Transportation Operators Committee

February 28, 2018 • 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

10:05  2. Public Comment

10:10  3. Approval of Meeting Summary – January 24, 2018*

10:15  4. Report on PSRC Committee and Board Activities – Trinity Parker, Chair
      • Regional Staff Committee – Darin Stavish, Pierce Transit & June DeVoll, Community Transit

10:25  5. Action: Change in PSRC-WSDOT Roles and Responsibilities for Special Needs Transportation Funding Competition for 2019-2021 Biennium* – Gil Cerise, PSRC


10:55  7. Discussion: Parking Management Update/Next Steps – Ben Bakkenta & Gil Cerise, PSRC

11:10  8. Information/Discussion: Next Steps in Transit Asset Management* – Gil Cerise, PSRC

11:20  9. Roundtable: Highlights from Transit Agency and Ferry Operators in the Region

Next Meeting: March 28, 2018: 10:00 am – 11:30 am

11:30  10. Adjourn

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

Trinity Parker, Chair, welcomed everyone at 10:00 a.m. Self-introductions were provided around the room and on the phone.

Public Comments

Public comment was provided by John Neller.

Approval of Meeting Summary

The meeting summary from November 29, 2017 was approved as presented.

Report on PSRC Committee and Board Activities (Trinity Parker, Chair and Jana Demas, Vice-Chair)

- Gil Cerise, PSRC, reminded the committee that the VISION 2050 listening sessions were going to take place starting in February and to look at the attached flyer for more details.

- Transportation Policy Board
  Trinity Parker, Chair, said that the majority of the Transportation Policy Board was about the 2018 Project Selection Criteria.

Action: FTA Funding Scope Change Request: King County Metro (Sarah Gutschow, PSRC)

Sarah Gutschow, PSRC, summarized King County Metro’s request to change the scope of its project MET-192 (Refurbishment of Elevators in the Downtown Seattle Transit Tunnel) by reducing the number of elevators from 26-27 elevators. She explained that KC Metro is requesting this change as five of the elevators were completed using local funds prior to a re-bid request from FTA and four elevators will not be part of the total as they were part of a sale of the Convention Place Station location. The Committee voted unanimously to recommend approval of the King County Metro Scope Change Request to the Transportation Policy Board.
Information/Discussion: 2018 Project Project Selection Update (Kelly McGourty, PSRC)

Kelly McGourty, PSRC, summarized the discussions to date on the key issues for the 2018 project selection process, and reported on the last meeting of the Project Selection Task Force. She provided an update on the Policy Framework for Project Selection and noted the upcoming call for projects for FTA and FHWA funds. The call for project will cover two years worth of funding. She said the Project Selection Task Force recommendations went to the TPB and are scheduled to go to the Executive Board on January 26, 2018. Kelly reviewed a few key points the Task Force decided on.

Kelly also reviewed the draft project selection schedule and noted that there were not any final dates yet for the applications due, but will ask for the earned share recommendations from transit agencies first as they are more involved. She noted that the draft schedules includes a call for projects on February 20th and the end to the project selection process would be in July with board decisions. She said she will know more about what to do moving forward after the Executive Board meeting.

Information/Discussion: Change in PSRC-WSDOT Roles and Responsibilities for Special Needs Transportation Funding Competition for 2019-2021 Biennium (Gil Cerise, PSRC)

Gil Cerise, PSRC, explained the proposal that was presented to the SNCTC which is to have WSDOT take the lead in conducting the funding competition for large urban FTA Section 5310 funds, leaving PSRC with its role of developing regional priorities for funding, while WSDOT awards all of the special needs funds in the region. All large urban FTA Section 5310 funds would still remain in the region. He reviewed the WSDOT scoring process and provided an overview of the updated Coordinated Grant Process chart which showed the current and the updated process and noted that the change in the Coordinated Grant process that streamlines two separate applications into one. Gil noted that the majority of the SNCTC expressed support for the simplified application process, and Marianna Hanefeld, SNCTC Chair, noted that she also felt there was overall positive response to a simplification of the process. Gil also noted that the new grant process will be implemented for next grant competition in 2018. Gil said that PSRC will ask SNCTC and TOC to take an action on this change in February and then the recommendation would go to the Transportation Policy Board.

Information/Discussion: Follow up on Regional Staff Committee (RSC) Membership Update/Transit Representation (Gil Cerise, PSRC)

Gil Cerise, PSRC, reminded the committee about the changes to RSC membership and how transit representation has changed. Revised representation reflects how transit is represented on the TPB. He noted that Darin Stavish has been appointed to represent transit from Pierce County and he is also the TOC representative as well. This would cover the requirement that at least one of the transit representatives to RSC also be an active TOC member. He said that the change was made effective January 1, 2018, but there was no deadline for new appointments. He reviewed handouts - the letters that were sent out the counties explaining about the new representation - and that any new appointments needed to be submitted in writing by an executive or manager.

Information: DRAFT 2018 TOC agenda topics/work plan (Gil Cerise, PSRC)

Gil Cerise, PSRC, reviewed the DRAFT 2018 TOC agenda topics/work plan and upcoming information such as the initiation of VISION 2050 scoping coming up next month, FTA 2018 project selection, completion and submission of the Transit Asset Management Plan and Special Needs transportation regional priorities. Alex Krieg, PSRC, discussed regional transit parking management and how the various agencies are integrating and addressing this issue. He mentioned a need for the TOC’s Parking Management Working Group that has been meeting periodically and what PSRC’s role has been in parking management. More details about this topic will be discussed at the February meeting.

Jana Demas, Vice-Chair, mentioned that she thought the use of these integrated working groups at PSRC could be useful to cover other topics of interest in advancing public transportation actions in the Regional Transportation Plan, such as innovation of technology, equity and social justice, station integration between agencies and modes, the use of Remix-type programs and also look at any lessons learned from other agencies when that have implemented large capital programs.
Gil Cerise, PSRC, said these topics will be taken into consideration as PSRC works to update the transit-related work program. PSRC will bring this to TOC at a future meeting.

**Roundtable: Highlights from Transit Agency and Ferry Operators in the Region**

Darin Stavish, Pierce Transit, described brochures he brought regarding the Tacoma Dome Station overhaul and its impacts on reduction to the parking in the area.

Jana Demas, Vice Chair, mentioned that KC Metro is going to begin a reorganization to the department and the reporting structure, she would give an update when she has more definitive information.

Stan Suchan, WSDOT, spoke about the Commute Trip Reduction (CTR) Board plan which will be updated to include how to evolve the 25 year-old program to deliver more performance for the system. He also mentioned the CTR Board is asking the legislature during the current budget cycle to increase funds for the commute trip integration program. He noted this is a competitive grant program, so if the board and legislature is successful then a call for projects might be this spring if additional funds are made available.

Ben Smith, City of Seattle, mentioned that there is a search for a new Transportation Director, (the interim Transportation Director is currently Gorram Sparrman) and he also spoke about the Seattle Monorail’s integration with that is to happen this year, and that SDOT is working with KCM to improve corridor connections.

Trinity Parker, Chair, mentioned that Sound Transit is looking for public comment on the upcoming fare restructure, a flyer was passed out with information and link to the survey, and also that there are system access funds for improved access to stations, in which ST may be in a position to have a call for projects next year; she will provide more information as criteria is developed for these projects.

**Next meeting:**
February 28, 2018: 10:00 am – 11:30 am

**Adjourn**
The meeting adjourned at 11:30 a.m.
MEMORANDUM
February 28, 2018

TO: Transportation Operators Committee (TOC)

FROM: Gil Cerise, PSRC  
Sarah Gutschow, PSRC

SUBJECT: Updates to Special Needs Transportation Grant Process in 2018

IN BRIEF

PSRC proposes 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. The Special Needs Transportation Committee (SNTC) recommended approval of this streamlined process in a 15-0 unanimous vote at their February 21, 2018 meeting.

ACTION

PSRC is seeking the TOC recommendation on implementation of the streamlined grant process identified on page 2 of Attachment 5-A at the February 28, 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 grant competition (called the PSRC 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 Grants Process Advisory Committee (GPAC) process in two areas:

- Allocation of regional priority rankings to the Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs). Current recommendation provides PSRC region with more regional priority rankings for the large number of programs supported in this region.

- Providing more certainty for continuing operations and mobility management programs. The current proposal provides

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

**SNTC RECOMMENDATION**

This topic was introduced to the SNTC at their November 15, 2017 meeting. PSRC presented the streamlined approach identified on page 2 of Attachment 5-A at the January 17, 2018 meeting. After a robust discussion, the SNTC voted unanimously (15-0) to recommend the streamlined approach found on page 2 of Attachment 5-A. As part of the discussion, PSRC acknowledged that there will be work needed in the coming months to identify details relating to the following:

- What criteria to use in selecting which projects will receive an “A”, “B”, “C”, or “D.”

- What process to use in evaluating grants for SNCTC deliberation. There was discussion about using some sort of subcommittee or PSRC staff to provide an initial evaluation based on criteria in bullet #1.
• What factors should be used in deliberations and recommendations that are not part of the criteria in bullet #1. One example of this type of criteria is geographic distribution.

NEXT STEPS

PSRC will schedule this topic for action with its Transportation Policy Board and Executive Board 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)

**Key Dates for PSRC Regional Rankings**
- October 17, 2018 SNTC
- October 24, 2018 TOC
- November 8, 2018 TPB
- December 6, 2018 Exec. Board
The Puget Sound Regional Council (PSRC) is beginning work to extend the region’s growth strategy to 2050. As the region prepares to add more people and more jobs in the coming decades, VISION 2050 will provide a guide for sustaining a healthy environment, thriving communities, and a strong economy.

**VISION 2050 will build on our success.** For decades, the region has used the regional plan as a guide for local planning. The strategy has helped preserve rural areas while encouraging growth of vibrant cities and neighborhoods. VISION 2050 will build on what’s worked and focus on emerging issues.

**Continue to learn and adapt to a changing region.** Experience over the past decade points to key challenges that the region needs to address. The climbing cost of housing is a major challenge. 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.

**What is VISION 2040?** It is the current long-range growth management, economic, environmental, and transportation strategy for our four-county region.

VISION 2040 plans for a diverse region composed of economically and environmentally healthy communities framed by open space and connected by a high-quality, efficient transportation system. It envisions vibrant communities and promotes development practices that protect environmentally sensitive areas and reduce sprawl. It focuses a significant amount of new employment and housing into urban centers served by efficient transportation options that are tailored to local needs.

**How will VISION 2040 be updated?** PSRC’s work to create VISION 2050 will build off VISION 2040 by looking at current growth trends, understanding issues important to the region, and assessing future economic and growth forecasts.
What major issues might be addressed? PSRC contemplates that VISION 2050 may address the following subjects, while noting that this list may change in response to public comment and further analysis:

- Where and how communities will grow in the region
- Regional growth centers and manufacturing/industrial centers
- Mobility and transportation options
- Funding infrastructure and improvements
- Producing and maintaining affordable housing
- Demographic shifts and changed needs
- Promoting and ensuring environmental protection

How will PSRC study environmental impacts? PSRC anticipates preparing a Supplemental Environmental Impact Statement to assess environmental impacts of the updated regional plan.

What is PSRC? PSRC develops policies and coordinates decisions about regional growth, transportation, and economic development planning within 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.

Ways to get involved with the update:

- Send us an email with questions or comments to vision2050@psrc.org
- Visit the VISION 2050 website at https://www.psrc.org/vision
- Sign up for updates from PSRC at https://www.psrc.org
- Read about what’s happening on the PSRC Blog at https://www.psrc.org/whats-happening

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

There are several ways to comment on the scope:

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

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

In Person ........ March 1, 2018, Growth Management Policy Board meeting

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

The official comment period on the scope of the plan update and environmental review will run from Friday, February 2, 2018, through Monday, March 19, 2018.
MEMORANDUM
February 28, 2018

TO: Transportation Operators Committee

FROM: Gil Cerise, PSRC

SUBJECT: Implementing the Federal Transit Asset Management (TAM) Rule at the Regional Level

IN BRIEF

PSRC set initial regional Transit Asset Management (TAM) performance targets in June 2017 and incorporated TAM and the initial performance targets into the draft Regional Transportation Plan. In 2018, PSRC will continue implementation of the TAM rule which will have implications with upcoming 2018 FTA project selection process and development of the next TIP in fall 2018.

DISCUSSION

PSRC is continuing implementation of the FTA TAM rule in 2018. Although some transit agency activities, such as submittal of TAM-related transit data to the National Transit Database (NTD) is optional in 2018, PSRC is planning to continue implementation in the following ways:

1. Collecting data from transit agencies to assess progress towards achieving 2017 targets that were set in June 2017;
2. Collecting transit agency 2018 performance targets;
3. Collecting agency TAM plans as they are completed by the October 1, 2018 deadline established by FTA.

Items number 1 and 2 are follow-up actions based upon PSRC establishing the initial regional TAM performance targets in 2017. As part of implementing performance-based planning, the PSRC boards are interested in hearing how performance targets are used and implemented.

Agencies involved in developing the initial TAM performance targets in 2017 recognized that they were learning in the process of developing those performance targets. Therefore, in the process of developing 2018 targets and reporting progress on 2017 targets, there may be some caveats incorporated to address adjustments needed to the 2017 targets.

Transit agencies are required to have FTA-compliant TAM Plans in place by October 1, 2018. Agency TAM plans must be submitted to PSRC, as this region’s MPO, and plans must cover FFY 2019 - 2022 time frame. As agencies develop their TAM plans and grants for FFY 2021-2022 FTA funding, there should be coordination to ensure that PSRC is able to connect the
investment prioritization in the TAM plans with the preservation and other capital asset investments identified in grant awards from the 2018 FTA competition.

**NEXT STEPS**

PSRC plans to reconvene the Transit Asset Management Advisory Committee in March to coordinate collection of TAM performance target information and to receive an update on TAM plan development. PSRC will be asking to receive copies of each agency’s TAM plan as it is completed and approved by each agency.

We will also continue to work with stakeholders on how the next regional TIP will be updated to reflect the performance-based planning process for TAM.

For more information, please contact Gil Cerise at (206) 971-3053 or gcerise@psrc.org.