



Puget Sound Regional Council

Transportation Policy Board's FTA Funding Working Group Agenda

Date: December 20, 2022, from 1:00 p.m.-3:00 p.m.

Hybrid Meeting – PSRC Board Room – 1011 Western Avenue, Seattle, 98104

Guest link to observe webinar:

<https://psrc-org.zoom.us/j/89278634308?pwd=V0RBSEpiK2R0SldXdHdBT0h1QXFyZz09>

1. Introductions (1:00)

2. Brief Summary of Third Meeting and One-on-One Outreach Meetings* (1:05)

Overview of discussion and next steps from the November 9th meeting, as well as a brief overview of the outreach meetings with working group members.

3. Review and Discussion of Proposals for Potential Action* (1:20)

A brief summary of the impact of the current proposals and the staff-developed equity formula allocation is attached. Additional materials will be provided in advance of the meeting.

The working group may choose to finalize a recommendation at this meeting, or determine that an additional meeting is required.

4. Next Steps / Next Meeting (2:55)

Based on the discussion, the working group will either conclude or queue up additional steps for a fifth meeting.

5. Adjourn (3:00)

*Supporting materials attached

For more information, contact Kelly McGourty, Director of Transportation Planning, at (206) 971-3601 or KMcGourty@psrc.org.

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, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng Việt | Vietnamese, visit <https://www.psrc.org/contact/language-assistance>



Puget Sound Regional Council

Transportation Policy Board FTA Funding Working Group

November 9, 2022, from 1:00 p.m.-3:00 p.m.

MEETING SUMMARY

Introductions

Working group members present: Councilmember Kate Kruller, Tukwila; Councilmember Ryan Mello, Pierce County; Councilmember Kim Daughtry, Lake Stevens; Councilmember Ben Zarlingo, Everett; Councilmember Kristina Walker, Tacoma; Mayor Becky Erickson, Poulsbo; Mayor Mary Lou Pauly, Issaquah; Rick Singer, Washington State Ferries; Michelle Allison, King County; Kimberly Farley, Sound Transit; Hester Serebrin, Transportation Choices Coalition.

Staff present: Josh Brown, Kelly McGourty, PSRC; Peter Heffernan, King County; John Howell, Cedar River Group.

Summary of Second Meeting

John Howell, Cedar River Group, reviewed a brief summary of the second meeting and key comments provided by members.

Overview of Materials

Kelly McGourty, PSRC, briefly reviewed the materials provided as part of the agenda packet and the supplemental materials with more details on the impacts of each of the four member proposals. Included in the information was PSRC's draft methodology for an equity formula allocation, per the direction from the last meeting.

Review of Member Proposals

The agenda materials included draft funding impacts from each proposal to the potential formula distributions by agency and to the regional competition. Specific questions the committee was asked to consider included:

- Should the equity allocation methodology include increases in total 2023-2024 funding over original estimates?
- Should the methodology for allocation of regional funds include a competition?
- Should the equity allocation methodology apply to any of the earned share funding estimates?
- Should the minimum floor adjustment be retained and / or modified?
- Is there agreement on the proposed equity methodology?

Members discussed the complexity of the information and the nuances across the proposals, and had comments on the various elements and the impacts to 2023-2024 funding versus 2025-2026 funding. Key comments across these issues include the following:

- Questions were raised about the draft equity formula methodology, which is somewhat complex. Agencies would like more time to review and absorb this information.
- It was noted that the equity formula is a challenge to apply to ferry service.
- Several members supported the approach in the equity formula methodology to focus on all transit stops, rather than just high-capacity transit.
- Similar to previous meetings, it was noted that agencies have already made assumptions about future earned share amounts across the funding programs.
- The committee was reminded that by regional policy the external transit agencies are eligible to receive earned share funding but are not eligible for the regional portion of funding unless they submit a project into the regional competition that is anchored on one end in the Seattle-Tacoma-Everett UZA.
- There was support to retain a regional competition at some level, noting that specific projects are evaluated against regional policy.
- Suggestions were made for an incremental progress approach, rather than implementing a robust change all at once.

There was consensus from a majority of the committee on the following:

- Regarding 2023-2024 funding, in the interest of demonstrating incremental progress but recognizing that programming of these funds based on conservative estimates has already occurred, Proposal 1 would be updated to:
 - maintain the normal annual adjustments process for 2023-2024 earned share funding;
 - the increase in the regional portion of funding would be applied towards a new equity allocation.
- For 2025-2026 funding, the regional competition should be retained at some level.
- The external agencies should be “made whole” for their earned share funding.
- The equity formula methodology should be modified in some way to address the distinctions of the ferry services.

Next Steps

Based on the working group discussion, staff will reach out to each agency for individual meetings to further discuss the materials and answer questions. A calendar poll will be sent to schedule the next full working group meeting. PSRC staff will work on the additional modifications noted above.

SUMMARY OF IMPACTS TO 2023-2024 AND 2025-2026 FTA FUNDING FROM EACH WORKING GROUP PROPOSAL

IMPACTS TO 2023-2024 FUNDING

<i>External Transit Agency Eligibility</i>	Distributions	Existing Process	Proposal 1 - CM Mello / Walker*	Proposal 2 - King County Metro	Proposal 3 - TCC
<i>Eligible</i>	Earned Share Distribution	~86%	no change	no change	no change
	Regional Distribution	~14%	--	--	--
<i>Limited Eligibility</i>	<i>Regional Competition</i>	7%	eliminated	no change	no change
<i>Not eligible</i>	<i>Preservation Set-Aside</i>	6%	eliminated	no change	no change
<i>Not eligible</i>	<i>Minimum Floor Adjustment</i>	<1%	eliminated	no change	no change
<i>Not eligible</i>	New Equity Allocation	n/a	applied to increase in regional pot upon final allocation	n/a	n/a

* as modified during November 9 meeting to focus change only on regional pot of funds

IMPACTS TO 2025-2026 FUNDING

<i>External Transit Agency Eligibility</i>	Distributions	Existing Process	Proposal 1 - CM Mello / Walker*	Proposal 2 - King County Metro	Proposal 3 - TCC*
<i>Eligible</i>	Earned Share Distribution	86%	60%	86%	66%
	Regional Distribution	14%	--	--	--
<i>Limited Eligibility</i>	<i>Regional Competition[^]</i>	7%	eliminated	7%	7%
<i>Not eligible</i>	<i>Preservation Set-Aside</i>	6%	eliminated	eliminated	eliminated
<i>Not eligible</i>	<i>Minimum Floor Adjustment</i>	<1%	eliminated	<1% (revised)	eliminated
<i>Not eligible</i>	New Equity Allocation	n/a	40%	7%	28%

* modified during November 9 meeting to keep external agencies whole for the earned share distribution and to develop an alternate methodology for ferry operators; PSRC will develop these figures for the Decemer 20 meeting

[^] the regional competition will incorporate the 2022 safety and equity criteria updates

SUMMARY OF EQUITY ALLOCATION METHODOLOGY

