



Puget Sound Regional Council

Transportation Policy Board's FTA Funding Working Group Agenda

Date: February 8, 2023, from 9:00 a.m.-11:00 a.m.

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

Guest link to observe webinar:

<https://psrc-org.zoom.us/j/85089014303?pwd=R0RMTk1xaDRKRlJjSkhYQXlqWVcxUT09>

1. Introductions (9:00)

2. Brief Summary of Fourth Meeting* (9:05)

Overview of discussion and next steps from the December 20th meeting.

3. Discussion of Hybrid Proposals – POTENTIAL ACTION* (9:15)

Staff will provide a brief summary and review of impacts from the two hybrid proposals discussed at the last meeting. Additional options for the equity formula allocation methodology are provided, along with options for accountability for the use of the funds.

4. Next Steps (10:55)

Based on the discussion, the working group will either conclude with a recommendation to the Transportation Policy Board or queue up steps for an additional meeting.

5. Adjourn (11:00)

*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

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

MEETING SUMMARY

Introductions

Working group members present: Councilmember Kim Daughtry, Lake Stevens; Councilmember Ben Zarlingo, Everett; Mayor Becky Erickson, Poulsbo; Councilmember Ryan Mello, Pierce County; Councilmember Kristina Walker, Tacoma; Councilmember Kate Kruller, Tukwila; Mayor Mary Lou Pauly, Issaquah; Patty Rubstello, 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 Previous Working Group Meetings and Individual Outreach

John Howell, Cedar River Group, provided a brief recap of the previous three meetings and key concurrence points and comments from members. John also described the intent and focus for this fourth meeting. Josh Brown, PSRC, provided an overview of the one-on-one meetings PSRC held with each member.

Overview of Materials

Kelly McGourty, PSRC, briefly reviewed the materials provided as part of the agenda packet and the supplemental materials, including a new summary table containing a more detailed comparison across proposals.

Further Discussion of Proposals

John posed two questions to the working group: 1) Which of the three proposals comes closest to a distribution methodology that you can support? 2) Are there any changes you would suggest to that proposal?

A majority of working group members supported the King County Metro proposal or some hybrid between that proposal and the Pierce County proposal. Members indicated that the draft equity allocation formula developed by PSRC staff should continue to be tweaked to address the unique nature of the ferry services and the smaller agencies, as well as to consider alternate walksheds by mode. Members also noted that work needs to be done to tie the funding to equity priorities and outcomes.

Ultimately two additional hybrid scenarios were suggested for staff to run and bring back to the next meeting, representing a different percentage split between an earned share distribution and an equity formula distribution - 76/24% vs. 86/14%. Both scenarios eliminate the regional competition. Comments continued to be made about the reliance on the earned share distribution formula to plan for increased service into the future.

Next Steps

Staff will send a calendar poll to the working group to set the date for the next meeting. At that time staff will provide the funding impacts of the two new scenarios, options for revisions to the equity allocation formula, and options for the monitoring and/or accountability of the use of the funding.

Updated Proposals Analysis: Estimated 2025-2026 Funding Distribution Comparisons

The table below illustrates the impacts of the two current hybrid proposals, which differ in the split between an earned share and equity formula distribution (76%/24% and 86%/14%), compared to the existing process. The broad impacts are shown for each individual element of the process.

	Existing Process	76 / 24%	% change	86 / 14%	% change
Earned Share Distribution by Agency	\$478.4	\$423.3	-11.52%	\$478.4	0.00%
<i>Community Transit</i>	\$30.2	\$26.7	-11.6%	\$30.2	0.00%
<i>Everett Transit</i>	\$2.3	\$2.0	-13.0%	\$2.3	0.00%
<i>King County Metro</i>	\$218.4	\$192.7	-11.8%	\$218.4	0.00%
<i>Pierce County Ferries</i>	\$2.7	\$2.4	-11.1%	\$2.7	0.00%
<i>Pierce Transit</i>	\$16.5	\$14.6	-11.5%	\$16.5	0.00%
<i>City of Seattle</i>	\$1.9	\$1.7	-10.5%	\$1.9	0.00%
<i>Sound Transit</i>	\$154.0	\$135.9	-11.8%	\$154.0	0.00%
<i>Washington State Ferries</i>	\$42.3	\$37.4	-11.6%	\$42.3	0.00%
<i>External Agency: Kitsap Transit</i>	\$3.3	\$3.3	0.0%	\$3.3	0.00%
<i>External Agency: Skagit Transit</i>	\$1.0	\$1.0	0.0%	\$1.0	0.00%
<i>External Agency: Intercity Transit</i>	\$5.6	\$5.6	0.0%	\$5.6	0.00%
Regional Competition	\$41.7	n/a	--	n/a	--
Preservation Set-Aside / Minimum Floor*	\$36.2	n/a	--	n/a	--
Equity Formula Distribution	n/a	\$133.1	--	\$77.9	--
Total	\$556.3	\$556.4		\$556.3	

Note: there are some differences in amounts due to rounding in the application details of each proposal

* For the purposes of this comparison, the existing process reflects both the preservation set-aside and minimum floor calculation for comparison to an equity formula distribution in the two proposals

Equity Formula Distribution Options

Options B - E reflect an updated methodology from the previous staff version, described further below.*

Agency	Option A - Previous Draft Methodology	Option B - Same 1/2 mile buffer around all transit stops	Option C - 1 mile around rail	Option D - 1 mile around ferries	Option E - 1 mile around rail and ferries	Existing Earned Share / Preservation Set- Aside Percentages
<i>Community Transit</i>	17.7%	16.5%	15.2%	15.8%	15.4%	6.5%
<i>Everett Transit</i>	5.9%	3.9%	3.6%	3.8%	3.6%	0.5%
<i>King County Metro</i>	29.4%	47.3%	44.5%	46.4%	44.3%	46.6%
<i>Pierce County Ferries</i>	5.9%	0.1%	0.1%	0.1%	0.1%	0.6%
<i>Pierce Transit</i>	17.7%	15.5%	14.8%	15.5%	14.5%	3.5%
<i>City of Seattle</i>	5.9%	2.5%	3.5%	2.7%	3.3%	0.4%
<i>Sound Transit</i>	11.8%	13.7%	17.8%	14.0%	17.0%	32.9%
<i>Washington State Ferries</i>	5.9%	0.5%	0.4%	1.8%	1.7%	9.0%

* The initial draft methodology shown here as Option A identified the equity focus area populations within 1/2 mile of each transit stop by agency; normalized this data by comparing to the total share of the population of each equity focus area for all agencies; then compared that percentage to regional and countywide averages and applied a simple y/n factor. Equity focus areas for people of color and people with low incomes were weighted more heavily than the other four equity focus areas - seniors, youth, people with disabilities, and people with Limited English Proficiency.

The updated methodology takes a simplified approach by comparing each agency's data across all equity focus areas to the sum for all agencies, resulting in one percentage point per agency. Minimal changes were seen with a weighting factor, so that was not applied to the figures above.

FEBRUARY 8, 2023 TPB FTA WORKING GROUP

IDENTIFYING THE USES AND SUBSEQUENT REPORTING OF THE EQUITY FORMULA DISTRIBUTION

Staff has been asked to develop options for consideration that would ensure the funds to be distributed via an equity allocation formula are used to improve equity and demonstrably support PSRC's identified equity focus area populations. The staff proposal is provided below.

Step 1 – Project Identification

Once the distribution formula is determined, each agency must identify specific projects and amounts that are forwarded to the PSRC boards for final approval. At the point of project submittal, staff suggests each agency provide a description of how the project supports and improves equity. *Specifics on the level of detail to be provided may be worked through PSRC's Transportation Operators Committee.*

Step 2 - Monitoring

PSRC has several ongoing monitoring efforts related to transit and equity data. Staff suggests that the tracking of transit ridership and service by PSRC's equity focus areas to the extent feasible continue and be reported in the RTP Performance Dashboard. Further, PSRC produces an annual Transit Integration Report – while this report is intended to describe coordination efforts amongst the region's transit agencies, a section could be added related to improving equity and trends over time.