



Puget Sound Regional Council

Transportation Operators Committee Agenda

Date: Wednesday, October 25, 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 – September 27, 2023* (10:05)

3. Transportation Policy Board Debrief (10:10)

The 'At Work' reports for the Transportation Policy Board (TPB) meetings are available on the PSRC website at: <https://www.psrc.org/board/transportation-policy-board>. The latest Transportation Work Program progress reporting summary is available on the last pages of the October 12, 2023 TPB agenda packet: <https://www.psrc.org/media/8117>.

4. Action: King County Metro Redistribution Request* (10:20)

King County Metro is requesting a redistribution of funds between two existing projects. Please see the attachment for details of the specific redistribution request.

5. Action: 2025-2026 FTA Equity Formula and Earned Share Recommendations * (10:25)

The TOC will provide recommendation to the Transportation Policy Board on the 2025-2026 FTA Equity Formula and Earned Share funding distributions. The committee will be asked to review the submittals for consistency with the purpose and intent of the Equity Formula distribution. In particular, committee members will be asked to discuss the use of the funds for preservation and maintenance activities, and the circumstances under which those activities might align with the Equity Formula, and when they might not.

6. Discussion: Regional Safety Plan* (10:55)

PSRC is developing a Regional Safety Plan through funding awarded by the USDOT Safe Streets and Roads for All (SS4A) Grant Program. The TOC will be briefed on the draft scope of work and have an opportunity to provide feedback at the October 25 meeting.

7. Discussion: Regional Mobility On Demand (MOD) Work Program and Inventory* (11:25)

The Regional Transportation Plan calls for PSRC to collect data and analyze the performance of MOD in the region. At the October 25 TOC meeting, staff will share

an overview of the work program, the draft MOD Glossary, and a plan for the upcoming regional MOD inventory data collection.

8. 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.

9. Information: Nominations for TOC Chair and Vice-chair

PSRC will seek nominations for chairperson and vice-chairperson, given that the two-year terms for the current TOC leadership have expired. Please email nominations to Gil Cerise at gcerise@psrc.org by **Friday, November 3, 2023**. PSRC will conduct a vote-by-email prior to the next TOC meeting.

10. Information: 2023 TOC Planned Meeting Topics*

11. Next Meeting: November 29, 2023

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

12. Adjourn (12:00)

*Supporting materials attached

Zoom Participation Options:

To join audio/video conference:

<https://psrc-org.zoom.us/j/81700863118?pwd=Mmw0Q1JrU21XNkRSWGZXNmRNWIArQT09>

To join via cellphone (1-touch dial):

8778535257,,81700863118#,,,,*553746# US Toll-free

8884754499,,81700863118#,,,,*553746# US Toll-free

To join via phone:

877 853 5257 US Toll-free

888 475 4499 US Toll-free

Meeting ID: 817 0086 3118

Passcode: 553746

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: September 27, 2023

Location: Online Meeting Only: Zoom Remote Meeting

Welcome and Introductions

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

Approval of Meeting Summary

The summary for the August 23, 2023, meeting was approved.

Transportation Policy Board Debrief

Gil provided a brief overview of the September Transportation Policy Board (TPB) meeting and oriented the committee to the work program progress tracker found in the September TPB agenda packet.

Discussion: 2023 Transit Integration Report

Gil reminded the committee of the June 2023 TOC meeting discussion on streamlining the 2023 Transit Integration Report, and introduced Erin Hogan, Associate Planner at PSRC. Erin provided a status update on development of the draft 2023 Transit Integration Report and reminded the TOC that they will have a two-week review and comment period on the draft document in October. TOC members provided feedback.

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

Discussion: Connecting People to Transit Update

Jean Kim, Senior Planner, provided an update on the progress to-date of PSRC's transit access work program, including the second meeting of the ad hoc Transit Access Working Group. The working group decided on five locations for transit access case studies that test existing transit access tools and data. PSRC staff will work on these case studies over the coming months and provide a status update before the end of this year.

For more information, contact Jean Kim at Jkim@psrc.org or Gil Cerise at Gcerise@psrc.org

Discussion: October 25 TOC In-Person Meeting Logistics

Gil reminded the committee that October 25 was the most popular date for holding a TOC meeting with an in-person attendance option. He requested RSVPs from TOC members, alternates, and any subject matter experts who are planning to attend the meeting or the associated networking lunch that follows. PSRC staff will provide a tool for RSVPing electronically before the meeting.

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

Discussion: Future TOC In-Person Meeting / Transit Agency Roundtable

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

- Sophie Luthin, Community Transit
- Peter Heffernan, King County Metro
- AJ James, Everett Transit
- Jason Rogers, WSDOT
- Alex Krieg, Sound Transit
- Jason Rogers, WSF
- Cordy Crocket, WSDOT

Gil Cerise, PSRC, shared plans for holding a future meeting with an in-person attendance and networking lunch option. PSRC staff provided a survey for members to submit their preferred options for the in-person TOC meeting.

Adjourn

The meeting was adjourned at approximately 12:00 p.m.

***Members and Alternates Present**

See attached attendance roster.

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

AJ James, Everett Transit; Aletia A. Alvarez, King County Metro; Amanda Koerber, Everett Transit; Bill Dowling, OWDC; David Pater, Commerce; Erik Rundell, King County Metro; Isabel Diaz, City of Redmond; Katie Connors, City of University Place; Kurt Winner; Lisa Hands, City of University Place; Peter Philips; Rich Meredith, City of Mountlake Terrace; Scott Nutter, City of Auburn

PSRC

Gil Cerise, Erin Hogan, Sarah Gutschow, Nick Johnson, Alexa Leach, Jean Kim

**All attendees were present via remote participation*

TOC Attendance Roster

(Members and Alternates represented)

Date: September 27, 2023 10:00am - 11:30am

Online/Remote Meeting Only

Agency/Jurisdiction		Name
Transit Agencies		
Community Transit (1)	x	Sophie Luthin
		<i>Kathryn Rasmussen (Alt.)</i>
Everett Transit (1)		Melinda Adams
		<i>Michael Schmieder (Alt.)</i>
King County Metro (1)	x	Peter Heffernan, Chair
		<i>Erik Rundell (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)		VACANT
		<i>Tina Lee (Alt.)</i>
City of Seattle (1)		Jen Malley-Crawford
	x	<i>Benjamin Smith (Alt.)</i>
Sound Transit (1)	x	Alex Krieg
		<i>Lisa Wolterink (Alt.)</i>
State		
WSDOT - Washington State Ferries (1)	x	Jason Rogers
		<i>John Bernhard (Alt.)</i>
WSDOT (1)	x	Cordy Crockett
		<i>Jason Beloso (Alt.)</i>
		<i>Jill Nordstrom (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)		Peter Stackpole
		<i>Jessica Gould (Alt.)</i>
Special Needs Transportation Committee (SNTC) (1)		Susan Carter, Chair (Hopelink)
		VACANT

King County Metro Redistribution Request

Request: King County Metro (KCM) requests to redistribute \$6,957,439 in Seattle-Tacoma Everett Urbanized Area (STE UZA) FFY2024 5337 HIFG funds between the projects identified below.

Explanation: KCM requests to redistribute funds from its "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024" project to its new "Atlantic Base (AB) Substation Replacement" project. The redistribution is needed to fund a critical state of good repair project that will help keep the agency's zero emission fleet of trolley buses operational. This redistribution will ensure timely obligation of the agency's formula funding and help maintain the agency's operations in a state of good repair.

KCM intends to submit future requests to redistribute all remaining FTA funds from the "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024" project to other projects. After the federal funds are redistributed, KCM will accomplish the current scope for this project using other funding sources. The "Atlantic Base (AB) Substation Replacement" project will use the additional funds to replace two traction power substations on KCM's Atlantic Bus Base that are critical to the operation of Metro's electric trolley fleet.

FFY 2024 STE UZA 5337 HIFG Funds

Appropriation Year	TIP ID	Project Title	Source	Current	Proposed Change	Final
2024	MET-244	Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024	5337 HIFG	\$18,152,767	-\$6,957,439	\$11,195,328
2024	TIP-New	Atlantic Base (AB) Substation Replacement	5337 HIFG	\$0	\$6,957,439	\$6,957,439



Puget Sound Regional Council

ACTION ITEM

October 18, 2023

TO: Transportation Operators Committee

FROM: Sarah Gutschow, Senior Planner

SUBJECT: 2025-2026 FTA Equity Formula and Earned Share Recommendations

The Transportation Operators Committee will be asked to review and develop a recommendation on projects to receive 2025-2026 Federal Transit Administration (FTA) equity formula allocation and earned share funds. The recommendation will include discussion of how projects submitted for equity formula allocation funds meet the intent of the new distribution methodology. The 2025-2026 submitted project lists are contained in Attachments A and B.

DISCUSSION

Background

There are three urbanized areas (UZAs) in the PSRC region: the Seattle-Tacoma-Everett UZA, the Bremerton UZA, and the Marysville UZA. Kitsap Transit is the only public transit agency in the Bremerton UZA, and Community Transit is the only public transit agency in the Marysville UZA, so these agencies recommend projects for all FTA funds earned within their respective UZAs.

Approximately 86% of the FTA funds earned within the Seattle-Tacoma-Everett (STE) UZA are based on the service and operating characteristics of the nine transit agencies in the UZA. Per adopted regional policy, this portion of the funds is distributed to each public transit agency based on their earnings, called the “earned share” distribution. The remaining funds, approximately 14%, come to the region based on regional attributes such as population density, called the “regional” distribution. Historically, the “regional” funds have been distributed between a regional competition and a preservation set-aside within the STE UZA. In addition, a small proportion of the regional funds have been used to provide a minimum floor adjustment to agencies whose earnings are less than 1% of the total earned share funding in the UZA.

In March 2023, the Executive Board adopted updated FTA funding distribution policies that retain the earned share distribution but modify the distribution methodology of the regional portion of PSRC’s FTA funds. Accordingly, the 2025-2026 FTA earned share funds were distributed per the adopted earned share methodology. Attachment B shows

the project list for the distribution of an estimated \$507 million in 2025-2026 FTA earned share funds within each UZA by agency and funding source. As a reminder, the STE UZA includes three agencies that are external to the UZA but provide service to the area: Kitsap Transit, Intercity Transit in Thurston County and Skagit Transit in Skagit County. Per adopted regional policy, these external agencies are able to access the FTA funds earned from the service they provide to the region.

Equity Formula Distribution

Per the updated distribution methodology, the regional funds were distributed entirely via the new equity formula. The equity formula uses a focused and intentional methodology that looks at all transit services being provided to the region's equity focus populations and distributes funds accordingly. The six equity focus populations include people of color, people with low incomes, seniors, youth, people with disabilities, and people with limited English proficiency.

A Call for Projects was released in July 2023 for the distribution of an estimated \$79 million of PSRC's 2025-2026 FTA equity formula funds. This equity formula distribution also includes about \$7 million in 2023-2024 FTA funding from increased regional funding in the 2023 FTA Annual Adjustments process.

At the point of project submittal, each agency provided a description of how each project addresses the Equity criterion established in the *2022 Policy Framework for PSRC's Federal Funds*. This included how the project supports and improves equity, including the relationship to identified equity focus area populations within the project area, and how the project improves mobility and access to opportunities for the identified populations. The twelve projects submitted for the equity formula funds are shown in Attachment A. The submitted equity project applications are posted [here](#).

PSRC staff reviewed all project submittals to affirm each project meets state, federal and regional eligibility requirements. For the equity formula project submittals, staff have also been working with each sponsor to confirm their projects meet the intent of the new distribution methodology. PSRC is planning to send the lists of projects to the Regional FTA Caucus for their review prior to the TOC meeting.

At the October 25th meeting, the TOC will be asked to provide a recommendation to the Transportation Policy Board on the 2023-2026 FTA Equity Formula and 2025-2026 Earned Share funding distributions. Per board direction, as part of this recommendation the committee is asked to review the submittals for consistency with the purpose and intent of the equity formula distribution. As a reminder, these funds were not meant to be programmed as additional earned share funding, but instead the formula was developed with a very specific focus on improving transit service for equity focus populations throughout the region. In particular, committee members will be asked to discuss the use of the funds for preservation and maintenance activities, and the circumstances under which those activities might align with the Equity Formula.

In addition, there are about \$14 million in returned regional FTA funds that will be distributed via the equity formula. PSRC staff is working with transit agencies right now to determine if the funds will be distributed as part of this process for 2025-2026 funds or at a later date. More information on this will be provided at the meeting.

NEXT STEPS

The TOC recommendation for PSRC's FFY 2025-2026 FTA funds will be released for public comment by the Transportation Policy Board on November 9, 2023. The TOC recommendation and any public comments received will then be presented to the TPB for its recommendation to the Executive Board on December 14, 2023. The Executive Board is scheduled to take final action on January 25, 2024. The final Transportation Improvement Program (TIP) amendment will then be sent to the state, with State TIP approval expected in February 2024.

For more information please contact Sarah Gutschow at (206) 587-4822 or sgutschow@psrc.org.

Attachment A: Project Submittals for PSRC's FFY 2023-2026 FTA Equity Formula Allocation Funding

Attachment B: Project Submittals for PSRC's FFY 2025-2026 FTA Earned Share Funding Distributions

Project Submittals for PSRC's 2023-2026 FTA Equity Formula Funding

Sponsor	Project Title	Amount Requested	Year	Description
Community Transit	Zero Emissions Transit Revenue Vehicles 2023-2026	\$567,103	2023	The eight vehicles that will be purchased with 5307 Equity Funds will be used for new expansion service for the Swift Gold Line. This new BRT Line will serve a corridor from Everett Station along Broadway through Marysville along State Street and into the Smokey Point Transit Center in Arlington. The Swift Gold Line will provide access to high-capacity transit to current residents along the corridor, many of whom are low income and BIPOC populations. The Swift Gold Line will provide these populations with fast, frequent and reliable transit at a greater span of service to better accommodate the needs of workers during off peak work and shift hours.
		\$481,067	2024	
		\$5,862,006	2025	
		\$6,004,625	2026	
	Subtotal	\$12,914,801		
Everett Transit	2021-2023 Everett Station Preventive Maintenance and Rehabilitation	\$136,105	2023	This preventive maintenance project at Everett Station will include work on approximately two elevator cabs, including but not limited to, cab controls and door refurbish/replacements, to be completed in FFY 2021-23. This project will ensure that patrons of the Everett Station can continue to access Everett Transit's administrative offices and WorkSource office, which helps connect clients with job opportunities and resources. This access via elevator is necessary for patrons who may not be able to use the stairs. This project will ensure access for people with disabilities and others with limited mobility such as adults over age 65.
	Subtotal	\$136,105		
Everett Transit	FY25 Paratransit Electric Vehicles	\$511,795	2025	This project will replace approximately two gasoline paratransit vehicles past their useful life with electric vehicles and charging systems to support them. The vehicles will be fully American with Disabilities Act (ADA) accessible for use in paratransit service.
	Subtotal	\$511,795		
Everett Transit	FY24-26 Vehicle Preventive Maintenance	\$115,456	2024	This project contains Section 5307 equity funding for preventive maintenance work on the agency's fleet of fixed route and paratransit vehicles. The fixed-route vehicles will be used on routes that serve census tracts with a higher than regional average of adults with disabilities, people with low-incomes, and adults over age 65. Typical work includes performance of inspections and routine maintenance, such as changing belts, hoses, distributor parts, electrical components, oil changes and tune-ups. This work also includes service on electric vehicles as it is expected that approximately 78% of Everett Transit's fixed-route fleet will be electric by 2025.
		\$895,086	2025	
		\$1,441,110	2026	
	Subtotal	\$2,451,652		
King County Metro	Rapid Ride I Line	\$1,629,476	2023	This project includes construction of station and stop improvements for the new bus rapid transit (BRT)/ RapidRide corridor along Metro Routes 169 and 180 between Auburn and Renton. The improvements may include such items as shelter pads and footings, tech pylons, real time information systems (RTIS), lighting, benches, trash receptacles, bicycle storage, shelter canopies, route signs and maps. Implementation of the RapidRide I Line will provide fast, affordable, frequent and reliable transportation service to communities along the route, including census tracts with people of color and low-income areas. This service will provide greater opportunity for riders to access jobs, childcare, medical care, retail shopping, and educational and training opportunities.
		\$1,382,264	2024	
	Subtotal	\$3,011,740		

Sponsor	Project Title	Amount Requested	Year	Description
King County Metro	Rapid Ride R Line	\$16,843,496	2025	King County Metro will design a new RapidRide corridor along Rainier Ave S. The project will include business access and transit (BAT) lanes or exclusive transit-only lanes, signal modifications, channelization changes, transit signal priority (TSP), supporting bicycle and pedestrian infrastructure, enhanced stations and stops, real-time arrival information, lighting, and wayfinding. This scope includes design of the entire corridor and construction of the corridor from 4th Ave & Jackson to Rainier Avenue & Bayview. Most of the area that will be served by the RapidRide R Line is above the regional average of people of color, people with low incomes, persons with disabilities, and people with limited English Proficiency. Implementation of the service will provide transit riders in the corridor with a faster, more reliable, safer, more accessible and pleasanter transit experience. The improved service will also create a greater incentive for additional Transit Oriented Development in the area.
		\$17,253,288	2026	
		Subtotal	\$34,096,784	
Pierce Transit	Shuttle Revenue Vehicles 23-24	\$544,419	2023	This project contains funds for Pierce Transit's Shuttle replacement projects scheduled for 2023. The 2023 and 2024 5307 equity funds will provide for the purchase of approximately 4 vehicles to support complementary ADA paratransit service.
		\$461,824	2024	
		Subtotal	\$1,006,243	
Pierce Transit	Shuttle Revenue Vehicle Replacement 2025-2026	\$5,627,525	2025	This project contains funds for Pierce Transit's ADA Service for persons with disabilities scheduled for 2025 through 2026. The 2025 and 2026 amounts requested will be used to purchase approximately 45 shuttles.
		\$5,764,439	2026	
		Subtotal	\$11,391,964	
Seattle	Aurora Avenue N Safety and Transit Access Improvements	\$120,982	2023	The Aurora Avenue N Safety and Transit Access Improvements project will further evaluate and develop conceptual design and transit alternatives as part of the Planning phase to enhance access to transit for equity populations along this vital transit corridor serving the state's highest ridership bus route. FTA 5307 funds are requested to advance the conceptual designs, which could include drafting of concepts, environmental scoping, community engagement, traffic analysis, additional data collection, and other pre-design activities. All planned improvements are within .5 miles of the transit services along the corridor (including but not limited to RapidRide E Line, Metro Routes 5, 40, 44, 62 and more). Safety and transit access improvements are intended to address sidewalk connectivity (new sidewalks, sidewalk repair) controlled crossings to access bus stops (new signalized pedestrian crossings, signal upgrades) and other access management and transit improvements (rechannelization of roadway, modifications to dedicated transit lanes, queue jumps, signal modernization to support transit signal priority).
		\$102,628	2024	
		\$817,937	2025	
		\$871,302	2026	
		Subtotal	\$1,912,849	
Seattle	Maintenance for the First Hill Streetcar Line (2025-2026)	\$432,624	2025	This project includes 5307 funds for vehicle and facility preventive maintenance, corrective maintenance, expected vehicle overhauls and other defects as may occur in the 2025-2026 timeframe for the First Hill Streetcar line. Typical work includes, but is not limited to, routine inspections and maintenance of track, landscaping, overhead contact system, power substations, platform and maintenance facilities, and streetcars. Funded maintenance work would support the multiple population groups meeting several equity criteria at rates higher than the regional average, including people of color, people with low incomes, people aged 65+, people with disabilities, and people with low English proficiency. The First Hill Streetcar line has been, and remains, an essential SDOT priority to ensure equitable mobility and access to a range of medical services, educational institutions, community gathering spaces, local businesses, and cultural resources. The line directly supports community demand for a rail service over bus or shuttle and facilitates faster and easier connections to the regional light rail system, as well as other transit hubs and connections.
		\$409,685	2026	
		Subtotal	\$842,309	

Sponsor	Project Title	Amount Requested	Year	Description
Sound Transit	Battery Electric Buses for I-405 Bus Rapid Transit Service	\$627,594	2023	FTA 5307 equity funds will be used to purchase eight battery electric high-capacity transit buses (BEBs) to support Stride, Sound Transit's new BRT service along I-405. The S1 Stride Line will connect communities along I-405 and SR 518 from Bellevue to Burien. The S2 Stride Line will connect communities along I-405 from Lynnwood to Bellevue. For both lines, buses will run every 10 minutes and connect to Link light rail stations, as well as other transit services. Stride service will provide a benefit to the communities of color and areas with concentrations of poverty along these corridors by providing fast and reliable transit service even outside of commute times. Buses will have floor-level boarding, easier fare payment, wheelchair accessibility and other features that meet the needs of seniors, youth, and people with disabilities. Stride will operate on residential and commercially dense corridors that will greatly benefit from the reduced emissions from a BEB fleet.
		\$532,380	2024	
		\$6,487,286	2025	
		\$6,645,118	2026	
	Subtotal	\$14,292,378		
Washington State Ferries	Systemwide ADA Preservation and Improvements	\$155,008	2023	This is an ADA preservation and improvement project that will include conventional preservation of existing ADA physical assets at terminals, as well as system-wide deployment of new physical infrastructure and advanced technologies such as ADA-compliant electronic signage and other equipment to support Accessible Wayfinding that are compliant with the Americans with Disabilities Act (ADA). The project will be 100% federally funded over five biennia with toll credits used to meet matching requirements. The FTA 5307 2023-2026 5307 funds will be used for the system assessment of ADA needs and opportunities in the 23-25 biennium, with all funds used in support of ferry terminals and services in the Seattle-Tacoma-Everett UZA.
		\$131,492	2024	
		\$1,602,282	2025	
		\$1,641,264	2026	
	Subtotal	\$3,530,046		
	Equity Total	\$86,098,666		

Project Submittals for PSRC's FFY 2025–2026 FTA Earned Share Funding Distributions

Seattle–Tacoma–Everett Urbanized Area (UZA)

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Community Transit	Zero Emissions Transit Revenue Vehicles 2025-2026	\$10,115,580	2025	5307	Approximately 40 Zero Emissions Transit Revenue Vehicles and associated charging equipment/infrastructure for Replacement of buses that have exceeded their useful life or for Expansion of service. Project includes about 10 vehicles with 5307 earned share funds; 2 vehicles with 5339 funds and 6 with 5337 funds that will operate on HOV lanes; 14 vehicles with Local Funds.
		\$10,361,686	2026		
		\$4,118,332	2025	5337 HIMB	
		\$4,218,528	2026		
		\$986,823	2025	5339	
	Subtotal	\$30,811,780			
Everett Transit	FY25 Shelters (Passenger Amenities)	\$103,543	2025	5339	This project will involve the rehabilitation of existing bus shelters and/or installation of new shelters. Work may include but is not limited to rust removal, painting, resealing/repairing water drains and spouts, and replacing glass panels with wire mesh panels. This project will use 2025 5339 funding.
	Subtotal	\$103,543			
Everett Transit	FY26 Shelters (Passenger Amenities)	\$106,062	2026	5339	This project will involve the rehabilitation of existing bus shelters and/or installation of new shelters. Work may include but is not limited to rust removal, painting, resealing/repairing water drains and spouts, and replacing glass panels with wire mesh panels. This project will use 2026 5339 funding.
	Subtotal	\$106,062			
Everett Transit	FY25-26 Operations Base Generator	\$311,408	2025	5307	This project will fund the replacement of a large generator that will be used to power the Operations Base building in the event of a power outage. The previous generator was purchased in 1992 and is at the end of its life. This project will use 2025 and 2026 5307 earned share funding. This generator is critical to the new electric infrastructure being placed at the operations center.
		\$207,232	2026		
	Subtotal	\$518,640			
Everett Transit	FY26 Transit Driver Training Equipment	\$80,000	2026	5307	This project will purchase equipment for use in transit driver training. This may include driving simulator equipment such as displays, training software, and peripherals required to simulate a real driving experience. The driving simulator will also include training for responding to safety and security threats.
		\$80,000			
Everett Transit	FY25-26 Transit Maintenance Facility Design	\$750,000	2025	5307	This project will include engineering and design for a new transit maintenance facility. This facility will primarily service electric vehicles as Everett Transit works toward having an all-electric fixed-route fleet by 2028. The paratransit fleet and service vehicle fleet are planned for conversion to electric vehicles as well. The existing maintenance shop is nearing the end of its life and is not designed to service a large fleet of electric vehicles. This project will use 2025 and 2026 5307 funding which is expected to take the project to 30% design.
		\$800,000	2026		
	Subtotal	\$1,550,000			
Intercity Transit	Replacement Coaches 2024- 2026	\$2,573,538	2025	5307	This is a new bucket project which will contribute to the replacement of approximately 7 fixed route coaches at the end of their useful life. The funds reflected in this project will go towards the proportion of coach replacement costs associated with fixed route express coach revenue miles serving the Seattle-Tacoma-Everett UZA.
		\$2,636,150	2026		
		\$251,072	2025	5339	
		\$257,181	2026		
	Subtotal	\$5,717,941			
King County Metro	500 KW Traction Power Substations State of Good Repair	\$18,487,255	2025	5337 HIFG	Replacement of the Alternating Current (AC) Medium Voltage (MV) Switches, Traction Power Transformer, and Metering Cabinets at up to 26 - 500kW Traction Power Substation(s). Scope may include soundproofing fencing replacements, demolition of the existing systems, and critical equipment or infrastructure.
		\$5,593,700	2026		
	Subtotal	\$24,080,955			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
King County Metro	Atlantic Base Substation Replacement	\$7,444,599	2025	5337 HIFG	Replacement of two Atlantic Base Traction Power Substations. Scope includes engineering and construction of both substations that power coaches at Atlantic Base to meet Metro's trolley fleet needs. Project is funded with federal funds using state toll credits as local match.
	Subtotal	\$7,444,599			
King County Metro	Marine Vessel Maintenance 2025-26	\$1,000,000	2025	5337 HIFG	This is a TIP bucket project that contains the Ferry District's tasks over time to provide for facility and vessel maintenance costs, labor, annual inspection/dry dock, routine maintenance repair/parts, contract replacement vessels, and contract repair service. The federal funding represents 80 percent of the total budget for this activity during the time period. The project includes PSRC FTA funds scheduled to be expended over the span of FFYs 2025-2026.
		\$1,000,000	2026		
	Subtotal	\$2,000,000			
King County Metro	Bus Acquisitions 2025-26	\$28,792,294	2025	5307	Purchase of replacement buses for King County Metro's existing fleet of 40-ft. and 60-ft hybrid coaches. Buses will be alternative fuel coaches, primarily battery electric buses. Approximate 310 buses will be purchased.
		\$11,849,866	2025	5337 HIMB	
		\$12,138,166	2026		
		\$4,192,490	2025	5339	
		\$4,294,491	2026	5339	
	Subtotal	\$61,267,307			
King County Metro	Marine Vessel Engine Overhaul	\$1,842,602	2026	5337 HIFG	The project will overhaul the tier 3 marine engines on King County Metro's two Sally Fox class vessels. These engines will have reached their useful service half life. The project will maintain these County assets in a state of good repair.
	Subtotal	\$1,842,602			
King County Metro	TPSS Switch Gear Replacements	\$2,952,086	2025	5337 HIFG	Replacement of switchgear at substation locations including Collins and Central. Project is funded with federal funds using state toll credits as local match.
	Subtotal	\$2,952,086			
King County Metro	Trolley Bus Acquisition 2025-2026	\$24,260,163	2026	5307	This project funds the replacement of King County Metro's existing fleet of trolley buses. Approximately 30 trolley buses will be purchased.
	Subtotal	\$24,260,163			
King County Metro	Trolley System Transit Asset Management 2025-2026	\$5,000,000	2025	5337 HIFG	This project provides for Metro's trolley system asset management program in order to achieve and maintain the transit network in a state of good repair (SGR). Depending on the number and complexity of activities and projects utilizing this funding, the federal amount could represent a range from 20 to 50 percent of the overall budget for this activity. The project includes PSRC FTA funds scheduled to be expended over the span of FFY's 2025-2026.
			\$5,000,000		
	Subtotal	\$10,000,000			
King County Metro	Vehicle, Equipment, and Facilities Maintenance 2025-26	\$26,208,268	2025	5307	This is a TIP bucket project that contains King County Metro Transit's FTA funded preventative maintenance of transit-related vehicles, equipment and facilities. The project contains the annual program of maintenance work on Metro's fleet of approximately 1,400 buses, vanpool fleet, and seven operating bases and other facilities that are necessary for the maintenance and operations of Metro service. The primary use of the funds is for staff costs for Preventive Maintenance activities on buses. Depending on the amount of federal funds programmed, the federal amount could represent from 20 to 50 percent of the annual budget for this activity. The project includes PSRC FTA funds already expended or scheduled to be expended over the span of FFYs 2025-2026.
			\$32,078,530		
	Subtotal	\$58,286,798			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
King County Metro	TBD	\$3,619,159	2025	5337 HIFG	Project(s) to be announced in next budget cycle.
		\$26,003,554	2026		
	Subtotal	\$29,622,713			
Kitsap Transit	Passenger Only Ferry System Preventive & Capital Maintenance (25-26)	\$1,586,099	2025	5307	This is a 2025 26 TIP bucket project for preventive and capital maintenance of Kitsap Transit's passenger only ferry system (POF). Funds for capital maintenance activities will support a state of good repair for ferry terminals, POF vessels and related maintenance costs. Acquisition of ferry terminal materials and equipment includes safety, electrical, mechanical and other miscellaneous parts and equipment. Acquisition of vessel spare parts includes impellers, driveshafts, engines, gearbox, jets and other driveline and miscellaneous parts. Toll credits will be used as a local match for this project. One hundred percent of the STE UZA funding will support ferry service to the STE UZA. The bucket project completion will be based on approximately 3% of the overall annual budget represented by the federal funds.
		\$1,624,688	2026		
		\$36,684	2025	5337 HIFG	
		\$37,576	2026		
	Subtotal	\$3,285,047			
Kitsap Transit	Bus and OTR Coach Purchases (25-26)	\$37,795	2025	5339	This is a TIP bucket project for transit revenue vehicle purchases. The 2025-2026 PSRC FTA 5307 and 5339 funds will assist in acquiring approximately 14 vehicles. The 5339 funds will be used on bus procurement including on board vehicle technologies hardware.
		\$38,714	2026		
	Subtotal	\$76,509			
Pierce Transit	2025-2026 ADA Operating Services	\$1,616,921	2025	5307	This project contains 5307 Earned Shared funds for Pierce Transit's complementary ADA Service for persons with disabilities as provided for in the Americans with Disabilities Act scheduled for 2025 and 2026. The amount requested will be applied to Pierce Transit's contracted provider agreement. For the two-year period the project funding will provide approximately 34,314 (16,951 service miles in 2025 and 17,363 service miles in 2026) hours of service.
		\$1,656,259	2026		
	Subtotal	\$3,273,180			
Pierce Transit	2025-2026 Clean Fuel Bus Replacement	\$5,312,291	2025	5307	This project contains funds for Pierce Transit's bus replacement projects scheduled for 2025 and 2026. This includes the purchase of approximately 12 buses with 5307 earned share funds; 2 buses with 5339 funds and 1 bus with 5337 HIMB funds that will operate on HOV lanes.
		\$5,440,927	2026		
		\$213,080	2025	5337 HIMB	
		\$218,264	2026		
		\$730,789	2025	5339	
		\$748,569	2026		
	Subtotal	\$12,663,920			
Pierce Transit	2025-2026 Preventative Maintenance	\$2,178,899	2025	5307	This is a TIP bucket project that contains Pierce Transit's FTA-funded ongoing preventive maintenance activities for its vehicle fleet and facilities. Preventive maintenance covers a range of work to cost-effectively preserve and extend an asset. Typical work includes: performance of inspections and maintenance for facilities and associated equipment, appliances and furnishings; performance of vehicle inspections and routine maintenance, including associated maintenance labor, parts and supplies. The project consists of FTA funds already expended or scheduled to be expended over the span of FFYs 2025-2026. The federal funds represent 4% of the overall maintenance and operations budget for this work.
		\$2,232,519	2026		
	Subtotal	\$4,411,418			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
City of Seattle	Monorail System Maintenance 2025-2026	\$256,547	2025	5307	This is a TIP bucket project which contains the Seattle Center Monorail's FTA funded major maintenance grants to support the system which began service in 1962. The Monorail system includes two trains, two stations, and the elevated guideway and supports. The work is part of the ongoing Transit Asset Management Plan (TAMP) for the Seattle Center Monorail. The 2025-2026 Monorail funds will be used primarily to fund refurbishment and major maintenance projects related to the Train Propulsion, Bogies, and Suspension. Federal funds represent 80% of the total budget.
		\$262,788	2026		
		\$686,286	2025	5337 HIFG	
		\$702,982	2026		
	Subtotal	\$1,908,603			
Skagit Transit	TBD	\$453,582	2025	5307	Project(s) to be announced as part of PSRC's future FFY2025-2026 annual adjustments processes.
		\$464,617	2026		
		\$44,251	2025	5339	
		\$45,328	2026		
	Subtotal	\$1,007,777			
Sound Transit	Operations and Maintenance Facility South	\$16,705,990	2025	5307	This project will construct and operate a light rail operations and maintenance facility in its South Corridor (OMF South). The facility would meet agency needs for an expanded fleet of light rail vehicles (LRVs). OMF South would be used to store, maintain, and deploy a minimum of 144 LRVs for daily service. OMF South would include three primary buildings: the Operations and Maintenance Facility (OMF) building, Maintenance of Way (MOW) building, and the Link System-Wide Storage building. FY2025 and 2026 funds will be used for final design needed for the project.
		\$17,112,438	2026		
	Subtotal	\$33,818,428			
Sound Transit	Regional Express Bus Program (2025-2026)	\$11,571,108	2025	5337 HIMB	This bucket project will include the purchase of replacement buses and the performance of preventive maintenance services - including possible midlife overhauls - for ST's express bus program serving Snohomish, King, and Pierce Counties. The funds will be used to maintain a fleet of approximately 315 buses in a state of good repair and upkeep of bus related facilities to preserve and extend functionality and serviceability of these assets. The 2025-2026 FTA 5337 HIMB funds will pay for preventive maintenance work for buses that will operate on HOV lanes. The 2025-2026 FTA 5339 funds will procure replacement buses to replace buses that have reached the end of their useful life. The 2025-2026 funds represent approximately 5% of the of the overall combined annual budget within the TIP timeframe.
		\$11,852,626	2026		
		\$1,536,440	2025	5339	
		\$1,573,821	2026		
	Subtotal	\$26,533,995			
Sound Transit	Sounder and Link State of Good Repair (2025-2026)	\$30,541,852	2025	5337 HIFG	This is a TIP bucket project providing state of good repair/preventative maintenance for Sounder commuter rail and Link light rail rolling stock and related rail facilities to extend the life and ensure continued performance of these assets. Sounder includes a current active fleet of 81 locomotives and cab/coach cars and Link light rail active fleet currently includes 65 vehicles. The project includes FTA 5337 HIFG funds (approximately 12% of the overall combined annual budget within the TIP timeframe) to be expended over the span of FFY's 2025-2026 and will provide for labor and fringe costs incurred for engineering maintenance of vehicles, transit way, related structures and supporting maintenance facilities, as well as administrative support of these activities.
		\$31,284,917	2026		
	Subtotal	\$61,826,769			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Sound Transit	Tacoma Dome Link Extension	\$16,705,991	2025	5307	This project extends light rail 9.7 miles from the Federal Way Transit Center to Tacoma, primarily along the I-5 corridor, and includes four new stations in south Federal Way, Fife, and two in Tacoma (one near E Portland Avenue and one near the Tacoma Dome Station). FY 2025-2026 funds will be used to complete the Final Design phase of the project.
		\$17,112,437	2026		
	Subtotal	\$33,818,428			
Washington State Ferries	Systemwide ADA Preservation and Improvements	\$897,718	2025	5307	This is an ADA preservation and improvement project that will include conventional preservation of existing ADA physical assets at terminals, as well as system-wide deployment of new physical infrastructure and advanced technologies such as ADA-compliant electronic signage and other equipment to support Accessible Wayfinding that are compliant with the Americans with Disabilities Act (ADA). The project will be 100% federally funded over five biennia with toll credits used to meet matching requirements. The FTA 5307 2023-2026 5307 funds will be used for the system assessment of ADA needs and opportunities in the 23-25 biennium, with all funds used in support of ferry terminals and services in the Seattle-Tacoma-Everett UZA.
		\$858,736	2026		
	Subtotal	\$1,756,454			
Washington State Ferries	Vessel Preservation and Improvement (2025-2026)	\$5,040,341	2025	5307	This is a TIP bucket project that contains Washington State Ferries' FTA, FBP and State funding for preventative maintenance, preservation and/or improvement of ferry vessels to ensure the vessels remain in safe, efficient and effective operating condition. The project contains all biennial funding (both state and federal) for work on up to 21 vessels in the WSF active fleet over the span of the 25-27 biennium. The primary uses of the funds may include renovation, replacement and/or upgrade of vessel systems; including, steel structures, structural preservation systems, interior spaces, piping systems, propulsion systems, major mechanical /electrical, communication / navigation / lifesaving, and security equipment on vessels. Funding may also be used to address emergency repairs, regulatory compliance, maintenance and preservation, and enhancements as required. The federal amount represents approximately 27% percent of the biennial budget for this activity.
		\$5,223,793	2026		
		\$15,154,108	2025	5337 HIFG	
		\$15,522,799	2026		
	Subtotal	\$40,941,041			
STE UZA Earned Share Total		\$485,966,758			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
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Bremerton UZA

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Kitsap Transit	Bus and OTR Coach Purchases (25-26)	\$6,119,769	2025	5307	This is a TIP bucket project for transit revenue vehicle purchases. The 2025-2026 PSRC FTA 5307 and 5339 funds will assist in acquiring approximately 14 vehicles. The 5339 funds will be used on bus procurement including on board vehicle technologies hardware.
		\$6,277,475	2026		
		\$426,146	2025	5339	
		\$436,700	2026		
	Subtotal	\$13,260,090			
Kitsap Transit	Passenger Only Ferry System Preventive & Capital Maintenance (25-26)	\$455,598	2025	5337 HIFG	This is a 2025 26 TIP bucket project for preventive and capital maintenance of Kitsap Transit's passenger only ferry system (POF). Funds for capital maintenance activities will support a state of good repair for ferry terminals, POF vessels and related maintenance costs. Acquisition of ferry terminal materials and equipment includes safety, electrical, mechanical and other miscellaneous parts and equipment. Acquisition of vessel spare parts includes impellers, driveshafts, engines, gearbox, jets and other driveline and miscellaneous parts. Toll credits will be used as a local match for this project. One hundred percent of the STE UZA funding will support ferry service to the STE UZA. The bucket project completion will be based on approximately 3% of the overall annual budget represented by the federal
		\$465,411	2026		
			Subtotal	\$921,009	
Bremerton ES UZA Total		\$14,181,099			

Marysville UZA

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Community Transit	Zero Emissions Transit Revenue Vehicles 2025-2026	\$339,942	2025	5339	Approximately 40 Zero Emissions Transit Revenue Vehicles and associated charging equipment/infrastructure for Replacement of buses that have exceeded their useful life or for Expansion of service. About 10 vehicles with 5307 earned share funds; 2 vehicles with 5339 funds and 6 with 5337 funds that will operate on HOV lanes; 14 vehicles with Local Funds.
		\$348,362	2026		
			Subtotal	\$688,304	
Community Transit	Preventive Maintenance 2025-2026	\$1,300,000	2025	5307	This is a TIP bucket project with contains Community Transit's 2025 and 2026 FTA funds for Preventive Maintenance operating grants. Preventive Maintenance covers a range of possible work types to preserve and maintain vehicle and non vehicle assets including servicing, repairs, inspection and administration. The cumulative number of hours of preventive maintenance provided by this project is estimated to be 20,313 hours.
		\$1,300,000	2026		
			Subtotal	\$2,600,000	
Community Transit	Marysville UZA Transit Operations 2025-26	\$1,679,505	2025	5307	This is a TIP bucket project which contains Community Transit's 2025 and 2026 FTA funds for transit bus service benefiting the Marysville UZA. The amount of federal funding available will provide approximately 32,723 hours of Fixed Route bus service.
		\$1,756,360	2026		
			Subtotal	\$3,435,865	
Marysville ES UZA Total		\$6,724,169			

Grand Total, All UZAs **\$506,872,025**



Puget Sound Regional Council

DISCUSSION ITEM

October 18, 2023

TO: Transportation Operators Committee

FROM: Gary Simonson, Senior Planner

SUBJECT: Regional Safety Plan Draft Scope of Work

PSRC staff will brief the TOC on a draft scope of work for a Regional Safety Plan, which is being funded by the USDOT Safe Streets and Roads for All (SS4A) Grant Program. PSRC staff will seek feedback on the draft scope of work at the October 25 meeting.

DISCUSSION

The 2022 Regional Transportation Plan directs PSRC to develop a Regional Safety Plan including actions, targets, and performance indicators. It also directs PSRC to seek resources for regional and local planning and projects and to use the Regional Safety Plan to help inform future regional and local planning.

The Bipartisan Infrastructure Law (BIL) adopted in 2021 established the new SS4A discretionary program with \$5 billion in appropriated funds over five years. In 2022, PSRC, in coordination with the Cities of Burien, Everett, Kent, Redmond, Tukwila, and Pierce County, applied for the program and in February 2023 was awarded \$4.9 million for safety planning. PSRC is using its portion of grant funding to develop a Regional Safety Plan.

To better understand expectations and goals for the Regional Safety Plan, for the first time, PSRC held a Regional Safety Summit on June 29, 2023. Approximately 140 participants gathered at the Seattle Convention Center to discuss transportation safety issues, challenges, and opportunities facing the region. The purpose of the summit was to bring together stakeholders – including elected officials, transportation experts, engaged citizens, agency staff, and others – to foster a shared understanding of the state of road safety in the region and to advance the conversation on how we can best move the region forward to achieving zero fatalities and serious injuries on our roadways.

Responding to the feedback heard at the summit, as well as the components required by USDOT under the provisions of the SS4A planning grant, PSRC has developed a draft scope of work for a Regional Safety Plan. The plan is intended to follow a Safe

System Approach for equitable and impactful progress on achieving the safety goals across our diverse four-county region.

For more information, contact Gary Simonson at gsimonson@psrc.org.

Attachments:

A – Regional Safety Plan Draft Scope of Work Outline

ATTACHMENT A

PSRC Regional Safety Plan Draft Scope of Work Outline

Executive Summary

Chapter 1. Overview

- Introduction: What is the Regional Safety Plan?
- Safe System Approach: Key Focus, Difference from Traditional Approach
- Identify Need for the Plan. Why is the plan important?
 - High-level trends: Crashes and Serious Injuries
 - Disproportionate Impacts
 - Estimates of Cost of Crashes to Society
 - Major Issues and Challenges
- Visions and Goals: State and Regional Commitment to Zero Deaths & Fatalities, Adopted Regional Goals
- Regional Safety Action Plan Purpose – Call to Action
 - Summary of Local Safety Plan/Policy Inventory
 - Regional Culture of Safety
 - Regional vs. Local Safety Action Plans
 - Technical Assistance and Resources for Local Jurisdictions
- Oversight of Project. How was the Plan Developed?
- How is the Regional Safety Plan Structured?

Chapter 2. Safety and Equity Analyses. What and Where are the Regional Safety Issues?

- Problem Identification and Approach
 - Area Covered/Scales of Analysis
 - Data Used

- Analysis Methods
- Common Problems – High Level Takeaways
 - Fatal and Serious Injury Crashes
 - High Injury Network
 - Other Issues
- High Crash Locations (HCL)/High Injury Network (HIN) for All Users, by:
 - Facility types
 - User groups – pedestrians, bicyclists, transit, vehicles, freight
 - Community context – neighborhood / land use characteristics
 - Demographics – PSRC’s 6 equity focus areas
 - Other correlations / analyses based on discovery
 - Review / analysis of associated factors
- Safe System Approach - Regional Priority Emphasis Areas. What is the data telling us / what are the priority areas?
 - Physical / Community / Population Attributes
 - Infrastructure Issues
 - Human Factors
 - Other Issues

Chapter 3. Engagement and Collaboration

- PSRC Board and Committee discussions
- Public Engagement Activities
 - Public Workshops
 - Public Events Attended/Partnerships
 - Regional Survey
 - Focus Groups
- Online Engagement
 - Online Open House
 - Social Media Engagement

- Key Additional Stakeholders on Roadway Safety
 - EMS
 - Traffic Enforcement
 - Public Health
 - Vehicle Safety
 - Roadway/Infrastructure Engineers
 - NHTSA
 - Other Safety Organizations
 - Others?

Chapter 4. Strategies, Countermeasures, and Actions

- Safety Actions and Strategies / Proven Countermeasures
- Proposed List of Actions, Strategies, and Countermeasures to Address Identified High Crash Corridors/Areas/Contextual Locations
- Regional Data Products/Resources and Uses
 - Toolkits, regional to local scale

Chapter 5. Implementation and Next Steps

- Roles and Responsibilities of Regional Safety Stakeholders
- Call to action for development of local safety plans, other actions
- Call for analysis of regional policies and procedures
 - E.g., Updates to the RTP, project selection
- Pursuit of implementation funding
- Monitoring and Tracking



Puget Sound Regional Council

DISCUSSION ITEM

October 18, 2023

TO: Transportation Operators Committee

**FROM: Gary Simonson, Senior Planner
Jean Kim, Senior Planner**

SUBJECT: Regional Mobility on Demand Work Plan and Inventory

The committee will be provided with an overview of PSRC's mobility on demand (MOD) work program, including the development of a glossary and plans to conduct a regional MOD inventory survey. Staff will seek feedback from TOC on transit-related elements.

DISCUSSION

PSRC has created an MOD work program based on direction from the Regional Transportation Plan to collect data and analyze the performance of MOD in the region.

The work program begins with a review of existing studies and resources to identify the most commonly used terminology related to MOD and define the terms to be clear and consistent. This initial task will inform the next step, which is to conduct a regional MOD inventory to analyze trends and identify the needs and opportunities related to the current MOD programs in the region.

At the October meeting, PSRC staff will provide an overview of the work program and the draft MOD Glossary (Attachment A), which has been created to ensure there is clear and consistent usage of the terminology.

Staff will be seeking input on the following items:

- Does the glossary include all pertinent MOD-related concepts? If not, what do you think is missing?
- What is the full scope of Microtransit services and what type of information should we request from MOD-providers?
- Any other thoughts about the survey, inventory or MOD work program more broadly?

NEXT STEPS

PSRC is planning to conduct a regional MOD inventory to collect data from jurisdictions, transit agencies, and other relevant agencies. PSRC will continue to provide briefings to TOC over the coming months to share the status of this work.

For more information or to provide further feedback, contact Gary Simonson at gsimonson@psrc.org or (206) 971-3276 or Jean Kim at jkim@psrc.org or (206) 971-3052.

Attachment A: DRAFT MOD Glossary

PSRC Mobility-On-Demand Glossary (DRAFT)

Overview

Mobility-on-demand (MOD), also referred to as Shared Mobility, offers accessible transportation options on an as-needed basis rather than a fixed schedule. MOD includes concepts such as ridehailing, micromobility, carsharing, microtransit, and others. It provides users with personalized mobility options upon request, based on service areas determined by providers. While many MOD services are open to the general public, not all riders can access these services due to their age, income, ability, or other reasons. Pricing for MOD services is either fixed or based on supply and demand.

Glossary

The glossary categorizes and describes a variety of MOD-related terms based on the review of recent studies and resources. The glossary is intended to be used as a resource to help guide local planning and encourage more consistent terminology and data collection across the region. PSRC staff has collected information from various sources and put together the table below, which also includes “Potential Measures”. These are measures that could potentially be used to estimate the usage and other aspects related to these services.

Type	Alternative Terms	Definition	Potential Measures	Local Examples
Micromobility		Small, low-speed vehicles, primarily used for single-person short trips in urban areas with good connectivity and a density of destinations. It serves as a first- and last-mile option that is faster than hailing a taxi, walking, or transferring to low-frequency transit. This includes bikeshare and scooter share . ^{1,2}	<ul style="list-style-type: none"> • Average ridership • Average deployment • Active membership • Cost 	Bird, Lime, Veo, Link
Microtransit	On-demand transit, flexible transit	Publicly or privately operated shared transportation that typically uses multi-passenger shuttles or vans to provide on-demand or fixed-schedule services with flexible routing. ³ Microtransit often offers first-and last-mile rides that make regular transit more accessible or serve areas not well suited to regular transit.	<ul style="list-style-type: none"> • Average ridership • Active membership • Trip denial • Cost 	Metro Flex (King County Metro), Zip Alderwood Shuttle (Community Transit), Runner (Pierce Transit), Via
Ridehailing	Ridesourcing, Transportation Network Company (TNC)	Ridehailing uses online platforms to connect passengers with drivers and automate reservations, payments, and customer feedback. Riders can choose from a variety of vehicle options, including drivers who use personal vehicles or traditional taxicabs dispatched via the providers' apps. ⁴	<ul style="list-style-type: none"> • Monthly/Annual ridership • Active membership • Cost 	Uber, Lyft

¹ Shared Use Mobility Center. (2022). Definitions. Retrieved from: <https://learn.sharedusemobilitycenter.org/definitions/>

² Shaheen, S., Cohen, A., & Broader, J. (2023). Shared Mobility in Low-and High-Income Regions. Retrieved from: <https://escholarship.org/uc/item/8kt9q81w>

³ Shaheen, Susan A. et al. (2020). Mobility on Demand Planning and Implementation: Current Practices, Innovations, and Emerging Mobility Futures. Retrieved from: https://rosap.ntl.bts.gov/view/dot/50553/dot_50553_DS1.pdf

⁴ Federal Transit Administration. (2020). Shared Mobility Definitions. Retrieved from: <https://www.transit.dot.gov/regulations-and-guidance/shared-mobility-definitions>

Type	Alternative Terms	Definition	Common Measures	Local Examples
Ridesharing	Carpooling, vanpooling	Ridesharing is the formal or informal sharing of rides between drivers and passengers with similar origin-destination pairings. ⁵	<ul style="list-style-type: none"> • Monthly/Annual users • Vehicle miles traveled 	Transit agencies' vanpool or vanshare programs, Uber Pool
Carsharing		Technology-enabled service that allows individuals to purchase temporary usage of a vehicle from a fleet of cars and light trucks. Carsharing operators provide gasoline, parking, and maintenance and participants pay a fee each time they use a vehicle. ⁶	<ul style="list-style-type: none"> • Monthly/Annual users 	Zip Car
Specialized Transportation	Human service transportation, paratransit, demand-response, community shuttles	Specialized transportation is a mode of public transportation tailored to meet the needs of riders with accessibility and mobility challenges. This type of service fills gaps in the regular transit network and span of service that allows mobility for these populations. More information about specialized transportation is covered in the Coordinated Mobility Plan .	<ul style="list-style-type: none"> • Ridership • Vehicle miles traveled • Number of ride requests • Number of calls • Cost • Rider satisfaction 	ADA complementary paratransit provided by transit agencies, demand response vans, wheelchair-accessible shuttles, volunteer driver transportation
Mobility as a Service (Maas)		The integration of multiple forms of transportation into one platform or app. It allows users to plan, pay for, and use various forms of mobility based on their travel needs without switching payment platforms. ⁷		

⁵ Shaheen, Susan A. et al. (2020). Mobility on Demand Planning and Implementation: Current Practices, Innovations, and Emerging Mobility Futures.

⁶ Ibid.

⁷ Shared Use Mobility Center. (2022). Definitions. Retrieved from: <https://learn.sharedusemobilitycenter.org/definitions/>

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 (January)
- Transit-related data/measures in RTP dashboard (March)
- Initiation of Transit Access work program (January and March)
 - Review and assessment of existing tools and data
- Regional Safety Plan coordination (ongoing – more in Q2)
- Follow-up on regional FTA safety performance targets (deferred to Q2)
- Initiate Transit Development Plan coordination (moved up from Q2 -- March)
- ADA Transition Plan coordination (March)

Quarter 2 (April – June)

- Transit Access work program
 - Standing up ad hoc working group (June)
 - Initiate review and assessment of existing tools and data (June)
- Initiation of 2023 Transit Integration Report (June)
- Regional Safety Plan coordination (notify of 6/29 Safety Summit at May meeting)
- Project Tracking Update from 2022 (May)
- Project Tracking Recommendations (May)
- FTA regional target data collection method and timing (incorporated in transit development plan work – see Q1)
- FTA Funding Working Group Equity Formula Distribution (April/May)
- ADA Transition Plan coordination/follow-up (April)

Quarter 3 (July – September)

- Transit Access work program (September)
 - Review and assessment of existing tools and data/case studies
 - Inventory of Microtransit/MOD services
- TOC review of 2023 Transit Integration Report (between meetings)
- Regional Safety Plan coordination

Quarter 4 (October – December)

- Action on FTA funding (equity distribution & earned share) (October)
- Transit Access work program (October, November)
 - 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
- Regional Safety Plan coordination (October)
- Involvement in Future of High-Capacity Transit convening (proposed)
- Overview of PSRC 2023 transit development plan review process (November)
- Periodic review of annual FTA regional performance targets and actuals (November)
- TOC chair & vice-chair (October – nominations; + vote-by-email)