



# Puget Sound Regional Council

## MEMORANDUM

June 22, 2022

**TO:** Transportation Operators Committee (TOC)

**FROM:** Sarah Gutschow, Senior Planner

**SUBJECT:** **Recommend Approval of the 2022 Annual Adjustment of PSRC's Federal Transit Administration (FTA) Funds**

### **IN BRIEF**

In April, PSRC was notified of our region's final allocation of federal fiscal year (FFY) 2022 Federal Transit Administration (FTA) formula funds. FTA requires that PSRC review the estimates used to program FTA funds with the actual allocation approved by Congress on an annual basis. Due to the final allocation being higher than our original estimates used for programming, there is an additional \$93.7 million available for distribution.

The Regional FTA Caucus has recommended the adjustments to the projects as shown in Attachment C, for Transportation Operators Committee (TOC) review and recommendation to the Transportation Policy Board.

### **RECOMMENDED ACTIONS**

- The Transportation Operators Committee should recommend to the Transportation Policy Board the award of \$93.7 million in additional FFY 2022 FTA funds to the projects shown in Attachment C.

### **DISCUSSION**

There are three urbanized areas (UZAs) in the 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 the 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. This portion of the funds is distributed between a regional competition and a preservation set-aside within the STE UZA.

PSRC originally distributed 2022 FTA funds to projects as part of the 2018 project selection process, using an estimate based on previous funding levels. When FTA published the 2022

allocations to its funding programs, PSRC's 2022 FTA funds were higher overall than originally estimated.

Attachment A provides background information on PSRC's FTA annual adjustments process. Attachment B has additional details on PSRC's 2022 FTA funds, including the earned share funding adjustments within each UZA by agency and funding source, as well as by earned share, preservation and regional competitive funding areas. Attachment C identifies the recommended funding adjustments to each agency and project. Attachment F shows the updated balance of the adopted regional FTA competitive contingency list. As part of the FFY 2022 adjustments process, Community Transit, Everett Transit, Intercity Transit, King County Metro and Pierce Transit are requesting redistributions of their currently programmed 2022 earned share funding between projects. More detailed information about these requests can be found in Attachment D.

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. Attachment E provides additional background information on how the projects proposed by the external transit agencies conform to the adopted policy.

For additional information, please contact Sarah Gutschow at (206) 587-4822 or [sgutschow@psrc.org](mailto:sgutschow@psrc.org).

Attachments:

- A: PSRC FTA Annual Adjustments Process Overview
- B: PSRC 2022 FTA Annual Adjustments - Summary Information
- C: 2022 PSRC FTA Adjustments - Project Changes
- D: 2022 FTA Redistribution Requests
- E: External Transit Agency Projects 2022
- F: PSRC's Adopted Contingency List - 2020 Regional FTA Competition (as of June 2022)

# PSRC FTA Annual Adjustments Process Overview (Revised April 2021)

## General Process Overview

On an annual basis, the Federal Transit Administration (FTA) requires that PSRC review the estimates used to program FTA funds against the actual allocations approved by Congress and make adjustments to reconcile the two amounts as necessary. Under the Fixing America's Surface Transportation (FAST) Act, PSRC receives four different FTA funding sources:

- Urbanized Area Formula (5307)
- State of Good Repair Grants (5337)
  - High-intensity Fixed Guideway
  - High-intensity Motorbus
- Buses and Bus Facilities (5339)

For each fiscal year, the FTA determines the amount of funding received by each urbanized area (UZA) using the national FTA distribution formulas, which allocate federal transit funds to metropolitan areas using national Census and public transit system data. Once the actual allocations are made available, PSRC coordinates with the FTA and the region's public transit agencies to distribute FTA funds to projects in the three UZAs of the PSRC region: Bremerton, Marysville and Seattle-Tacoma-Everett (STE). PSRC compares the actual amounts distributed to each transit agency against their current programming to determine whether they need to increase or reduce the funding amounts programmed to their projects.

PSRC's FTA funds are distributed to the UZAs using both the "earned share" or "regional" processes. Under the earned share process, funds are allocated to transit agencies based on their service and operating characteristics. The regional funds are apportioned based on regional attributes, such as population density. As Kitsap Transit is the only transit agency in the Bremerton UZA and Community Transit is the only transit agency in the Marysville UZA, all funds are distributed using the earned share process. Because there are multiple transit agencies serving the STE UZA, funds are distributed using both the earned share and regional processes. A portion of 5307 funds within each UZA is also set aside for PSRC's Work Program.

Once PSRC finalizes the annual FTA funding distributions, each public transit agency identifies the projects to which those funding adjustments will be applied. The project adjustments are then recommended to the Regional FTA Caucus, Transportation Operators Committee (TOC), and subsequently to PSRC's Boards for action.

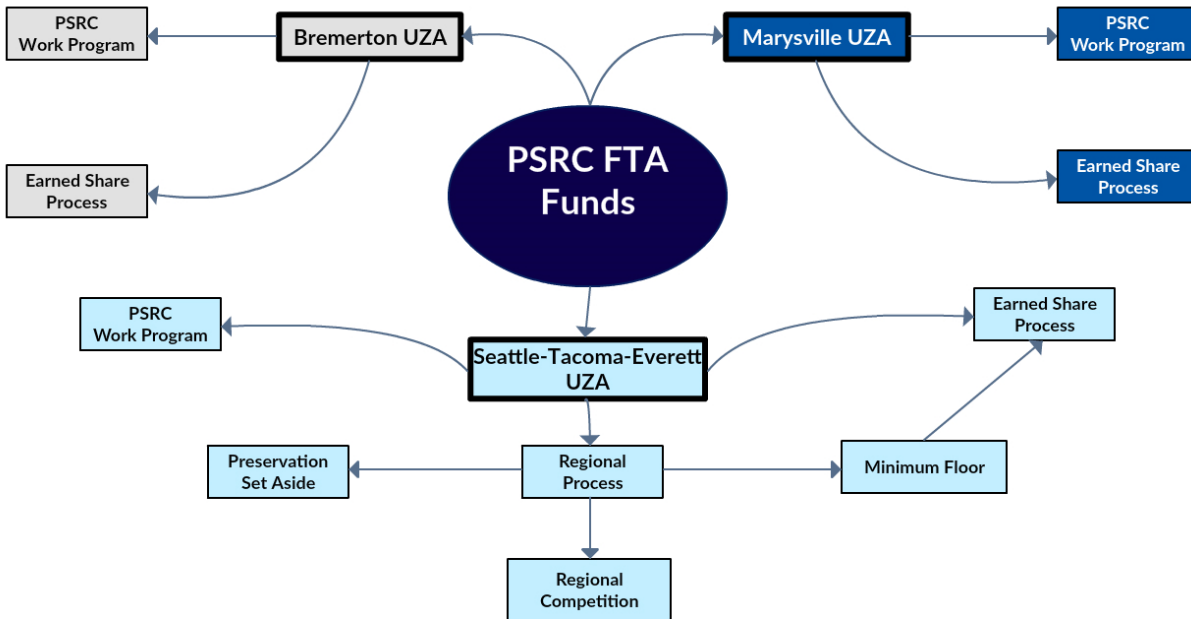
## Seattle-Tacoma-Everett UZA Adjustments Process

Per adopted regional policy, approximately 86% of FTA funds are allocated to transit agencies in the Seattle-Tacoma-Everett UZA using the earned share process, while approximately 14% of FTA funds are distributed using the regional process. Since 2004, these funds have been distributed to regional transit agencies using PSRC's Disaggregation Tool, which applies the national FTA distribution formulas to the overall funding totals received by the STE UZA. Detailed information about this tool is available in Appendix A.

Transit performance and operating data are obtained from the National Transit Database (NTD), which is populated with data public transit agencies are required to submit to the FTA on an

annual basis. For transit services jointly operated by multiple agencies, the agencies subsequently review the reported data to determine the Directional Route Miles (DRM) splits. Funding is then apportioned to those agencies based on the share of DRMs for which each agency is responsible (See Appendix B for details). Additionally, transit agencies external to the STE UZA that provide service to, and report data in, the UZA receive a portion of PSRC's FTA earned share funds based on the amount of service they provide to the STE UZA. Per adopted policy, those PSRC FTA funds must be programmed and spent on projects related to this service.

**Chart 1: PSRC FTA Funds Distribution Flow Chart**



For the regional competitive process, any increase in the regional portion of funds is used to allow regionally awarded projects to advance to earlier years, resulting in the distribution of later years funding to projects on the most recently adopted contingency list. Any reduction in the regional competitive funds is applied to previously awarded projects. In addition to the regional competitive funds, a portion of the regional funds is reserved for the Preservation Set-aside, representing 45% of the STE UZA regional pot. Per adopted policy, the Preservation Set-aside is a fixed amount that does not change from its original programming. However, the distribution of this fixed amount among the transit agencies is revised as part of each annual adjustment process based on their most recent earned share percentages.

In addition, some transit agencies in the STE UZA earn less than 1% of the total of the earned share portion of funds. Per adopted policy, a minimum floor adjustment is made to bring the earned share amounts for these agencies up to the 1% amount. The adjustment is taken from the STE UZA regional pot and applied to these agencies for their earned share distribution. External agencies do not receive funding from the Preservation Set-aside or the minimum floor adjustments.

### **Project Programming Adjustments**

Once PSRC has determined the distribution of FTA funds by transit agency and funding source, the agencies use the adjusted amounts to modify their current project programming for that

appropriation year. After the initial funding distributions are released, transit agencies may opt to exchange their earned share funds with other agencies in the region based on an identified need, such as a lack of projects eligible for one of their earned share funding sources. In those cases, transit agencies coordinate with each other on the exchange of funds and inform PSRC of how this will impact their project adjustments.

The adjustments may reflect either an increase or a reduction to the funding sources received by each transit agency. Along with adjusting the funding programmed to projects, sponsors must also determine how that adjustment will impact project scopes. For each project impacted by the adjustments, sponsors must make at least one of the following changes:

- Update project scopes to reflect the funding increase or decrease;
- Keep the project budget constant by adding or removing funds from other sources;
- Provide information on why no changes are necessary due to increases or decreases in project costs.

Once agencies submit their project changes, PSRC staff will first review the adjustments and work with project sponsors on any identified issues. Project adjustments will then be recommended to the Regional FTA Caucus and TOC and subsequently to PSRC's Boards for action. Concurrently, project sponsors will submit applications to modify their projects in the Regional Transportation Improvement Program (TIP) according to the recommended adjustments. Once the changes are approved into the State TIP, sponsors will be able to obligate funds to their projects for that appropriation year.

## Appendix A: PSRC Disaggregation Tool Guidance

In consultation with its partners, PSRC developed the Disaggregation Tool in 2004 to distribute FTA funds among the seven transit agencies in the Seattle-Tacoma-Everett UZA. Once the FTA releases the appropriation amounts for each federal fiscal year, PSRC uses the Disaggregation Tool to apply the national FTA distribution formulas to the overall funding totals received by the STE UZA. Given the complexity of the formulas used to allocate each funding source, the tool provides a consistent and transparent way to distribute funds to transit agencies as part of the annual adjustments process. Since its inception, the Disaggregation Tool has been updated on a continuous basis to account for any changes to the FTA funding sources received by the UZA.

The following notes provide additional information on how funds are distributed in the Disaggregation Tool. These notes are meant to provide guidance and serve as a reference when reviewing the tool.

<p><b>General Guidance for Using Disaggregation Table:</b></p> <ul style="list-style-type: none"> <li>The Disaggregation Tool is an Excel spreadsheet made up of multiple worksheets. To use the tool, PSRC enters the relevant data published by the FTA into the designated worksheets. For some worksheets, PSRC also adjusts the data or calculated cells. All worksheets that require data entry or other adjustments are <b>marked in blue</b>. All other worksheets are reviewed but not edited.</li> <li>There is information on the data sources and formulas used listed in the notes below each table. All data used for the tool can be found in the tables published by the FTA, except the DRM splits and the PSRC work program “off the top” amount.</li> <li>The NTD data used for each apportionment year is based on data reported by transit agencies two years before that apportionment year, e.g., the FFY2020 apportionment used data reported for FFY2018. That means there is a two-year lag between when agencies report their service data and when they will earn formula funds based on those services.</li> <li>Many tables include a “Double Check” row to ensure data has been entered correctly. If the data entry is correct, all “Double Check” rows should equal zero.</li> </ul>
<p><b>Additional Notes on Selected Tables:</b></p>
<p><b>Table 1 - Apportionments &amp; Data Unit Values</b></p> <ul style="list-style-type: none"> <li>The published Section 5307 apportionment also includes funds from the Section 5340 Growing States/High Density States Program. Funds from the Section 5340 apportionment are added to the regional pot.</li> <li>Data Unit Values (DUVs) represent the dollar amount FTA attaches to regional population, density, and agency service characteristics. The DUVs are developed for the national formulas as multipliers of the corresponding regional or service characteristics of each UZA. The Disaggregation Tool applies these DUVs to apportion funds to transit agencies in the region.</li> </ul>
<p><b>Table 4 - STE UZA 5307 Total Earned Share and Regional Pots</b></p> <ul style="list-style-type: none"> <li>The Earned Share funds are apportioned to the STE UZA based on the total service attributes of all the transit agencies in the region. The national formulas are applied to these funds using their service data to determine the amounts that were “earned” by each agency.</li> <li>Funds that are apportioned to the UZA based on the characteristics of the regional population and population density are allocated to the regional pot of funds, along with Section 5340 funds and any additional funds due to rounding.</li> </ul>

**Table 6 - 5307 Bus Tier (NF) Incentive Earnings by Agency**

- The 5307 apportionment includes an incentive component for awarding funds to bus tier (non-fixed guideway) transit services that are operating efficiently, as measured by the ratio between their total passenger miles and total operating costs.
- The formula for calculating the Bus Tier Incentive results in additional earnings that the FTA refers to as inherent formula "non-linearities", defined as situations where there is not a direct relationship between an independent variable and a dependent variable. The effect of these "non-linearities" is that the sum of the agency earnings is usually more than the amount that was calculated using the total UZA data.
- To account for this discrepancy, the total calculated transit agency earnings are subtracted from the total calculated UZA earnings to determine the additional difference.
- Each agency's proportional share of the difference is then determined based on their relative share of the calculated earnings. Finally, each agency's share of the difference is subtracted from their calculated earnings. These "adjusted earnings" are added to each agency's overall 5307 earnings.

**Table 8 - 5307 Fixed Guideway Tier Incentive Earnings by Agency**

- The 5307 apportionment also includes an incentive for awarding funds to fixed guideway transit services that are operating efficiently. This is calculated using the same method as described for Table 6.
- For the fixed guideway incentive, there is an additional step for the Commuter Rail Floor. If the total calculated earnings from the incentive are less than the Commuter Rail Floor designated by the FTA, the urbanized area receives additional funds from FTA to reach the floor amount. In 2003, the Regional FTA Caucus recommended that any additional funds from this incentive would be distributed to Sound Transit.
- If the calculated earnings are above the floor, the UZA does not receive any additional funds from the incentive. In 2012, the Regional FTA Caucus recommended that in that case, the calculated earnings minus the difference due to the "non-linearities" should be distributed to agencies without any additional adjustments.

**Table 10 - 5337 High Intensity Motorbus Funding**

- The Section 5337 State of Good Repair program is divided into two tiers: High Intensity Motorbus (HIMB) and High Intensity Fixed Guideway (HIFG). For both tiers, the apportionment is calculated using NTD data for public transit services that are at least 7 years old.
- The HIMB tier funding distribution is based on the Directional Route Miles (DRM) and Vehicle Revenue Miles (VRM) of motorbus services that operate in High Occupancy Vehicle (HOV) lanes.

**Table 11 - 5337 High Intensity Fixed Guideway Tier Funding**

- High-intensity fixed guideway services are transit services that operate in separate rights-of-way for the exclusive use of public transit, including rail, fixed catenary, passenger ferry, and bus rapid transit systems.
- For the 5337 HIFG tier, half of the fixed guideway apportionment is distributed according to the recipient's Directional Route Miles and Vehicle Revenue Miles multiplied by the applicable DUVs.
- The remaining half is based on the proportion a recipient would have received of the FFY2011 Fixed Guideway Modernization funding program apportionment as it then existed, if calculated using the updated 5337 HIFG definitions (FTA C 5300.1).
- More detailed information is available in Appendix A of the Disaggregation Tool.

**Table 13 - STE UZA 5339 Total Earned Share and Regional Pots**

- Since 5307 funding is much more flexible than 5339 funding, per adopted policy the regional pot is made up solely of 5307 funds to allow for a wider range of eligible projects. However, as both the 5307 and 5339 programs use regional characteristics to allocate funding, regional funds make up a portion of the funding apportionments for both programs. To maintain the regional pot with only 5307 funding, each year a transit agency is asked to exchange the regional 5339 funds for a portion of their 5307 earned share funds.

**Table 15 - 5339 Bus Tier (NF) Incentive Earnings by Agency**

- The 5339 apportionment also includes an incentive for awarding funds to non-fixed guideway transit services that are operating efficiently. This is calculated using the same method as described for Table 6.

**Table 17 - Preliminary Total Agency Earnings and Regional Pot**

- Due to rounding, the final totals for each funding source may differ slightly (i.e., by one or two dollars) from the apportionment amounts published by FTA. If there are any dollar differences, PSRC will request that a transit agency adjust their project funding recommendations by the dollar difference to ensure that the final project recommendations exactly match the published apportionment amounts for each funding source.

**Table 18 - Final Total Agency Earnings and Regional Pot**

- As adopted by PSRC’s Executive Board, designated amounts of 5307 funds are taken “off-the-top” for PSRC’s work program from the 5307 funds received by each of the three UZAs in the region. This is a fixed amount determined with the adoption of each TIP and does not change as part of the annual adjustments process.

**Additional Information on the National Transit Database:**

*\*More information on the National Transit Database terminology is available here:*  
<https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary>

**National Transit Database Acronyms**

<ul style="list-style-type: none"> <li>• DUV - Data Unit Value</li> <li>• NF - Non-fixed Guideway</li> <li>• FG - Fixed Guideway</li> <li>• VRM - Vehicle Revenue Miles</li> <li>• DRM - Directional Route Miles</li> <li>• PM – Passenger Miles</li> </ul>	<p><i>Modes:</i></p> <ul style="list-style-type: none"> <li>• CB - Commuter Bus</li> <li>• CR - Commuter Rail</li> <li>• DR - Demand Response</li> <li>• DT - Demand-Response Taxi Service</li> <li>• FB - Ferry Boat on Fixed Route</li> <li>• LR - Light Rail</li> <li>• MB - Motor Bus</li> <li>• MG - Monorail and Automated Guideway</li> <li>• TB - Trolley Bus</li> <li>• SR - Streetcar Rail</li> <li>• VP - Vanpools</li> </ul>
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**NTD Transit Agency Names (if different from Disaggregation Tool)**

- Central Puget Sound Regional Transit Authority - Sound Transit
- Pierce County Transportation Benefit Area Authority - Pierce Transit
- Snohomish County Public Transportation Benefit Area Corporation - Community Transit
- King County Department of Metro Transit - King County DOT
- City of Everett – Everett Transit
- County of Pierce - Pierce County Ferry



## Appendix B: Directional Route Mile Shares

All transit services are reported to the National Transit Database by individual agencies. However, some transit services are jointly operated by multiple agencies. To improve the accuracy of the funding distributions, once the final NTD data is released for each fiscal year, the transit agencies in the region review the reported data for any jointly operated services. The agencies then determine the proportion of the reported Directional Route Miles (DRM) operated by each agency. PSRC incorporates this information into the Disaggregation Tool to apportion funding to the relevant agencies based on their share of the operations.

Directional Route Miles are defined as the mileage in each direction over which public transportation vehicles travel while in revenue service.<sup>1</sup> They measure the actual route path on a facility or roadway, but do not take into account the amount of service provided or the number of traffic lanes or rail tracks existing in the right-of-way. They also do not include any staging or storage areas at the beginning or end of a route.

As of FFY2020, there are four transit agencies in the region that split DRMs for their jointly operated services: King County Metro, Sound Transit, Community Transit, and Pierce Transit. These agencies meet on an annual basis to review the current DRM splits and determine if there are any adjustments needed. For example, a new agency may have begun operating transit services on a segment previously claimed by a different agency. Once the DRM splits for that fiscal year are finalized, they are reported to PSRC to be incorporated into the funding distributions.

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<sup>1</sup> National Transit Database Glossary; Accessed on March 20, 2020 at: <https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary>

## PSRC 2022 FTA Annual Adjustments Summary Information

PSRC coordinates with the Federal Transit Administration (FTA) and the region's public transit agencies to distribute PSRC's FTA funds to projects in the three urbanized areas, or UZAs, in the PSRC region: Bremerton, Marysville and Seattle-Tacoma-Everett (STE). On an annual basis, the FTA requires that PSRC review the estimates used to program FTA funds against the actual allocations approved by Congress and make adjustments to reconcile the two amounts as necessary. More information about this process is available in the accompanying *PSRC FTA Annual Adjustments Process Overview* technical addendum.

**Table 1: PSRC FTA 5307, 5337 & 5339 Funding Apportionments for FFY 2022**

Table 1 shows the 2022 FTA full-year funding apportionments, published by the FTA on April 6, 2022. The UZAs received their 2022 funding apportionments under three separate FTA grant programs: 5307, 5337 (HIFG & HIMB), and 5339.

Funding Source	Bremerton UZA	Marysville UZA	Seattle-Tacoma-Everett (STE) UZA	Grand Total
5307	\$5,701,545	\$2,775,612	\$144,644,908	<b>\$153,122,065</b>
5337 HIFG	\$435,920	\$0	\$81,176,668	<b>\$81,612,588</b>
5337 HIMB	\$0	\$0	\$26,360,492	<b>\$26,360,492</b>
5339	\$295,765	\$235,668	\$9,726,861	<b>\$10,258,294</b>
<i>Total</i>	<i>\$6,433,230</i>	<i>\$3,011,280</i>	<i>\$261,908,929</i>	<b><i>\$271,353,439</i></b>

**Table 2: Bremerton and Marysville UZAs – Overall Adjustments of FFY 2022 PSRC FTA Funds**

Table 2 provides an overview of the funding changes needed for the Bremerton and Marysville UZAs for PSRC's 5307, 5337, and 5339 FTA funds for FFY 2022.

<b>Bremerton UZA</b>			
Funding Source	Programmed	Final 2022 Amount	Adjustment
5307	\$3,337,348	\$5,674,879	\$2,337,531
5307 - PSRC Work Program	\$26,666	\$26,666	\$0
5337 HIFG	\$260,128	\$435,920	\$175,792
5339	\$256,274	\$295,765	\$39,491
<i>Total</i>	<b><i>\$3,880,416</i></b>	<b><i>\$6,433,230</i></b>	<b><i>\$2,552,814</i></b>

<b>Marysville UZA</b>			
Funding Source	Programmed	Final 2022 Amount	Adjustment
5307	\$2,020,854	\$2,758,945	\$738,091
5307 - PSRC Work Program	\$16,667	\$16,667	\$0
5339	\$204,021	\$235,668	\$31,647
<i>Total</i>	<b><i>\$2,241,542</i></b>	<b><i>\$3,011,280</i></b>	<b><i>\$769,738</i></b>

The following five tables include information on PSRC's FTA funds for the STE UZA based on the 2022 edition of PSRC's STE UZA disaggregation tool. A copy of the tool is available upon request.

**Table 3a: STE UZA Earned Shares by Agency for FFY 2022**

Table 3b identifies the currently programmed funds by source for each agency, their final earned share amounts, and any necessary adjustments. *NOTES: 1) The final earnings do not reflect the funding exchange between Washington State Ferries and Pierce Transit that was agreed to as part of the 2018 Project Selection Process. PSRC staff will reach out to these agencies to identify their final 2022 earnings by source. 2) Per adopted agency policy, external agencies do not receive STE UZA minimum floor adjustments.*

	Agency	Currently Programmed for 2022	Final 2022 Earned Share	Minimum Floor	Total Earned Share and Min. Floor for 2022	Adjustment
5307	Community Transit	\$6,280,334	\$9,596,698		\$9,596,698	\$3,316,364
	Everett Transit	\$1,287,502	\$1,008,420	\$269,614	\$1,278,034	(\$9,468)
	Intercity Transit	\$2,325,872	\$2,435,816		\$2,435,816	\$109,944
	King County DOT	\$36,574,711	\$52,217,488		\$52,217,488	\$15,642,777
	Kitsap Transit (STE UZA Earned Share only)	\$401,521	\$1,508,298		\$1,508,298	\$1,106,777
	Pierce County Ferry Operations	\$0	\$455,058	\$65,585	\$520,643	\$520,643
	Pierce Transit	\$6,583,481	\$7,112,887		\$7,112,887	\$529,406
	City of Seattle	\$779,395	\$244,017	\$475,379	\$719,396	(\$59,999)
	Skagit Transit	\$0	\$429,260		\$429,260	\$429,260
	Sound Transit	\$21,404,923	\$31,695,120		\$31,695,120	\$10,290,197
	Washington State Ferries	\$4,673,696	\$6,736,714		\$6,736,714	\$2,063,018
	<b>5307 Earned Share Subtotals</b>	<b>\$80,311,435</b>	<b>\$113,439,776</b>	<b>\$810,578</b>	<b>\$114,250,354</b>	<b>\$33,938,919</b>
5337 HIFG	King County DOT	\$23,200,221	\$36,848,642		\$36,848,642	\$13,648,421
	Kitsap Transit (STE UZA Earned Share only)	\$0	\$34,984		\$34,984	\$34,984
	Pierce County Ferry Operations	\$0	\$854,813		\$854,813	\$854,813
	City of Seattle	\$595,605	\$656,060		\$656,060	\$60,455
	Sound Transit	\$16,164,537	\$29,303,946		\$29,303,946	\$13,139,409
	Washington State Ferries	\$7,252,982	\$13,478,223		\$13,478,223	\$6,225,241
	<b>5337 HIFG Earned Share Subtotals</b>	<b>\$47,213,345</b>	<b>\$81,176,668</b>	<b>\$0</b>	<b>\$81,176,668</b>	<b>\$33,963,323</b>
5337 HIMB	Community Transit	\$1,924,518	\$3,912,082		\$3,912,082	\$1,987,564
	King County DOT	\$7,581,876	\$11,265,192		\$11,265,192	\$3,683,316
	Pierce Transit	\$125,098	\$100,028		\$100,028	(\$25,070)
	Sound Transit	\$8,353,486	\$11,083,189		\$11,083,189	\$2,729,703
	<b>5337 HIMB Earned Share Subtotals</b>	<b>\$17,984,978</b>	<b>\$26,360,491</b>	<b>\$0</b>	<b>\$26,360,491</b>	<b>\$8,375,513</b>
5339	Community Transit	\$718,237	\$927,122		\$927,122	\$208,885
	Everett Transit	\$87,498	\$97,422		\$97,422	\$9,924
	Intercity Transit	\$265,918	\$235,320		\$235,320	(\$30,598)
	King County DOT	\$3,196,836	\$3,939,112		\$3,939,112	\$742,276
	Kitsap Transit (STE UZA Earned Share only)	\$45,906	\$35,463		\$35,463	(\$10,443)
	Pierce Transit	\$595,255	\$687,165		\$687,165	\$91,910
	Skagit Transit	\$0	\$41,470		\$41,470	\$41,470
	Sound Transit	\$1,240,523	\$1,438,436		\$1,438,436	\$197,913
	<b>5339 Earned Share Subtotals</b>	<b>\$6,150,173</b>	<b>\$7,401,510</b>	<b>\$0</b>	<b>\$7,401,510</b>	<b>\$1,251,337</b>
	<b>Earned Share Totals</b>	<b>\$151,659,931</b>	<b>\$228,378,445</b>	<b>\$810,578</b>	<b>\$229,189,024</b>	<b>\$77,529,093</b>

Note 1: The 5307 shown as Pierce County's currently programmed earned share is for informational purposes; the funds are programmed to Pierce Transit under the exchange agreement between these two agencies.

Note 2: Minimum Floor funds are taken from regional 5307 funds.

**Table 3b: Minimum Floor Calculation and Amount for FFY 2022**

The first table below identifies the STE UZA earned share funding by source and the resulting one percent of the total amount. The second table identifies the adjustments needed for each agency to reach the minimum floor amount. Per adopted policy, for FFY2022 the minimum floor adjustment is capped at the FFY2015 amount, so qualifying agencies are brought up to the 2015 amount instead of 1% of the FFY2022 earned share funds.

Minimum Floor Amount				
	5307	5337 (HIFG & HIMB)	5339	Total
STE Earned Share Funding	\$ 113,439,776	\$ 107,537,159	\$ 7,401,510	\$ 228,378,445
One Percent of Funding	\$ 1,134,398	\$ 1,075,372	\$ 74,015	\$ 2,283,784

Minimum Floor Amount by Agency						
Agency	Earned Share - Before Minimum Floor				Minimum Floor Amount*	Difference (Minimum Floor Adjustment)
	5307	5337	5339	Total		
Everett Transit	\$ 1,008,420	\$ -	\$ 97,422	\$ 1,105,842	\$ 1,375,456	\$ 269,614
City of Seattle	\$ 244,017	\$ 656,060	\$ -	\$ 900,077	\$ 1,375,456	\$ 475,379
Pierce County Ferry Operations	\$ 455,058	\$ 854,813	\$ -	\$ 1,309,871	\$ 1,375,456	\$ 65,585
					<b>Total</b>	<b>\$ 810,578</b>

\* Per the 2018 Policy Framework for PSRC's Federal Funds, the amount of minimum floor for the years FFY2021-22 is capped at the FFY2015 amount of minimum floor.

**Table 3c: FTA Competitive Funds and Net Adjustments for FFY 2022**

Table 3c identifies the adjustments needed to PSRC's Regional Competitive funds for 2022. This table shows the regional competitive funding amount after funds were taken from the regional pot for the preservation set-aside and minimum floor adjustment. As illustrated below, additional funds are available for projects on PSRC's adopted FTA contingency list.

	Currently Programmed for 2022	Final 2022 Amounts	Minimum Floor	Total Amount	Adjustments
5307 (projects with FTA Competitive funds)	\$7,461,960	\$18,838,560	\$810,578	\$18,027,982	\$10,566,022
5339 (funds derived from regional attributes)	\$0	\$2,325,351		\$2,325,351	\$2,325,351
<b>Totals</b>	<b>\$7,461,960</b>	<b>\$21,163,911</b>	<b>\$810,578</b>	<b>\$20,353,333</b>	<b>\$12,891,373</b>

As a reminder, the regional competition only programmed 5307 funds, so the amount of 5339 regional funding in the table above will need to be exchanged.

**Table 3d: STE UZA Preservation Set Aside and Net Adjustments for FFY 2022**

Table 3d identifies the funds provided through PSRC's FTA preservation set aside and the adjustments for 2022. Per adopted policy, the preservation set-aside is a fixed amount that will not be adjusted; however, the distribution among agencies based on their current earned share percentages is revised as part of each annual adjustment process. The following table identifies the preservation funds currently programmed for each agency for 2022 and the amount that each will receive based on their share of the 2022 earned share funds.

	Agency	Preservation Funds Currently Programmed for 2022	Share by Agency	Total 2022 Earned Share Funds	Share by Agency	Total to be Received per 2022 Earned Share	Adjustment
Preservation	Community Transit	\$668,423	5.99%	\$14,435,902	6.45%	\$720,311	\$51,888
	Everett Transit	\$63,879	0.57%	\$1,105,842	0.49%	\$55,178	(\$8,701)
	King County DOT	\$5,435,504	48.71%	\$104,270,434	46.62%	\$5,202,805	(\$232,699)
	Pierce County Ferry Operations*	\$60,643	0.54%	\$1,309,871	0.59%	\$65,359	\$4,716
	Pierce Transit	\$444,176	3.98%	\$7,900,080	3.53%	\$394,192	(\$49,984)
	City of Seattle	\$60,063	0.54%	\$900,077	0.40%	\$44,911	(\$15,152)
	Sound Transit	\$3,533,709	31.66%	\$73,520,691	32.87%	\$3,668,478	\$134,769
	Washington State Ferries	\$893,507	8.01%	\$20,214,937	9.04%	\$1,008,669	\$115,162
		<b>\$11,159,904</b>	<b>100%</b>	<b>\$223,657,834</b>	<b>100%</b>	<b>\$11,159,904</b>	<b>(\$0)</b>

\* The 5307 shown as Pierce County's currently programmed earned share is for informational purposes; the funds are programmed to Pierce Transit under the exchange agreement between these two agencies.

**Table 3e: STE UZA PSRC FTA Funds with Overall Adjustments for FFY 2022**

Table 3e provides an overview of the funding changes needed for the STE UZA for PSRC's 5307, 5337, and 5339 FTA funds for FFY 2022.

<b>Seattle-Tacoma-Everett (STE) UZA</b>			
<b>Funding Source</b>	<b>Programmed</b>	<b>Final 2022 Amount</b>	<b>Adjustment</b>
<b>Earned Share (including minimum floor)</b>			
5307	\$80,311,435	\$114,250,354	\$33,938,919
5307 - PSRC Work Program	\$1,206,667	\$1,206,667	\$0
5337 HIFG	\$47,213,345	\$81,176,668	\$33,963,323
5337 HIMB	\$17,984,978	\$26,360,491	\$8,375,513
5339	\$6,150,173	\$7,401,510	\$1,251,337
Subtotal	\$152,866,598	\$230,395,691	\$77,529,093
<b>Regional Competition (after minimum floor)</b>			
5307	\$7,461,960	\$18,027,982	\$10,566,022
5339	\$0	\$2,325,351	\$2,325,351
Subtotal	\$7,461,960	\$20,353,333	\$12,891,373
<b>Preservation Set Aside</b>			
5307	\$11,159,904	\$11,159,904	\$0
Subtotal	\$11,159,904	\$11,159,904	\$0
STE UZA Total	<b>\$171,488,462</b>	<b>\$261,908,927</b>	<b>\$90,420,465</b>

**Table 4: PSRC FTA Funds with Overall Adjustments for FFY 2022**

Table 4 provides a summary of the final overall adjustment amounts for all fund sources for each UZA in FFY 2022.

<b>Total FFY 2022 FTA Funds</b>			
	<b>Programmed</b>	<b>Final 2022 Amount</b>	<b>Adjustment</b>
Bremerton UZA	\$3,880,416	\$6,433,230	\$2,552,814
Marysville UZA	\$2,241,542	\$3,011,280	\$769,738
STE UZA	\$171,488,462	\$261,908,927	\$90,420,465
<b>Total FFY 2022 FTA funds</b>	<b>\$177,610,420</b>	<b>\$271,353,437</b>	<b>\$93,743,017</b>

**Table 5: 2022 PSRC FTA Funds Currently Programmed by UZA and Project**

The following tables describe how FTA funds are currently programmed for projects within each UZA. Each agency will be asked to identify the projects to which 2022 funding adjustments will be applied. PSRC will correspond individually with each jurisdiction regarding how the adjustments process will apply to its currently programmed projects.

<b>Bremerton UZA</b>				
<b>Project ID</b>	<b>Sponsor</b>	<b>Project</b>	<b>Source</b>	<b>Programmed</b>
KT-58	Kitsap Transit	2021-22 Bus and OTR Coach Purchase	5307	\$3,337,348
KT-58	Kitsap Transit	2021-22 Bus and OTR Coach Purchase	5339	\$256,274
KT-59	Kitsap Transit	2021-22 Passenger Only Ferry System Preventive Maintenance	5337 HIFG	\$260,128
PSRC-23	PSRC	Regional Transportation Planning and Programming, FY22-23	5307	\$26,666
<b>Total</b>				<b>\$3,880,416</b>

<b>Marysville UZA</b>				
<b>Project ID</b>	<b>Sponsor</b>	<b>Project</b>	<b>Source</b>	<b>Programmed</b>
CT-68	Community Transit	Marysville UZA Transit Operations 2021-2022	5307	\$2,020,854
CT-69	Community Transit	Transit Revenue Vehicles 2021-2022	5339	\$204,021
PSRC-23	PSRC	Regional Transportation Planning and Programming, FY22-23	5307	\$16,667
<b>Total</b>				<b>\$2,241,542</b>

<b>Seattle-Tacoma-Everett UZA - Earned Share</b>				
<b>Project ID</b>	<b>Sponsor</b>	<b>Project</b>	<b>Source</b>	<b>Programmed</b>
<b>5307 Funds</b>				
CT-69	Community Transit	Transit Revenue Vehicles 2021-2022	5307	\$6,280,334
ET-42	Everett Transit	2021-2022 Preventive Maintenance Vehicle Fleet	5307	\$1,287,502
IT-7	Intercity Transit	FY 21-22 Capital Preventive Maintenance	5307	\$320,000
IT-8	Intercity Transit	FY 2021- 2022 Replacement Fixed Route Coaches	5307	\$531,872
IT-9	Intercity Transit	FY 2021- 2022 Vanpool Vans	5307	\$1,474,000
KCFD-12	King County Metro	West Seattle Terminal Replacement	5307	\$928,576
MET-222	King County Metro	Bus Replacements 2021-2022	5307	\$4,897,618
MET-250	King County Metro	Interim Base Battery Electric Bus Charging Depot	5307	\$5,291,424
MET-251	King County Metro	KCM Sound Transit Link Passenger Improvements	5307	\$3,800,000
MET-252	King County Metro	Metro Base Facilities HVAC Replacements	5307	\$10,800,000
MET-253	King County Metro	Vehicle, Equipment and Facilities Maintenance 2021-2024	5307	\$10,857,093
KT-28	Kitsap Transit	North Kitsap Base	5307	\$401,521
PT-169	Pierce Transit	ADA Service 2021-2022	5307	\$780,865
PT-170	Pierce Transit	Clean Fuels Bus Replacement/Expansion 2021-2022	5307	\$5,802,616
PSRC-23	PSRC	Regional Transportation Planning and Programming, FY22-23	5307	\$1,206,667
SEA-226	City of Seattle	Monorail System Maintenance 2021-2022	5307	\$348,876
SEA-227	City of Seattle	Seattle Streetcar Maintenance 2021-2022	5307	\$430,519
RTA-95	Sound Transit	Downtown Redmond Link Extension	5307	\$21,404,923
WSF-82	Washington State Ferries	Seattle Multimodal Terminal at Colman Dock	5307	\$4,673,696
<b>Subtotal</b>				<b>\$81,518,102</b>
<b>5337 HIFG Funds</b>				
KCFD-11	King County Metro	Vessel Maintenance FY 2021-2022	5337 HIFG	\$898,610
MET-216	King County Metro	Atlantic Base Pavement Replacement	5337 HIFG	\$5,628,894
MET-223	King County Metro	Atlantic Base Trolley Infrastructure Replacement	5337 HIFG	\$2,000,000
MET-227	King County Metro	Replacement of Overhead Trolley Infrastructure 2021-2022	5337 HIFG	\$1,619,616
MET-228	King County Metro	Trolley Pole Replacement 2021-2022	5337 HIFG	\$800,000
MET-229	King County Metro	Trolley System Transit Asset Management 2021-2022	5337 HIFG	\$757,271
MET-230	King County Metro	Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022	5337 HIFG	\$5,000,000
MET-232	King County Metro	Atlantic Base Vehicle Maintenance Bus Lifts	5337 HIFG	\$4,742,729
MET-234	King County Metro	Trolley System Infrastructure SGR Master Drawings	5337 HIFG	\$653,101
MET-249	King County Metro	Atlantic Base Wash Systems Vacuum Replacement	5337 HIFG	\$1,100,000
SEA-226	City of Seattle	Monorail System Maintenance 2021-2022	5337 HIFG	\$595,605
RTA-102	Sound Transit	Sounder and Link State of Good Repair (2021-2022)	5337 HIFG	\$16,164,537
WSF-117	Washington State Ferries	Vessel Preservation and Improvement (2021-2022)	5337 HIFG	\$7,252,982
<b>Subtotal</b>				<b>\$47,213,345</b>
<b>5337 HIMB Funds</b>				
CT-69	Community Transit	Transit Revenue Vehicles 2021-2022	5337 HIMB	\$1,924,518
MET-253	King County Metro	Vehicle, Equipment and Facilities Maintenance 2021-2024	5337 HIMB	\$7,581,876
PT-170	Pierce Transit	Clean Fuels Bus Replacement/Expansion 2021-2022	5337 HIMB	\$125,098
RTA-101	Sound Transit	Regional Express Bus Program 2021-2022	5337 HIMB	\$8,353,486
<b>Subtotal</b>				<b>\$17,984,978</b>

<b>5339 Funds</b>				
CT-69	Community Transit	Transit Revenue Vehicles 2021-2022	5339	\$718,237
ET-43	Everett Transit	2021-2022 Transit Revenue Vehicles	5339	\$87,498
IT-8	Intercity Transit	FY 2021- 2022 Replacement Fixed Route Coaches	5339	\$265,918
MET-222	King County Metro	Bus Replacements 2021-2022	5339	\$3,196,836
KT-28	Kitsap Transit	North Kitsap Base	5339	\$45,906
PT-170	Pierce Transit	Clean Fuels Bus Replacement/Expansion 2021-2022	5339	\$595,255
RTA-101	Sound Transit	Regional Express Bus Program 2021-2022	5339	\$1,240,523
<b>Subtotal</b>				<b>\$6,150,173</b>
<b>Total STE UZA Earned Share</b>				<b>\$152,866,598</b>

<b>Seattle-Tacoma-Everett UZA - Regional Competition</b>				
<b>Project ID</b>	<b>Sponsor</b>	<b>Project</b>	<b>Source</b>	<b>Programmed</b>
CT-66	Community Transit	Swift BRT Orange Line	5307	\$1,205,306
PT-172	Pierce Transit	Pacific Avenue/SR 7 BRT Buses	5307	\$2,000,000
RTA-100	Sound Transit	I-405 Bus Rapid Transit	5307	\$3,394,535
RTA-103	Sound Transit	SR 522/NE 145th St BRT	5307	\$862,119
<b>Total</b>				<b>\$7,461,960</b>

<b>Seattle-Tacoma-Everett UZA - Preservation Set Aside</b>				
<b>Project ID</b>	<b>Sponsor</b>	<b>Project</b>	<b>Source</b>	<b>Programmed</b>
CT-69	Community Transit	Transit Revenue Vehicles 2021-2022	5307	\$668,423
ET-41	Everett Transit	2021-2022 Everett Station Preventive Maintenance and Rehabilitation	5307	\$63,879
KCFD-11	King County Metro	Vessel Maintenance FY 2021-2022	5307	\$136,888
MET-253	King County Metro	Vehicle, Equipment and Facilities Maintenance 2021-2024	5307	\$5,298,616
PT-170	Pierce Transit	Clean Fuels Bus Replacement/Expansion 2021-2022	5307	\$504,819
SEA-226	City of Seattle	Monorail System Maintenance 2021-2022	5307	\$60,063
RTA-102	Sound Transit	Sounder and Link State of Good Repair (2021-2022)	5307	\$3,533,709
WSF-117	Washington State Ferries	Vessel Preservation and Improvement (2021-2022)	5307	\$893,507
<b>Total</b>				<b>\$11,159,904</b>

**Total STE UZA \$171,488,462**

**Grand Total 2022 FTA Funds Programmed \$177,610,420**

## 2022 PSRC FTA Adjustments - Project Changes

Bremerton UZA							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Kitsap Transit	KT-58	2021-22 Bus and OTR Coach Purchase	5307	\$ 3,337,348	\$ -	\$ -	\$ 3,337,348
			5339	\$ 256,274	\$ 39,491	\$ -	\$ 295,765
	KT-59	2021-22 Passenger Only Ferry System Preventive Maintenance	5337 HIFG	\$ 260,128	\$ 175,792	\$ -	\$ 435,920
	TBD	West Bremerton Hydrogen Fueling/Transit Center Park & Ride	5307	\$ -	\$ 2,337,531	\$ -	\$ 2,337,531
PSRC	PSRC-23	Regional Transportation Planning and Programming, FY22-23	5307	\$ 26,666	\$ -	\$ -	\$ 26,666
<b>Total</b>				<b>\$ 3,880,416</b>	<b>\$ 2,552,814</b>	<b>\$ -</b>	<b>\$ 6,433,230</b>

Marysville UZA							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-68	Marysville UZA Transit Operations 2021-2022	5307	\$ 2,020,854	\$ -	\$ (2,020,854)	\$ -
	CT-69	Transit Revenue Vehicles 2021-2022	5339	\$ 204,021	\$ -	\$ (204,021)	\$ -
	TBD	Swift BRT Gold Line	5307	\$ -	\$ 738,091	\$ 2,020,854	\$ 2,758,945
			5339	\$ -	\$ 31,647	\$ 204,021	\$ 235,668
PSRC	PSRC-23	Regional Transportation Planning and Programming, FY22-23	5307	\$ 16,667	\$ -	\$ -	\$ 16,667
<b>Total</b>				<b>\$ 2,241,542</b>	<b>\$ 769,738</b>	<b>\$ -</b>	<b>\$ 3,011,280</b>

Seattle-Tacoma-Everett - Earned Share							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-69	Transit Revenue Vehicles 2021-2022	5307	\$ 6,280,334	\$ -	\$ (6,280,334)	\$ -
			5337 HIMB	\$ 1,924,518	\$ -	\$ (1,924,518)	\$ -
			5339	\$ 718,237	\$ 208,885	\$ -	\$ 927,122
	TBD	Swift BRT Green Line Extension	5307	\$ -	\$ 3,316,364	\$ 6,280,334	\$ 9,596,698
	TBD	Ridestore Rehab - Lynnwood TC	5337 HIMB	\$ -	\$ 1,987,564	\$ 1,924,518	\$ 3,912,082
<b>Community Transit Totals</b>				<b>\$ 8,923,089</b>	<b>\$ 5,512,813</b>	<b>\$ -</b>	<b>\$ 14,435,902</b>
Everett Transit	ET-42	2021-2022 Preventive Maintenance Vehicle Fleet	5307	\$ 1,287,502	\$ (9,468)	\$ -	\$ 1,278,034
	ET-43	2021-2022 Transit Revenue Vehicles	5339	\$ 87,498	\$ -	\$ (87,498)	\$ -
	ET-49	2023 Electronic Signage (Passenger Amenities)	5339	\$ -	\$ 9,924	\$ 87,498	\$ 97,422
<b>Everett Transit Totals</b>				<b>\$ 1,375,000</b>	<b>\$ 456</b>	<b>\$ -</b>	<b>\$ 1,375,456</b>



Intercity Transit	IT-6	Pattison MOA Base Rehabilitation and Expansion	5307	\$ -	\$ 109,944	\$ 2,325,872	\$ 2,435,816
			5339	\$ -	\$ (30,598)	\$ 265,918	\$ 235,320
	IT-7	FY 21-22 Capital Preventive Maintenance	5307	\$ 320,000	\$ -	\$ (320,000)	\$ -
	IT-8	FY 2021- 2022 Replacement Fixed Route Coaches	5307	\$ 531,872	\$ -	\$ (531,872)	\$ -
			5339	\$ 265,918	\$ -	\$ (265,918)	\$ -
IT-9	FY 2021- 2022 Vanpool Vans	5307	\$ 1,474,000	\$ -	\$ (1,474,000)	\$ -	
<b>Intercity Transit Totals</b>			<b>\$ 2,591,790</b>	<b>\$ 79,346</b>	<b>\$ -</b>	<b>\$ 2,671,136</b>	
King County Metro	KCFD-11	Vessel Maintenance FY 2021-2022	5337 HIFG	\$ 898,610	\$ -	\$ -	\$ 898,610
	KCFD-12	West Seattle Terminal Replacement	5307	\$ 928,576	\$ -	\$ -	\$ 928,576
	MET-216	Atlantic Base Pavement Replacement	5337 HIFG	\$ 5,628,894	\$ -	\$ -	\$ 5,628,894
	MET-222	Bus Replacements 2021-2022	5307	\$ 4,897,618	\$ -	\$ (3,067,627)	\$ 1,829,991
			5339	\$ 3,196,836	\$ 3,067,627	\$ -	\$ 6,264,463
	MET-223	Atlantic Base Trolley Infrastructure Replacement	5337 HIFG	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
	MET-227	Replacement of Overhead Trolley Infrastructure 2021-2022	5337 HIFG	\$ 1,619,616	\$ -	\$ -	\$ 1,619,616
	MET-228	Trolley Pole Replacement 2021-2022	5337 HIFG	\$ 800,000	\$ -	\$ -	\$ 800,000
	MET-229	Trolley System Transit Asset Management 2021-2022	5337 HIFG	\$ 757,271	\$ -	\$ -	\$ 757,271
	MET-230	Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 20	5337 HIFG	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000
	MET-232	Atlantic Base Vehicle Maintenance Bus Lifts	5337 HIFG	\$ 4,742,729	\$ -	\$ -	\$ 4,742,729
	MET-234	Trolley System Infrastructure SGR Master Drawings	5337 HIFG	\$ 653,101	\$ -	\$ -	\$ 653,101
	MET-249	Atlantic Base Wash Systems Vacuum Replacement	5337 HIFG	\$ 1,100,000	\$ -	\$ -	\$ 1,100,000
	MET-250	Interim Base Battery Electric Bus Charging Depot	5307	\$ 5,291,424	\$ -	\$ -	\$ 5,291,424
	MET-251	KCM Sound Transit Link Passenger Improvements	5307	\$ 3,800,000	\$ -	\$ -	\$ 3,800,000
	MET-252	Metro Base Facilities HVAC Replacements	5307	\$ 10,800,000	\$ -	\$ -	\$ 10,800,000
	MET-253	Vehicle, Equipment and Facilities Maintenance 2021-2024	5307	\$ 10,857,093	\$ 13,317,427	\$ 3,067,627	\$ 27,242,147
5337 HIMB			\$ 7,581,876	\$ 3,683,317	\$ -	\$ 11,265,193	
TBD	TBD	5337 HIFG	\$ -	\$ 13,648,421	\$ -	\$ 13,648,421	
<b>King County Totals</b>			<b>\$ 70,553,644</b>	<b>\$ 33,716,792</b>	<b>\$ -</b>	<b>\$ 104,270,436</b>	

Kitsap Transit	KT-28	North Kitsap Base	5307	\$ 401,521	\$ -	\$ -	\$ 401,521
			5339	\$ 45,906	\$ (10,443)	\$ -	\$ 35,463
	KT-59	2021-22 Passenger Only Ferry System Preventive Maintenance	5337 HIFG	\$ -	\$ 34,984	\$ -	\$ 34,984
	KT-70	M/V Solano	5307	\$ -	\$ 1,106,777	\$ -	\$ 1,106,777
<b>Kitsap Transit Totals</b>			<b>\$ 447,427</b>	<b>\$ 1,131,318</b>	<b>\$ -</b>	<b>\$ 1,578,745</b>	
Pierce Transit	PT-169	ADA Service 2021-2022	5307	\$ 780,865	\$ 295,407	\$ -	\$ 1,076,272
	PT-170	Clean Fuels Bus Replacement/Expansion 2021-2022	5307	\$ 5,802,616	\$ -	\$ (153,472)	\$ 5,649,144
			5337 HIMB	\$ 125,098	\$ (25,070)	\$ -	\$ 100,028
			5339	\$ 595,255	\$ 91,910	\$ -	\$ 687,165
	TBD	Shuttle Revenue Vehicles	5307	\$ -	\$ 1,609,455	\$ 153,472	\$ 1,762,927
<b>Pierce Transit Totals</b>			<b>\$ 7,303,834</b>	<b>\$ 1,971,702</b>	<b>\$ -</b>	<b>\$ 9,275,536</b>	
PSRC	PSRC-23	Regional Transportation Planning and Programming, FY22-23	5307	\$ 1,206,667	\$ -	\$ -	\$ 1,206,667
<b>PSRC Totals</b>			<b>\$ 1,206,667</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,206,667</b>	
City of Seattle	SEA-226	Monorail System Maintenance 2021-2022	5307	\$ 348,876	\$ (55,590)	\$ -	\$ 293,286
			5337 HIFG	\$ 595,605	\$ 60,455	\$ -	\$ 656,060
	SEA-227	Seattle Streetcar Maintenance 2021-2022	5307	\$ 430,519	\$ (4,409)	\$ -	\$ 426,110
<b>City of Seattle Totals</b>			<b>\$ 1,375,000</b>	<b>\$ 456</b>	<b>\$ -</b>	<b>\$ 1,375,456</b>	
Skagit Transit	TBD	TBD	5307	\$ -	\$ 429,260	\$ -	\$ 429,260
	TBD	TBD	5339	\$ -	\$ 41,470	\$ -	\$ 41,470
<b>Skagit Transit Totals</b>			<b>\$ -</b>	<b>\$ 470,730</b>	<b>\$ -</b>	<b>\$ 470,730</b>	
Sound Transit	RTA-95	Downtown Redmond Link Extension	5307	\$ 21,404,923	\$ -	\$ -	\$ 21,404,923
	RTA-98	Tacoma Dome Link Extension	5307	\$ -	\$ 10,290,197	\$ -	\$ 10,290,197
	RTA-101	Regional Express Bus Program 2021-2022	5337 HIMB	\$ 8,353,486	\$ 2,729,703	\$ -	\$ 11,083,189
			5339	\$ 1,240,523	\$ 197,913	\$ -	\$ 1,438,436
	RTA-102	Sounder and Link State of Good Repair (2021-2022)	5337 HIFG	\$ 16,164,537	\$ 13,139,409	\$ -	\$ 29,303,946
<b>Sound Transit Totals</b>			<b>\$ 47,163,469</b>	<b>\$ 26,357,222</b>	<b>\$ -</b>	<b>\$ 73,520,691</b>	
Washington State Ferries	WSF-82	Seattle Multimodal Terminal at Colman Dock	5307	\$ 4,673,696	\$ 1,208,205	\$ -	\$ 5,881,901
	WSF-117	Vessel Preservation and Improvement (2021-2022)	5337 HIFG	\$ 7,252,982	\$ 7,080,054	\$ -	\$ 14,333,036
<b>Washington State Ferries Totals</b>			<b>\$ 11,926,678</b>	<b>\$ 8,288,259</b>	<b>\$ -</b>	<b>\$ 20,214,937</b>	

Seattle-Tacoma-Everett Regional Competition							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-66	Swift BRT Orange Line	5307	\$ 1,205,306	\$ -	\$ -	\$ 1,205,306
Pierce Transit	PT-172	Pacific Avenue/SR 7 BRT Buses	5307	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
Sound Transit	RTA-100	I-405 Bus Rapid Transit	5307	\$ 3,394,535	\$ -	\$ -	\$ 3,394,535
	RTA-103	SR 522/NE 145th St BRT	5307	\$ 862,119	\$ -	\$ -	\$ 862,119

Funds advanced from 2023 to 2022							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-66	Swift BRT Orange Line	5307	\$ -	\$ 4,088,240	\$ -	\$ 4,088,240
Sound Transit	RTA-100	I-405 Bus Rapid Transit	5307	\$ -	\$ 1,392,562	\$ -	\$ 1,392,562
	RTA-103	SR 522/NE 145th St BRT	5307	\$ -	\$ 5,410,571	\$ -	\$ 5,410,571
Pierce Transit	PT-176	Spanaway Transit Center Phase II	5307	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
			<b>Total</b>	<b>\$ 7,461,960</b>	<b>\$ 12,891,373</b>	<b>\$ -</b>	<b>\$ 20,353,333</b>

Recommendation for freed up 2023 funds							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Sound Transit	RTA-108	NE 130th Street Infill Station*	5307	\$ -	\$ 2,912,240	\$ -	\$ 2,912,240
Pierce Transit	PT-176	Spanaway Transit Center Phase II	5307	\$ -	\$ 1,271,477	\$ -	\$ 1,271,477

Recommendation for freed up 2024 funds							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Sound Transit	RTA-108	NE 130th Street Infill Station*	5307	\$ -	\$ 3,207,110	\$ -	\$ 3,207,110
King County Metro	TBD	Route 36 Speed and Reliability Corridor Improvements	5307	\$ -	\$ 2,449,000	\$ -	\$ 2,449,000
City of Seattle	TBD	Seattle Center Monorail Station Improvements	5307	\$ -	\$ 3,051,546	\$ -	\$ 3,051,546

\*In addition to the \$12,891,373 in regional competitive funds from the FFY 2022 annual adjustments, there are also \$1,180,650 in FFY2019 5307 competitive funds that were returned to the region, making a total of \$14,072,023 in 5307 competitive funding available. The 2019 funding is being awarded to Sound Transit's "NE 130th Street Infill Station" project from the 2020 Contingency List.

Seattle-Tacoma-Everett - Preservation Set Aside							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-69	Transit Revenue Vehicles 2021-2022	5307	\$ 668,423	\$ 51,888	\$ -	\$ 720,311
Everett Transit	ET-41	2021-2022 Everett Station Preventive Maintenance and Rehabilitation	5307	\$ 63,879	\$ (8,701)	\$ -	\$ 55,178
King County	KCFD-11	Vessel Maintenance FY 2021-2022	5307	\$ 136,888	\$ -	\$ -	\$ 136,888
King County	MET-253	Vehicle, Equipment and Facilities Maintenance 2021-2024	5307	\$ 5,298,616	\$ (232,699)	\$ -	\$ 5,065,917
Pierce Transit	PT-170	Clean Fuels Bus Replacement/Expansion 2021-2022	5307	\$ 504,819	\$ (45,268)	\$ -	\$ 459,551
City of Seattle	SEA-226	Monorail System Maintenance 2021-2022	5307	\$ 60,063	\$ (15,152)	\$ -	\$ 44,911
Sound Transit	RTA-102	Sounder and Link State of Good Repair (2021-2022)	5307	\$ 3,533,709	\$ 134,769	\$ -	\$ 3,668,478
Washington State Ferries	WSF-117	Vessel Preservation and Improvement (2021-2022)	5307	\$ 893,507	\$ 115,162	\$ -	\$ 1,008,669
			<b>Total</b>	<b>\$ 11,159,904</b>	<b>\$ (0)</b>	<b>\$ -</b>	<b>\$ 11,159,904</b>

**STE UZA Totals \$ 171,488,462 \$ 90,420,467 \$ - \$ 261,908,929**

**Total FFY 2022 FTA Funds \$ 177,610,420 \$ 93,743,019 \$ - \$ 271,353,439**

## ADDITIONAL INFORMATION ON 2022 FTA REDISTRIBUTION REQUESTS

### COMMUNITY TRANSIT

**REQUEST:** Community Transit requests to redistribute:

- **Marysville Urbanized Area (UZA) funds**
  - 2022 5307 Earned Share (ES) - \$2,020,854 from the “Marysville UZA Transit Operations 2021-2022” project to the new “Swift BRT Gold Line” project.
  - 2022 5339 - \$204,021 from the “Transit Revenue Vehicles 2021-2022” project to the new “Swift BRT Gold Line” project.
- **Seattle Tacoma Everett UZA funds**
  - 2022 5307 ES - \$6,280,334 from the “Transit Revenue Vehicles 2021-2022” project to the new “Swift BRT Green Line Extension” project.
  - 2022 5337 HIMB - \$1,924,518 from the “Transit Revenue Vehicles 2021-2022” project to the new “Ridestore Rehab - Lynnwood TC” project.

**RATIONALE:** The redistributions are needed because the agency’s fleet and service plans have changed due to the lingering effects of COVID-19 service adjustments and workforce struggles. This action will allow the agency to comply with the FTA’s spare ratio policies, align its bus purchase schedule to revised service plans and utilize current funding for projects that will be ready to obligate before the funds are in danger of lapsing.

**PROJECT SCOPE IMPACTS:**

- **Marysville UZA Transit Operations 2021-2022** – The project scope will be reduced by 21,396 hours of service provided.
- **Transit Revenue Vehicles 2021-2022** - The project scope will be reduced by 15 bus purchases.
- **New projects:**
  - Swift BRT Gold Line
  - Swift BRT Green Line Extension
  - Ridestore Rehab - Lynnwood TC

### EVERETT TRANSIT

**REQUEST:** Everett Transit requests to redistribute \$87,498 in 2022 5339 funding from its “2021-2022 Transit Revenue Vehicles” project to the “2023 Electronic Signage (Passenger Amenities)” project.

**RATIONALE:** The redistribution is needed because the agency requires additional funding for implementing real-time electronic signage both inside and outside of Everett Station. Funding is being redistributed from the “2021-2022 Transit Revenue Vehicles” project because the agency is no longer in need of paratransit vehicles after replacing 18 paratransit vehicles in 2020. The agency has another TIP project for funding purchases of electric vehicles for fixed route services.

**PROJECT SCOPE IMPACTS:**

- **2021-2022 Transit Revenue Vehicles** – This project will be closed after the funds are removed.
- **2023 Electronic Signage (Passenger Amenities)** - The additional funds will be used to provide wayfinding and real-time electronic signage of arrivals and departures at Everett Station.

**INTERCITY TRANSIT**

**REQUEST:** Intercity Transit requests to redistribute:

- 2022 5307 ES - \$320,000 from the “FY 21-22 Capital Preventive Maintenance” project, \$531,872 from the “FY 2021- 2022 Replacement Fixed Route Coaches” project, and \$1,474,000 from the “FY 2021- 2022 Vanpool Vans” project to the “Pattison MOA Base Rehabilitation and Expansion” project.
- 2022 5339 - \$265,918 from the “FY 2021- 2022 Replacement Fixed Route Coaches” project to the “Pattison MOA Base Rehabilitation and Expansion” project.

**RATIONALE:** The redistribution is needed so that the agency can use the additional federal funding to displace local funds in “Pattison MOA Base Rehabilitation and Expansion” project, which will free up local funds that are needed for other critical projects.

**PROJECT SCOPE IMPACTS:**

- **Pattison MOA Base Rehabilitation and Expansion** – The project scope will not change as the agency will be using the federal funds to displace local funds.
- **FY 21-22 Capital Preventive Maintenance** - This project will be closed after the funds are removed.
- **FY 2021- 2022 Replacement Fixed Route Coaches** - This project will be closed after the funds are removed.
- **FY 2021- 2022 Vanpool Vans** - This project will be closed after the funds are removed.

**KING COUNTY METRO**

**REQUEST:** King County Metro requests to redistribute \$3,067,627 in 2022 5307 ES funding from its “Bus Replacements 2021-2022” project to its “Vehicle, Equipment and Facilities Maintenance 2021-2024” project.

**RATIONALE:** As part of the 2022 adjustments process, per request the agency is swapping 5307 funds for an equivalent amount of 5339 funds in one of its projects in order to keep the regional competitive pot of funds solely funded with the more flexible 5307 funding. As part of this swap, Metro is replacing 5307 funds in the “Bus Replacements 2021-2022” project with 5339 funds and programming the replaced 5307 funds to the “Vehicle, Equipment and Facilities Maintenance 2021-2024” project. The redistribution is needed to maintain the same amount of federal funds in the “Bus Replacements 2021-2022” project, as no 5307 funds are being added to the project from the adjustments.

**PROJECT SCOPE IMPACTS:**

- **Bus Replacements 2021-2022** – The project scope will not change as the agency is adding an equivalent amount of 5339 funds from the 2022 adjustments.

- **Vehicle, Equipment and Facilities Maintenance 2021-2024** - The project scope will not change as the agency will be reducing local funds by an equivalent amount.

## PIERCE TRANSIT

**REQUEST:** Pierce Transit requests to redistribute \$153,472 in 2022 5307 ES funding from its “Clean Fuels Bus Replacement/Expansion 2021-2022” project to the new “2023 Electronic Signage (Passenger Amenities)” project.

**RATIONALE:** The redistribution is needed because the bus replacement benchmark in the agency’s transit asset management plan requires few buses during the next six-year cycle, so the agency is removing funds from the “Clean Fuels Bus Replacement/Expansion 2021-2022” project. These funds will be added to a new project for purchasing approximately 19 vehicles to support complementary ADA paratransit service.

**PROJECT SCOPE IMPACTS:**

- **Clean Fuels Bus Replacement/Expansion 2021-2022** – The project scope will not change because the funding reduction will not impact the number of buses purchased under the project.
- **Shuttle Revenue Vehicles** - This is a new project.

## ADDITIONAL INFORMATION ON PROJECTS PROPOSED BY EXTERNAL TRANSIT AGENCIES

PSRC's adopted policy for external transit agencies earning FTA funds in the Seattle-Tacoma-Everett Urbanized Area (STE UZA) states:

*Transit agencies external to any Urbanized Area (UZA) within the PSRC region that provide service to, and report data in, that UZA should receive that portion of PSRC's FTA funds earned from that service. Further, those PSRC FTA funds should be programmed and spent on projects related to the service provided to that UZA.*

PSRC has reviewed the following projects and determined that they meet the intent of the policy. The next section provides information on the projects being proposed for the 2022 FTA Adjustments by each external agency.

Skagit Transit is not programming its 2022 FTA funds at this time, as the agency has not yet identified projects to receive the funds. Once those projects are identified, PSRC staff will review them to ensure they adhere with the adopted policy.

### KITSAP TRASIT

#### **Proposed Project: 2021-22 Passenger Only Ferry System Preventive Maintenance**

For this project, Kitsap Transit is responsible for the maintenance of facilities associated with the passenger-only ferry service. This project includes preventative maintenance of a wide range of possible types of work to cost-effectively preserve and extend ferry service assets. One hundred percent of the STE UZA funding will support and preserve ferry service to the STE UZA.

#### **Proposed Project: North Kitsap Base**

The project includes the development of a transit base and a 265-stall park and ride lot near the intersection of SR-3 and SR-305. Located at 21710 Vetter Rd NW, Poulsbo, WA, the base will consist of 7.38 acres and will serve as a storage and maintenance facility for transit vehicles serving North Kitsap, which includes the Kingston and Bainbridge Island ferry terminals. The adjacent park and ride consists of 5 acres and serves as the regional terminus for the SR305 corridor. This is a multiyear project completed in phases. Phase 1 and Phase 2 are complete. Phase 1 involved the construction of the bus storage facility and park and ride lot. Phase 2 involved the construction of the bus wash and fueling structures. Phase 3 involves the design and construction of a heavy-duty maintenance building. The funding will be used to partially fund Phase 3 design. One hundred percent of the STE UZA funding will support transit service which connects to WSF's ferry service to the STE UZA.

**Proposed Project: M/V Solano**

For this project, Kitsap Transit has purchased the M/V Solano, a 125-foot-long power catamaran. This TIP bucket project includes preventative maintenance to cost effectively preserve and extend this ferry service asset. The KT passenger only ferry will provide cross-sound fast ferry service connections between Kitsap County and King County, WA. The 5307 funds and local match will be used on vessel related preventative maintenance including re-branding, new upholstery and replacement of worn parts. Project enhancements will promote transit service and improve rider safety to extend the vessel useful life. One hundred percent of the STE UZA funding will be used to support the rehabilitation of the M/V Solano to transfer passengers to and from the STE UZA.

**INTERCITY TRANSIT****Proposed Project: Pattison MOA Base Rehabilitation and Expansion**

This funding will be used for a portion of the construction phase of the Pattison Maintenance, Operations and Administrative Base (MOA) Rehabilitation and Expansion project, including development of a new administrative building; new fuel, wash and maintenance facilities building; and remaining North and South parcel site improvements. This is a multi-year project. Intercity Transit provides commuter express bus services into the STE UZA with service to Lakewood. Additionally, Intercity Transit operates a significant vanpool program with approximately 60% of Intercity Transit's current vanpool group's origins or destinations within the STE UZA.



### PSRC's Adopted Contingency List - 2020 Regional FTA Competition (June 2022)

Sponsor	Project	Total Score (100 points)	Phase(s) Requested	Current Amount	Proposed Change	Updated Amount
Sound Transit	SR 522/NE 145th St BRT*	<b>85</b>	OTH	\$0		\$0
King County Metro	RapidRide K Line: Speed and Reliability Improvements	<b>71</b>	CN	\$6,000,000		<b>\$6,000,000</b>
Sound Transit	NE 130th Street Infill Station**	<b>69</b>	CN	\$7,300,000	-\$7,300,000	\$0
City of Seattle	Northgate to Downtown Transit improvements	<b>68</b>	PE	\$1,000,000		<b>\$1,000,000</b>
King County Metro	Route 36 Speed and Reliability Corridor Improvements**	<b>63</b>	CN	\$2,449,000	-\$2,449,000	\$0
Pierce Transit	Spanaway Transit Center Phase II**	<b>54</b>	CN	\$2,000,000	-\$1,271,477	<b>\$728,523</b>
City of Seattle	Seattle Center Monorail Station Improvements**	<b>54</b>	CN	\$4,800,000	-\$3,051,546	<b>\$1,748,454</b>
Sound Transit	South Tacoma & Lakewood Station Access Improvements	<b>51</b>	PE	\$5,000,000		<b>\$5,000,000</b>
<b>Total</b>				<b>\$28,549,000</b>	<b>-\$14,072,023</b>	<b>\$14,476,977</b>

\* The amount reflects the reduction of \$727,310 awarded in the FTA 2021 Adjustments.

\* These amounts reflect the \$14,072,023 of funds awarded in the FTA 2022 Adjustments, which included \$1,180,650 in 2019 funds, \$4,183,717 in 2023 funds and \$8,707,656 in 2024 funds. The 2019 funds came from an awarded project that returned funds to the region, while the 2023 and 2024 represent the additional regional competitive funds the region received from the 2022 apportionments.