Transportation Operators Committee

May 23, 2018 • 10:00 a.m. – 11:00 a.m. Business Meeting; 11:00 a.m. – 12:00 p.m. Work Session on 2018 Transit Integration Report
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 – April 25, 2018*

10:10 4. Report on PSRC Committee and Board Activities
   • May 10 Transportation Policy Board – Trinity Parker, Chair
   • May 17 Regional Staff Committee – Committee members

10:15 5. Discussion: TOC Vice-Chair Vacancy/Approach to Filling Vacancy – Gil Cerise, PSRC & Trinity Parker, Chair

10:20 6. Discussion: Regional Reduced Fare Permit (RRFP) Memorandum of Understanding and Task Force* – Gil Cerise, PSRC
   Review of function and roles associated with the RRFP.

10:35 7. Discussion: Sidewalk Data Collection Pilot and Access to Transit* – Kimberly Scrivner, PSRC

10:50 8. Roundtable: Highlights from Transit Agency and Ferry Operators in the Region

11:00 9. Work Session: 2018 Transit Integration Report* – Maggie Moore & Gil Cerise, PSRC
   TOC members and other stakeholders to provide feedback to PSRC on possible 2018 Transit Integration Report topics. Review updated schedule.

   Next Meeting: June 27, 2018: 10:00 a.m. – 11:30 a.m.

12:00 10. Adjourn

   Information: King County FTA Funding Redistribution Request*

*Supporting materials attached
Members and Alternates Represented at the Table
Peter Heffernan – King County Metro; Darin Stavish – Pierce Transit; Don Chartock – WSDOT; Benjamin Smith – City of Seattle; Marianna Hanefeld – SNOTRAC & Chair of SNTC; Alex Krieg – Sound Transit

Via Phone: June DeVoll – Community Transit; John Bernhard – WSDOT - WA State Ferries; Sabina Popa – Everett Transit; Nick Lascina – Pierce County Ferries

Other Guests and Alternates (for all or part of the meeting):
No other guests and alternates

PSRC Staff: Gil Cerise, Kelly McGourty, Ben Bakkenta, Pavithra Parthasarathi, Craig Helmann, Sarah Gutschow, Kimberly Scrivner, Maggie Moore, Monica Adkins

Welcome and Introductions, Public Comment, and Announcements

In the absence of a Chair or Vice-chair, Gil Cerise facilitated the meeting. Gil Cerise, PSRC, 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 Alex Tsimerman.

Approval of Meeting Summary
The meeting summary from February 21, 2018 was approved as presented.

Report on PSRC Committee and Board Activities

Transportation Operator Committee Vice-Chair (Gil Cerise, PSRC)

Gil Cerise, PSRC, announced that Jana Demas, King County Metro, will no longer be the TOC vice-chair and that Peter Heffernan, King County Metro, will be the new member for King County Metro (instead of alternate). Peter explained that Jana has taken another role in Metro and that she transitioned out a week ago. Gil said he will talk with Trinity Parker, the Chair, about the vacant vice-chair position, and address that issue at the next meeting.

March 8 & April 12 Transportation Policy Board (Gil Cerise, PSRC)

Gil Cerise, PSRC, reported that in March, PSRC brought up the various public comments received for the Regional Transportation Plan and how PSRC plans on addressing them. In April, the TPB recommended adoption of the Regional Transportation Plan to the Executive Board. Gil also noted the TPB recommended the implementation of the streamlined Special Needs Transportation Grant process for approval of the Executive Board. June DeVoll, Community Transit, noted that the TPB had a discussion regarding transit parking and transit integration as well.

March 15 & April 19 Regional Staff Committee (Committee members)

Darin Stavish, Pierce Transit, said that there were updates from VISION 2050 project, including a summary of public comments received during scoping. He said there were various questions about the comments. Peter
Heffernan, King County Metro, mentioned that the draft report of the VISION 2050 scoping effort will go to GMPB’s next meeting. He also said that the Centers Framework was adopted by Executive Board, so PSRC is going through the process of implementing the new framework through criteria for center designation. He noted there was an amendment to change language related to transit and Manufacturing/Industrial Centers. Darin Stavish, Pierce Transit, noted there was also presentation on housing, and Gil mentioned that there is an upcoming Peer Networking Series on May 17th, that will address housing issues.

Craig Helmann, PSRC, noted PSRC presents its regional household travel survey for the upcoming May meeting, and said the data is now on the PSRC website.

March 12 & April 9 Transit Executives (Committee members)

Alex Krieg, noted that in March there was a briefing on the transit parking topic. Sound Transit and King County Metro reviewed public outreach results of the current programs.

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

Sarah Gutschow, PSRC, reviewed the King County Metro (KCM) request for a redistribution of $2,834,283 in Seattle-Tacoma-Everett (STE) UZA FFY 2018 funds from their “500K Substation Breaker Replacement” and “Atlantic Base Maintenance Building HVAC Replacement” projects to the “Colman Dock Passenger Only Ferry Float Replacement” project. KCM also requested to redistribute $1,000,000 in STE UZA FFY 2019 Earned Share FTA 5337 HIFG from “Atlantic Base Maintenance Building HVAC Replacement” to “500K Substation Breaker Replacement,” and add a total of $2,834,283 from KCM’s currently unprogrammed STE UZA FFY 2020 Earned Share FTA 5337 HIFG funds to both projects.

A motion was made and seconded to recommend the redistribution request to the Transportation Policy Board and it was unanimously approved.

Discussion/Information: Refinements to PSRC Transit-related Work Program for 2018-2019 Biennium (Gil Cerise, PSRC)

Gil Cerise, PSRC, presented an overview including past accomplishments, ongoing activity, and upcoming emphasis topics for PSRC’s transit-related work program. He reminded the committee that the current biennium ends on June 30, 2019 and that these work programs are developed well in advance of the beginning of the biennium. For example, PSRC will come to the TOC in the summer of 2018 to develop the work program for the July 1, 2019 to June 30, 2021 work program.

Gil noted that an overarching theme of work program topics from the remainder of the biennium is that they are associated with the VISION 2050 project and implementation of the Regional Transportation Plan. You can find Gil’s presentation on the website here: https://www.psrc.org/sites/default/files/toc201804-pres-transitraltedworkprogram.pdf

The committee discussed the work and requested that PSRC incorporate some key check-in dates with the TOC on the work program topics being addressed.

Discussion/Information: Transit-Related Performance Measures – Pavithra Parthasarathi & Craig Helmann, PSRC

Pavithra Parthasarathi, PSRC, and Craig Helmann, PSRC, presented an overview of the 2017 Annual Transit Ridership data found in the National Transit Database (NTD) and discussed transit data for use in federally-required (MAP-21) interstate and arterial Person-Miles Performance Measures. Craig and Pavithra’s presentation can be found here: https://www.psrc.org/sites/default/files/toc201804-pres-transitraltedperfmeasures.pdf

Transit agencies were interested in exploring whether or not they can provide data to help PSRC with the interstate and arterial Person-Miles Performance Measures.

Information: SR-7/Pacific Avenue High Capacity Transit Corridor Study (Darin Stavish, Pierce Transit)

Darin Stavish, Pierce Transit, presented information about his agency’s SR-7/Pacific Avenue High Capacity Transit (HCT) Corridor Study and explained what the Corridor Study process is and the key components of the
study and how these components help determine the best mode of travel for the corridor. He said that the corridor study is at a stage where some key decisions have been made which are the mode of travel, bus rapid transit (BRT) being the best choice, and Alternatives Analysis (curbside design and median design). Darin explained more about what makes a system a BRT and reviewed the requirements needed. Darin’s presentation can be found here: https://www.psrc.org/sites/default/files/toc201804-pres-sr7pacificavehighcapacitytransitcorridorstudy.pdf

Discussion/Information: 2018 Transit Integration Report (Maggie Moore & Gil Cerise, PSRC)

Gil Cerise, PSRC, introduced the topic of the 2018 Transit Integration Report to the committee. The draft schedule for the 2018 edition was included in the agenda packet for today's meeting. Maggie Moore, PSRC, reviewed plans for the production, organization and schedule of the report. She reviewed some of the features and how the report would be organized in a similar way to the 2017 report and said the report would focus once more on the benefits of integration, such as saving transit agencies money and improving the customer experience. Don Chartock, WSDOT, confirmed that the report still satisfies the transit coordination grant reporting requirement outlined in RCW. Maggie said that at the next TOC meeting in May, there would be time to have a work session to brainstorm and identify topics for the 2018 report. PSRC is also planning on reaching out to some other transportation committees for ideas.

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

Sabina Popa, Everett Transit, reported that her agency has completed their long-range plan outreach and were presenting to their city council in May and hoping for adoption in June. She also mentioned that Everett Transit was going through some internal changes and that she will be the primary member attending future TOC meetings.

June DeVoll, Community Transit, mentioned that Community Transit received a FTA Small Starts grant for the increasing frequency on Swift Blue line in September and starting up the Green line next spring.

John Bernhard, WSF, mentioned that WSF has started its long range planning process and is also working on their asset management plan which they expect to have done in a few months.

Marianna Hanefeld, SNTC Chair and SNOTRC mentioned that SNTC is prepping for the upcoming Consolidated Grant cycle starting in July.

Alex Krieg, Sound Transit, said that the Sound Transit board meeting on April 26th is scheduled to adopt the agency's TOD policy to comply with statutory language that authorized ST3. He noted this is a significant milestone and kicks off procedures and guidelines for turning the policy into practice.

Don Chartock, WSDOT, reported that the State Safety and Security Oversight certification request is in to FTA, and said this should give plenty of time for any back and forth with FTA before the final due date of April 2019. He also mentioned that WSDOT made the decision to not procure Remix at the state level for various reasons, one of which was that at the last GM meeting, it was noted that the majority of the agencies were planning to buy Remix on their own.

Peter Heffernan, King County Metro, mentioned that the reorganization of Metro is still going on. He mentioned that Metro Connects implementation is ongoing and that Metro is doing outreach with cities to make sure any partnerships between Metro and cities are consistent and understandable.

Next meeting:
May 23, 2018: 10:00 a.m. – 12:00 p.m. (extended timeframe)

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

TO: Transportation Operators Committee (TOC)

FROM: Gil Cerise, PSRC

SUBJECT: Regional Reduced Fare Permit MOA/Task Force

IN BRIEF

PSRC has had a role in the Regional Reduced Fare Permit (RRFP) since 1982. PSRC’s responsibilities are enumerated in the 2017 RRFP Memorandum of Agreement (MOA) as convening the RRFP Task Force and holding the MOA for signatory transit agencies. Maintenance of the MOA also includes maintaining its attachments and a brochure that is apparently used by many of the transit agencies.

PSRC duties associated with the RRFP seem to be unusual in scope compared to other planning and programming work that PSRC does with its member agencies. In addition, the RRFP Task Force and TOC have repeatedly approved expansions of the program to encompass seven counties outside of our region.

BACKGROUND

PSRC has held a role in the RRFP since 1982. PSRC’s roles generally consist of holding the RRFP MOA (but not signing it), convening the RRFP Task Force, and maintaining attachments and brochures associated with the RRFP for transit agencies who have signed the agreement.

Federal regulations require operators of public transportation services receiving assistance under Title 49 USC, Section 5307 to charge senior and disabled persons no more than one-half the normal peak-hour fare during off-peak hours. Further, the Americans with Disabilities Act (A.D.A.) requires that a personal care attendant accompanying an A.D.A.-eligible person ride fare-free on paratransit service. Public transportation operators must establish procedures to comply with the requirements of Title 49, Section 5307. Without this agreement among the parties, senior and disabled persons in the region would be required to apply for certification of eligibility from each of the parties where reduced fare privileges are desired.

The RRFP MOA has been updated ten times since its inception in 1982. Four of the ten updates have occurred in the last ten years, and signatory agencies contact PSRC multiple times per year requesting changes to brochures, attachments, or the MOA itself.

PSRC is currently in the process of scheduling the next RRFP Task Force meeting anticipated in June 2018.
**NEXT STEPS**

Over time, PSRC duties associated with the RRFP have become less and less like the typical planning and programming work that PSRC conducts with its member agencies. At the same time, transit agencies have developed tools and processes for coordination and integration of functions that did not exist in the 1980’s. In addition, the geographic bounds of this agreement have expanded well beyond PSRC’s region.

Therefore, PSRC would like to initiate a discussion with TOC on transfer of responsibilities associated with the RRFP to another entity, better suited to the geographic scope and duties associated with this function. PSRC will also raise this issue at the next RRFP Task Force meeting.

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.
MEMORANDUM

TO: Transportation Operators Committee (TOC)

FROM: Kim Scrivner, PSRC

SUBJECT: Sidewalk Data Collection Pilot and Access to Transit

IN BRIEF

PSRC is taking the next step in implementing the bike and pedestrian data collection work program items associated with the PSRC’s Regional Transit work program. Consistent sidewalk data region-wide does not exist so PSRC will be implementing a pilot program to assess methods of sidewalk data collection. This pilot will result in data collection recommendations for use by PSRC and its member agencies.

At its May 23 meeting, the TOC will be asked to provide feedback on transit access locations that would be good candidates for this pilot program.

BACKGROUND

Bicycle and Pedestrian data collection is a costly endeavor for local jurisdictions. Standard data collection protocols will help to serve as a catalyst for increased coordination and data-driven decisions to help PSRC and its members to better evaluate critical needs and better forecast for bike and pedestrian modes.

Pedestrian asset data currently does not exist in a regionally consistent format, limiting PSRC and its members’ ability to analyze pedestrian activity and connectivity in a regionally consistent way. This effort will provide some consistency recommendations that will preserve the longevity and accessibility of data collection activities and updates by PSRC and its members. This pilot would test various methods of data collection, and provide the opportunity to create a data driven decision about proposed pedestrian data consistency guidelines.

CANDIDATE LOCATIONS

PSRC is seeking the TOC’s feedback on transit access locations that would be good candidates for this pilot program. Ideally, candidate locations will be identified across the four-county region in places where pedestrian data is nonexistent or outdated and are also within a walk-shed of an existing or future transit station. Candidate locations should not overlap other data collection work being conducted or planned by local jurisdictions or transit agencies.
Please come to the May 23 TOC meeting prepared to discuss candidate locations and to explain why they are good options for this initial pilot program.

**SCHEDULE**

Data collection is expected to occur in the summer of 2018. Preliminary results are expected in late summer and will provide the data to inform consistency recommendations. Those recommendations will be brought to various committees once the pilot concludes.

If you have questions or comments on this item prior to the meeting, please contact Kimberly Scrivner at kscrivner@psrc.org or (206) 971-3281.
2018 Transit Integration Report
DRAFT Topics

Integrating marketing efforts

2016 Report
• ORCA marketing and TDM (PSTC grant)
• Going to Boeing

2017 Report
• ORCA marketing and TDM (PSTC grant)
• Transportation options at JBLM

Draft 2018 Report
• ORCA marketing and TDM (PSTC grant)
• ORCA training (i.e. KCM video sharing)
• Other?

Aligning fare structures

2016 Report
• Fare simplification to support Next Gen ORCA
• ORCA Lift

2017 Report
• Fare simplification to support Next Gen ORCA
• KCM and ST mobile ticketing pilot

Draft 2018 Report
• Fare simplification to support Next Gen ORCA
• Summer youth ORCA program
• Other?

Integrating service planning

2016 Report
• One Center City
• Bus-rail integration at U Link
• Getting ready for East Link

2017 Report
• One Center City
• Special needs transportation coordination – Pierce County
• Coordinating and streamlining transit service changes

Draft 2018 Report
• One Center City
• Cross-county/cross-transit district mobility
• Other?
Coordinating long-range planning, including capital projects planning and implementation

**2016 Report**
- Remix (PSTC grant)
- Community Transit BRT
- Station design at Lynnwood and Federal Way Link stations

**Draft 2018 Report**
- Remix (PSTC grant)
- Long range plan updates – WSF, Everett Transit
- Other?

**2017 Report**
- Remix (PSTC grant)
- BRT across the region

Integrating other administrative functions and internal business practices

**2016 Report**
- Optimizing bus storage
- Coordinating on vehicle procurement
- FAST Act planning coordination

**Draft 2018 Report**
- Transit safety
- Other?

**2017 Report**
- Transit Asset Management target-setting and plan development
- Bus fleet electrification
- Washington State Transit Insurance Pool

Integrating customer-focused tools and initiatives

**2016 Report**
- Wayfinding (PSTC Grant)
- Open transit data
- Snohomish County customer call center

**Draft 2018 Report**
- Wayfinding (PSTC Grant)
- Regional parking management?
- Mobility on demand: Sandbox program updates
- Other?

**2017 Report**
- Wayfinding (PSTC Grant)
- Mobility on demand: Sandbox programs in King and Pierce
- Regional parking management
2018 Transit Integration Report  
DRAFT Schedule for Development

May
- Brainstorming with groups and committees to identify topics and contacts

June-July
- Review potential topics with Transit Executives
- Content generated

August
- First draft of report text shared with TOC

September
- Report finalized and reviewed with TOC

October
- Review final 2018 Transit Integration Report with Transit Executives
- Present 2018 Transit Integration Report to Transportation Policy Board

By December 1
- WSDOT submits 2018 Transit Integration Report to comply with RCW 35.58.2796(2)(a)
INFORMATION ITEM

TO: Transportation Operators Committee (TOC)

FROM: Sarah Gutschow, Senior Planner

SUBJECT: King County FTA Funding Redistribution Request

King County Metro has requested a redistribution of $1,835,737 in Seattle-Tacoma-Everett Urbanized Area FFY 2013-2014 FTA 5307 Preservation Set-Aside funds between the projects identified in Table 1 below.

Table 1: FFY 2013-2014 STE UZA 5307 Preservation Set-Aside Funding Redistribution Request

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>TIP ID #</th>
<th>Project Title</th>
<th>Current</th>
<th>Proposed Change</th>
<th>Final</th>
</tr>
</thead>
<tbody>
<tr>
<td>King County Metro</td>
<td>MET-191</td>
<td>Replacement of Bus Lifts</td>
<td>$5,219,886</td>
<td>-$1,056,359</td>
<td>$4,163,527</td>
</tr>
<tr>
<td>King County Metro</td>
<td>MET-186</td>
<td>Replace the Legacy TSP Equipment</td>
<td>$912,764</td>
<td>-$779,378</td>
<td>$133,386</td>
</tr>
<tr>
<td>King County Metro</td>
<td>MET-211</td>
<td>Bus Replacements</td>
<td>$0</td>
<td>$1,835,737</td>
<td>$1,835,737</td>
</tr>
</tbody>
</table>

As background, as part of PSRC’s 2012 project selection process for FTA funds, a set-aside was developed from the regional portion of funding for preservation investments. These are not earned share funds – they are considered regional funds – however they are distributed via the earned share percentages.

A total of $6.1 million of 2013 and 2014 preservation set-aside funds were awarded and obligated to the two projects identified in Table 1. Since obligation, $1.8 million of these funds has become available for redistribution due to the following:

- cost savings in the “Replacement of Bus Lifts” project, freeing up $1,056,359; and
- a change in scope for the “Replace the Legacy TSP Equipment,” due to technological challenges and the City of Seattle moving to a different type of system, freeing up $779,378

King County requests the funds be redistributed to the “Bus Replacements” project, to support the purchase of 60’ hybrid diesel electric buses.

The Regional FTA Caucus discussed this request at their May meeting. Two unique features were discussed: 1) there are no policies in place addressing the redistribution of preservation set-aside funding; and 2) the funds in question are older and FTA requested they be reobligated as quickly as possible. The Caucus recommended that preservation set-aside funding be
allowed to be redistributed in the future, as long as eligibility requirements are met, and recommended approval of this request. Further, given the accelerated nature of the request due to the need to reobligate the funds quickly, PSRC agreed to allow this revision to proceed as an information item to the TOC.

If you have questions, please contact Sarah Gutschow at (206) 587-4822 or sgutschow@psrc.org.