



# Puget Sound Regional Council

## Transportation Operators Committee Agenda

**Date: Wednesday, June 22, 2022 from 10:00 a.m.-12:00 p.m.**

**Online Meeting Only: Use Zoom Connection Information Provided Below**

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**1. Welcome and Introductions (10:00) – Peter Heffernan, Chair (King County Metro)**

**2. Action: Approval of Meeting Summary – April 27, 2022\***

**3. Transportation Policy Board Debrief (10:05)**

The 'At Work' reports for the Transportation Policy Board meetings are available on the PSRC website at: <https://www.psrc.org/board/transportation-policy-board>. Presentations can be viewed here:

- [FTA funding process](#)
- [PSRC Transportation Work Program](#)

**4. Action: Federal Fiscal Year (FFY) 2022 Annual FTA Adjustments (10:15)**

[Note: the proposed changes will be sent to the Committee in advance of the meeting. They are currently pending Regional FTA Caucus action in a vote-by-email.]

PSRC staff will provide an overview of the 2022 FTA Annual Adjustments process for recommendation by the Committee. TOC action will be needed in time for incorporation in the July Transportation Policy Board agenda packet.

**5. Action: FTA and FHWA Project Tracking Updates\* (10:30)**

The Regional FTA Caucus formed a project tracking working group to review and update PSRC project tracking policies and procedures for projects experiencing delays in obligating their regional FTA funds and/or "flexed" FHWA funds. PSRC staff will provide an overview of the working group's proposed updates, as recommended by the Caucus. The Committee will review and take action on recommending the updates to the Transportation Policy Board.

**6. Discussion: PSRC Preparation for Regional Priority Ranking for Consolidated Grant Competition\* (10:45)**

PSRC staff will provide an overview of the upcoming Consolidated Grant regional priority ranking process for the PSRC region, including a timeline for completion of the process by WSDOT's deadline of January 27, 2023. This deadline will require either adjustment to the TOC meeting schedule or an agreement for TOC action via a vote-by-email.

**7. Discussion: 2022-2050 Regional Transportation Plan Adoption and Work Plan\* (11:00)**

The 2022-2050 Regional Transportation Plan was adopted by the PSRC General Assembly on May 26, 2022. PSRC staff are engaging the Transportation Policy Board in development

of a work plan to implement the plan. We will discuss some nearer-term work program items, such as development of a 2030 transit network and associated inputs to assist in the 2030 targets for GHG Strategy as well as continuation on other, longer-term topics.

#### **8. Discussion: 2022 Transit Integration Report Update\* (11:30)**

PSRC staff received feedback from TOC on the 2022 Transit Integration Report outline of stories in early June. We will provide an update on draft story ideas that still need a transit agency contact to assist in development of draft content over the summer (see highlights on the attachment associated with this item).

#### **9. Discussion: Transit Agency Roundtable (11:45)**

As time permits, transit agency staff will provide updates on their work that they want to share with their regional partners.

#### **10. Next Meeting: July 27, 2022**

Calendar Link: <https://www.psrc.org/calendar>

#### **11. Adjourn (11:30)**

\*Supporting materials attached

#### **Zoom Participation Options:**

##### **To join audio/video conference:**

<https://psrc-org.zoom.us/j/93198970041?pwd=ejlpaUhURC9ZSIUySIFmcWNpWldhdz09>

##### **To join via cellphone (1-touch dial):**

8884754499,,93198970041#,,,,,0#,,733907# US Toll-free

8335480276,,93198970041#,,,,,0#,,733907# US Toll-free

##### **To join via phone:**

888 475 4499 US Toll-free

833 548 0276 US Toll-free

Meeting ID: 931 9897 0041

Passcode: 733907

##### **Other Formats:**

- Sign language, and communication material in alternative formats, can be arranged given sufficient notice by calling 206-464-7090, TTY Relay 711.
- العربية | Arabic, 中文 | Chinese, Deutsch | German, Française | French  
한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit <https://www.psrc.org/contact-center/language-assistance>.



## Puget Sound Regional Council

### **Transportation Operators Committee Meeting Summary**

**Date: April 27, 2022**

**Location: Online Meeting Only: Zoom Remote Meeting**

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#### **Welcome and Introductions**

Peter Heffernan, Chair, welcomed everyone at 10:00 a.m. Gil Cerise, PSRC took a roll call and confirmed the members and alternates present.

#### **Approval of Meeting Summary**

The summary for the March 23, 2022 meeting was approved.

#### **Transportation Policy Board Debrief**

Gil reviewed the Transportation Policy Board meetings on Thursday, March 31, 2022 and on Thursday, April 14, 2022. The 'At Work' report for these meetings are available on the PSRC website at: <https://www.psrc.org/tpb-meetings>.

#### **Discussion: Transit Coordination Grant update**

Don Chartock, WSDOT, provided an update on the Legislature's actions to fund the Puget Sound Transit Coordination grant and WSDOT's plans for distributing funding for this grant source. He reviewed the memo on the [agenda packet](#) asked the committee for feedback on incorporating new language into the grant program. The committee discussed and provided comments.

*For more information, contact Don Chartock at [chartod@wsdot.wa.gov](mailto:chartod@wsdot.wa.gov).*

#### **Discussion: Draft Regional Transportation Plan**

Gil reviewed the memo on the [agenda packet](#) that included the draft list of items introduced at the March meeting on several transit-related topics for potential RTP implementation and noted the work program will be established when the final RTP is adopted in May. He reminded the committee that this topic will be continued over several meetings to help PSRC staff communicating with the boards to develop and refine multi-year work program items for completion later in 2022. Sarah Gutschow, PSRC, reviewed details regarding "access to transit", one of the key policy focus areas of the RTP and noted the various resources for additional information and regional policy support in VISION 2050 available on the PSRC website. Craig Helmann, PSRC, noted that more data metrics will be sought to build on the current PSRC [Transportation System Visualization Tool](#) to assist agencies with planning and addressing access issues. Jean Kim, PSRC, reviewed comments received regarding the mobility needs of people with disabilities, older adults, and others noted in the Coordinated

Mobility Plan. Gil then reviewed the topics on the draft table in more detail and the committee discussed and provided input and suggestions.

The presentation can be viewed on the PSRC website [here](#).

For more information, Gil Cerise at [gcerise@psrc.org](mailto:gcerise@psrc.org).

### **Discussion: Initiation of 2022 Transit Integration Report**

Erin Hogan, PSRC, reviewed the memo in the [agenda packet](#) on the development of the 2022 Transit Integration Report and reminded the committee that as part of Washington state law, the annual Transit Integration Report is due by December 1st. She reviewed the schedule, draft approach and process, and potential story ideas. She noted this review and discussion is prior to sharing a similar presentation to the TPB Transit Caucus in May, and feedback from the committee will be added to the Caucus report. Gil said that any additional suggestions and other information should be sent to him or Erin.

For more information, contact Erin Hogan at [ehogan@psrc.org](mailto:ehogan@psrc.org) or Gil Cerise at [gcerise@psrc.org](mailto:gcerise@psrc.org).

### **Discussion: Transit Agency Roundtable**

During the Roundtable, the committee received updates and announcements from the following attendees:

- John Bernhard, WSF
- Dan Hoyt, WSDOT
- Peter Heffernan, King County Metro
- Steffani Lillie, Kitsap Transit
- Benjamin Smith, City of Seattle
- Thomas Tumola, Community Transit

### **Adjourn**

The meeting adjourned at 11:52 a.m.

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### **\*Members and Alternates Present**

See attached attendance roster.

### **\*PSRC Staff, Alternates and Guests Present**

Don Chartock, WSDOT; Christopher Robertson, City of Seattle

### PSRC

Monica Adkins, Gil Cerise, Sarah Gutschow, Craig Helmann, Erin Hogan, Jean Kim

*\*All attendees were present via remote participation*

# TOC Attendance Roster

(Members and Alternates represented)

Date: April 27, 2022 10:00am - 12:00pm

Online/Remote Meeting Only

Agency/Jurisdiction		Name
<b>Transit Agencies</b>		
Community Transit (1)	x	Thomas Tumola
		<i>Roland Behee (Alt.)</i>
		<i>Melissa Cauley (Alt.)</i>
Everett Transit (1)	x	Melinda Adams
		<i>Michael Schmieder (Alt.)</i>
King County Metro (1)	x	Peter Heffernan, Chair
		<i>Hannah McIntosh (Alt.)</i>
Kitsap Transit (1)	x	Steffani Lillie
		<i>Edward Coviello (Alt.)</i>
Pierce County Ferries (1)		VACANT
		<i>Nick Lacsina (Alt.)</i>
Pierce Transit (1)		Lindsey Sehmel, Vice Chair
		<i>Barb Hunter (Alt.)</i>
		<i>Tina Lee (Alt.)</i>
City of Seattle (1)		Briana Lovell
	x	<i>Benjamin Smith (Alt.)</i>
Sound Transit (1)	x	Alex Krieg
		<i>Carrie Avila-Mooney (Alt.)</i>
		<i>Lisa Wolterink (Alt.)</i>
<b>State</b>		
WSDOT - Washington State Ferries (1)		Justin Resnick
	x	<i>John Bernhard (Alt.)</i>
WSDOT (1)	x	Dan Hoyt
		<i>Jason Beloso (Alt.)</i>
		<i>Don Chartock (Alt.)</i>
		<i>Stan Suchan (Alt.)</i>
<b>Non-Voting Participants</b>		
Regional FTA Caucus (1)		Melissa Cauley, Chair (Community Transit)
		VACANT
Intercity Transit		Eric Phillips
		VACANT
Special Needs Transportation Committee (SNTC)		VACANT
		VACANT



# Puget Sound Regional Council

## **DISCUSSION ITEM**

June 15, 2022

**TO:** Transportation Operators Committee

**FROM:** Sarah Gutschow, Senior Planner

**SUBJECT: Recommended FTA and FHWA Project Tracking Updates**

### **IN BRIEF:**

In early 2022, the Regional FTA Caucus formed a working group to review PSRC's policies and procedures for projects experiencing delays in obligating regional FTA funds and "flexed" FHWA funds. The working group developed a suite of recommendations with the goal of ensuring timely funding obligations. The Caucus then reviewed and recommended the proposed updates to the TOC at its June 8th meeting. The Transportation Operators Committee is asked to take action on recommending the updates to the Transportation Policy Board.

### **BACKGROUND:**

In 2021, PSRC staff worked with the Regional FTA Caucus to review and update procedures for projects experiencing delays in obligating regional FTA (competitive and preservation set-aside) or "flexed" FHWA funds. Following this update, staff reached out to sponsors with delayed projects, and then presented a summary of the information gathered to the Caucus. Based on this information, the Caucus decided to form a working group to look at further modifications to PSRC's project tracking policies and procedures for projects with funds that have not yet obligated well after the point of meeting PSRC's initial obligation requirements.

The working group held three meetings in February and March 2022 to review potential policy and procedural updates. The resulting recommendations are detailed in the next section. The goals of these modifications are to ensure that both processes maintain consistency with the integrity of the competitive process, projects continue to stay on track and funds are used efficiently. The Caucus reviewed and recommended the proposed updates to the TOC at its June 8th meeting.

### **PROPOSED UPDATES:**

#### **Evaluation of Reasons for Delay**

The working group discussed potential reasons for delay that would be considered either reasonable or unreasonable. The primary consideration in determining whether a delay would be considered reasonable is whether the delay is due to factors outside of

the sponsor’s control. Regardless of the reason for delay, the sponsor is expected to demonstrate that they have been putting in effort to progress their application through the grant process in TrAMS, the FTA’s grant management system. Examples of reasonable and unreasonable delays are outlined below.

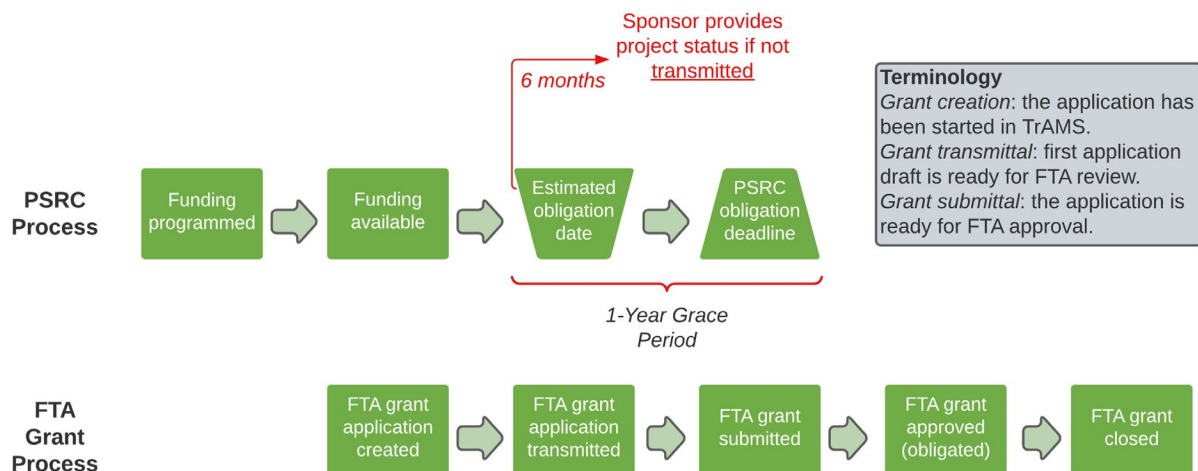
Reasonable Delays	Unreasonable Delays
Processing delays by FTA or other resource agencies, e.g. NEPA approval	Significant changes to scope
New FTA requirements, expectations or interpretations	Shifting priorities within the agency
Project delays due to working with partner agencies	Insufficient funding
	Work that was not begun in a reasonable time to meet the obligation deadline

For delays due to emergent situations, the Caucus will make evaluations on a case-by-case basis to determine if the delay is due to a true emergency. The definition of “emergency” will be applied as follows:

- The need is due to a situation that was unpredictable and for which the sponsoring agency could not have planned; AND
- The facility / project has been impacted by a natural disaster or catastrophic event; or
- The facility / project is experiencing a major safety issue; or
- There are or will be significant impacts to the regional system and/or local population / employment centers if the need is not addressed.

## Project Tracking Procedures

### Regional FTA – Proposed Procedural Update



**Current Policy:** FTA regional funds are allowed a one-year grace period beyond their estimated date to obligate funds. Funds are considered obligated once the sponsor has created a grant application in TrAMS.

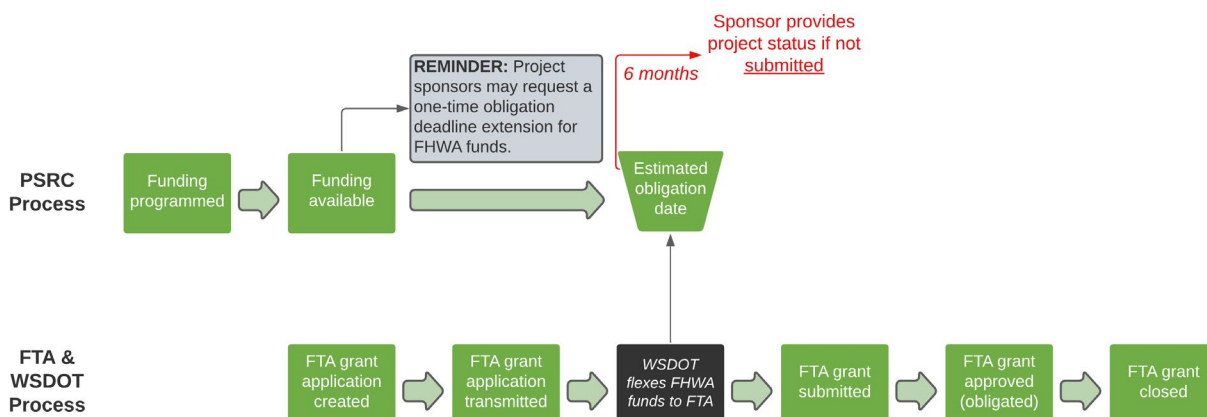
**Proposed Update:** FTA regional funds will continue to be allowed a one-year grace period beyond their estimated obligation date to obligate funds. PSRC staff will check in with the sponsor five months after the estimated obligation date if the FTA grant application has not yet been transmitted.

Within one month of the notification from PSRC, the project sponsor is expected to provide further information on the status of the project, any expected delays that would impact their ability to obligate within the one-year grace period, their work with FTA to progress the application and any project work already ongoing under pre-award authority. If the sponsor does not respond with this information by the deadline, the funds would then be at risk of being returned to the region.

PSRC staff will then consult with the Regional FTA Caucus Chairs and FTA to review the information from the sponsor and decide if the project is on track. If not, they will review the reasons for the delay and determine if an extension is warranted. Based on these recommendations:

- For *reasonable delays*, the Caucus would determine next steps on a case-by-case basis. Next steps could include setting a check-in date for the project and/or revising the obligation schedule for the funds and recommending a one-time obligation date extension. The revised deadline should fall within a reasonable time frame from the original deadline.
- For *unreasonable delays*, the obligation deadline and one-year grace period would still apply for transmitting the grant application. If the sponsor does not transmit the grant application by this deadline, the sponsor would be required to return the funds to the region.

### ***Flexed Regional FHWA – Proposed Procedural Update***





**Current Policy:** Transit agencies can “flex” their regional FHWA-funded projects to be managed by the FTA if approved by WSDOT. Sponsors have met PSRC’s FHWA obligation requirements when the funds have been flexed to FTA. It is expected that projects are ready to obligate once they have been flexed, and that once flexed they will still be accomplishing the project under the originally awarded scope and funding amount from the FHWA competitive process.

**Proposed Update:** Transit agencies will continue to be able to “flex” their regional FHWA-funded projects to be managed by the FTA if approved by WSDOT. PSRC staff will then check in with the sponsor five months after the original estimated obligation date if the grant application has not yet been submitted.

Within one month of the notification from PSRC, the project sponsor is expected to provide further information on the status of the project, the reasons for the delay, their work with the FTA on advancing the application and any project work already ongoing under pre-award authority. If the sponsor does not respond with this information by the deadline, the funds would then be at risk of being returned to the region.

PSRC staff will then consult with the Regional FTA Caucus Chairs and FTA to review the information from the sponsor and decide if the project is on track. If not, they will review the reasons for the delay and determine if an extension is warranted. Based on these recommendations:

- For *reasonable delays*, the Caucus would determine next steps on a case-by-case basis. Next steps could include setting the next check-in date for the project and/or revising the obligation schedule for the funds and recommending a one-time obligation date extension.
- For *unreasonable delays*, the Caucus would set a hard deadline for submitting the grant application, not to exceed one year after the original estimated obligation date. If the sponsor does not submit the grant application by this deadline, then they would be required to return the funds to the region.

### **Additional Proposed Updates**

The working group proposed some additional procedural updates and clarifications to help strengthen current project tracking procedures, including:

- PSRC will inform the relevant project sponsor once WSDOT sends notification that the FHWA funds have been flexed to FTA.
- Project sponsors are encouraged not to bundle multiple TIP projects into one TrAMS application, if possible, particularly if one or more projects is likely to experience obligation delays.
- PSRC will review and potentially make modifications to current progress report forms to better capture information on FTA-funded projects that are at risk for delay or are already experiencing obligation delays.

- Once applications have fulfilled PSRC's obligation requirements, the FTA would have primary responsibility for ensuring the funds progress through the grant process. PSRC would continue to monitor projects through its regular progress report and TIP amendment processes.

### **Next Steps**

The Transportation Operators Committee is asked to take action on recommending the proposed updates to the Transportation Policy Board. The Transportation Policy Board will then review the recommendations as part of its general review of current procedures for distributing and tracking PSRC's FTA funds.

**Lead Staff:** For more information contact Sarah Gutschow, Senior Planner, at [sgutschow@psrc.org](mailto:sgutschow@psrc.org) or 206-587-4822.



# Puget Sound Regional Council

## **DISCUSSION ITEM**

June 15, 2022

**TO:** Transportation Operators Committee

**FROM:** Gil Cerise, Program Manager

**SUBJECT: Preparation for PSRC Regional Priority Ranking for Consolidated Grant Competition 2023-2025 Biennium**

### **IN BRIEF**

At the June meeting, PSRC staff will share efforts to prepare for the 2023-2025 Consolidated Grant competition, and PSRC's role providing regional priority rankings. Given constraints in the schedule requirements by WSDOT, PSRC recommends that the TOC either hold a special meeting date in mid-December or hold a vote-by-email to address its role in making a regional priority ranking recommendation to the Transportation Policy Board.

### **BACKGROUND**

The WSDOT [Consolidated Grant](#) program provides funding for public transit improvements within and between rural communities, transportation services between cities, purchases of new buses and equipment, and public transportation services to older adults and people with disabilities. This program is supported by state and federal funding and is awarded through a competitive process.

PSRC has a role in providing regional priority rankings for projects seeking funding through the State Consolidated Grant program. WSDOT allocates a fixed number of regional priority rankings (identified as A – highest points, B – medium points, or C – fewer points) to each region for distribution to projects in the competition. Points associated with each regional ranking are added to a score that the state produces for each project seeking funding. In the PSRC region, there have always been more projects than A, B, or C rankings. WSDOT allows those projects to compete with a “D” ranking that is worth 0 points.

PSRC works with the Special Needs Transportation Committee (SNTC), the subject matter experts for the human service transportation and other projects/programs that seek to address mobility needs for people with disabilities, older adults and other people with special transportation needs in accordance with strategies outlined in the PSRC [Coordinated Mobility Plan](#).

The SNTC is a subcommittee of this committee, providing its recommendations to the TOC for consideration. The TOC provides recommendation to the Transportation Policy Board. The PSRC Executive Board is the final decision-making authority on regional priority rankings.

WSDOT recently updated its schedule to share two key dates PSRC needs to complete its regional priority rankings:

- Applications that SNTC uses to develop its recommendations are due on October 27, 2022; and
- WSDOT requires PSRC and other MPOs/RTPOs to submit regional priority rankings to the state by January 27, 2023

## DISCUSSION

At the June TOC meeting, PSRC staff will provide an update on the SNTC preparations for the regional priority ranking process, including updates to factors that PSRC uses to assess grant applications.

PSRC will also engage the TOC in a discussion about holding a special meeting in December to act on regional priority rankings (possibly replacing the November 30 TOC date on our current calendar). Staff has updated the schedule for completion of the Consolidated Grant regional priority ranking process given the two key dates provided by WSDOT, noted above.

Key dates that PSRC has identified in the process after submittal of grant applications, along with date to-be-determined in the process, are shown in the table below:

DATE	ACTIVITY
<b>October 27, 2022</b>	<b>WSDOT deadline for applications</b> Sponsor will send applications to both WSDOT and PSRC by this date.
<b>November 16, 2022</b> (note: may need multiple days)	<b>Sponsor presentations</b> Opportunity for SNTC and PSRC staff assessing applications to hear presentations and ask questions for clarification.
<b>TBD</b>	<b>SNTC deliberation and recommendation to TOC</b> PSRC is polling the SNTC to identify a date, probably in early December.
<b>TBD</b>	<b>TOC action:</b> recommendation to Transportation Policy Board
<b>January 12, 2023</b>	<b>TPB action:</b> recommendation to the Executive Board (Note: materials must be in agenda packet by January 5)
<b>January 26, 2023</b>	<b>Executive Board action</b>
<b>January 27, 2023</b>	<b>Deadline/Submittal of regional priority rankings to WSDOT</b>

An alternative to a special TOC meeting may be a vote-by-email. Please come to the June meeting ready to provide feedback on the process and schedule for regional priority ranking process.

### Lead Staff

For more information contact Jean Kim, Senior Planner at [jkim@psrc.org](mailto:jkim@psrc.org) or (206) 971-3052, or Gil Cerise, Program Manager, at [gcerise@psrc.org](mailto:gcerise@psrc.org) or 206-971-3053.



# Puget Sound Regional Council

## DISCUSSION ITEM

June 15, 2022

**TO:** Transportation Operators Committee

**FROM:** Gil Cerise, Program Manager

**SUBJECT: 2022-2050 Regional Transportation Plan Adoption and Work Plan**

### IN BRIEF

In a continuing effort to engage TOC in its transit-related work program, PSRC will continue discussion on some specific transit-related elements of the Transportation work program, with a focus on some nearer term items. The June TOC meeting will occur in the midst of PSRC engaging the Transportation Policy Board on this topic.

The goal of the June 22 agenda topic is to discuss some nearer-term work program items, such as development of a 2030 transit network and associated inputs to assist in the 2030 targets for GHG Strategy as well as continuation on other, longer-term topics.

### DISCUSSION

The Regional Transportation Plan was adopted by the PSRC General Assembly on May 26, 2022. PSRC began engaging the Transportation Policy Board (TPB) in a discussion about work program items at the June 9, 2022 TPB meeting. This discussion will extend into July with the board.

#### 2030 Transit Network

While this discussion is going on with the board, staff would like to initiate discussion with the TOC on some direction relating to development of a 2030 transit network and associated transit inputs. These inputs would be incorporated into development of 2030 targets for the region's GHG Strategy.

Topic	Guidance
Format of future transit network outputs	GTFIS: Please provide your 2030 transit network in GTFIS. You can use a variety of tools to export GTFIS information (e.g., Remix, HASTUS, etc.).  Please do <b>NOT</b> provide us with shapefiles of your 2030 transit network.
Incorporating Transit Service Typology	The current transit service typology highlights high capacity transit modes. Please pay particular attention and/or find ways to communicate which route are Bus Rapid Transit (BRT) routes, to help distinguish them from other bus transit routes.

Topic	Guidance
2030 Transit Network	Please provide your best available information on planning for 2030 transit network. For the 2022-2050 RTP, agencies provided information for 2050 and 2040 transit networks.

**Timing:** Please submit your 2030 transit network data to PSRC **by September 15, 2022**.

This will allow PSRC to do some review and incorporation of transit network information for use in development of 2030 targets. PSRC will need this time for modeling and other analysis work to have the product completed by the December 31, 2022 deadline that the board incorporated into the RTP.

**Additional Transit-related Work Program Topics**

PSRC initiated discussion on other longer-term work program topics that were discussed at the March and April TOC meetings. If time remains for this agenda topic, the TOC can continue discussion of transit-related work program items arising from the RTP. Information on the work program topics discussed at the June TPB can be found on the [PSRC website](#).

**Lead Staff**

For more information contact Gil Cerise, Program Manager, at [gcerise@psrc.org](mailto:gcerise@psrc.org) or 206-971-3053.

## 2022 Transit Integration Report Outline

### Introduction

- Report origins and requirements
- Overview of six policy areas to be addressed by report:
  - Integrating marketing efforts
  - Aligning fare structures
  - Integrating service planning
  - Coordinating long-range planning, including capital projects planning and implementation
  - Integrating other administrative functions and internal business processes as appropriate
  - Integrating certain customer-focused tools and initiatives
- Short paragraph about what's new this year, themes throughout report

The region's transit agencies are:

### Leveraging New Resources and Continuing Ongoing Coordination (Section 1)

The recent passage of major infrastructure and transportation packages at the state and federal levels has created opportunities for further investment in transit projects and services in the central Puget Sound region. Transit agencies are coordinating on how to leverage newly available resources and continuing their ongoing coordination efforts to ensure both system and administrative efficiency.

- **Move Ahead Washington and Bipartisan Infrastructure Law are Historic Investments with Opportunities to Advance Transit in the Region**
  - *Policy Areas:* long range planning (including capital projects), admin functions/internal business processes
  - *Summary/Notes:* A short summary of Move Ahead Washington (including priorities and relation to the Climate Commitment Act goals) highlighting transit investments and transit coordination grant. Include introduction to projects funded by transit coordination grant/set up for reporting on outcomes next year. Potentially include callout box with short summary of federal Bipartisan Infrastructure Law and implications for transit in our region.
  - *Potential Sources:* Check in with WSDOT on transit coordination grant recipients after awarding. Reach out to recipients for further details, if needed.
- **Agencies Continue Coordinating on Short- and Long-Range Service and Operations Planning**
  - *Policy Areas:* service planning, long-range planning
  - *Summary/Notes:* Highlight several ongoing coordination efforts with an introduction about how agencies coordinate and paragraph or so for each example.
    - Terminal Sharing and Intermodal Connections at Ferry Terminals
      - WSF – KT – King County Marine terminal sharing/coordination in Southworth, Seattle
      - Other ideas?
    - Link Light Rail extensions service planning coordination

## 2022 Transit Integration Report Outline

- East Link Connections (KCM, ST)
- Lynnwood/Community Transit 2024 Service Network (CT, ST)
  - Any O&M examples?
- *Potential Sources:* Need suggestions from TOC

### Evaluating and Improving the User Experience (Section 2)

One measure of successful coordination is how seamless or easy the user experience is—especially for trips that require transfers between modes and/or providers. Coordination is critical to ensuring the full trip—from planning to fare payment to first- and last-mile connections—is convenient, time efficient, and affordable to serve existing customers and attract new riders.

- **Next generation ORCA Progresses in 2022**
  - *Policy Areas:* fares, customer-focused tools/initiatives, admin functions/business processes
  - *Summary/Notes:* Report on 2022 phases on customer side (new website, app) and operations side (reader and ticket vending machine updates/replacements) and preview next phases (new cards, mobile pay, more retail partners).
  - *Potential Sources:* Regional ORCA Operations Team, Mobility Partnership Group Fare Policy Subcommittee (maybe)
- **Agencies Work Together to Implement Free Youth Transit Pass by State Deadline**
  - *Policy Areas:* fare, marketing, integrating admin functions/business processes
  - *Summary/Notes:* Agencies already had measures in place to make transit affordable and convenient to youth through reduced fares, ORCA card distribution at schools, and other marketing/outreach efforts. Move Ahead Washington quickly dialed up these efforts by creating a condition on about half of the available funds in the transportation package: transit agencies can only qualify if they adopt a zero-fare-for-youth policy by October 1, 2022. Transit agencies in the region have quickly responded to meet this deadline by working on marketing and terminology, implementation timelines, and operational logistics (e.g., age verification, counting trips when no fare is collected).
  - *Potential Sources:* Mobility Partnership Group Fare Policy Subcommittee
- **Accessibility and Consistent Trip Information Identified as Top Priorities for Improving Customer Experience**
  - *Policy Areas:* customer-focused tools/initiatives
  - *Summary/Notes:* Any trip has multiple phases, from identifying a need for a trip to finding a parking spot or walking from a bus stop to the destination. Customer experience staff from around the region explored potential barriers to a positive customer experience and are beginning work to improve transit accessibility for all ages and abilities as well as coordinating with other regional efforts to ensure alerts and real-time trip information are accurate and timely.
  - *Potential Sources:* Mobility Partnership Group Passenger Experience Subcommittee



## 2022 Transit Integration Report Outline

### Addressing Shared Challenges Together to Rebuild Ridership (Section 3)

Rebuilding ridership from pandemic levels requires transit agencies to adapt to new and growing challenges, including growing the workforce to achieve pre-pandemic service levels and fulfill expansion plans and rebuilding customer confidence in transit (reliability, safety, and security).

- **Workforce Shortages Create Service Delivery Challenges Across Region**
  - *Policy Areas:* long-range planning (maybe service planning), admin functions/business processes
  - *Summary/Notes:* This is cited as a top challenge to restoring service across agencies and modes and ensuring delivery of planned system expansion (includes operators, maintenance, safety officers, other key categories?). How can agencies work together rather than compete in workforce recruitment and retention? Might be a good story to highlight WSF/impact on ferry service as well as buses (cancelled trips).
  - *Potential Sources:* Mobility Partnership Group Service Planning Subcommittee (long-term strategies), Marketing Subcommittee (investing in more recruitment), Passenger Experience Subcommittee, **other ideas from TOC?**
  
- **Safety and Security for Passengers and Operators are Priorities in System Recovery**
  - *Policy Areas:* customer-focused tools/initiatives, marketing
  - *Summary/Notes:* Safety and security are key to rebuilding ridership, recruiting operators, and marketing transit. Agencies seem to agree there are public safety concerns onboard and at/near transit stops, stations, and facilities that need to be addressed as well as public perception issues surrounding the safety of using transit. Need to see if strategies to address this have been identified yet/what those are. Could highlight KCM's Safety, Security, and Fare Enforcement (SaFE) Reform Initiative and Sound Transit's work with State Safety Oversight group. **Are there other examples of efforts or coordination on this topic?**
  - *Potential Sources:* Mobility Partnership Group Marketing Subcommittee, State Safety Oversight Group

### Centering Equity and Climate in Planning for the Future (Section 4)

- **Transit Operations Across Region Continue Working to Reduce Emissions**
  - *Policy Areas:* long range planning, admin functions/business processes
  - *Summary:* Last year we reported on transition plans and progress toward zero-emission bus fleets. We heard from both TOC and TPB Transit Caucus there is an interest in continued discussion of fleet transition as well as alternative fuels in this year's report. **Are any agencies in the region applying for Green Transportation Capital Grant funds for zero-emission fleet transition plans? Anything else new to report on for this topic (ideally transit agency-to-transit agency coordination, but could also explore transit-jurisdiction coordination or transit-utilities coordination)?**
  - *Potential Sources:* **TBD**

## 2022 Transit Integration Report Outline

- **Transit Agencies Looking Ahead in Long-Range Plan Updates**
  - *Policy Areas:* long range planning
  - *Summary:* Pierce Transit updated their long-range plan in 2020 and King County Metro updated METRO CONNECTS last year. Kitsap Transit and Community Transit are in the midst of their updates. Our guess is there isn't necessarily coordination here, but perhaps some trends across the agencies? It sounds like agencies are working to center equity in these plans and accommodate some of the uncertainty created by the pandemic. Hoping TOC can help clarify if there is a story here for the Transit Integration Report.
  - *Potential Sources:* Reach out to long-range planning managers at each agency
- **Equitable TOD in Pierce County Coordinated with Link Extension Projects**
  - *Policy Areas:* long-range planning
  - *Note/Potential Sources:* Last year we heard from the TPB an interest in exploring TOD and/or the transit-land use connection in this report. We heard from PSRC's TOD group that there is a lot of TOD work with equity-centered engagement happening in Pierce County in coordination with Link extension projects, like the [Tacoma TOD Advisory Group](#). Lindsey/Pierce Transit—any thoughts on if there is an integration story here? Thought there might be a Tacoma-PT-ST angle and this might be timely as the Hilltop Link Extension nears completion.