Transportation Operators Committee Agenda

Date: Wednesday, October 24, 2018 from 10:00 a.m.-11:30 a.m.
Location: PSRC Conference Room, 1011 Western Avenue, Suite 500, Seattle, WA 98104

1. Welcome and Introductions – Gil Cerise, PSRC

2. Public Comment

3. Approval of Meeting Summary – August 22, 2018*

4. Report on PSRC Committee and Board Activities (10:05)
   a. September and October Transportation Policy Board – Gil Cerise, PSRC & Committee Members
   b. September and October Regional Staff Committee – Committee members
   c. Transit Executives meetings – Committee members

5. Action item: Special Needs Transportation Committee’s recommended regional priority rankings for 2019-2021 WSDOT Consolidated Grant projects* (10:15) – Gil Cerise, PSRC


   PSRC will review a draft presentation for the Transportation Policy Board of the 2018 Transit Integration Report with the committee and receive any final feedback on the draft report.


   PSRC will share an updated 2020-21 transit-related work program and share a plan for distributing to the Transit Executives.

8. Roundtable: Highlights from Transit Agency and Ferry Operators in the Region (11:20)

9. Next Meeting: November 28, 2018: 10:00 a.m. – 11:30 a.m.

10. Adjourn (11:30)

*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.
- 中文 (Chinese), 한국 (Korean), Русский (Russian), Español (Spanish), Tagalog, Tiếng việt (Vietnamese), call 206-587-4819.
Members and Alternates Represented at the Table
Don Chartock – WSDOT; Benjamin Smith – City of Seattle; Alex Krieg – Sound Transit; Melissa Cauley – Community Transit; Sabina Popa – Everett Transit; Darin Stavish – Pierce Transit
Via Phone: Steffani Lillie – Kitsap Transit; John Bernhard – Washington State Ferries
Other Guests and Alternates (for all or part of the meeting):
Eric Irelan – King County DOT; Mike Flood – WSDOT (on phone) Lacey Jane Wolfe – City of Bellevue (on phone)

PSRC Staff: Gil Cerise, Kelly McGourty, Craig Helmann, 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 June 27, 2018 was approved as presented.

Information: TOC Leadership Update – Gil Cerise, PSRC

Gil Cerise, PSRC, reported that Trinity Parker, chair of the TOC, is no longer working for Sound Transit and so TOC does not have a chair or vice-chair. Kelly McGourty, PSRC, said that PSRC is going to first take some time to look at the work program to evaluate transit-related committees and workload and then conduct some outreach to transit agencies on PSRC committees, membership, and workload. As part of this discussion, it was suggested that PSRC map out the various transit-related committees, both standing committees and ad hoc committees, to inform the discussion on workload and committee structure. Kelly said to send any thoughts on this to her or Gil in the next month. In the meantime, PSRC staff will continue to facilitate the TOC meetings and will seek a new chair and vice-chair once the outreach is complete.

Report on PSRC Committee and Board Activities

July 12, 2018 Transportation Policy Board (Gil Cerise, PSRC & Committee Members)

Gil Cerise, PSRC, reported that the TPB took action to approve the 2018 projects recommended for PSRC federal funds. He noted the Executive Board also approved this at the July 26th meeting.

Craig Helmann, PSRC, mentioned that there was a Data presentation of Puget Sound Data Trends at the Executive Board meeting on July 26th which included trends on population, housing units, jobs and transit and airport trends.

The presentation from the Executive Board meeting is available on the PSRC website:
The “At Work” report for the Transportation Policy Meeting is available on the PSRC website:

https://www.psrc.org/tpb-meetings

July 19, 2018 Regional Staff Committee — (Committee members)

Kelly McGourty, PSRC, reported that the meeting was focused on the Regional Growth Strategy, VISION 2050 and housing.

The presentations are available on the PSRC website:

https://www.psrc.org/rsc-meetings

July 9 and August 13 – Transit Executives (Committee members)

Kelly McGourty, PSRC, reported that the Transit Executives meetings were for executives-only and included discussion on shared mobility.

**Action:** Community Transit and Everett Transit Redistribution Requests (Kelly McGourty, PSRC)

Kelly McGourty, PSRC, explained that the Regional FTA Caucus recommended approval of the redistribution requests, and reviewed the details of the attachments provided in the agenda packet for each redistribution request.

The TOC recommended approval for the redistribution requests to the Transportation Policy Board at its next meeting on September 13, 2018.

**Action:** Identification of Transit Representatives to Bicycle and Pedestrian Advisory Committee (BPAC) (Kimberly Scrivner, PSRC)

Gil Cerise, PSRC, reviewed the BPAC’s updated voting membership composition which included two voting members and two alternate positions from local transit agencies. He noted that PSRC was asking the TOC for nominations for these positions on the BPAC.

Kimberly Scrivner, PSRC, reported that she had received three nominations from King County and Community Transit. King County Metro nominated Malva Slachowitz for a member seat and Melissa Gaughan for an alternate seat and Community Transit nominated Eric Goodman for a member seat. The committee discussed that keeping the members and alternates from different agencies was preferred if possible, rather than a member and alternate representing the same agency. The committee then nominated and approved Malva Slachowitz for one of the member seats and Eric Goodman with Community Transit for the other member seat. The committee decided to wait and see what the final BPAC representation will be before nominating alternates.

**Discussion:** Development of PSRC 2020-2021 Transit Work Program (Gil Cerise, PSRC)

Gil Cerise, PSRC, reviewed the memo and schedule provided with the agenda packet regarding development of a PSRC 2020-21 transit-related work program for the Transit Executives to review. Gil reiterated that this is the work program for funds that were already provided for PSRC use. The work program reviews topic-areas that PSRC will be working on related to public transit between July 1, 2019 and June 30, 2021, and therefore, it incorporates work related to the completion of the VISION 2050 Plan as well as implementation of the Regional Transportation Plan, beginning work on the update of the Regional Transportation Plan, and a variety of ongoing coordination efforts and emerging issues.

The committee continued to discuss the various aspects of the work program and provided feedback on some of the “Ongoing Coordination Efforts and Emerging Issues” items. Melissa Cauley, Community Transit, noted that receiving regional data and analysis that PSRC provides is very helpful, and continuing with this for any upcoming informational needs that could be used for reviewing the transit corridors. Benjamin Smith, SDOT, mentioned that other work that could be helpful is looking at the future roadway networks and predicted congestion in conjunction with planned bus volumes to help identify any issues with transit reliability before they occur. Gil Cerise, PSRC, thanked the committee for their feedback and said they will bring back an updated draft that will be shared with the Transit Executives at the next TOC meeting on September 26th.
• **State Safety Oversight (SSO) Certification – Mike Flood, WSDOT**

Mike Flood, WSDOT, reviewed when Washington State received its Federal State Safety Oversight Certification. Mike reminded the committee that he had reported to them on this federal requirement and reminded the committee about the background and process WSDOT has taken to achieve the required certification. All states where this applies must have their SSO Certification by April 2019. Mike said the next step is that agency safety plans need to be developed. He said the agencies will need to follow Safety Management System process in development of their plans.

• **TAM plan development and incorporation into Regional TIP (Gil Cerise, PSRC)**

Gil Cerise, PSRC, reminded the committee that their agency TAM plans are due October 1, 2018, and when completed should be sent to PSRC. PSRC must incorporate federal performance-based planning, including TAM into planning documents and the TIP. He noted that previously targets were not required to be submitted annually but now this must be done yearly starting in 2019.

• **Public Transit Safety Plan Final Rule (July 2019) – Roundtable**

Gil noted that Mike Flood already mentioned this final rule as part of his presentation on the SSO Certification. The final rule takes effect July 19, 2019 and public transit agency safety plans must be in place by July 20, 2020.

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

Maggie Moore, PSRC, reviewed the draft schedule for the 2018 Transit Integration Report and explained that the draft text has been reviewed by the staff contacts and also internally reviewed by PSRC. She said she plans to send a draft to the TOC for final feedback and asked for edits by September 7th. She said the goal is to have final draft ready at the next TOC meeting and noted the Final Draft will go the Transit Executives review on October 8th before the TPB in November. Maggie then reviewed the Transit Integration Report Matrix to show the outline of the report and asked the committee for feedback.

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

Alex Krieg, Sound Transit, noted that the Sound Transit Board Meeting is August 23rd, and that they will be baselining Federal Way Link Extension then.

Melissa Cauley, Community Transit, reported that the Swift Green Line is progressing and the Seaway Multimodal project is almost complete. She said that the Swift Orange Line will be submitted to the FTA and also noted that there a has been reorganization of the Community Transit planning department.

Sabina Popa, Everett Transit, reported that Everett Transit has had changes in terms of vision and sustainability and will be reducing service by 7 percent to reduce costs in the next few years, and then figure out how to grow the system. She said the final long range plan will be out in November, and that Everett Transit will stay committed to continuing connections with other transit in place. She noted that there is also an upcoming fare increase and continued internal reorganization in the next year.

Darin Stavis, Pierce Transit, reported that Pierce Transit is applying for Small Starts grants for the Pacific Avenue / SR-7 BRT next month. He noted that they have come into possession of three electric vehicles that will go into revenue service at the end of September.

Eric Irelan, King County DOT, reported that King County’s BRT planning efforts are moving forward to identify many lines for a 2025 implementation and that their reorganization continues.
Don Chartock, WSDOT, reported that for the Regional Mobility Grant, requests are in for $81 million, and there is $35 million estimated as available. He noted that the Governor’s office is taking a very firm stance on electric vehicles.

Benjamin Smith, SDOT, reported that the last day for the interim director, Gorram Sparrman is a week from tomorrow, and a search process is underway. He said the City is in the process of reorganization as well. He provided a status report on several SDOT transit-related projects.

Steffani Lillie, Kitsap Transit, reported they are in their final round of public outreach for implementing the final phase for routed bus restructure. She said the Kingston / downtown Seattle passenger only ferry service is continuing in implementation and is expected to be ready to go by the end of the year.

John Bernhard, WSDOT Ferries, reported that they are working on their budget process and that they are progressing on their Transit Asset Management Plan which should be ready by October, and will have a state audit of their FTA Grant program.

Next meeting:
September 26, 2018: 10:00 a.m. – 11:30 a.m.

Adjourn
The meeting adjourned at 11:45 a.m.
MEMORANDUM

TO: Transportation Operators Committee

FROM: Gil Cerise, PSRC

SUBJECT: PSRC Regional Priority Rankings for WSDOT 2019-21 Consolidated Grant Program—Recommendation to the Transportation Policy Board

IN BRIEF
The Special Needs Transportation Committee (SNTC) convened on October 17, 2018 to develop recommended regional priority rankings for the WSDOT 2019-21 Consolidated Grant competition. The recommendations can be found in Table 1 (attached).

RECOMMENDED ACTION
The Transportation Operators Committee, at its October 24 meeting, will review the SNTC recommended regional priority rankings for the WSDOT 2019-21 Consolidated Grant competition found in Table 1, attached to this memo. The TOC will make its recommendation to the Transportation Policy Board (TPB) for its further review and recommendation to the Executive Board.

The SNTC recommendation allocates 21 regional priority rankings (A, B, or C) to special needs transportation projects seeking funding from a variety of federal and state funding sources, including the large urban area (Seattle-Tacoma-Everett UZA) FTA Section 5310 program. Twelve of these projects are seeking funding for a 4-year period (two state biennia), while the rest are seeking funding for a single biennium. The recommendation also includes one “D” priority ranking.

Summary of SNTC Recommendation

<table>
<thead>
<tr>
<th>Regional Ranking Summary</th>
<th>4-year/2-year Projects</th>
<th>Amount requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 “A” rankings worth 50 pts each</td>
<td>6 projects requesting 4-years, 1 project requesting 2-years</td>
<td>$5,665,573</td>
</tr>
<tr>
<td>7 “B” rankings worth 25 pts each</td>
<td>4 projects requesting 4-years, 3 projects requesting 2-years</td>
<td>$2,075,345</td>
</tr>
<tr>
<td>7 “C” rankings worth 12 pts each</td>
<td>2 projects requesting 4-years, 5 projects requesting 2-years</td>
<td>$2,067,169</td>
</tr>
<tr>
<td>1 “D” ranking worth 0 pts.</td>
<td>1 project requesting 2-years</td>
<td>$47,877</td>
</tr>
</tbody>
</table>

Please see Table 1 attached to this memo for the full recommendation of projects receiving priority rankings ordered in the priority recommended by SNTC.
The SNTC convened on October 17, 2018 to review special needs transportation projects competing for a regional priority ranking in WSDOT’s 2019-21 Consolidated Grant competition, a statewide competition that funds a variety of special needs transportation and rural transportation projects from a variety of federal and state funding sources.

Regional priority rankings provided by Regional Transportation Planning Organizations (RTPO’s) add points to the overall project score in WSDOT’s statewide competition. WSDOT allocated 21 regional priority rankings as follows for the PSRC region in the current competition:

- 7 “A” rankings = 50 points added to WSDOT statewide scoring
- 7 “B” rankings = 25 points added to WSDOT statewide scoring
- 7 “C” rankings = 12 points added to WSDOT statewide scoring
- Unlimited “D” rankings = 0 points added to WSDOT statewide scoring

Twenty-two projects were submitted to the PSRC region for consideration for regional priority rankings. The projects totaled $9.8 million in request and consisted of a mix of operating projects serving seniors and other people with special transportation needs, mobility management programs, and three capital vehicle requests for private nonprofit transportation providers.

WSDOT’s 2019-21 Consolidated Grant competition includes funding from a variety of federal and state sources that can be applied anywhere in Washington State. In addition, as part of this competition, WSDOT also includes the FTA Section 5310 funding for the large urban area. Funding for this source can only be used for programs benefiting this large urban area, consisting of western portions of King, Pierce, and Snohomish counties. PSRC estimated that $4.5 million in the large urban FTA Section 5310 funding source would be available for the next two years. Funding amounts from the other federal and state sources that WSDOT awards cannot be predicted for the PSRC region, since those funds are distributed statewide.

PSRC staff worked with the SNTC to develop six initial evaluation factors to review and provide an initial sorting of the projects submitted to PSRC for regional priority ranking. Most of these evaluation factors were based on PSRC’s Coordinated Transit-Human Services Transportation Plan (Coordinated Plan), adopted in May 2018 as part of the Regional Transportation Plan. These factors included:

1. Project Type (Preservation vs. New/Expansion);
2. Coordinated Plan: Emerging Needs and Gaps;
3. Coordinated Plan: Prioritized Strategies;
4. Uniqueness of Service or Program;
5. Performance Measures and Targets; and

PSRC staff reviewed all 22 applications submitted by WSDOT’s September 14, 2018 deadline and provided an evaluation of whether the projects adequately addressed these six factors. PSRC staff used a consistent methodology for review and evaluation based upon guidance developed and publicly shared with the Notice of Funding Availability information.

The results of the initial evaluation were shared with the SNTC as follows:

- 2 projects adequately addressed all 6 factors;
- 6 projects adequately addressed 5 out of 6 factors;
- 8 projects adequately addressed 4 out of 6 factors;
- 2 projects adequately addressed 3 out of 6 factors;
3 projects adequately addressed 2 out of 6 factors;
1 project adequately addressed 1 out of 6 factors.

After review of the initial evaluation and PSRC’s process for conducting the evaluation, the SNTC discussed additional factors to take into consideration in their deliberation on recommendations for regional priority recommendations. The SNTC previously reviewed and discussed factors to take into consideration, creating a list of additional factors for consideration in the spring of 2018, which were then posted with the Notice of Funding Availability information on PSRC’s Special Needs Transportation Funding web page. At the October 17th meeting, SNTC decided that the factors already discussed were adequate for purposes of making a recommendation. These additional factors included:

a) Geographical distribution of regional priority rankings (identifying projects by county as well as multi-county projects);
b) Project types (e.g., operations, mobility management, capital);
c) Agency equity (e.g., number of projects submitted by each agency);
d) Compelling cases for agencies with limited resources;
e) Strategic application of federal/state funds; and
f) Coordination.

PSRC staff suggested that based upon the initial evaluation in comparison to the number of regional priority rankings, projects addressing 5-6 of the initial evaluation factors would receive an “A” ranking; projects addressing 4-5 of the initial evaluation factors would receive a “B” ranking; projects addressing 2-4 of the initial evaluation factors would receive a “C” ranking; and the project addressing 1 of the 6 initial evaluation factors would receive the “D” ranking.

The committee discussed adjustments to the initial sorting of projects, focusing discussion on the following factors as they allotted regional priority rankings to projects on the list:

- Project types and geographic distribution: ensuring each of the counties in the competition had higher priority projects that addressed vital operating programs for people with special transportation needs and core mobility management functions;
- Strategic application of federal/state funds and project types: In the context of funding eligibility, there was a recognition that applications eligible for the FTA Traditional 5310 funding source for the large urban area would likely receive funding with a lower priority ranking (B or C), compared to operating projects and volunteer transportation programs, which need to compete for a smaller pot of funds only available in the region or funding that is distributed statewide. These projects should generally receive an A or B.
- The committee further applied geographic distribution and coordination factors in reviewing and distributing rankings. In terms of geographic distribution, the committee discussed number of applications submitted by county and multi-county. It was noted that some counties did a better job of consolidating their requests into smaller number of applications and other programs have expanded from single-county to multi-county programs.
- The committee also addressed the need for expansion of a vital program in Snohomish County (TAP) with both an operating grant request and a supporting capital grant request receiving C rankings. Snohomish County also had two volunteer transportation programs in the competition among the 7 applications submitted. The project sponsor voluntarily took a D ranking for the lower-ranking volunteer transportation program, while the higher-ranking volunteer transportation received a B ranking.
After reviewing the final allocation of regional priority rankings, the committee discussed the number of regional priority rankings allotted to 2-year projects vs. 4-year projects. The committee found:

- Only 1 recommended “A” ranking sought 2-years of funding;
- 3 recommended “B” rankings sought 2-years of funding; and
- 5 recommended “C” rankings sought 2-years of funding.

The committee decided that such distribution was acceptable, in part, because most of the higher priority programs would be funded for 4-years. It was acknowledged that PSRC and WSDOT should monitor how this new rule plays out over time and revisit it if there are issues with application of the rule.

The committee deliberated for more than three hours to develop a recommendation for PSRC’s regional priority rankings for WSDOT Consolidated Grant competition that generally prioritized projects addressing the initial factors based upon the PSRC Coordinated Plan for addressing the mobility needs and gaps of people with special transportation needs. These priorities were adjusted using additional factors not initially addressed as follows:

- Strategically applying higher regional rankings (A or B) to projects evaluated higher that are not eligible or Traditional 5310 funds and lower regional rankings (B or C) to higher ranking projects that are eligible for Traditional 5310 funds. This is due, in part, to the region’s experience of fully funding Traditional 5310 projects because of FTA’s priorities in that area, and the need for projects not eligible for Traditional 5310 to compete statewide.
- Ensuring a mix of projects are addressed with the priorities, including higher priority rankings to the major operating programs and volunteer transportation services in the three counties; and ensuring that countywide mobility management programs providing core mobility management functions receive at least a “B” ranking.
- Geographically distributing A’s to all counties and makes sure that counties with fewer A’s are provided with more other rankings than the other counties.

In addition, the committee recommendation provides higher amounts for the higher priority rankings, as shown in the Summary of SNCTC Recommendations table on page 1. This increases the chance of leveraging more funding to the region through this competition.

The motion to recommend the final package to the TOC was approved unanimously by the SNCTC.

**TOC Recommendation and Next Steps**

The TOC will review and recommend approval of the attached regional priority project recommendation and forward its recommendation to the Transportation Policy Board (TPB).

The Transportation Policy Board will review TOC’s recommendation at its November 8, 2018 meeting and recommend the regional priority project list for the Executive Board meeting on December 6, 2018.

PSRC will provide WSDOT with the Executive Board-approved list of regional priority projects after that meeting, in time for consideration in WSDOT’s Consolidated Grant scoring process. WSDOT plans to announce final funding amounts in the spring of 2019.

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

<p>| Table 1: Recommendation for WSDOT Consolidated Grant Regional Priority Rankings |</p>
<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Title</th>
<th>Project Description</th>
<th>County</th>
<th>Project Type</th>
<th>Eligible for</th>
<th>Funds Requested</th>
<th>2-yr or 4-yr Priority Ranking</th>
</tr>
</thead>
<tbody>
<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>Operating</td>
<td>No</td>
<td>$98,101</td>
<td>4-yr A</td>
</tr>
<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>Operating</td>
<td>No</td>
<td>$1,029,000</td>
<td>4-yr 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>Operating</td>
<td>Yes</td>
<td>$1,120,760</td>
<td>4-yr A</td>
</tr>
<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 riders driven by CDL driver trainees for people with special transportation needs.</td>
<td>Multi</td>
<td>Operating</td>
<td>No</td>
<td>$550,000</td>
<td>4-yr 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>Operating</td>
<td>No</td>
<td>$948,054</td>
<td>2-yr A</td>
</tr>
<tr>
<td>Puget Sound Educational Service District (PSESD)</td>
<td>Key Peninsula School Bus Connects (KPSBC)</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 unserved remote region of Pierce County.</td>
<td>Pierce</td>
<td>Operating</td>
<td>No</td>
<td>$150,000</td>
<td>4-yr 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>Operating</td>
<td>No</td>
<td>$1,769,658</td>
<td>4-yr A</td>
</tr>
<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>Mobility Management</td>
<td>Yes</td>
<td>$184,000</td>
<td>2-yr B</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>Mobility Management</td>
<td>Yes</td>
<td>$184,632</td>
<td>2-yr 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>Mobility Management</td>
<td>Yes</td>
<td>$225,348</td>
<td>4-yr B</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>Operating</td>
<td>No</td>
<td>$41,650</td>
<td>2-yr 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>Operating</td>
<td>No</td>
<td>$284,035</td>
<td>4-yr B</td>
</tr>
<tr>
<td>Sponsor</td>
<td>Project Title</td>
<td>Project Description</td>
<td>County</td>
<td>Project Type</td>
<td>Eligible for Traditional $310</td>
<td>Funds Requested for 2019-21</td>
<td>2-yr or 4-yr</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>Mobility Management</td>
<td>Yes</td>
<td>$618,174</td>
<td>4-yr</td>
</tr>
<tr>
<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>Operating</td>
<td>Yes</td>
<td>$537,506</td>
<td>4-yr</td>
</tr>
<tr>
<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>Mobility Management</td>
<td>Yes</td>
<td>$83,556</td>
<td>4-yr</td>
</tr>
<tr>
<td>Homage Senior Services</td>
<td>Transportation Outreach</td>
<td>Transportation Outreach is a program designed to educate Snohomish residents about their transportation options. Through in-person presentations, interviews, and telephonic interaction, Homage staff deliver information regarding fixed route, cabule, paratransit, ORCA, and private transport entities.</td>
<td>Snohomish</td>
<td>Mobility Management</td>
<td>Yes</td>
<td>$45,077</td>
<td>2-yr</td>
</tr>
<tr>
<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 Counties including Bellevue, Kirkland, Lake Forest Park, Juanita, Redmond and Shoreline in King County, as well as Brier.</td>
<td>Multi</td>
<td>Operating</td>
<td>No</td>
<td>$110,935</td>
<td>4-yr</td>
</tr>
<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>Operating</td>
<td>No</td>
<td>$517,941</td>
<td>2-yr</td>
</tr>
<tr>
<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>Capital</td>
<td>Yes</td>
<td>$145,000</td>
<td>2-yr</td>
</tr>
<tr>
<td>Worldbridgers</td>
<td>Worldbridgers/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>Capital</td>
<td>Yes</td>
<td>$994,660</td>
<td>2-yr</td>
</tr>
<tr>
<td>Homage Senior Services</td>
<td>TAP Capital - Expansion</td>
<td>Acquire 4 vehicles - 2 ADA mini vans and 2 mini ADA vans for the TAP program. TAP provides demand-response transportation services throughout Snohomish County.</td>
<td>Snohomish</td>
<td>Capital</td>
<td>Yes</td>
<td>$170,000</td>
<td>2-yr</td>
</tr>
<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>Operating</td>
<td>No</td>
<td>$47,877</td>
<td>2-yr</td>
</tr>
</tbody>
</table>

**TOTAL** $9,855,965
**Memo**

Date: October 24, 2018

To: Transportation Operators Committee (TOC)

From: Gil Cerise, PSRC

Subject: Development of Transit-Related Work Program for PSRC’s FY 2020-21 Biennial Budget

**In Brief**

PSRC is working to develop its FY 2020-21 biennial budget and work program. PSRC is presenting an updated PSRC Transit-Related Work Program for PSRC’s FY 2020-21 Biennial Budget based upon TOC feedback at its August meeting. The next step will be to share the work program with the Transit Executives.

**Background**

In previous project selection cycles, the PSRC Executive Board approved use of FTA Section 5307 funds for future PSRC transit-related work. The topic of the October 24 discussion is use of two years of these previously approved FTA funds (totaling $2.5 million in FTA Section 5307 plus local match) for PSRC’s FY 2020-21 budget’s work plan.

**Discussion**

As follow-up on the initial discussion of this topic, PSRC is sharing an updated schedule based upon development of the current biennium’s transit-related work program and changes to Transit Executive meeting format.

Since Transit Executive meetings are now executive-only meetings, PSRC will plan to share Attachment A with the Transit Executives via email and ask TOC representatives to ensure that they review the materials with their executives before PSRC begins its board engagement in December.
### DATE/MEETING | TASK
---|---
August 22, 2018 TOC | Initiate discussion on PSRC FY 2020-21 Transit-related work program and schedule.
September 10, 2018 Transit Execs | Josh Brown initial outreach to Transit Executives to remind them about this process and timing.
October 24, 2018 TOC | Review draft FY 2020-21 Transit-related work program in format to share with Transit Executives at their next meeting.
Week of October 29, 2018 | Transmit PSRC FY 2020-21 Transit-related Work Program to Transit Executives via email.
December 6, 2018 PSRC Operations Committee | Begin PSRC FY 2020-21 budget discussions with boards.
January 2019 | PSRC budget and work program discussion with boards.

Attachment A to this memo includes a draft PSRC FY 2020-21 Transit-related Work Program, following a similar format to the current FY 2018-19 Transit-related Work Program. The draft in Attachment A incorporates changes suggested at the August 22, 2018 TOC meeting.

At the TOC October 24, 2018 TOC meeting, PSRC will share the plan for distributing the PSRC FY 2020-21 Transit-related Work Program with the Transit Executives.

If you have questions prior to the meeting, please contact Gil Cerise at gcerise@psrc.org or (206) 971-3053.
The PSRC FY 2020-2021 work program will include the following major work program items providing context for this work:

- the completion and adoption of VISION 2050, scheduled for 2020; and
- work implementing the Regional Transportation Plan and preparing for its update to a 2050 planning horizon year (scheduled for adoption in 2022).

The PSRC regional transit work program will directly support these efforts with transit-supportive planning, policy, and data work beyond the standard PSRC Metropolitan Planning Organization (MPO) responsibilities. This work program incorporates both planning and data work subjects, as appropriate.

VISION 2050

PSRC’s work in preparing an update to VISION with population and employment growth projected out to 2050 provides the basis for future transit planning work to account for the new planning horizon year. Work in this area includes development of regional growth alternatives, some of which rely more heavily on Transit-Oriented Development (TOD) within walksheds of existing and future high capacity transit station areas. Work is also expected to include development of action items associated with TOD’s share of accommodating the planned growth within transit station areas and corridors out to a 2050 horizon year. The analysis of alternatives, including the preferred growth alternative, in conjunction with the 2040 integrated transit network, will provide the basis for the 2022 update of the Regional Transportation Plan (see below). This work will result in new land use inputs that will be modeled in SoundCast. These inputs will result in better analysis of transit boardings across the region through the 2050 planning horizon year. VISION 2050 is scheduled for adoption in 2020 and the work associated with it will be completed in advance of that.

Summary of work products:

- Draft Plan; public comment and adoption phases.
- TOD alternative in Draft Plan and development of associated action items.
- Supplemental analysis of growth alternatives to 2050 horizon year.
- Work associated with equity, technology and land use, and other topics with transit-related interest will also be included in the Plan update.
Regional Transportation Plan

During the PSRC FY 2020-21 biennium, PSRC will continue implementation of the Regional Transportation Plan (RTP) adopted in May 2018; as well as preparing an update to the RTP with a new planning horizon year of 2050, consistent with VISION 2050 regional growth strategy. Although the RTP Plan update will not be completed in the 2020-21 biennium, substantial work on the update will be underway.

Plan Implementation:

PSRC will continue working on plan implementation that includes transit-supportive elements, including the following initiatives:

- **Passenger Only Ferries**: Building upon both the RTP adopted in May 2018, and the Washington State Ferries 2040 Long Range Plan anticipated to be completed in 2019, PSRC will continue working with stakeholders to identify potential markets for passenger only ferries to connect communities using the RTP’s planned integrated transit network. This work could identify both near-term and longer-term opportunities along with their associated costs and potential funding sources. This work may include an update of the last Passenger Only Ferries study and will likely feed into the update of the integrated transit network with a new 2050 horizon year.

- **Innovations in Mobility**: As part of the larger effort to study advancements in transportation technology and innovations in mobility, PSRC will incorporate review and documentation of technologies associated with public transportation or that may affect public transportation in the future. This includes a range of issues that could include: shared mobility, integration of mobility services with traditional fixed-route transit, technology innovations that result in improved customer experience and/or safety improvements, among other things.

- **Implementation of Public Transportation elements of the RTP**: PSRC will continue working with public transportation operators in the region to assist in implementing and updating their long-range plans; addressing regional access to transit and transit corridor reliability issues that help implement the plan; and support other transit-supportive elements of plan implementation, such as the TDM Action Plan, the Coordinated Plan for special needs transportation, and the Active Transportation Plan, all of which have significant public transit components.

Regional Transportation Plan Update to 2050:

Building upon the work described under the VISION 2050 heading, PSRC will work with public transportation operators on updating the integrated transit network to a 2050 horizon year, including identification of potential high capacity transit corridors, passenger only ferry corridors, and other areas that may require additional planning or policy consideration for public transportation in 2050. As part of this planning effort, PSRC will compare planned transit service related to future roadway congestion as a way of identifying areas where transit vehicle reliability may be an issue. This effort will also include incorporation of other RTP Plan implementation work noted above, including updates to transit-related plan appendices.
Ongoing Coordination Efforts and Emerging Issues

PSRC will continue ongoing transit-related coordination and integration efforts, as well as working on emerging issues as they arise. As in with past PSRC transit-related work programs, PSRC will continue dialogue with the public transportation operators, and update the work program based upon feedback as issues arise. This part of the work program includes work in the following areas:

- Annual transit integration report,
- Ongoing PSRC support/input at Transit Executives,
- Continued data and analysis in support of public transit operators, such as analysis of changing travel patterns associated with high capacity transit expansion and incorporating that into models,
- Continuing the Regional TOD program and the Regional TOD Committee,
- Coordination with public transportation operators on data collection and implementation of performance-based planning,
- Regional Transportation Demand Management (TDM) work, and
- Continuing to advance equity, social justice, and similar considerations into the transportation planning process.