

OCTOBER 5, 2022 TRANSPORTATION POLICY BOARD FTA WORKING GROUP

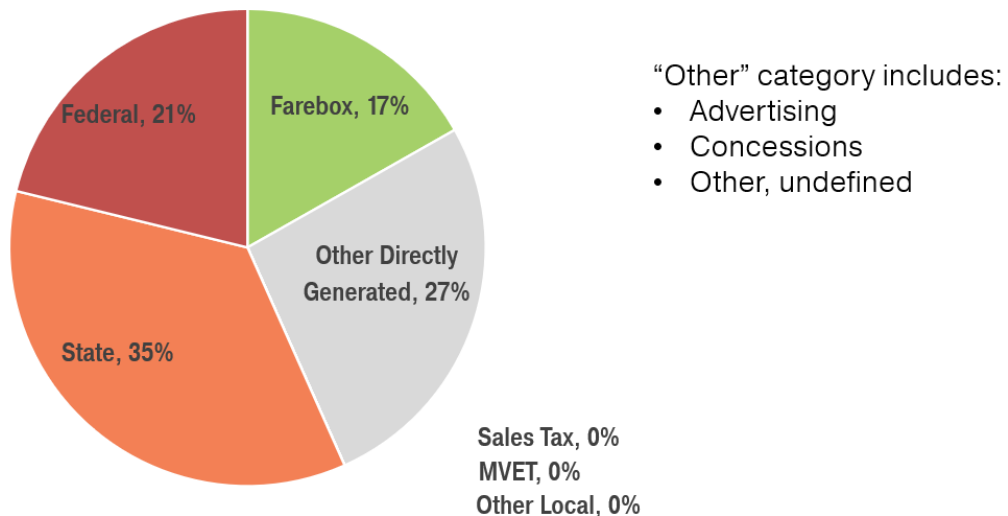
Supplemental Materials

The following additional materials are provided, as noted in the agenda packet:

- Per agenda item 3b, including the missing revenue chart for WSF;
- Per agenda item 3e, a brief description of how equity is incorporated into each transit agency’s service guidelines / decision making; and
- Per agenda item 4, proposals from working group members on revisions to the current distribution process.

3B: WSF Revenue Chart

| FUNDING BY SOURCE



Data Source: 2018 Transit Agency Profiles and 2018 Annual Database Revenue Sources, National Transit Database.

3E: Equity and Service Planning Information

The following information was provided by the region’s transit agencies on this topic.

Community Transit

Community Transit uses the following weighting of inputs to develop route scores:

- Equity Priority Population – 25%
- 2019 Ridership – 30%
- 2020 Ridership – 40%
- Population within ¼ mile of stops – 5%

Everett Transit

Everett Transit's service planning team uses engagement data to evaluate service and system needs to implement timing and service area adjustments. Data is taken from:

- Survey responses and summary reports
- In-person and on-bus feedback
- Public comments
- Observation of changing conditions such as new business or developments

Everett Transit is working towards creating a dedicated equitable engagement and service planning guide that will assist future service needs and ensure that all areas and communities benefit from transit service. Principles for meaningful engagement of communities are provided to the service planning and community outreach teams.

Everett Transit will begin its Long-Range Plan update in 2023 based on Council and/or voter approved consolidation with Snohomish County's PTBA. If a long-range plan update is implemented, it will include an equity planning component.

King County Metro

Metro's Service Guidelines include equity factors that show how well a route serves areas where historically underserved populations are concentrated, as identified in the Mobility Framework and Metro's 2021-2031 Strategic Plan. Each route is given an equity prioritization score, which measures how well a route serves equity priority areas. Each stop is given the equity priority area score, from one through five, of the block group in which it is located. Equity priority areas are based on a composite of demographic criteria and variable weighting, shown in Table 3. The weighting is consistent with King County's equity strategy and assigns a higher variable weight to race and income. The equity prioritization score is the average equity priority area score for all stops along a route. This score is used to assign points, which range from zero to 10, and account for 25 percent of the total score in setting target service levels. Routes that have higher equity prioritization scores receive more points than routes with lower equity prioritization scores.

Table 3 Composite of Demographic Criteria and Weighting⁷

Priority Population Metric	Variable Weight
Population that is non-white or Hispanic	40%
Population living 200% below the federal poverty line	30%
Population that is foreign-born	10%
Limited-English speaking households	10%
Population living with a disability	10%

Kitsap Transit

Outside of Kitsap Transit’s Title VI and DBE programs they do not currently have specific equity policies for service guidelines. They will touch upon this topic in the next long-range transit plan which should be available as a draft in the next few weeks.

Pierce Transit

Pierce Transit does not have an adopted equity policy at this time, but do have major service change policies tied to Title VI requirements, and an equity philosophy was used to make service changes resulting from the pandemic. Pierce Transit has hired an Equity and Engagement Manager who will be working with the Executive Leadership Team on the agency’s strategic goals and priorities.

Sound Transit

Sound Transit has a number of policies and procedures in place that support equity in decision making. This includes an Office of Civil Rights, Equity & Inclusion; an Equity & Inclusion Policy, Equity Engagement Tool and a Racial Equity Tool; an Anti-Racist Strategy; and an interactive Equity Dashboard.

The Equity and Inclusion Policy commits Sound Transit to integrating equity and inclusion into all of its policies, programs, operations and practices and applying a racial equity lens to decision-making. Sound Transit also considers equity implications in the system expansion program in the planning process and use of capital funds and strives to ensure equitable access to the transit system. The Racial Equity Tool is designed to integrate an explicit consideration of racial equity in decision-making related to projects, policies, programs and practices. The tool provides a framework and set of guiding questions that proactively analyzes the legacy of institutional and structural racism and its impact on communities of color. The Equitable Engagement Tool is designed to integrate an explicit consideration of equity and inclusion into Sound Transit’s community outreach and engagement efforts. The tool provides a framework and set of guiding questions that will help practitioners identify the appropriate level of outreach or

engagement and develop equitable engagement strategies with a focus on building relationships with communities that have been institutionally or historically underserved.

Sound Transit also includes equity considerations in service planning, fare changes and siting of maintenance of facilities decisions. Additional efforts include equity in the workforce, an Equitable TOD Program addressing affordable housing, fare programs for no or low income riders, and the incorporation of equity into the ST3 Plan and Realignment Planning processes.

Washington State Ferries

WSF's Equity Initiative states the following: The service planning process should inform service plans that address equity/social justice. Capital investments should support service delivery. The 2022 Legislature provided WSF with \$250,000 to conduct a study of passenger demographics. The study must include: (a) Information on age, race, gender, income level of passengers by route in summer and winter seasons; (b) Composition of passengers by travel purpose, such as commute, tourism, or commerce; and (c) Frequency of passenger trips by mode and fare products utilized. The study may be included as part of a larger origin and destination study. The department shall report study results to the transportation committees of the legislature by December 1, 2023. This study will guide WSF's efforts to address equity and social justice concerns.

4. Member Proposals

Four proposals were received for revisions to the current FTA funding distribution process and are summarized below.

1. Councilmember Mello, Pierce County and Councilmember Walker, Tacoma

Do a social and racial equity allocation with the 14% of the FTA dollars that do not use the historic earned-shared formula along with any dollars above and beyond the original estimates. Use these dollars to invest more heavily in communities with higher percentages of people of color and lower income people, and to support expanded or improved local transit routes to serve these communities.

2. Michelle Allison, King County

No change to the earned share formula distribution but require agencies to report annually on how the funds are being used to support regional metrics such as ridership, state of good repair, and benefit to priority populations.

For the regional portion of funds, conduct three separate distribution processes:

- Retain the minimum floor set-aside but modify the parameters to bring affected agencies up to 1% of the total funding from the programs for which they are eligible (as opposed to 1% of the total earned share funding from all programs).
- 50% of the remaining available funding to be distributed via the current FTA regional competition, updated with the recent safety and equity criteria changes adopted in the 2022 Policy Framework.
- 50% of the remaining available funding to be distributed via a new Equity and Social Justice Program, which will be a formula distribution that prioritizes historically underserved populations. The distribution formula will be based on an analysis of demographic data within ½ mile of transit stations and stops owned by each transit operator, and funds will be proportionately distributed using the weighting factors shown below, based on King County’s equity service guidelines:

Equity & Social Justice Program Criteria	Proposed Weight
Population that is non-white or Hispanic	40
Population living 200% below the federal poverty line	30
Population that is foreign born	20
Limited-English speaking households	10
Population living with a disability	10
Total:	100

3. Hester Serebrin, Transportation Choices Coalition

Consistent with the PSRC definition of equity and the equity policies as identified in VISION 2050 and the Regional Transportation Plan, apply a weighting factor of 50% to prioritize funding to the equity focus areas identified by PSRC (i.e., based on percentages of people of color, people with low income, older adults, youth, people with disabilities and people with limited English proficiency). Consider two scenarios for this application – one for the total amount of funding available to the Seattle-Tacoma-Everett Urbanized Area, and one for only the 14% regional portion of funding.

4. Mayor Erickson, Poulsbo

Use the 14% regional pot of funding to focus on providing capital improvements that support historically underserved areas of the region.