the vessels procurements for the 2019-2020 purchases. They also started a comprehensive analysis of their fixed-route system.

**12. Next Meeting:**

The next meeting will be February 22, 2017 at PSRC.

**13. Adjourn**

The meeting adjourned at 12:34 p.m.

## Kitsap Transit Redistribution Request

*Request* : Kitsap Transit (KT) requests a redistribution of \$266,147 in BRE UZA FFY 2017 Earned Share FTA 5339 funds between the projects identified below.

*Explanation* : The redistribution request is needed because the 5339 funding currently in the KT-40 project is designated for preventive maintenance activities, which are not eligible for 5339 funding under the FAST ACT (Ref: FTA Circular 5100.1). Therefore, KT requests to redistribute \$266,147 in BRE UZA FFY 2017 Earned Share FTA 5339 funds from KT-40 to KT-45. KT has reviewed the project and determined that the amount of funding needed to accomplish the bus and facilities maintenance work identified in the KT-40 project scope can be completed using local funds. KT-45 will use the increase in funding from the redistribution to purchase one additional vehicle.

### FFY 2017 Earned Share Bremerton UZA 5339 Funds

Sponsor	Program Year	TIP ID #	Project Title	Source	Current	Proposed Change	Final
Kitsap Transit	2017	KT-40	Bus Maintenance & Facilities Rehabilitation	5339	\$266,147	-\$266,147	\$0
Kitsap Transit	2017	KT-45	Bus and Over-the Road Coach Purchase	5339	\$0	\$266,147	\$266,147

## Kitsap Transit Redistribution Request

*Request* : Kitsap Transit (KT) requests a redistribution of \$635,000 in BRE UZA FFY 2017 Earned Share FTA 5307 funds between the projects identified below.

*Explanation* : The redistribution request is needed because KT's vanpool ridership is lower than initially projected, so the agency does not have a need to purchase the replacement vans in the KT-31 project scope at this time. Therefore, KT requests to redistribute \$635,000 in BRE UZA FFY 2017 Earned Share FTA 5307 funds from KT-31 to KT-45. KT has reviewed the KT-31 project scope and determined that there is no need to program additional funds to this project because of the lower than projected vanpool ridership. KT-45 will use the increase in funding from the redistribution to purchase one additional vehicle.

### FFY 2017 Earned Share Bremerton UZA 5307 Funds

Sponsor	Program Year	TIP ID #	Project Title	Source	Current	Proposed Change	Final
Kitsap Transit	2017	KT-31	Replacement Van Purchase	5307	\$635,000	-\$635,000	\$0
Kitsap Transit	2017	KT-45	Bus and Over-the Road Coach Purchase	5307	\$1,500,000	\$635,000	\$2,135,000



# Puget Sound Regional Council

Item 7  
February 22, 2017

## **MEMORANDUM**

**TO:** Transportation Operators Committee (TOC)  
**FROM:** Gil Cerise, PSRC  
**SUBJECT:** **Source of Transit Agency Population Data**

### **IN BRIEF**

Currently transit dues are calculated annually based on the service area populations for the transit operators. Recently, Community Transit noted inconsistencies in the sources of population data and this topic was brought to the TOC at the January meeting. PSRC is seeking transit agency feedback on a consistent source of easily obtained transit agency population data for use in future annual dues calculations.

### **BACKGROUND**

PSRC uses transit agency population data as the source of its dues calculations each year. PSRC calculates dues in the September of each year and invoices agencies. Recently, Community Transit noted different data sources with different years were being used to calculate the agency dues issued in the fall of 2016.

PSRC has been using Washington Office of Financial Management (OFM) published Public Transit Benefit Area (PTBA) population produced in late summer of each year for Community Transit, Kitsap Transit, and Pierce Transit. This population figure is published for the current year data each year. Therefore, each of the above agencies were being invoiced for 2016 population in the fall of 2016.

The remaining three transit agencies – Everett Transit, King County Metro, and Sound Transit – were being invoiced using National Transit Database (NTD) population numbers. The most recent population figure available using NTD as a source in fall of 2016 was a 2014 population figure.

Based upon the inquiry received, PSRC researched possible consistent and publicly available sources of transit agency population data and found the following:

- **NTD:** Provides an agency population figure which do not appear to correspond to agency taxing district boundaries in all cases. In addition, the NTD publishes data two years later (e.g., 2014 is the latest available in 2016). However, all agencies are accounted for in this data source.
- **Washington State Summary of Public Transportation** produced by WSDOT: This publication includes transit agency population data for all the agencies in Washington

State. The publication uses Washington OFM data for all agencies except Sound Transit. Sound Transit appears to use Washington State OFM data as the basis and then produces its own population estimate because its boundaries do not conform to OFM small area boundaries or other geographic units that OFM uses. The Summary of Public Transportation is published one year late. Population figures from 2015 were available in December of 2016.

- **Washington State OFM:** OFM is the primary source of population estimates in Washington State. They publish local jurisdiction population estimates for April 1 of each year in or around June of the same year. This includes City of Everett (Everett Transit) and King County (Metro). As described above, OFM also publishes PTBA population boundaries in late summer of each year. However, OFM does not publish a population figure for Sound Transit. OFM staff have indicated that they do have the capability to develop population estimates upon request if provided with an accurate district shapefile.

## **DISCUSSION**

PSRC is seeking the TOC's feedback on what source of population source to use for future dues calculations (starting with FY 2018). PSRC is interested in a consistent published source of data, with a preference for more recent data sources.

There are four options for consideration:

1. **OFM Data:** PSRC could use the more current OFM numbers for all transit operators. The one problem is that OFM does not publish a service area population number for Sound Transit. To produce this number, PSRC would need to have an additional calculation performed by OFM using a Sound Transit boundary shapefile. This would result in the fiscal year 2018 dues being based on OFM population estimates published in 2017.
2. **NTD Data:** PSRC could use the NTD numbers for all transit operators. This would result in FY2018 dues being based on 2015 NTD estimates for service area populations. One potential issue arising from this option is that there appear to be some inconsistencies in what is considered a service area population for NTD. For example, Community Transit originally requested that PSRC use OFM data as a source for that agency's population because Community Transit reports portions of Everett, outside of the agency's taxing district, as part of its service area for purposes of NTD. There may be other, similar inconsistencies among other transit agencies.
3. **Washington Summary of Public Transportation:** PSRC could use the Washington Summary of Public Transportation to calculate transit agency dues. All transit agencies have population figures identified in this publication. The one drawback to this method is that the document is published in December of each year. Therefore, population data would likely lag (using previous year report data) compared to when PSRC calculates agency dues. FY 2018 dues would likely be based on the 2015 Summary of Public Transportation published population figures.
4. **No Change:** We could elect not to change the basis of the calculation at this time.

We will plan to discuss the options presented with TOC members at the February 22 meeting. For more information prior to the February 22<sup>nd</sup> TOC meeting, please contact Gil Cerise at (206) 971-3053 ([gcerise@psrc.org](mailto:gcerise@psrc.org)).



# Puget Sound Regional Council

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**DATE:** February 15, 2017  
**TO:** Transit Operators Committee  
**FROM:** Ben Bakkenta, Program Manager, Puget Sound Regional Council  
**SUBJECT:** **Regional Centers Framework Update – Stakeholder Report**

## IN BRIEF

At its February meeting, PSRC staff will provide an update on the Regional Centers Framework update and solicit feedback from the committee on the project. Staff will provide an overview of the Centers Stakeholder Working Group report. A full copy of the report is available [online](#).

## DISCUSSION

The Puget Sound Regional Council is working with its members and other partners to evaluate the regional centers framework and recommend structural changes to recognize different scales of centers using consistent designation criteria and procedures. This effort carries out a [scope of work](#) adopted by the Growth Management Policy Board in July 2015.

Reflecting the potential far-reaching influence of this project, the Growth Management Policy Board developed the following principles to guide this work.

The new framework and procedures should:

- Support the Growth Management Act and VISION 2040
- Focus growth consistent with the Regional Growth Strategy
- Recognize and support different types and roles of regional and subregional centers
- Provide common procedures across the region
- Guide strategic use of limited regional investments
- Inform future planning updates at regional, countywide, and local levels

The project is proceeding in five phases, as depicted below. The Framework Development phase is nearly complete, and the board will consider changes to the framework in the upcoming Approval phase.



## **Framework Development**

The Framework Development stage has included two major components:

- Joint Board Work Sessions (held April and June 2016)
- Stakeholder Working Group planning process (June 2016 - January 2017)

The Joint Board Work Sessions took place following the regular Growth Management Policy Board meetings on April 7 and June 2, 2016. Multiple board members participated in the session to discuss findings from the Research Phase of the project and provide direction for the stakeholder planning process.

The Centers Stakeholder Working Group met monthly from June 2016 through January 2017. The [roster](#) of the Stakeholder Working Group follows the composition approved by GMPB and includes representation from all four counties.

The [working group report](#) includes framework alternatives, an evaluation of the alternatives, other recommended changes, a summary of how the recommendations respond to the background research findings, and an overview of centers measures and criteria. The report also identifies preferred alternatives, rationale for each alternative, and notes additional policy and technical for the board to consider in its review.

The Stakeholder Working Group report addresses a number of questions raised by the scope of work, project findings, and working group discussion. The recommendations include alternative tiered structures for both regional growth centers and manufacturing/industrial centers which place different emphasis on regional role, transit service, and planned growth.

The report recommends updated planning expectations and additional planning in advance of regional designation, and establishing minimum standards and process at the countywide level to designate countywide centers. The recommendations also include updating the designation process to more fully consider location, distribution of centers, and overall regional planning objectives. The report includes discussion of military facilities and options to recognize military facilities at the county level, at the regional level, or through other means.

## **Transit Measures and Criteria**

Under the current framework, there is an expectation that planning in centers will support multimodal networks and complete streets, transit supportive planning, tailored concurrency standards, and mode-split goals. However, transit availability is not a formal criterion in the existing designation procedures for new centers.

The Stakeholder Working Group identified several key points of agreement to shape development of the alternatives and recommendations for Regional Growth Centers, specific to transit and TOD. These include:

- An explicit requirement for high capacity transit service or its equivalent as a threshold eligibility criterion.
- Requirements for existing pedestrian infrastructure and amenities and a street grid that supports walkability.
- Recognition that major investments in high capacity transit service, such as Metro Rapid Ride, Kitsap Transit's fast ferries, SWIFT bus rapid transit, and Sound Transit 3 are the kind of substantive, long-range investments that were envisioned when the centers framework was first adopted in 1995. These investments present a major opportunity to

locate housing, jobs, and services close to transit, and to do so in a way that achieves equitable development outcomes to benefit both existing and future residents.

- Encouraging appropriately-sized centers to spur compact, transit-oriented development.
- Connecting centers to other centers by transit and providing robust transit service throughout the center.

The Stakeholder Working Group also identified points of agreement to shape development of the alternatives and recommendations for Manufacturing/Industrial Centers, specific to transit. These include:

- Focusing on access and transportation demand management and strategies for commuter-focused transportation measures rather than transit exclusively.
- Manufacturing/Industrial Center Alternative A requires defined TDM strategies and planning for transit where surrounding land uses support it.

### **Board Review and Approval Phase**

The Growth Management Policy Board heard a project briefing in February. In-depth discussion of the report and recommendations will begin at the April meeting, and the board will continue to discuss the framework through the spring. Between February and April, PSRC staff will complete outreach to PSRC and countywide committees to gather additional feedback on the working group recommendations. Staff will compile feedback from committees to support the board's discussion. Once the Growth Management Policy Board has taken action, the Executive Board will consider their recommendation.

Implementation of the changes to the framework may occur through a number of paths, including setting the stage for the upcoming update of VISION 2040, providing guidance to the update of countywide planning policies, influencing future rounds of review of PSRC's funding policy, and making interim updates to PSRC centers designation procedures.

For more information, please contact Liz Underwood-Bultmann at 206-464-6174, [LUnderwood-Bultmann@psrc.org](mailto:LUnderwood-Bultmann@psrc.org).



# Puget Sound Regional Council

Item 10  
February 22, 2017

## MEMORANDUM

**TO:** Transportation Operators Committee (TOC)  
**FROM:** Gil Cerise, PSRC  
**SUBJECT:** **Introducing Update to the PSRC 2009 Transit Memorandum of Understanding (MOU)**

### **IN BRIEF**

Federal law requires PSRC and providers of public transportation to have a written agreement that clearly identifies their roles and responsibilities in the metropolitan planning process. The current agreement was signed in 2009. This agreement needs to be updated to account for changes to federal law under MAP-21 and the FAST Act and to account for final Planning Rule completed in 2016. Changes need to be completed and signed by fall of 2017.

### **BACKGROUND**

Federal law requires PSRC (as the region's Metropolitan Planning Organization) and providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and that these responsibilities be clearly identified in a written agreement between PSRC and the providers of public transportation.

The current agreement, entitled Memorandum of Understanding for Planning Coordination and Cooperation (also known as the Transit MOU) was signed in 2009 and can be found here: [http://www.psrc.org/assets/3433/Transit\\_MOU\\_October\\_2009\\_with\\_signatures.pdf](http://www.psrc.org/assets/3433/Transit_MOU_October_2009_with_signatures.pdf)

The 2009 Transit MOU covers roles and responsibilities between PSRC, Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, and City of Seattle. PSRC has a separate agreement with WSDOT, which covers coordination and cooperation with that agency, including the Washington State Ferries.

PSRC began an update of the MOU in 2012, and then placed the update on hold until the changes to the US DOT Planning Rule arising from MAP-21 were completed. FHWA and FTA published the final Planning Rule in 2016.

The Federal Transit Administration (FTA) asks to review this Transit MOU agreement as part of its Triennial Review with agencies and as part of PSRC's certification review. Therefore, PSRC is planning to update this agreement with TOC assistance over the next few months.

### **DISCUSSION**

PSRC proposes to update the Transit MOU to account for changes to the metropolitan planning process arising from MAP-21 and the FAST Act. These changes include:

- Documenting the public transportation representation on the Transportation Policy Board; and
- Incorporating the cooperation required for the federal performance-based planning process, including for transit asset management and transit safety.

In addition, while reviewing the agreement, we will look for other topics that need to be added, updated or eliminated.

**Schedule:** PSRC staff will prepare an updated draft 2017 Transit MOU for TOC review and action in the 2<sup>nd</sup> quarter of 2017. Once the TOC has reviewed and agreed to the updates, the draft Transit MOU will be presented to the Transit Executives and circulated for signature.

The goal is to have a complete and signed 2017 Transit MOU by the time Triennial Review requests are received by agencies in the fall of 2017.

For more information prior to the February 22<sup>nd</sup> TOC meeting, please contact Gil Cerise at (206) 971-3053 ([gcerise@psrc.org](mailto:gcerise@psrc.org)).

## **2017 Transportation Operators Committee (TOC) Planned Meeting Topics**

(Exact timing subject to change)

### **Ongoing**

- FTA fund adjustments
- FTA fund project tracking
- Implementation of FTA rule-making, including transit safety (timing dependent on FTA rule-making)
- Transit Access

### **1<sup>st</sup> Quarter**

- 2017 Regional Household Travel Survey (preparing for the survey)
- Transit Data & Trends (quarterly)
- Regional TOD event briefing (anticipate briefing in 1<sup>st</sup> half of 2017)

### **January 25, 2017**

- Local Transit T2040 Financial Strategy Workshop (Prior to TOC meeting)
- Transit Agency Population Figures
- T2040 Update Call for Projects
- Transit Access & Parking
- 2040 Integrated Transit Network – Initial Draft Network

### **February 22, 2017**

- Transit Agency Population Figures follow-up
- 2040 Integrated Transit Network & Plan – Continued Work/Prepare for March TPB
- Update on Regional Centers Framework
- Introduce Transit MOU Update

### **March 22, 2017**

- T2040 Financial Strategy – Transit Inputs Summary with 2040 Transit Network
- Draft Regional Transit Asset Management Targets for Board Consideration
- ORCA Data Project
- Transit Coordination Grant
- Transit Data & Trends

### **2<sup>nd</sup> Quarter**

- Action on Annual FTA Adjustments – timing dependent on FTA appropriation process
- Action on Regional Reduced Fare Permit (RRFP) MOU update – adding additional agencies (& possibly other changes)

- Transit Data & Trends (quarterly)
- ORCA Data Project
- Complete Transit MOU update

#### **April 26, 2017**

- Action on FTA Competition
- Draft Transit Coordination Grant Report on Regional Access to Remix Project
- Initiate 2017 Transit Integration Report
- Follow-up on Transit Asset Management (if needed)

#### **May 24, 2017**

- T2040 Plan Update -- TOD Analysis Scenario Outputs (1<sup>st</sup> Draft)
- Draft Coordinated Plan – Needs & Gaps Update
- Transit Coordination Grant Report on Regional Access to Remix Project
- 2017 Transit Integration Report

#### **June 28, 2017**

- 2040 Integrated Transit Network – Final 2040 Network for incorporation in DRAFT T2040
- T2040 Financial Strategy – Final Transit Inputs for DRAFT T2040
- First Draft – T2040 Transit Access and Parking Strategy
- 2017 Transit Integration Report

#### **3<sup>rd</sup> Quarter**

- Transit Data & Trends (quarterly)
- Info on Regional TOD event (when its scheduled, etc.)

#### **July 26, 2017**

- 2017 Transit Integration Report

#### **August 23, 2017**

- 2017 Transit Integration Report
- Draft Coordinated Plan Prioritized Strategies

#### **September 27, 2017**

- Final Draft -- T2040 Transit Access and Parking Strategy for DRAFT T2040
- T2040 Plan Update – Refined TOD Analysis for DRAFT T2040
- 2017 Transit Integration Report

## **4<sup>th</sup> Quarter**

- Draft T2040 Plan Update – periodic updates
- 2017 Regional Household Travel Survey (initial results)
- Transit Data & Trends (quarterly)

### **October 25, 2017**

- 2017 Transit Integration Report

### **November 29, 2017 (note: 5<sup>th</sup> Wednesday – for Nov/December date)**

- TBD

### **No December 2017 Meeting Planned**

DRAFT