



Puget Sound Regional Council

Transportation Operators Committee Agenda

Date: Wednesday, March 22, 2023 from 10:00 a.m.-12:00 p.m.

Online Meeting Only: Use Zoom Connection Information Provided Below

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

2. Action: Approval of Meeting Summary – January 25, 2023*

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>.

4. Discussion: PSRC Transit Access Working Group recruitment* (10:15 min)

As a follow-up to previous discussion on PSRC's Transit Access work program, PSRC has decided to stand up an ad hoc working group to provide specific expertise and to guide initial tasks in the work program.

5. Discussion: Transit-related measures on the PSRC RTP Dashboard (10:30)

Craig Helmann will share the latest version of the RTP Dashboard and seek transit agency feedback on transit-related metrics. This could include improvements to existing metrics or potential new metrics for ongoing tracking.

6. Discussion: Transit Development Plans in the Region – PSRC plan review and data collection processes* (11:00)

PSRC will share findings from review of the region's 2022-2027 transit development plans, including identification of topics of interest for regional coordination. This includes potential alignment with PSRC's regional FTA performance targets and actual data collection efforts, among other topics.

7. Discussion: Transit Agency ADA Transition Plan Data Collection (11:25)

PSRC will share its plan for the upcoming data collection on ADA transition plans, including transit agency ADA transition plans. Following the meeting, PSRC staff will contact agency staff who work in this topic area, as identified by TOC.

8. Discussion: Transit Agency Roundtable (11:40)

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

9. Information: 2023 TOC Planned Meeting Topics*

10. Information: FTA Funding Working Group Recommendations*

11. Information: PSRC Public Participation Plan*

12. Information: VISION 2050 Awards*

13. Next Meeting: April 26, 2023

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

14. Adjourn (12:00)

*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/language-assistance>.



Puget Sound Regional Council

Transportation Operators Committee Meeting Summary

Date: January 25, 2023

Location: Online Meeting Only: Zoom Remote Meeting

Welcome and Introductions

In the absence of the Chair and Vice Chair, Gil Cerise, PSRC, facilitated the meeting. He welcomed everyone at 10:00 a.m. and took a roll call and confirmed the members and alternates present.

Approval of Meeting Summary

The summary for the October 26, 2022, meeting was approved.

Transportation Policy Board Debrief

Gil reviewed the Transportation Policy Board meeting held on Thursday, January 12, 2023.

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>.

Action: King County Metro Redistribution Request

Sarah Gutschow, PSRC, reviewed the King County Metro request for a funding redistribution of \$928,576 in Seattle-Tacoma-Everett (STE) 2022 FTA 5307 Earned Share funds between projects. She noted that the Regional FTA Caucus has already taken action to recommend this request via a completed vote-by-email. The committee discussed and then voted unanimously to recommend the request for approval by the Transportation Policy Board.

For more information, contact Sarah Gutschow at sgutschow@psrc.org

Discussion: Climate Change Implementation Strategy

Kelly McGourty and Craig Helmann, PSRC, presented information on the region's climate change implementation strategy work with a focus on transit-related components of that work.

The presentation can be viewed on the PSRC website at:

<https://www.psrc.org/media/7389>.

For more information, contact Kelly McGourty at kmcgourty@psrc.org or Craig Helmann at chelmann@psrc.org.

Discussion: 2023-25 Transit-related Work Program update and review of Draft Transit Access Work Program

Gil shared updated transit-related work program materials with the committee, including a draft work program narrative for the Transit Access topic. He asked the committee for feedback, particularly on how to engage transit agencies in initial stages of this work. Materials reviewed included the draft transit access work program relating to work program content, use of existing PSRC transit access tools and data, other transit access resources. Given the short amount of time available, Gil indicated he would send an email to members requesting feedback.

For more information, contact Gil Cerise at gcerise@psrc.org

Discussion: Revive I-5 in 2023 and Implications for Transit

Tom Collins, Kyengo Ndile and Tom Pearl, WSDOT, provided a briefing on WSDOT's 2023 Revive I-5 Project, and the opportunities and challenges that this project poses for transit in the region.

The presentation can be viewed on the PSRC website at:

<https://www.psrc.org/media/7387>

For more information, contact Tom Collins at CollinT@wsdot.wa.gov, Kyengo Ndile at NdileK@wsdot.wa.gov and Tom Pearce at PearceT@wsdot.wa.gov.

State Transit Studies

Don Chartock, WSDOT, provided an introduction to the WSDOT State Frequent Transit Study as well as the Public Transportation Unmet Needs Study. Both studies originated from 2022 legislative provisos. The Frequent Transit Study includes an assessment of transit service levels across the state, as well as an inventory of data needs to better calculate access to frequent transit service in the state, which helps provide information for a future update of the State's Public Transportation Plan.

Monica Ghosh and Coby Zeifman, WSDOT, presented the information that the two studies have provided about existing gaps, disparities, and funding for transit in the state, and reviewed next steps, which includes finishing Phase 2 of the Frequent Transit Service Study, and completing the Unmet Needs study. These studies will inform the State's Public Transportation Plan update process.

The presentation can be viewed on the PSRC website at:

<https://www.psrc.org/media/7390>

For more information, contact Monica Ghosh at monica.ghosh@wsdot.wa.gov and Coby Zeifman at zeifmanc@wsdot.wa.gov.

Discussion: Transit Agency Roundtable

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

- Melinda Adams, Everett Transit
- Cordy Crockett, WSDOT
- Alex Krieg, Sound Transit
- Steffani Lillie, Kitsap Transit
- Thomas Tumola, Community Transit

Adjourn

The meeting adjourned at 11:40 a.m.

***Members and Alternates Present**

See attached attendance roster.

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

Elsa Brown, City of Seattle; Jacob Brett, King County Metro; Don Chartock, WSDOT; Tom Collins, WSDOT; Monica Ghosh, WSDOT; Zach Howard, WSDOT; Carrie Lee; Amy Moreno, WSDOT; Dave Morrison, King County Metro; Kyengo Ndile, WSDOT; Tom Pearce, WSDOT; Erik Rundell, King County Metro; Coby Zeifman, WSDOT

PSRC

Monica Adkins, Gil Cerise, Craig Helmann, Erin Hogan, Sarah Gutschow, Nick Johnson, Jean Kim, Kelly McGourty

**All attendees were present via remote participation*

TOC Attendance Roster

(Members and Alternates represented)

Date: January 25, 2023 10:00am - 12:00pm

Online/Remote Meeting Only

Agency/Jurisdiction		Name
Transit Agencies		
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)		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
	x	<i>Barb Hunter (Alt.)</i>
		<i>Tina Lee (Alt.)</i>
City of Seattle (1)		VACANT
	x	<i>Benjamin Smith (Alt.)</i>
Sound Transit (1)	x	Alex Krieg
		<i>Carrie Avila-Mooney (Alt.)</i>
		<i>Lisa Wolterink (Alt.)</i>
State		
WSDOT - Washington State Ferries (1)	x	Justin Resnick
		<i>John Bernhard (Alt.)</i>
WSDOT (1)	x	Cordy Crockett
		<i>Jason Beloso (Alt.)</i>
		<i>Don Chartock (Alt.)</i>
		<i>Stan Suchan (Alt.)</i>
Non-Voting Participants		
Regional FTA Caucus (1)	x	Steffani Lillie , Chair (Kitsap Transit)
		<i>Clint Ritter, Vice Chair (Pierce County Ferries) (Alt.)</i>
Intercity Transit (1)	x	Peter Stackpole
		<i>Jessica Gould (Alt.)</i>
Special Needs Transportation Committee (SNTC) (1)		Susan Carter, Chair (Hopelink)
		VACANT



Puget Sound Regional Council

Memorandum

March 22, 2023

To: Transportation Operators Committee

From: Gil Cerise, Program Manager

Subject: **Transit Access Work Program and Ad Hoc Working Group**

IN BRIEF

At the March 22 meeting, PSRC staff will share a draft work program addressing an action called for in the Regional Transportation Plan to improve work on transit access in the region. Staff will also share a plan for standing up an ad hoc working group to assist in guiding progress on this work program between updates to PSRC advisory committees.

DISCUSSION

The Regional Transportation Plan calls on PSRC to "...develop and update tools and resources to help identify where access to transit can be improved, particularly for bicyclists and pedestrians." PSRC staff have developed a work program (see Attachment A) that addresses the many facets of transit access and builds upon past work in this topic area.

The work program starts with a review of existing transit access tools and resources in conjunction with updated data to help identify potential improvements to transit access assessments and next steps. This initial task will begin with review of tools, such as the PSRC Transit Access Checklist and Transit Access Toolkit, found on the PSRC website at this [link](#). Data available that can help with assessment of transit access needs will also be reviewed. This includes data available on the [PSRC Transportation System Visualization Tool](#).

The initial work (Task 1) will provide findings or recommendations to inform future tasks by providing a more refined identification of needs and gaps associated with assessing transit access improvements.

Ad Hoc Transit Access Working Group Recruitment

In order to assist PSRC with technical expertise and lived experience, we are planning to recruit an ad hoc working group to assist in review and evaluation of existing tools, resources and data through use of several case studies representing different contexts and transit access challenges within the region.

The working group will be charged with addressing Task 1 on the work program found in Attachment A, and possibly providing input and guidance on other tasks on the work program, as needed. PSRC anticipates that the working group will be convened four times between May and November 2023, with potential for input via email between meetings.

As described in the Regional Transportation Plan, transit access comes in many different forms. It covers:

- Transit-Oriented Development (TOD).
- Active transportation modes like walking, bicycling, and rolling.
- Transit service, provided by regular fixed-route transit (rail, bus, ferry).
- Transportation services of varying sorts provided transit, human service agencies, and private providers that drop-off and pick-up of transit passengers without requiring them to park at the transit station (generally categorized as Mobility On Demand [MOD] or specialized transportation).
- Parking, such as at a park & ride.

As such, PSRC is recruiting stakeholders with specific expertise and perspectives that will inform this work. These include:

- **Local jurisdiction staff** with knowledge and expertise in:
 - Land use planning, development and place-making.
 - Infrastructure in the public rights-of-way, including design and operation of rights-of-way that prioritize various modes and curb space management. This includes:
 - Pedestrian infrastructure and prioritizing pedestrian access and comfort.
 - Bicycling infrastructure and prioritizing bicycle access and comfort.
 - Prioritizing access and reliability for transit vehicles.
 - Curb management for transit, Mobility On Demand, specialized transportation, etc.
- **Transit agency staff** with knowledge and expertise in:
 - Transit service as a form of access, including both regular fixed-route transit (rail, ferry, bus) and flexible, MOD-types of services.
 - Transit station/stop access, including physical station infrastructure that melds with the surrounding public rights-of-way controlled by local jurisdictions.
 - Management of parking at park & rides.
- **Developers and similar professionals** with knowledge and expertise in:
 - Transit-Oriented Development
 - Place-making
- **Perspectives of a variety of system users** and others who can provide lived experiences to inform this work, including:
 - People with mobility challenges (e.g., people with disabilities, older adults, youth, people with low incomes, or people with limited English proficiency).
 - People of Color who are experiencing accessibility needs.
 - Caregivers.

The list of expertise noted above is intended to be representative and not all-inclusive. In order to keep the working group to a manageable size to schedule meetings and facilitate work progress, PSRC plans to limit the size of this group to fifteen people, providing a core set of complementary expertise needed to conduct this work.

PSRC will provide periodic progress updates to advisory committees throughout 2023.

LEAD STAFF: For more information, please contact Gil Cerise at gcerise@psrc.org or 206-971-3053.

A – DRAFT Transit Access Work Program

Attachment 4-A: PSRC DRAFT Work Program Improving Transit Access

RTP Regional Action: “Develop and update tools and resources to help identify where access to transit can be improved, particularly for bicyclists and pedestrians.”

Task 1: Review existing transit access tools/resources in conjunction with updated data to help identify potential improvements to transit access assessments and next steps

The intent of this task is to review and build off of existing transit access tools and resources, both those developed by PSRC, as well as relevant information provided by other agencies.

Resources to review/consider:

- PSRC Transit Access resources available at: <https://www.psrc.org/our-work/transit-access>
- Data resources available for the region at a scale that is useful for assessing access improvements
- Transit access policies, strategies, and resources provided by the region’s transit agencies and WSDOT

Deliverable: a draft report providing an analysis of existing transit access tools and data, along with a recommendation for next steps in Tasks 2-5.

Task 2: Identify potential improvements to assessment of pedestrian and bicycle connectivity near existing and planned transit stations.

Based upon the findings from Task 1, PSRC will consider ways of improving assessment of pedestrian and bicycle connectivity near transit facilities. Given constraints of time and resources, prioritize existing and planned transit facilities that do or will move the most people.

Deliverable: This task and its deliverable will be updated based upon findings from Task 1.

Task 3: Review and assess Mobility On Demand (MOD)/Microtransit and other flexible transit services in providing transit access.

Inventory existing and past microtransit or MOD services within the region. Build on existing inventories of specialized transportation services found in Coordinated Mobility Plan and other resources. Assess the role that these services provide in transit access within the region and assess transit agency plans for expanding these services over time.

Deliverable: Inventory of MOD/microtransit services and their characteristics. Assessment of the role of MOD/microtransit in future transit plans for use in RTP update.

Task 4: Update PSRC’s existing transit access resources

Based upon findings from Tasks 1-3, make updates to the PSRC Transit Access Assessment, and the Transit Access Checklist and Toolkit. Incorporate any updated findings relating to equity, safety, and other relevant work.

Task 5: Work with stakeholders to develop regional transit access needs assessment and potential recommendations for addressing those needs.

Building on work of previous tasks, work with stakeholders to explore development of regional transit access needs assessment and/or identification of recommendations to better assess transit access needs in the future.

DRAFT



Puget Sound Regional Council

Memorandum

Date: March 22, 2023

To: Transportation Operators Committee

From: Gil Cerise, Program Manager

Subject: **Transit Development Plans in the Region – PSRC Plan Review & Data Collection Processes**

PSRC has completed review of the 2022-2027 Transit Development Plans (TDPs) that affected transit agency partners (Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, and Sound Transit) submitted to WSDOT in September 2022 and identified opportunities to leverage these plans for improved coordination and data-sharing between transit agencies and PSRC.

These plans with six-year planning horizons are updated annually for submission to the WSDOT Public Transportation Division, the Transportation Improvement Board, and the cities, counties, and transportation planning organizations within the agency's service area. WSDOT has developed a [guidebook](#) outlining required elements and suggestions for meeting those requirements to assist transit agencies in the development of these plans.

PSRC reviewed the guidebook in addition to the most recently submitted TDPs from the agencies in our region. Consistent with the intended purpose of the plans (RCW 35.58.2795) and WSDOT's required components, PSRC has identified opportunities to streamline data collection in the following areas relevant to PSRC's work:

TDP Required Element 4: Local Performance Measures & Targets

- **Requirement:** Identify performance measures and targets that you use to evaluate performance of the agency's system. At a minimum, include your transit asset management and transit safety performance measures and targets.
- **Opportunity:** Per FTA's performance-based planning requirements, federally-designated metropolitan planning organizations (MPOs) like PSRC are required to submit regional state of good repair (SGR) performance targets as part of the final rule on transit asset management (TAM) planning. In order to set targets and track progress, PSRC must collection data on consistent measures from transit agencies in the region. Mining this data from TDPs would minimize a separate request from PSRC to transit partners. However, this would require that data in the TDP be complete and consistent

with the regional measures.

Similarly, the Public Transportation Agency Safety Plan final rule requires MPOs to coordinate with transit providers to set safety performance targets and integrate those targets into their required planning documents. Each agency including the annual targets and actual data from their safety plans would help PSRC in collecting this information.

Even if target and actuals data for TAM and transit safety is not available in the format or detail needed for regional target purposes in the TDPs, PSRC and transit agencies can use the timing of TDP development to collect data in these areas to support the regional target-setting.

TDP Required Element 5: Plan Consistency

- **Requirement:** Identify steps the agency has taken to ensure the TDP is consistent with the local comprehensive plans adopted by cities, counties, and towns within your service area. Include a brief overview of your planning coordination efforts with local and regional planning organizations to address transit needs within your service area.
- **Opportunity:** Transit agencies working with local jurisdictions to describe coordination efforts and cite consistency between transit agency planning and comprehensive plans will save time for local jurisdictions when it is time to submit a comprehensive plan for certification. Providing this documentation in the TDP is a good check to ensure coordination between transit agencies and local jurisdictions in evaluating and meeting a community's transportation needs.

TDP Required Element 9: Projects of Regional Significance

- **Requirement:** Identify regionally significant projects for inclusion in your regional transportation improvement program maintained by your regional transportation planning organization.
- **Opportunity:** PSRC sees an opportunity to provide an additional cross-check between our current TIP (as amended) and the TDPs to ensure there are no regionally significant projects that have been accidentally omitted from the TIP or discrepancies in project sponsor or PSRC records, such as project cost, status (unprogrammed, candidate, or approved), or completion date. This additional review will support PSRC's project delivery monitoring efforts and minimize surprises for both PSRC and the project sponsor. A similar cross-check between Regional Capacity List and projects or regional significance in the TDPs could also be helpful.

Next Steps

PSRC proposes to work with TOC members of agencies required to complete TDPs to identify the appropriate contact for the report at each agency and the timeframe for development to ensure PSRC is on the recipient list for future reports and discuss opportunities for using the TDPs as a vehicle for data sharing and comment in 2023.

For more information, please contact Gil Cerise at gcerise@psrc.org or Erin Hogan at ehogan@psrc.org.

2023 TOC Planned Meeting Topics



Ongoing

- FTA fund adjustments
- FTA fund project tracking

Quarter 1 (January – March)

- Transit's role/inputs in Climate Change Implementation Strategy
- Transit-related data/measures in RTP dashboard
- Initiation of Transit Access work program
 - Review and assessment of existing tools and data
- Regional Safety Plan coordination
- Follow-up on regional FTA safety performance targets

Quarter 2 (April – June)

- Transit Access work program
 - Review and assessment of existing tools and data
 - Inventory of Microtransit/MOD services
- Initiation of 2023 Transit Integration Report
- Regional Safety Plan coordination
- Project Tracking Update from 2022
- FTA regional target data collection method and timing
- Initiate Transit Development Plan coordination

Quarter 3 (July – September)

- Transit Access work program
 - Review and assessment of existing tools and data
 - Inventory of Microtransit/MOD services
- TOC review of 2023 Transit Integration Report (September)
- Regional Safety Plan coordination
- Preparation for Future of High-Capacity Transit convening (proposed)

Quarter 4 (October – December)

- Transit Access work program
 - Completion of review and assessment of existing tools and data & report on next steps
 - Next steps: pedestrian and bicycle access to transit improvements

- Next steps: accounting for/assessing need for Microtransit/MOD services
 - Other potential next steps
- Draft 2023 TIR presentation (prep for Nov TPB?)
- Regional Safety Plan coordination
- Involvement in Future of High-Capacity Transit convening (proposed)
- Periodic review of annual FTA regional performance targets and actuals



Puget Sound Regional Council

ACTION ITEM

March 2, 2023

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Working Group Recommendation on FTA Funding Distribution Methodology**

IN BRIEF

For the past six months, a working group consisting of Transportation Policy Board members and transit agency leadership has been convened to review the methodology by which PSRC's Federal Transit Administration (FTA) funding is distributed. This working group was formed at the request of PSRC's Executive Committee.

A recommendation for revisions to PSRC's FTA funding process will be presented for action at the March 9 Transportation Policy Board meeting.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board approve the recommended revisions to the methodology used to distributed PSRC's FTA funding, as described in this memo and summarized in Attachments A and B.

DISCUSSION

PSRC has project selection authority over certain funding programs under the Federal Transit Administration (FTA), which are apportioned by FTA to urbanized areas around the country. There are three urbanized areas (UZAs) in the region, as designated by the U.S. Census. These are the Seattle-Tacoma-Everett UZA, the Bremerton UZA, and the Marysville UZA. Kitsap Transit and Community Transit are the sole transit agencies within the Bremerton and Marysville UZAs, respectively. In the Seattle-Tacoma-Everett UZA, there are multiple transit agencies, including three agencies that provide service

within the Seattle-Tacoma-Everett UZA but are located outside of it. These include Kitsap Transit in Kitsap County, Intercity Transit in Thurston County, and Skagit Transit in Skagit County.

The national FTA distribution formula allocates transit funds to UZAs using U.S. Census data and transit system performance and operating data obtained from the National Transit Database (NTD), which is populated with annual data submitted by each transit agency. Information is provided below on the distribution process utilized in the region since 2004, including how the NTD data has been used in the methodology. Following that section, the deliberations of the working group and the resulting recommendations for revisions to the process are described.

Historic Distribution Process

Since Kitsap Transit and Community Transit are the only transit agencies operating in the Bremerton and Marysville UZAs, FTA funds within those UZAs are distributed directly to those two agencies. Given the multiple transit agencies operating within the Seattle-Tacoma-Everett UZA, a more complex methodology has been developed. The majority of funds (approximately 86%) have been allocated to the UZA based on the service and operating characteristics of each transit agency as identified in the NTD. Per adopted regional policy since 2004, a detailed Excel tool is utilized to disaggregate the federal formula and identify the amount of funds attributable to each agency. Historically, these funds have then been distributed to each transit agency based on this data, called the “earned share” distribution. Per the adopted regional policy, the three external agencies noted above are able to access the FTA funds earned from the service they provide within the Seattle-Tacoma-Everett UZA. The remaining funds, approximately 14%, have been allocated to the UZA based on regional attributes such as population density. This portion of funds has historically been split between a regional competition and a preservation set-aside. In addition, a small proportion of the regional funds has been used to provide a minimum floor adjustment to those agencies whose earnings are less than 1% of the total earned share funding in the UZA.

TPB FTA Working Group Discussions and Recommendation

During the distribution of pandemic relief funds to the transit agencies in 2020 and 2021, questions were raised at the Executive Board regarding whether the earned share methodology as described above is the most equitable way to distribute funds across the region. As such, the Executive Board directed PSRC staff to continue the work to review the distribution methodology, and in June 2022, the Transportation Policy Board directed the development of a small working group to be comprised of board members and transit agency leadership. Representation on the working group included the following members:

- Councilmember Ryan Mello, Pierce County and TPB Vice Chair
- Mayor Becky Erickson, Poulsbo

- Councilmember Kim Daughtry, Lake Stevens
- Councilmember Ben Zarlingo, Everett
- Councilmember Kristina Walker, Tacoma
- Councilmember Kate Kruller, Tukwila
- Mayor Mary Lou Pauly, Issaquah
- Michelle Allison, King County Metro
- Kimberly Farley, Sound Transit
- Patty Rubstello, Washington State Ferries
- Hester Serebrin, Transportation Choices Coalition

The working group met six times between September 2022 and February 2023 and held robust discussions on the various aspects of the current system, as well as principles regarding an equitable funding distribution. As part of these discussions, there was agreement on several key foundation principles, including the need to revisit and evaluate the long-standing distribution methodology against current needs and key policy issues such as equity.

There was strong agreement among working group members on the need to improve transit service for historically underserved populations and to equitably distribute federal funding, in line with PSRC's equity focus populations – people of color, people with low incomes, seniors, youth, people with disabilities and people with limited English proficiency.

In addition, working group members felt the methodology should honor the fiscal needs and commitments already made by the region's transit agencies. For example, transit agencies have built assumptions about FTA funding into their budgets and made commitments to the public based on those assumptions; as such, the funding methodology should focus on equity while preserving the fundamentals of the earned share distribution.

The working group also discussed the various transit services provided throughout the region and agreed the funding methodology should focus on local service needs and not just high-capacity transit.

The final recommendation of the working group is provided in Attachment A. In summary, the recommendation retains the earned share distribution but modifies the distribution methodology of the regional portion of PSRC's FTA funds. Whereas before these funds were distributed via a regional competition and a preservation set-aside, the working group recommendation would instead distribute these dollars entirely via an equity formula. The working group conducted a deep dive into the underlying data and methodology proposed for the equity formula, and the resulting recommendation is described in Attachment A.

The last FTA funding process conducted by PSRC distributed 2023-2024 funding. This revised methodology would apply to PSRC's 2025-2026 FTA funding, as well as to any increases in final 2023-2024 funding that would be processed during the annual adjustments process.

The working group recommendation will be presented as an action item at the March 9 meeting of the Transportation Policy Board. This is a majority recommendation, and a minority opinion is expressed in Attachment A. Each working group member has signed on to the recommendation as described, to reflect their endorsement of the proposal and their commitment to the underlying equity principles. While equity was previously incorporated in the evaluation criteria for the FTA regional competition, this recommendation reflects a significant new focus on equity for PSRC's FTA funding, equal to 14% of the total amount available.

For additional information, please contact Kelly McGourty at kmcgourty@psrc.org or (206) 971-3601.

Attachments:

A - TPB FTA Working Group Recommendation

B - Recommendation for Revised FTA Funding Distribution Methodology

ATTACHMENT A: TPB FTA WORKING GROUP RECOMMENDATION

Details of the TPB FTA Working Group recommendation on revisions to the methodology for distributing PSRC's FTA funds in the future are provided below. This recommendation is relevant only to the Seattle-Tacoma-Everett UZA, which contains multiple transit agencies. A summary table illustrating the differences between the historic process and the recommended process is also provided in Attachment B.

Earned Share Funding

The recommended distribution methodology maintains the existing earned share distribution process, which calculates the dollars earned in the region from the service and operating characteristics of each transit agency and distributes funds according to those percentages. This amount has historically been approximately 86% of the total funds.

The earned share distribution supports equity by reinvesting in and maintaining the current system. Equity policies are embedded in current transit agency decisions regarding the allocation of resources.

Equity Formula Distribution

The remaining 14% of the funding earned in the region is based on regional attributes such as population density. A new approach is recommended to focus the distribution of this funding more precisely on equity.

An equity formula distribution is proposed, using a focused and intentional methodology that looks at all transit service being provided to the region's equity focus populations and distributing funds accordingly. The six equity focus populations referenced in PSRC's planning work include people of color, people with low incomes, seniors, youth, people with disabilities and people with limited English proficiency. Funds would be distributed not based on the type and amount of service provided by each transit agency, as is done in the earned share distribution, but rather by the proportion of the region's equity focus populations being served.

The methodology would calculate the percentage of equity focus populations within a ½ mile walkshed of all bus stops and a 1-mile walkshed of all rail stops for each transit agency. Due to the unique nature of their waterfront service locations, ferry providers would be provided funding based on what they would have received in formula-based funding under the existing methodology.

Monitoring and Reporting

It is further recommended that each transit agency will identify how the funds being allocated will be used to support equity, and to monitor equity outcomes over time. Per existing practice, once the distribution formula is determined each agency will identify specific projects to be awarded funding which are then forwarded to the PSRC

boards for final approval. It is proposed that at the point of project submittal, each agency will include a description of how each project will support and improve equity. PSRC will work with the Transportation Operators Committee to develop guidelines for these submissions and the specific level of detail that should be provided for each project. At the time the 2025-2026 project list is ready for recommendation to the Transportation Policy Board, this information will be made available for review.

In addition, it is proposed that PSRC continue to monitor transit and equity-related data such as transit ridership and service across the six equity focus areas to the extent feasible, to be reported in the RTP Performance Dashboard. Further, information related to improving equity and equity trends may be incorporated into future Transit Integration Reports, which are developed annually and describe coordination efforts amongst the region's transit agencies. It is further proposed that PSRC work with the Transportation Operators Committee to identify a baseline and specific metrics against which future success will be monitored. At the time of the project recommendations noted above, a recommendation on this process will be made to the Transportation Policy Board.

Lastly, it is recommended that the reporting and monitoring identified above also be provided to the TPB Transit Caucus. In addition, as is the current practice, prior to any future funding distributions these procedures will be revisited and an assessment conducted.

Minority Report

The recommendation above was made by the majority of members but was not unanimous. Three working group members – Councilmember Mello from Pierce County, Councilmember Walker from Tacoma, and Councilmember Zarlingo from Everett - would prefer that a larger share of the funding (24% vs 14%) be distributed via the equity formula rather than the earned share formula. Key points from the minority opinion are summarized below.

PSRC distributes funding to projects approximately every two years based on estimates of future FTA funding allocations. The Bipartisan Infrastructure Law (BIL) passed in 2021 provided a large and unexpected increase in FTA formula funding, which provides an opportunity to reinvest in new ways.

The earned share distribution formula rewards established transit agencies and services and does not support smaller agencies seeking to grow that need additional funding to do so. A higher share of the funding distributed via an equity formula would provide a greater opportunity to invest more in local transit.

In addition, a higher share of funding distributed via an equity formula would provide more funding for local transit services that will a) provide better access to regional and high-capacity transit, and b) include a greater focus on equity focus populations.

Signatories

Ryan N. Mello
Ryan N. Mello (Mar 1, 2023 12:54 PST)

Councilmember Ryan Mello, Pierce County and TPB Vice Chair

Becky Erickson

Mayor Becky Erickson, Poulsbo

Kim Daughtry
Kim Daughtry (Mar 3, 2023 08:47 PST)

Councilmember Kim Daughtry, Lake Stevens

Ben Zarlingo

Councilmember Ben Zarlingo, Everett

Kristina Walker
Kristina Walker (Mar 2, 2023 15:08 PST)

Deputy Mayor Kristina Walker, Tacoma

Kate Kruller
Kate Kruller (Mar 1, 2023 21:59 PST)

Councilmember Kate Kruller, Tukwila

Mary Lou Pauly
Mary Lou Pauly (Mar 1, 2023 11:38 PST)

Mayor Mary Lou Pauly, Issaquah

Michelle Allison

Michelle Allison, King County Metro

Kimberly Farley
Kimberly Farley (Mar 1, 2023 12:31 PST)

Kimberly Farley, Sound Transit

Patty K Rubstello

Patty Rubstello, Washington State Ferries

Hester Serebrin
Hester Serebrin (Mar 7, 2023 15:50 PST)

Hester Serebrin, Transportation Choices Coalition

ATTACHMENT B: RECOMMENDATION FOR REVISED FTA FUNDING DISTRIBUTION METHODOLOGY

The table below illustrates the impacts of the recommendation compared to the existing process, as applied to draft estimates of expected 2025-2026 funding.

	Existing Process		Recommendation	% change from Existing
Earned Share Distribution by Agency (86% of Total)	\$478.4	Percentage of Earned Share Total	\$478.4	0.0%
<i>Community Transit</i>	\$30.2	6.3%	\$30.2	0.0%
<i>Everett Transit</i>	\$2.3	0.5%	\$2.3	0.0%
<i>King County Metro</i>	\$218.4	45.7%	\$218.4	0.0%
<i>Pierce County Ferries</i>	\$2.7	0.6%	\$2.7	0.0%
<i>Pierce Transit</i>	\$16.5	3.5%	\$16.5	0.0%
<i>City of Seattle</i>	\$1.9	0.4%	\$1.9	0.0%
<i>Sound Transit</i>	\$154.0	32.2%	\$154.0	0.0%
<i>Washington State Ferries</i>	\$42.3	8.9%	\$42.3	0.0%
<i>External Agency: Kitsap Transit</i>	\$3.3	0.7%	\$3.3	0.0%
<i>External Agency: Skagit Transit</i>	\$1.0	0.2%	\$1.0	0.0%
<i>External Agency: Intercity Transit</i>	\$5.6	1.2%	\$5.6	0.0%
Regional Distribution (14% of Total)*	\$77.9		\$77.9	0.0%
Regional Competition	\$41.7		n/a	--
Preservation Set-Aside	\$34.2	Percentage of Regional Total*	Equity Formula Distribution**	
<i>Community Transit</i>	\$2.2	2.9%	\$11.7	15.0%
<i>Everett Transit</i>	\$0.2	0.3%	\$2.8	3.6%
<i>King County Metro</i>	\$15.9	21.0%	\$33.6	43.1%
<i>Pierce County Ferries</i>	\$0.2	0.3%	\$0.2	0.3%
<i>Pierce Transit</i>	\$1.2	1.6%	\$11.0	14.1%
<i>City of Seattle</i>	\$0.1	0.1%	\$2.5	3.2%
<i>Sound Transit</i>	\$11.2	14.8%	\$12.9	16.6%
<i>Washington State Ferries</i>	\$3.1	4.1%	\$3.2	4.1%

* The existing process also included a modest minimum floor adjustment taken from the regional portion of funds, to bring those agencies earning less than 1% of the earned share total up to 1%.

INFORMATION ITEM



Subject: Public Participation Plan

IN BRIEF

PSRC staff have been working with the Equity Advisory Committee to update the Public Participation Plan. A draft version is being reviewed by PSRC boards this month with the goal of releasing the plan for public comment from March 23 to May 8, 2023.

DISCUSSION

The Puget Sound Regional Council maintains a Public Participation Plan to establish consistent procedures to ensure people have reasonable opportunities to be involved in the regional planning process and provides examples of the types of tools and techniques the agency may use to communicate with the public. Public Participation Plans are a federal requirement for Metropolitan Planning Organizations. PSRC's Public Participation Plan was last updated in 2018.

The new draft Public Participation Plan has an enhanced focus on equity, updated goals, desired outcomes and guiding principles, as well as a suite of new techniques and tools for engagement. Past versions of the Public Participation Plan have been focused on the Regional Transportation Plan and the Regional Transportation Improvement Program, since the mandate for the plan is derived from PSRC's MPO planning requirements. The new plan features an expanded emphasis on public participation related to VISION 2050 and the Regional Economic Strategy.

The draft Public Participation Plan is [available for on our website](#).

For more information, contact Michele Leslie at mleslie@psrc.org or Noah Boggess at nboggess@psrc.org.

VISION 2050 AWARDS



Puget Sound Regional Council

Call for Nominations 2023

The Puget Sound Regional Council is seeking nominations for the VISION 2050 Awards Program through April 1, 2023.

The VISION 2050 Awards celebrate progress to enhance the region's communities and natural environment while advancing equity and opportunity for all. The awards recognize innovative work by jurisdictions, Tribes, nonprofit organizations, businesses, and other groups in the region to create a better future for central Puget Sound.

We welcome nominations in the following categories:

On the Ground

Projects that show VISION 2050 in action today, including housing, mixed-use development or redevelopment, expanding access to opportunity, open space preservation, and transportation investments.

Planning Ahead

Comprehensive or subarea plans, economic development plans, climate action plans, equity initiatives, design guidelines, outreach programs, and other similar efforts that are shaping a positive future for the region.

Working Together

Cross-jurisdictional or public/private partnerships focused on solutions or working together to tackle tough problems and advance VISION 2050. Examples include multijurisdictional work on housing affordability, environmental and climate initiatives, corridor transportation planning, or other similar efforts to face long-term regional challenges.

The region's vision for 2050

is to provide exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. More information about the goals and themes of VISION 2050 can be found at www.psrc.org

Eligibility

Nominations must be for projects, programs, plans and partnerships in the four-county region (King, Kitsap, Pierce and Snohomish counties) that are developed in the public or private sectors, or through public/private partnerships. Any individual, business, agency, Tribe, organization or jurisdiction may submit a nomination.

Submit a Nomination!

Nominations must be submitted online through the [VISION 2050 Awards Nomination Form](#)

Learn more at: www.psrc.org

Scan the code for
the nomination form



Schedule

- April 1, 2023 – Nominations due
- April-May 2023 – Awards Selection Committee composed of PSRC board members will select the award winners
- Summer/Fall 2023 – Awards presented on location around the region

