



Puget Sound Regional Council

## Regional FTA Caucus Agenda

**Date: Wednesday, May 8, 2019 from 10:30 a.m.-12:00 p.m.**

**Location: PSRC Conference Room, 1011 Western Avenue, Suite 500, Seattle, WA 98104**

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**1. Welcome and Introductions (10:30)**

**2. Action: Approval of Meeting Summary – December 11, 2018\* (10:35)**

Approve summary for the Regional FTA Caucus meeting held December 11, 2018.

**3. Discussion: PSRC's 2019 Annual FTA Adjustments\*\* (10:40)**

PSRC staff will review the current status and next steps for the 2019 annual FTA Adjustments process. Following the meeting, the Caucus will take action via vote by email on its recommendation to the TOC for the 2019 FTA Adjustments, including funding for the current adopted contingency list.

**4. Discussion: 2020 FTA Project Selection Process\* (11:00)**

PSRC staff will lead a discussion on the upcoming 2020 FTA Project Selection process. PSRC will be asking for input from the Caucus to inform the 2020 Project Selection Task Force discussions, scheduled to begin in the fall of 2019.

**5. Discussion: FTA Project Tracking and Progress Reports Update (11:30)**

PSRC staff will provide an update on the on-going project tracking of FTA-funded projects, including information from PSRC's March 2019 Progress Reports for FTA-funded projects.

**6. Other Business (11:55)**

**7. Next Meeting: August 14, 2019: 10:30 a.m. – 12:00 p.m.**

**8. Adjourn**

\*Supporting materials attached

\*\*Supporting materials will be sent prior to the meeting

For more information, contact Sarah Gutschow at (206) 587-4822 or [sgutschow@psrc.org](mailto:sgutschow@psrc.org) or Kelly McGourty at (206) 971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

**Other Formats:**

- Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711.
- العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng Việt | Vietnamese Call 206-587-4819



## Puget Sound Regional Council

### **Regional FTA Caucus Meeting Summary**

**Date: December 11, 2018**

**Location: PSRC Board Room, 1011 Western Avenue, Suite 500, Seattle, WA 98104**

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#### **Welcome, Introductions and Public Comment**

Melissa Cauley, Chair, welcomed everyone at 10:30 a.m. Self-introductions were provided around the room and on the phone.

There was no public comment.

#### **Approval of Meeting Summary**

The summary for the June 12, 2018 meeting was approved.

#### **Discussion: Regional FTA Caucus Planned Meetings for 2019**

Sarah Gutschow, PSRC, reviewed the proposed 2019 Caucus meeting topics. The Caucus suggested some additional items for discussion, including the upcoming reauthorization of the federal transportation bill. Sarah then proposed that the Caucus would switch to meeting on a quarterly basis in 2019, based on the planned work program. The Caucus decided to plan quarterly meetings for the first half of 2019, with dates reserved in the other months in case of a need for additional meetings, and then only plan to meet quarterly in the second half of the year.

The Caucus then discussed the need to change the regular meeting day to accommodate potential conflicts with other PSRC committees. The Caucus expressed preferences for meetings at the regular meeting morning time slot on Tuesdays or Wednesdays, with the meeting taking place prior to the monthly Transportation Operators Committee (TOC) meeting. Sarah said that a poll would be sent out via email following the meeting to determine the new regular meeting day.

*For more information, contact Sarah Gutschow at (206) 587-4822*

## **Discussion: FTA Project Tracking and Progress Reports Update**

Sarah provided an update on the on-going project tracking of FTA-funded projects. She reviewed the current statuses of the different types of active projects, including details on recently completed projects. She then provided an update on FTA funding obligations for projects currently programmed with FTA funding through PSRC's regional competitive, preservation set-aside, and earned share funding processes. The Caucus then provided feedback on proposed minor updates to the non-capital progress reports.

*For more information, contact Sarah Gutschow at (206) 587-4822*

## **Other Business**

Peter Heffernan, King County Metro, provided an update on project applications for WSDOT's Puget Sound Transit Coordination Grant Program, which would be due February 1<sup>st</sup>. The Caucus discussed and provided feedback on the proposed projects, including ORCA LIFT, Remix, and transit marketing.

Peter also informed the Caucus about recently announced awards under WSDOT's Regional Mobility Grants program.

Melissa Cauley, Community Transit, reported that Community Transit had received approval from FTA to go into project development for their SWIFT Orange Line project.

*For more information, contact Sarah Gutschow at (206) 587-4822*

## **Adjourn**

The meeting adjourned at 12:00 p.m.

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## **Members and Alternates Present**

Melissa Cauley, Community Transit & Chair; Sara Walton, City of Seattle & Vice-Chair; Melinda Adams, Everett Transit; Dawn Erickson, Everett Transit; Jessica Gould, Intercity Transit\*; Peter Heffernan, King County Metro; Barb Hunter, Pierce Transit\*; Tina Lee, Pierce Transit\*; Steffanie Lillie, Kitsap Transit\*; Kathryn Rasmussen, Community Transit; Clint Ritter, Pierce County; Lisa Wolterink, Sound Transit;

*\*via remote participation*

## **PSRC Staff and Other Guests Present**

Monica Adkins, PSRC; Sarah Gutschow, PSRC; Eric Ireland, King County Metro

# 2020 PROJECT SELECTION PROCESS KEY POLICY FRAMEWORK ELEMENTS

The Project Selection Task Force will be convened later in 2019, formed from volunteers from each of PSRC's four boards. The Task Force will review and make recommendations to the Transportation Policy Board on the following topics. The Regional Project Evaluation Committee, the Regional FTA Caucus and the countywide forums will be asked to provide feedback prior to the Task Force convening.

## ADMINISTRATIVE DETAILS

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### Funding years to program

#### Description:

Two years of funding will be distributed -- FFY 2023, 2024. Per direction from the Federal Highway and Transit Administrations (FHWA, FTA) PSRC will continue to build and maintain a full 4-year TIP (2021-2024).

### Funding Estimates

#### Description:

Funding estimates will be determined by the Project Selection Task Force, in coordination with WSDOT, FHWA and FTA. Note that these funds extend beyond the FAST Act.

### Policy Focus

#### Description:

The current policy focus for the project selection process is support for centers and the corridors that serve them. As a reminder, this is currently implemented in the following manner:

- FHWA Regional competition - centers are defined as regionally designated growth and manufacturing/industrial centers.
- FHWA Countywide competitions and FTA Earned Share distribution - centers are defined as regionally designated growth and manufacturing/industrial centers, centers as designated through countywide processes, town centers, and other locally identified centers. The definition of locally identified centers is expanded to include military facilities.
- FTA Regional Competition - centers are defined as regionally designated growth centers and manufacturing/industrial centers, centers as designated through countywide processes, town centers, and other locally identified centers.

*Please note: the current VISION 2040 policies as they relate to PSRC funding are being reviewed as part of the VISION 2050 update process. As those discussions unfold, that may affect the timing of the Project Selection Task Force work.*

### Contingency Lists

#### Description:

Prioritized lists of contingency projects are adopted for all competitions, should additional funds become available in the off-cycle years. Given the current procedures for balancing funds by year, contingency projects are generally awarded funds from the last year of the TIP.

## Number of regional applications

### Description:

The structure for the FHWA regional competition has been to set a limit of 36 total applications, as follows:

- 12 from King County; 6 each from Kitsap, Pierce, and Snohomish Counties; 2 each from the three regional agencies (Puget Sound Clean Air Agency, WSDOT and Sound Transit)

The number of applications submitted for the FHWA countywide competitions is determined by each countywide forum. The number of total applications for the FTA regional competition has been unlimited in prior cycles.

## Split of Funds Between Regional / Countywide / Earned Share Processes

### Description:

Historically, once the set-asides are taken off the top of the combined pot of funds, the split between the FHWA regional and countywide competitions is set at 50%. For the last several cycles, this has resulted in a total of 33% to the regional competition and 67% to the countywide competitions.

The split between the FTA regional competition and earned share distribution has historically been based on the funding formula and the percentage of funds coming to the region based on regional attributes vs. transit operating characteristics. In general, this split has been approximately 14%/86%.

## Funding Limits

### Description:

The 2018 project selection process for the first time set a limit on funding requests as part of the FHWA regional competition, at 50% of the annual amount available by source. No limits have been set on the maximum amount requested in FTA regional competitions, and the four countywide processes have varied in setting limits on either funding or application limits.

## Pre-Determined Amounts by Source in FHWA Competition(s)

### Description:

Since 2016, the amounts by funding source have been pre-determined for the FHWA regional and countywide competitions. This provides greater certainty to applicants within each process as to the amount of funds available by source, particularly given the inclusion of cost-effectiveness in the CMAQ criteria. The percentage amounts for the regional competition are 60% CMAQ, 40% STP.

## SET-ASIDES

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### Preservation Set-Aside

#### Description:

The preservation set-aside has been in place since 2012, at varying levels over the last several cycles. The 2018 preservation set-aside was approved at the following levels: for FHWA, the set-aside was 20% of STP funds, with the 5% delta from the original set-aside amount distributed among the four counties for their regular competitions. For FTA, the set-aside was 45% of the regional portion of the FTA funds. The set-aside is a fixed amount taken from the regional portion of the STE UZA funds and distributed to transit agencies in the STE UZA using the earned share distribution formula.

## **Bicycle / Pedestrian Set-Aside**

### **Description:**

The bicycle/pedestrian set-aside has been in place since 1993, and has been retained over the years at 10% of the total estimated FHWA funds, distributed in the countywide processes.

## **Rural Town Centers & Corridors Program**

### **Description:**

The RTCC Program has been in place since 2003, and the set-aside – taken from the regional portion of funding – has increased over time from the original amount of \$2 million to \$5 million in 2018. This competition is conducted in the year following the regular project selection process.

## **Kitsap Distribution Methodology**

### **Description:**

The procedure to distribute the Kitsap Countywide population share from the total STP funds available, before any other set-asides, has been in place since 1995. The rationale behind this methodology has been that Kitsap County agencies are not eligible to receive CMAQ funds, due to the boundaries of the region's air quality maintenance areas, so the application of their population share is only to STP funds rather than the total pot of funds. This distribution methodology helps to balance that differential.

## **Minimum Floor Adjustment**

### **Description:**

Since 2003, transit agencies in the Seattle-Tacoma-Everett Urbanized Area (STE UZA) that earn less than 1% of the total of the earned share portion of funds have received a minimum floor adjustment to bring the earned share amounts for these agencies up to the 1% amount. The adjustment is taken from the regional portion of the funds within the STE UZA and applied to these agencies for their earned share distribution. The rationale for this adjustment is to facilitate future planning for these agencies by allowing them to rely on a certain amount of FTA funding each year as a safety net for a basic level of investment. Since 2016, this amount was capped at the amount identified from the final 2015 FTA allocations. In 2018, the additional provision of considering the full range of transit operations and ownership of assets when conducting the calculation was included.

## **PSRC Work Program**

### **Description:**

FHWA and FTA funds have been used to assist in funding PSRC's work program since 1993 and 2004, respectively. Since 2016, the amounts approved have been \$1 million of STP funds and \$1.25 million of FTA funds per year.

## **PROJECT EVALUATION CRITERIA**

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The project evaluation criteria for PSRC funding competitions include the following components:

- Support for centers (including housing and employment)
- Safety, mobility and accessibility (for persons and freight)
- Populations served (including health and equity)
- Emissions reduction
- Project readiness

Since 2016, cost effectiveness has been included for projects requesting CMAQ funds in the FHWA competitions. This feature aligned with federal guidance on the CMAQ program, to select projects achieving the most cost effective emission reductions. In 2018, the Project Selection Task Force directed staff to enhance safety and equity in the criteria to be more explicit. In addition, given that programming is now two to three years into the future, the project readiness criterion was moved to be more of a risk/feasibility analysis and reduced to 5 points.