



Puget Sound Regional Council

## **Transportation Policy Board's FTA Funding Working Group Agenda**

**Date: October 5, 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/86811177327?pwd=bjVQcVY1L1pTMWNML3l0NUQvcGZKUT09>

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### **1. Introductions (1:00)**

### **2. Brief Summary of First Meeting\* (1:05)**

Overview of actions and themes from the September 7<sup>th</sup> meeting.

### **3. Overview of Additional Materials\* (1:10)**

Brief overview of the additional background materials requested at the last meeting (see attachments), and opportunity for Q&A.

### **4. Introduction and Review of Member Proposals\* (1:25)**

(See Homework Assignment – Proposals due to Staff by Noon Friday, September 30)

Members will be asked to present any proposals for change to the current allocation methodology for PSRC's FTA funds. Specific questions will include:

- Why is the proposal being made? What will it accomplish?

The working group will discuss the proposals, with the following in mind:

- What questions do members have about the proposals?
- How would the proposed change impact all transit operators?
- Would the proposed change have an impact on the equitable distribution of funds?
- Would the proposed change allow / enable transit agencies to meet the commitments made to voters for local initiatives?
- Are there elements of the proposals that members like and/or can live with?

### **5. Next Steps (2:55)**

Based on the discussion of proposals, identify next steps and any possible homework for the next meeting.

### **6. Next Meeting: TBD**

A calendar poll will be sent to members to schedule the third meeting.

### **7. Adjourn (3:00)**

\*Supporting materials attached

For more information, contact Kelly McGourty, Director of Transportation Planning, at (206) 971-3601 or [KMcGourty@psrc.org](mailto: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**  
**September 7, 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; 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.

Working group members absent: Mayor Mary Lou Pauly, Issaquah; Michelle Allison, King County.

Ground Rules and Expectations

Josh Brown, PSRC, reviewed the charge of the group, and John Howell, Cedar River Group, reviewed the ground rules for the meetings. Ms. Serebrin noted that the recommendations should be grounded in equity and under existing policies.

Background on PSRC's FTA Funding

Kelly McGourty, PSRC, briefly reviewed the background materials provided as part of the agenda packet. Member questions included details on the history of the existing methodology. Specific requests for additional information prior to the next meeting included the following:

- Percentage increase in funding expected from IIJA / BIL; include the context of eligibility factors by program
- Sources of overall funding available (federal/state/local), by each transit agency
- Transit service data by equity focus area (as presented to TPB in June 2022)
- Information on FTA funding processes conducted by other MPOs, similar in size, number of operators, etc.

### What Are We Trying to Solve?

Several themes were mentioned by multiple members of the work group, including the following:

- This is a good time to revisit the allocation methodology for FTA funds. The anticipated increase in regional FTA funds highlights the need to make sure members are in agreement about the methodology.
- There is a need to improve service to historically underserved residents and to equitably distribute federal funding, in line with PSRC's equity focus populations.
- It is important that the methodology honor 1) the assumptions made by member agencies who have developed budgets and strategic initiatives based on the historic funding methodology, and 2) the commitments made by some member agencies with voters who have approved local funding initiatives, based on assumptions about the availability of FTA funds.

Members were interested in understanding how transit agencies are currently incorporating equity into their service and how they are utilizing funding, as well as having quantifiable metrics to determine whether or not equity focus populations are currently being served. It was noted that each community has different perspectives and needs, and that there are differences between a local and a regional lens. Another comment indicated that currently some areas receive more funding than others, and we should use our policy and funding levers to provide more support to underserved areas.

Lastly, a few reminders were noted regarding the current funding process:

- 93% of the FTA funds under the current system are distributed via the earned share distribution methodology, for which transit agencies identify projects that are presented to the board for final approval. This includes the preservation set-aside that is taken from the regional portion of funding.
- With a few exceptions, the FTA funding cannot be used to fund service, but rather capital investments only.
- This conversation is about the Seattle-Tacoma-Everett UZA (Urbanized Area), and not the Bremerton or Marysville UZA's.

Two additional requests were made to provide data for the next meeting: 1) examples of areas not being served using PSRC's visualization tool, and 2) how transit agencies are addressing equity in their service planning.

### Next Steps

Staff will develop a meeting summary and work to provide the additional data requested for inclusion in the next agenda packet. Members were asked to review the information

packet in advance of the next meeting so that time does not need to be spent at the meeting presenting the materials. Also, members were asked to come prepared at the next meeting to make any suggestions for ways they would suggest that the funding allocation methodology be changed. Those ideas will be sent to members in advance. A calendar poll will be sent to identify the date for the next meeting.

## OCTOBER 5, 2022 TRANSPORTATION POLICY BOARD FTA WORKING GROUP

### Agenda Item #3: Overview of Additional Materials

- 3A. Research into how other MPOs conduct their FTA funding distributions. Information has been provided from regions that are similar in size and funding authority to PSRC, with multiple transit operators.
- 3B. Revenue sources by transit agency. Similar to the regional revenue sources chart provided in September, information is broken out for each transit agency.
- 3C. Transit service and equity data, as provided to the TPB in June 2022.
- 3D. Transit service maps overlaid with PSRC's people of color equity focus areas for illustrative purposes. Included for each county is a screenshot from PSRC's visualization tool of current (2018) and future (2050) transit routes and forecast (2050) transit supportive densities.
- 3E. Brief description of how equity is incorporated into each transit agency's service guidelines / decision making. *Information is still being gathered from transit agencies, so a supplement will be sent to the working group prior to the meeting.*
- 3F. Expected increases of PSRC's 2023-2026 FTA formula funds, by program. These are order of magnitude increases based on 2022 final allocations compared to the estimates used for programming to date.

### 3A. PSRC Peer Review of FTA Funding Distributions

For comparison, PSRC's Seattle-Tacoma-Everett UZA received \$262 million in FY2022 dollars and includes 8 in-region transit operators and 2 external transit operators.

Funding programs = Section 5307 Urbanized Area Formula Program; Section 5337 State of Good Repair Formula Program for High Intensity Fixed Guideway and High Intensity Motorbus Systems; and Section 5339 Buses and Bus Facilities Program

Urbanized Area (UZA)	MPO	# of transit operators	2022 FTA funds		Distribution methodology	Distribution process description
<b>Chicago, IL-IN</b>	Regional Transportation Authority (RTA), Chicago Metropolitan Agency for Planning (CMAP)	7	5307	\$338,461,826	formula (partially based on NTD and Census data)	<ul style="list-style-type: none"> <li>Because the Chicago UZA covers both Indiana and Illinois, the Regional Transportation Authority first uses operating (NTD) and Census data to split FTA funds between the two states, as endorsed by CMAP and the two Indiana MPOs.</li> <li>The Illinois funds are then further sub-allocated between three transit service boards, in accordance with historically established sub-allocation percentages: 58 percent to the CTA, 34 percent to Metra and 8 percent to Pace.</li> </ul>
			5337 HIFG	\$400,095,098		
			5339	\$14,623,090		
			<b>TOTAL</b>	<b>\$753,180,014</b>		
<b>Boston, MA-NH-RI</b>	Boston Region Metropolitan Planning Organization (Boston Region MPO)	10	5307	\$210,000,758	competitive	<ul style="list-style-type: none"> <li>For both FTA and FHWA funds, the Boston Region MPO first uses standardized forms to gather information from the state and member municipalities about possible projects.</li> <li>MPO staffers then evaluate projects using a 100-point scoring system, based on regional planning priorities and funding constraints.</li> <li>The MPO board then uses staff evaluations to discuss programming scenarios for new and currently funded projects before deciding on a final scenario.</li> </ul>
			5337 HIFG	\$224,416,489		
			5337 HIMB	\$71,367		
			5339	\$5,957,754		
			<b>TOTAL</b>	<b>\$440,446,368</b>		
<b>Dallas-Fort Worth-Arlington, TX</b>	North Central Texas Council of Governments (NCTCOG)	6	5307	\$110,480,695	competitive	<ul style="list-style-type: none"> <li>For both FTA and FHWA funds, NCTCOG staffers first collect information on proposed projects. They then evaluate them based on the projects' individual merits and their impact on the regional transportation system.</li> </ul>
			5337 HIFG	\$47,601,821		
			5337 HIMB	\$1,340,482		
			5339	\$6,955,953		

			<b>TOTAL</b>	<b>\$166,378,951</b>		<ul style="list-style-type: none"> <li>• The set of recommended projects is then reviewed by staff to ensure an equitable distribution of selected projects throughout the region.</li> <li>• Staff then works with the Regional Transportation Council and its subcommittees to select projects that support regional priorities.</li> <li>• There is also 2% set aside of FTA 5307 and 5310 funding for the Transit Strategic Partnerships competition, which funds innovative transit projects and solutions.</li> </ul>
<b>Minneapolis-St. Paul, MN-WI</b>	Metropolitan Council (MTC)	7	5307	\$76,182,929	mixed (formula and case-by-case evaluation). Formula is partially based on NTD data.	<ul style="list-style-type: none"> <li>• The MTC is also the largest transit operator in this UZA, including Metro Transit (bus, rail) and other transit services.</li> <li>• Metro Transit reports its services to NTD and "Metropolitan Transportation Services" reports all the other services operated by MTC.</li> <li>• Funds earned by Metro Transit are first distributed back to the agency. Funds earned by Metropolitan Transportation Services are then distributed "proportionately" to those providers.</li> <li>• Funds generated by regular route and rural/small urban providers are added to the Metropolitan Transportation Services' pool of capital funds.</li> <li>• Eligible providers submit an annual list of projects.</li> <li>• Based on the submitted projects, Metropolitan Transportation Services then produces an annual list of recommended projects for its services and for rural/small providers from its pool of capital funds. The list must be consistent with the Transportation Policy Plan and the 2020 Regional Transit Master Plan.</li> </ul>
			5337 HIFG	\$18,809,092		
			5337 HIMB	\$12,336,226		
			5339	\$5,549,738		
			<b>TOTAL</b>	<b>\$112,877,985</b>		



<b>Philadelphia, PA-NJ-DE-MD</b>	Delaware Valley Regional Planning Commission	8	5307	\$206,017,417	case-by-case evaluation	<ul style="list-style-type: none"> <li>• The DVRPC conducts a "TIP Update" process every two years. Transit stakeholders first work together to estimate how much funding is expected to be available during the four-year TIP period.</li> <li>• Agencies then submit projects for review by the Regional Technical Committee. TIP subcommittees for each state (NJ and PA) work over the course of the year to determine when various projects will advance and whether new projects can be added to the program.</li> <li>• Finally, the RTC makes recommendations to the DVRPC Board for adoption.</li> </ul>
			5337 HIFG	\$223,664,486		
			5339	\$9,150,641		
			<b>TOTAL</b>	<b>\$438,832,544</b>		

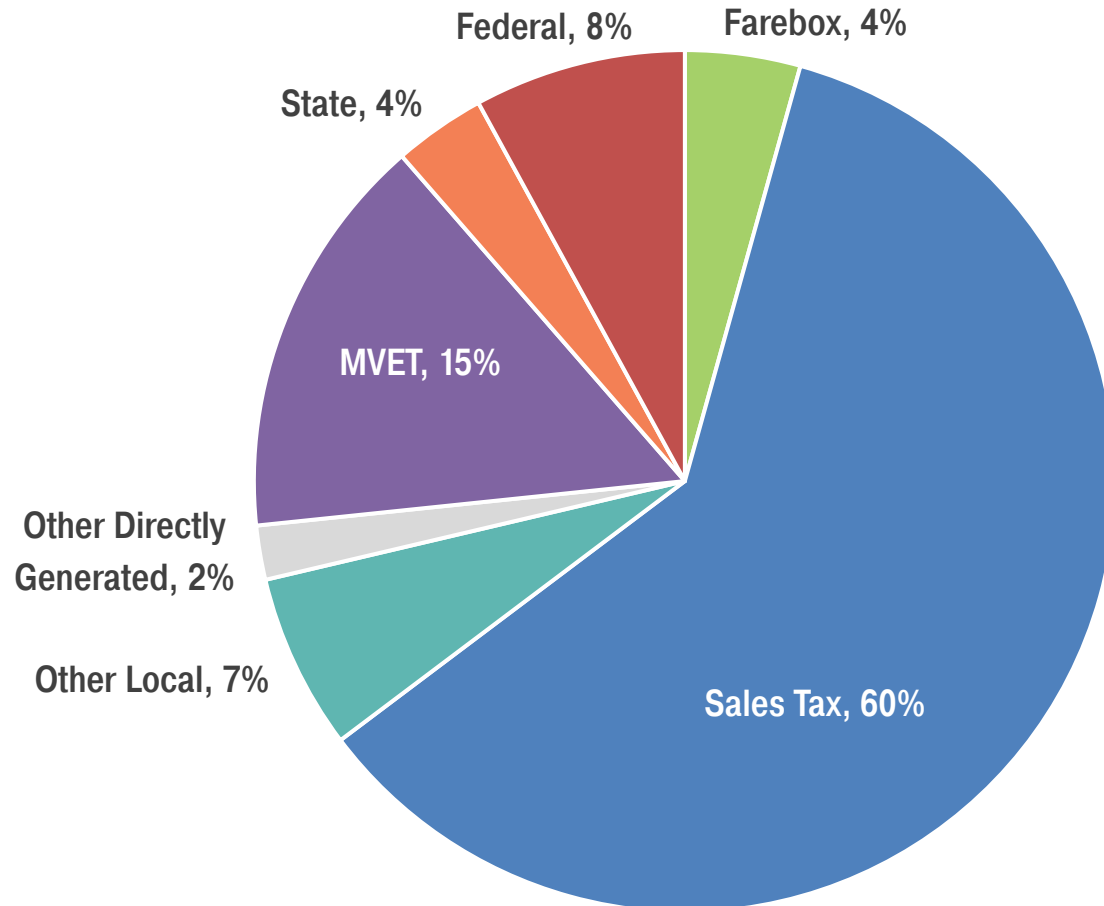
# 3B. Transit Revenue Sources

- Revenue sources and percentage shares by transit agency
- 2018 data shown as illustrative
  - Preliminary research of 2019 data suggests minimal changes



## | **FUNDING BY SOURCE**

Total Capital & Operating Revenues: \$2.22 billion



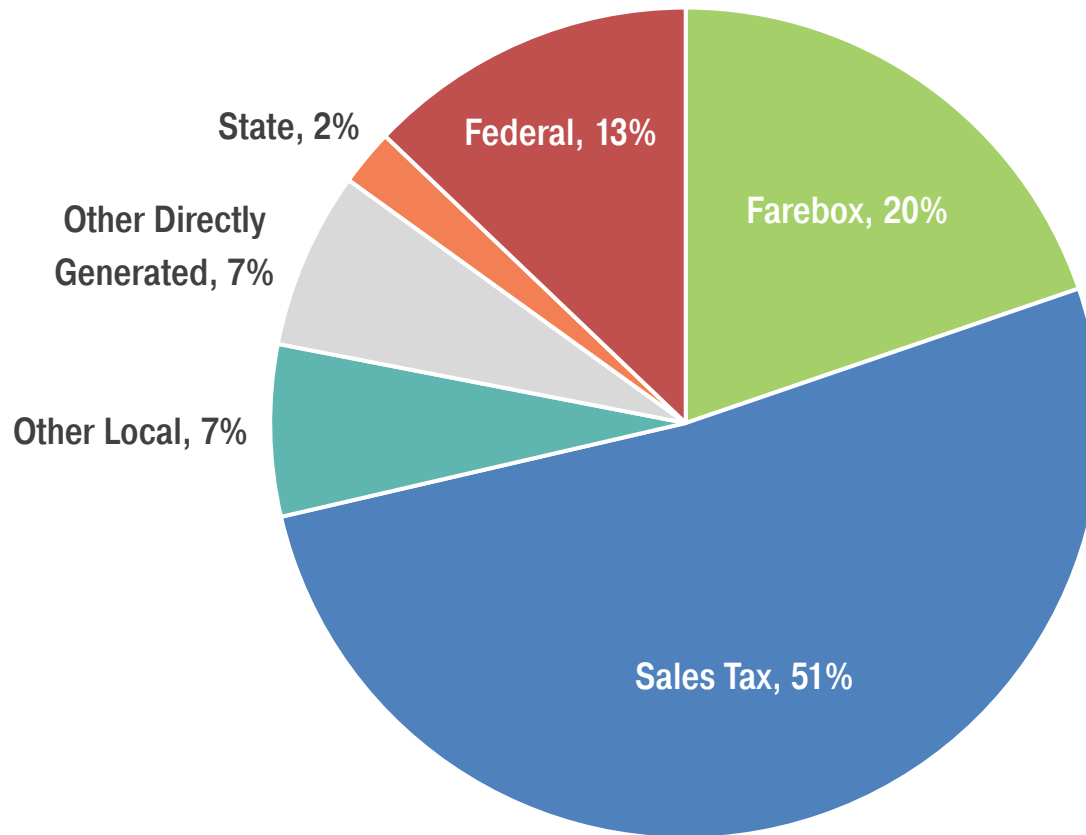
“Other” categories include:

- Property tax
- General fund revenues
- Park and ride revenues
- Advertising
- Miscellaneous fees and contributions



## | **FUNDING BY SOURCE**

Total Capital & Operating Revenues: \$1.20 billion

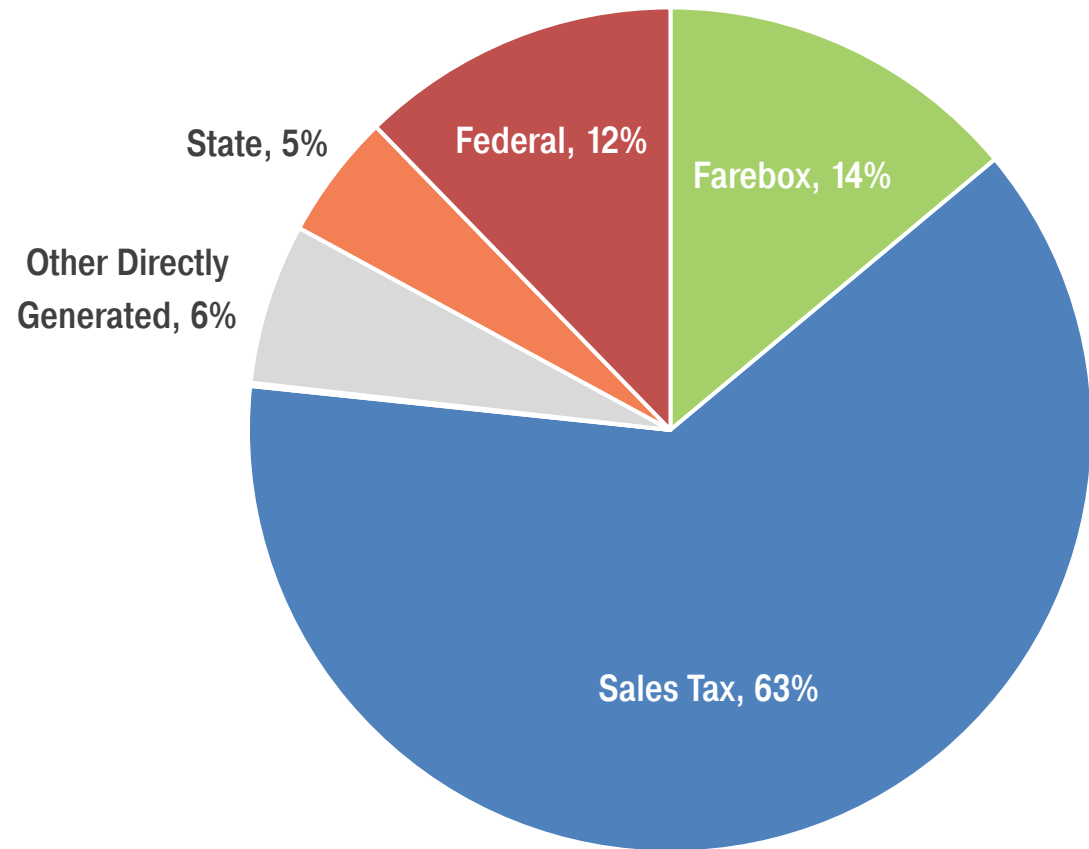


“Other” categories include:

- Property taxes
- Miscellaneous fees
- Advertising
- Sale of equipment and merchandise
- Service reimbursements
- Partnership / service agreements



## | FUNDING BY SOURCE



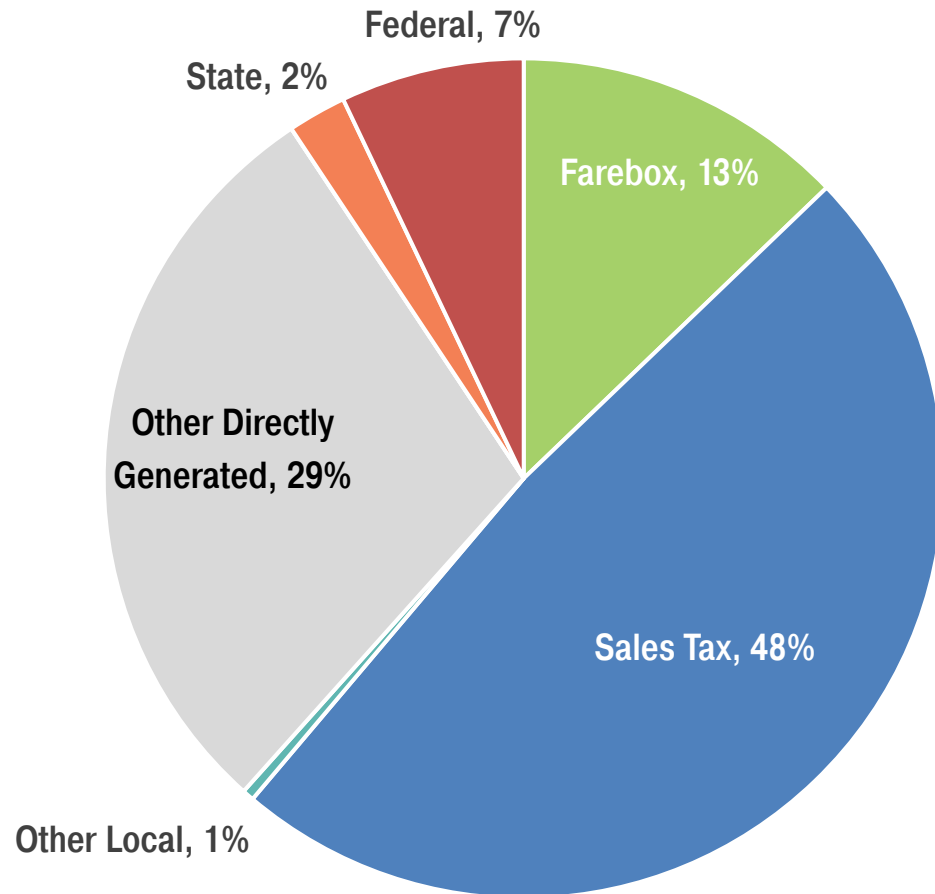
Total Capital & Operating Revenues: \$229 million

“Other” category includes:

- Advertising
- Investment income
- Miscellaneous fees, sales, etc.
- Partnership / service agreements



## | **FUNDING BY SOURCE**



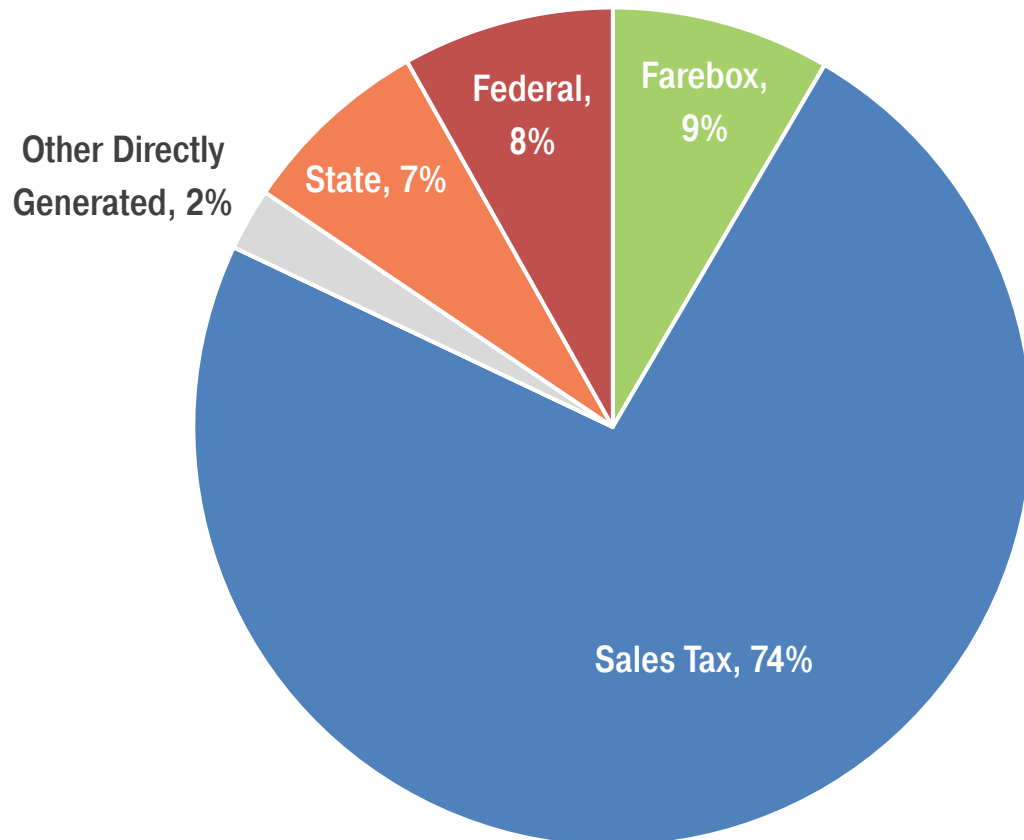
Total Capital & Operating Revenues: \$181 million

“Other” categories include:

- Advertising
- Miscellaneous fees, sales, etc.
- Partnership / service agreements



## | FUNDING BY SOURCE



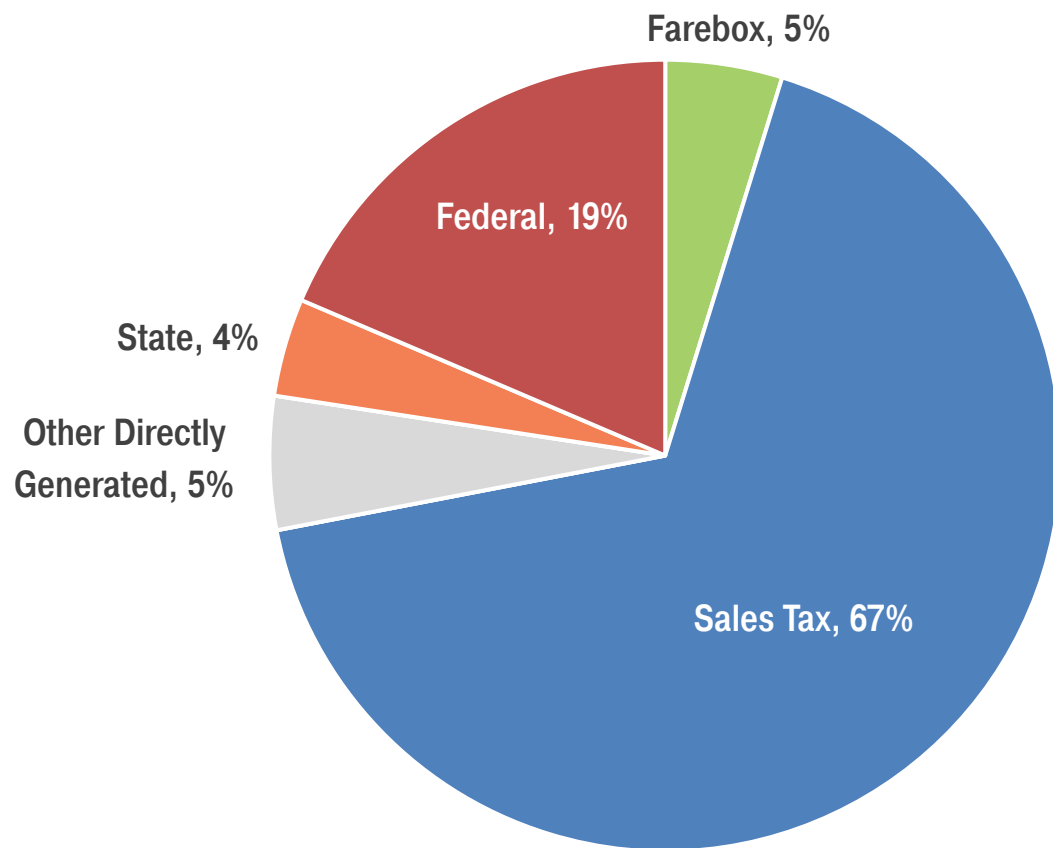
“Other” category includes:

- Park and ride revenues
- Rental lease and interest income
- Advertising
- Concessions
- Partnership / service agreements





**| FUNDING BY SOURCE**



“Other” category includes:

- Advertising
- Concessions
- Rental income





# 3C. Transit Service and Equity

Demographic data

Transit agency service boundaries

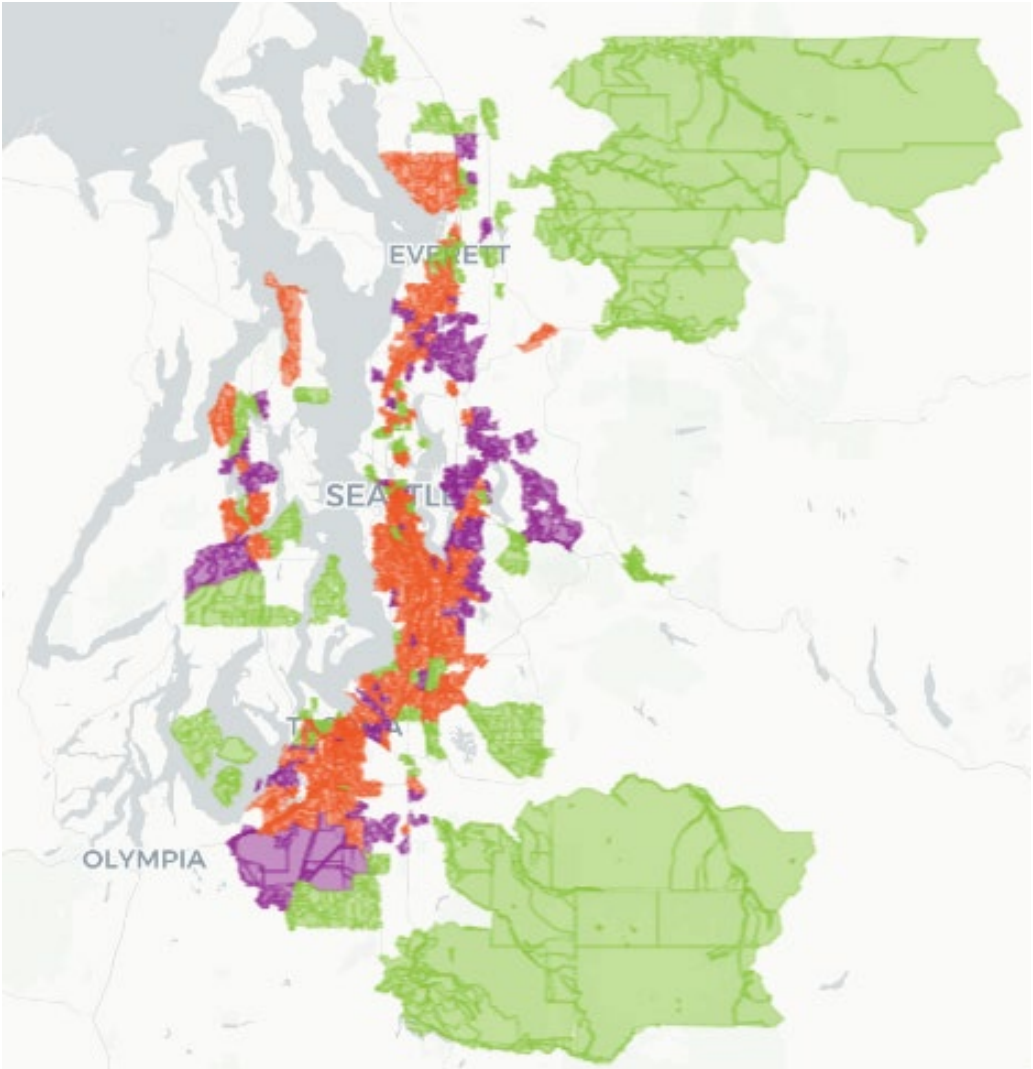
Frequent transit services throughout the region



# County Demographics

County	Total Population	People of Color		People with Lower Incomes	
		Population	Share of Population	Population	Share of Population
King County	2,214,900	885,500	40%	428,000	19%
Kitsap County	268,700	60,300	22%	57,400	21%
Pierce County	883,700	285,900	32%	215,200	24%
Snohomish County	815,100	242,400	30%	151,100	19%
PSRC Region	4,182,400	1,474,100	35%	851,700	20%

Equity Focus Areas: Race & Income above County Average



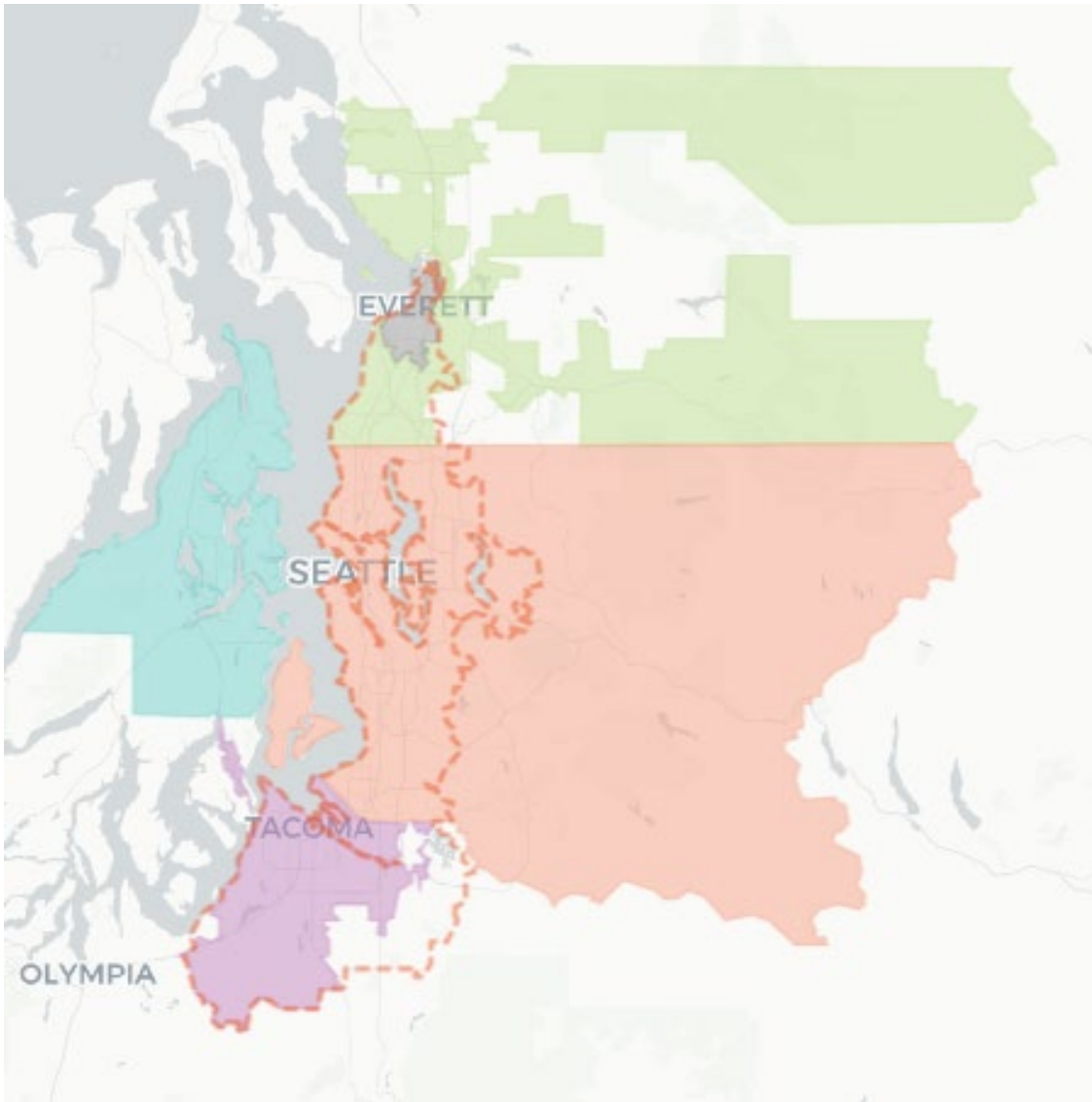
People of Color
  People with Lower Incomes
  Both



# Transit Service Boundaries Demographics

Transit Agency	Total Population in Service Boundary	People of Color in Service Boundary		People with Lower Incomes in Service Boundary	
		Population	Share of Population	Population	Share of Population
Community Transit	570,400	173,600	30%	100,100	18%
Everett Transit	109,700	38,300	35%	34,200	31%
King County Metro	2,214,200	885,300	40%	427,900	19%
Kitsap Transit	268,300	60,200	22%	57,400	21%
Pierce Transit	566,000	216,200	38%	160,300	28%
Sound Transit	3,188,200	1,273,500	40%	689,300	22%

Transit Agency Service Boundaries



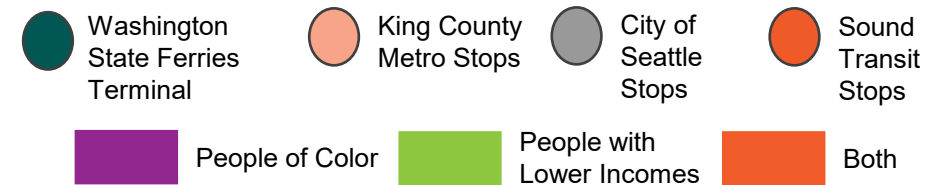
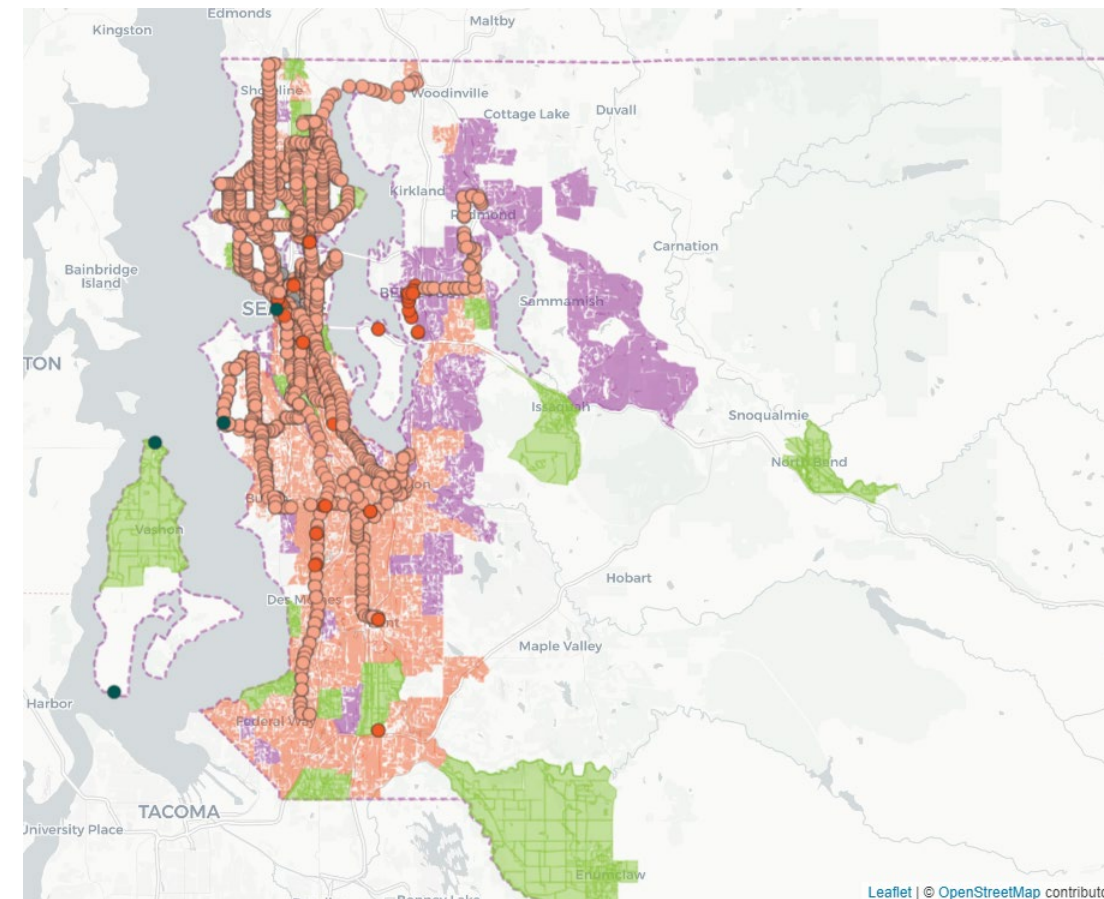
# King County Access to Frequent Transit

Frequent transit is defined as transit that operates with at least 15-minute frequencies for at least 12 hours of the day or any High-Capacity Transit mode such as BRT, Commuter Rail, Light Rail or Ferry. In King county there are:

- 1 frequent bus route by Sound Transit and 28 frequent bus routes by King County Metro
- 1 Light Rail route operated by Sound Transit & 2 Streetcar Routes from City of Seattle
- 2 Commuter Rail routes operated by Sound Transit (Sounder North & South)
- 4 Multi-Modal Ferry Routes operated by Washington State Ferries and 3 passenger-only routes (2 by King County and 1 by Kitsap Transit)

Transit Agency	Total Population with Access to Frequent Transit		People of Color with Access to Frequent Transit		People with Lower Incomes with Access to Frequent Transit	
	Population	Share of County Population	Population	Share of County Population	Population	Share of County Population
All Agencies	1,012,000	46%	432,100	49%	234,200	55%

Frequent Transit Stops with Equity Focus Area



# Kitsap County

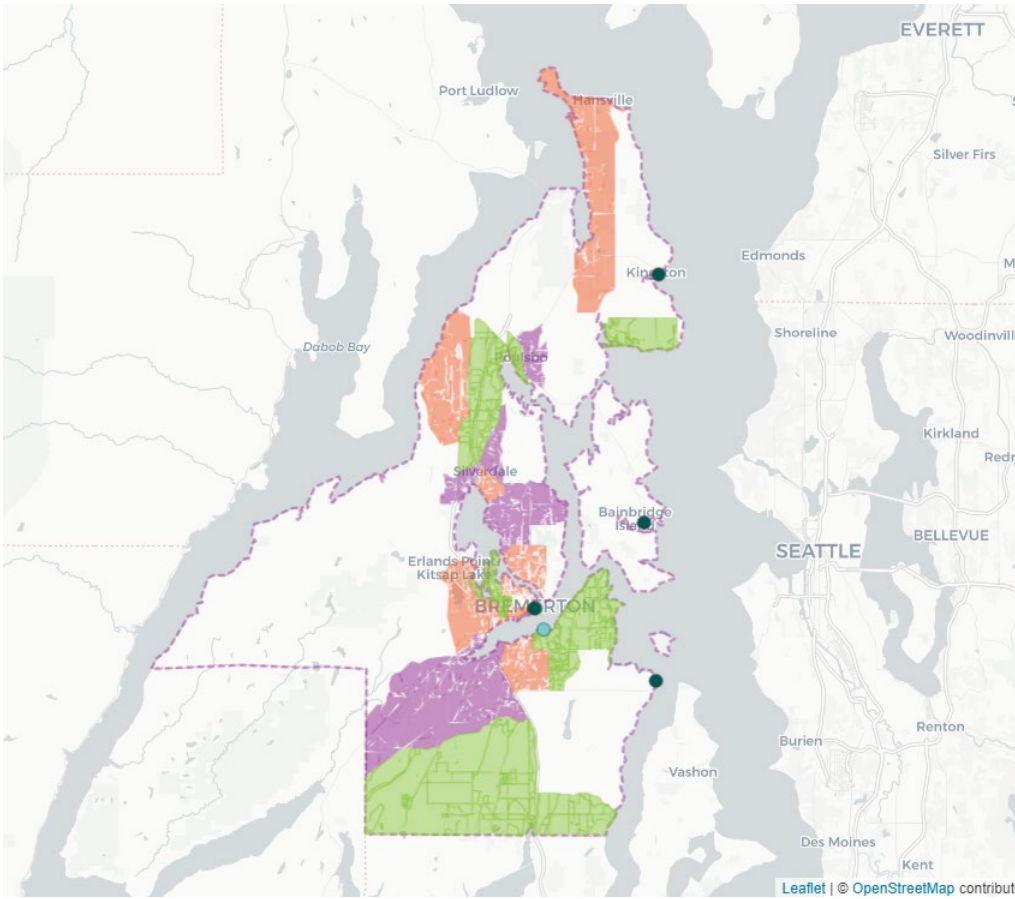
## Access to Frequent Transit

Frequent transit is defined as transit that operates with at least 15-minute frequencies for at least 12 hours of the day or any High-Capacity Transit mode such as BRT, Commuter Rail, Light Rail or Ferry. In Kitsap county there are:

- 4 Multi-Modal Ferry operated by Washington State Ferries
- 3 Passenger-Only Ferry Routes operated by Kitsap Transit

Transit Agency	Total Population with Access to Frequent Transit		People of Color with Access to Frequent Transit		People with Lower Incomes with Access to Frequent Transit	
	Population	Share of County Population	Population	Share of County Population	Population	Share of County Population
All Agencies	12,100	4%	2,600	4%	3,400	6%

Frequent Transit Stops with Equity Focus Area



Washington State Ferries Terminal
  Kitsap Transit Stops

People of Color
  People with Lower Incomes
  Both



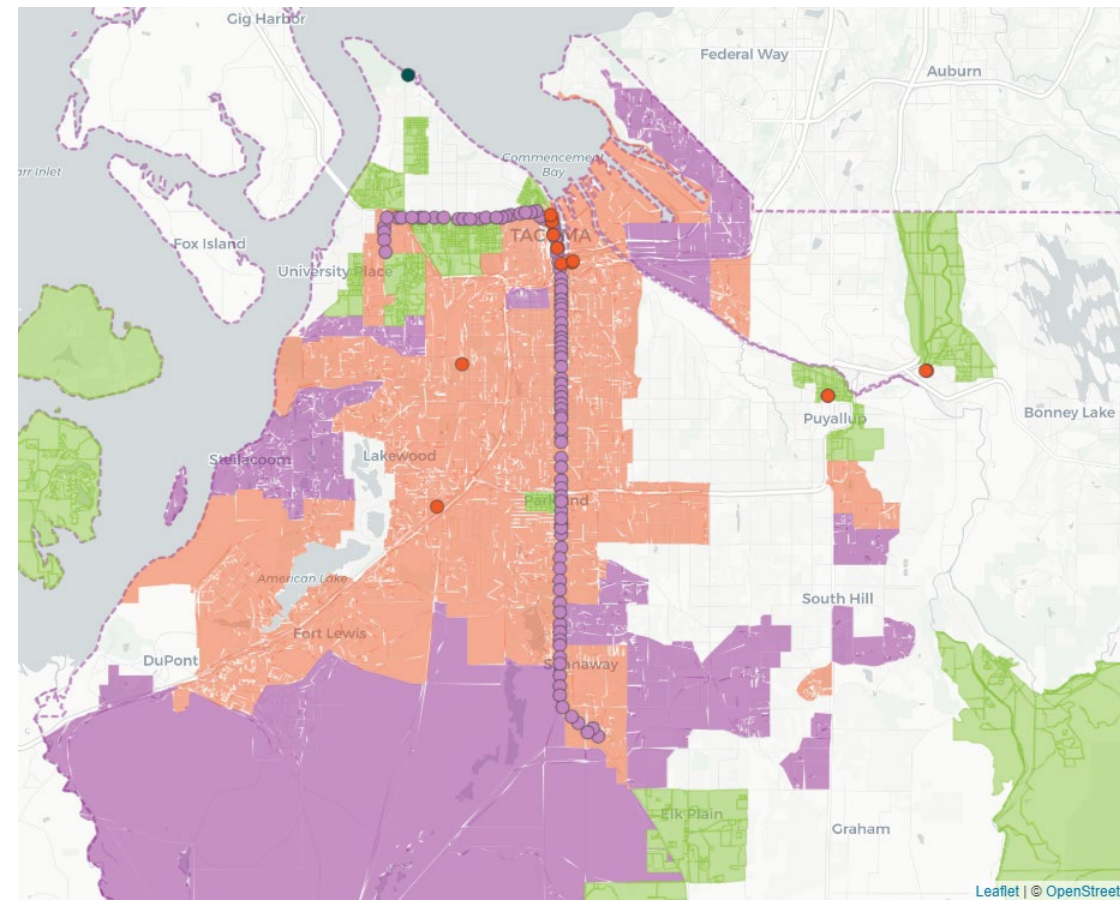
# Pierce County Access to Frequent Transit

Frequent transit is defined as transit that operates with at least 15-minute frequencies for at least 12 hours of the day or any High-Capacity Transit mode such as BRT, Commuter Rail, Light Rail or Ferry. In Pierce county there are:

- 1 frequent bus route operated by Pierce Transit (Route 1)
- 1 Light Rail route operated by Sound Transit (Tacoma Link)
- 1 Commuter Rail route operated by Sound Transit (Sounder South)
- 1 Multi-Modal Ferry operated by Washington State Ferries

Transit Agency	Total Population with Access to Frequent Transit		People of Color with Access to Frequent Transit		People with Lower Incomes with Access to Frequent Transit	
	Population	Share of County Population	Population	Share of County Population	Population	Share of County Population
All Agencies	134,500	15%	53,400	19%	45,200	21%

Frequent Transit Stops with Equity Focus Area



# Snohomish County

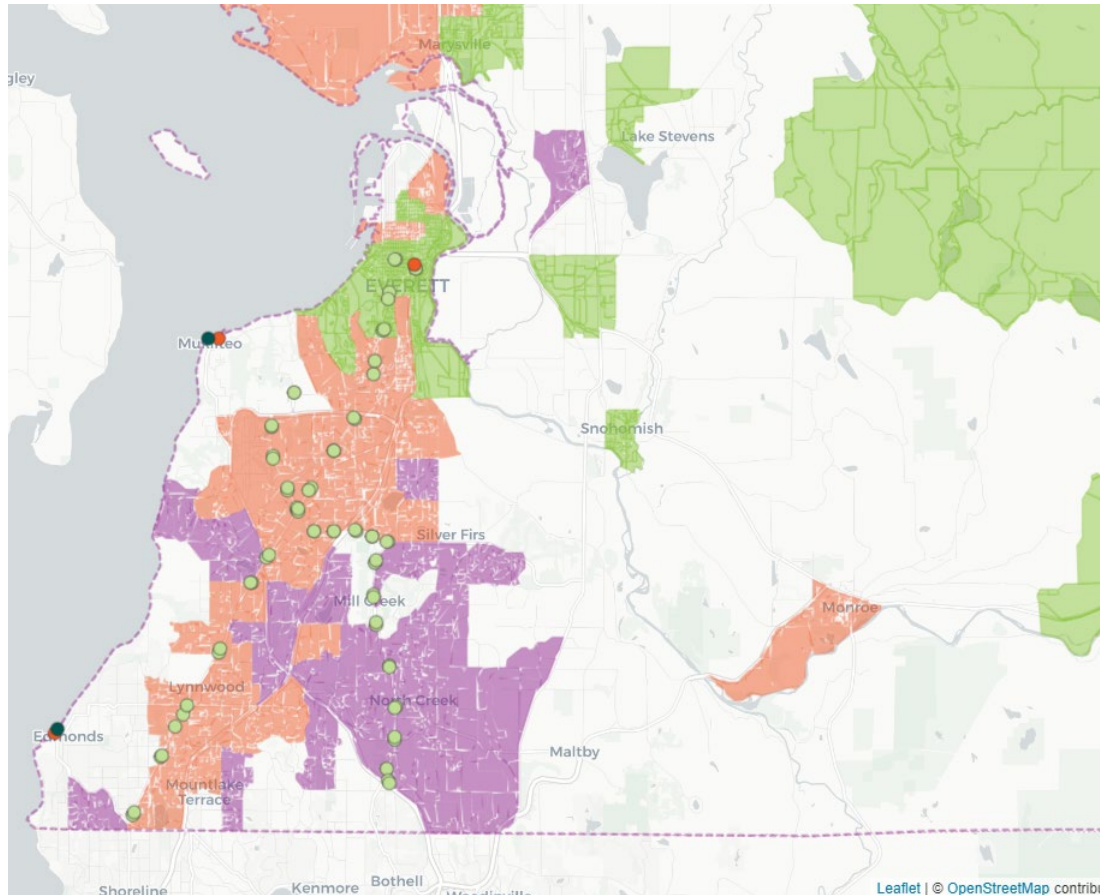
## Access to Frequent Transit

Frequent transit is defined as transit that operates with at least 15-minute frequencies for at least 12 hours of the day or any High-Capacity Transit mode such as BRT, Commuter Rail, Light Rail or Ferry. In Snohomish county there are:

- 2 frequent bus routes operated by Community Transit (Swift Blue & Green)
- 1 Commuter Rail route operated by Sound Transit (Sounder North)
- 2 Multi-Modal Ferry Routes operated by Washington State Ferries

Transit Agency	Total Population with Access to Frequent Transit		People of Color with Access to Frequent Transit		People with Lower Incomes with Access to Frequent Transit	
	Population	Share of County Population	Population	Share of County Population	Population	Share of County Population
All Agencies	171,500	21%	70,100	29%	44,100	29%

Frequent Transit Stops with Equity Focus Area



Washington State Ferries Terminal
  Community Transit Stops
  Everett Transit Stops
  Sound Transit Stops

People of Color
  People with Lower Incomes
  Both



# Access to Frequent Transit by County and Equity Focus Area

Transit Agency	County Population			Total Population with Access to Frequent Transit		People of Color with Access to Frequent Transit		People with Lower Incomes with Access to Frequent Transit	
	Total	People of Color	People with Lower Incomes	Population	Share of County Population	Population	Share of County Population	Population	Share of County Population
King County	2,214,900	40%	19%	1,012,000	46%	432,100	49%	234,200	55%
Kitsap County	268,700	22%	21%	12,100	4%	2,600	4%	3,400	6%
Pierce County	883,700	32%	24%	134,500	15%	53,400	19%	45,200	21%
Snohomish County	815,100	30%	19%	171,500	21%	70,100	29%	44,100	29%





# 3D. Transit Service Maps and Equity Focus Areas

Screenshots of two maps are provided for each county, from PSRC's Transportation System Visualization Tool (<https://www.psrc.org/planning-2050/regional-transportation-plan>, under "More Information"):

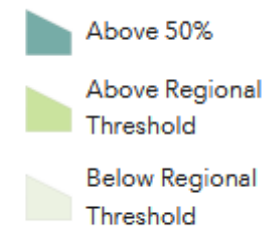
- 2018 transit service and people of color equity focus areas
- 2050 transit service, people of color equity focus areas, and transit supportive densities

*Please note, these views are slightly different than the views provided in Agenda Item #3C -- they have been pulled from two different tools but the underlying data is the same. Also, since these screenshots do not show the entirety of the information in the visualization tool, two legends are shown here for background:*

## Demographic/Contextual Layers (Expand to Select)

### People of Color

% People of Color By Census Tract (Regional Threshold: 35.9%)



## 2050 Transit & Employment

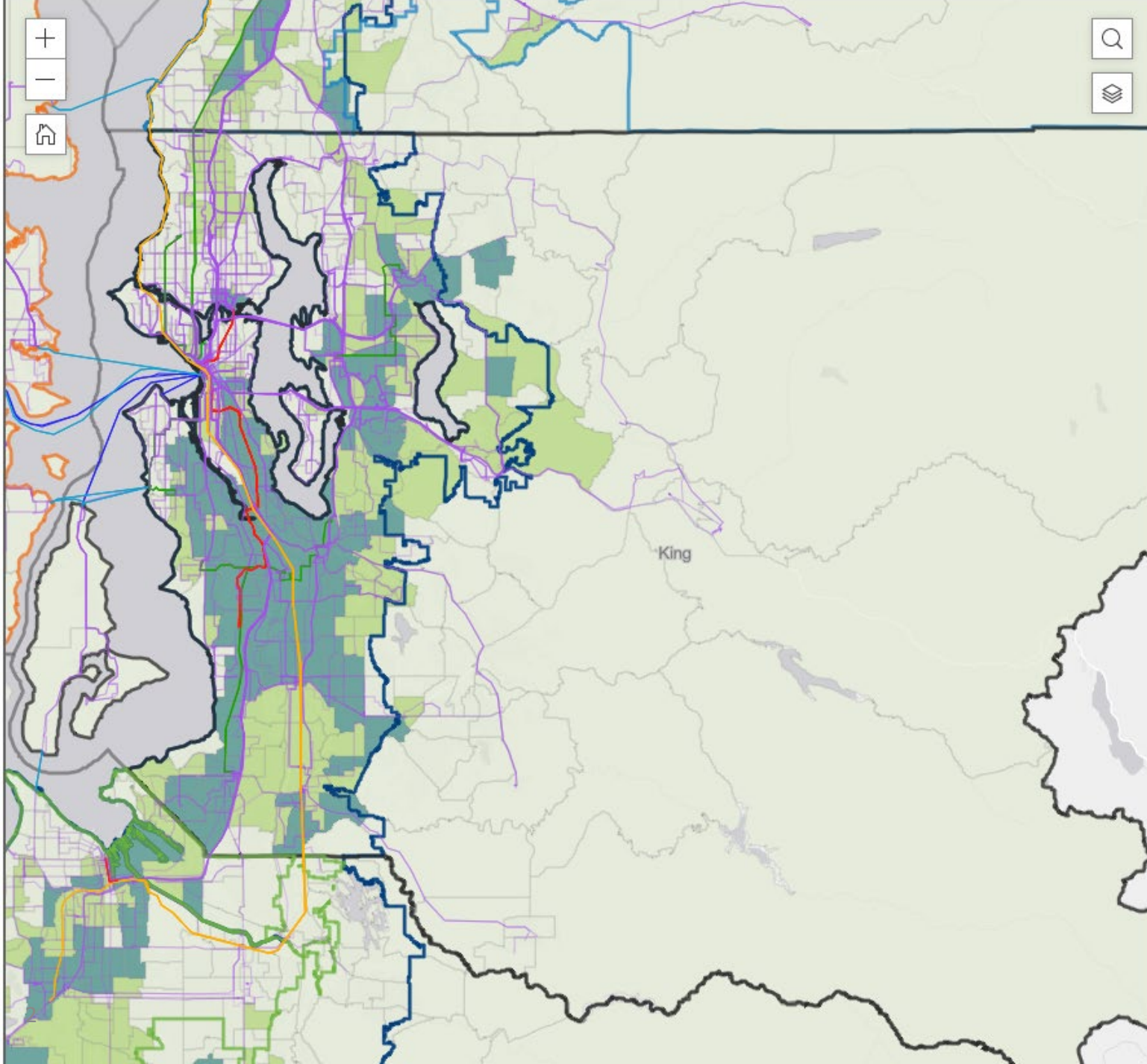
### High Capacity Transit Supportive Density



### Local Transit Supportive Density



# King County - 2018



## Public Transportation

### Transit Routes (2018 Network)

#### Transit Mode

- Bus
- BRT
- Street Car/Monorail
- Commuter Rail
- Light Rail
- Ferry
- Passenger-only Ferry

### Transit Agency Service Areas

#### Public Transit Service Areas

##### NAME

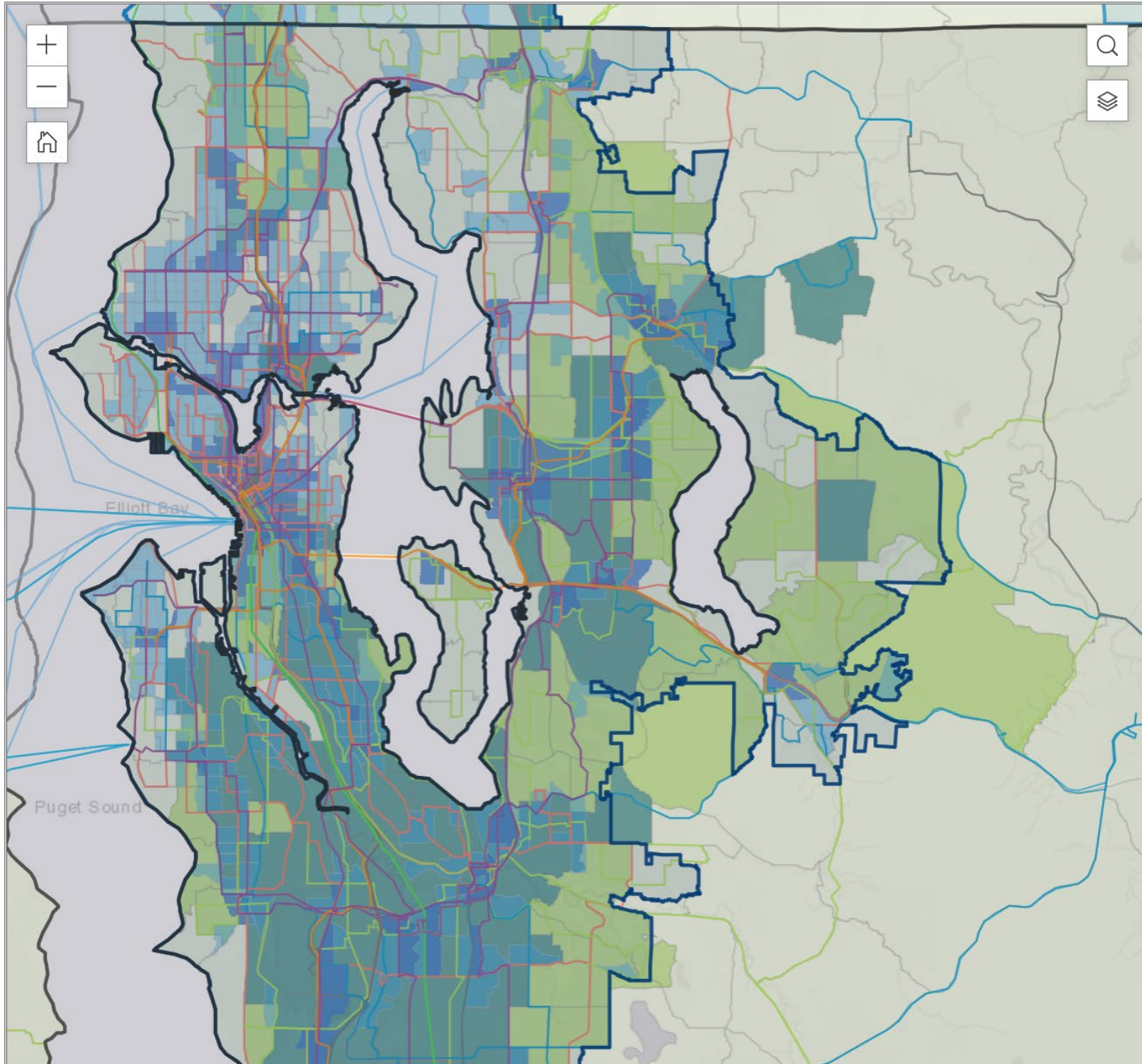
- Community Transit
- Everett Transit
- King County Metro
- Kitsap Transit
- Pierce Transit

### Regional Service Area (Sound Transit)



Transit network lines

# King County – 2050



## Local & Express Bus

### Route Frequency

- Very Frequent Route
- Moderate Frequency Route
- Frequent Route
- Low Frequency Route

## 2050 Transit & Employment

### High Capacity Transit Supportive Density



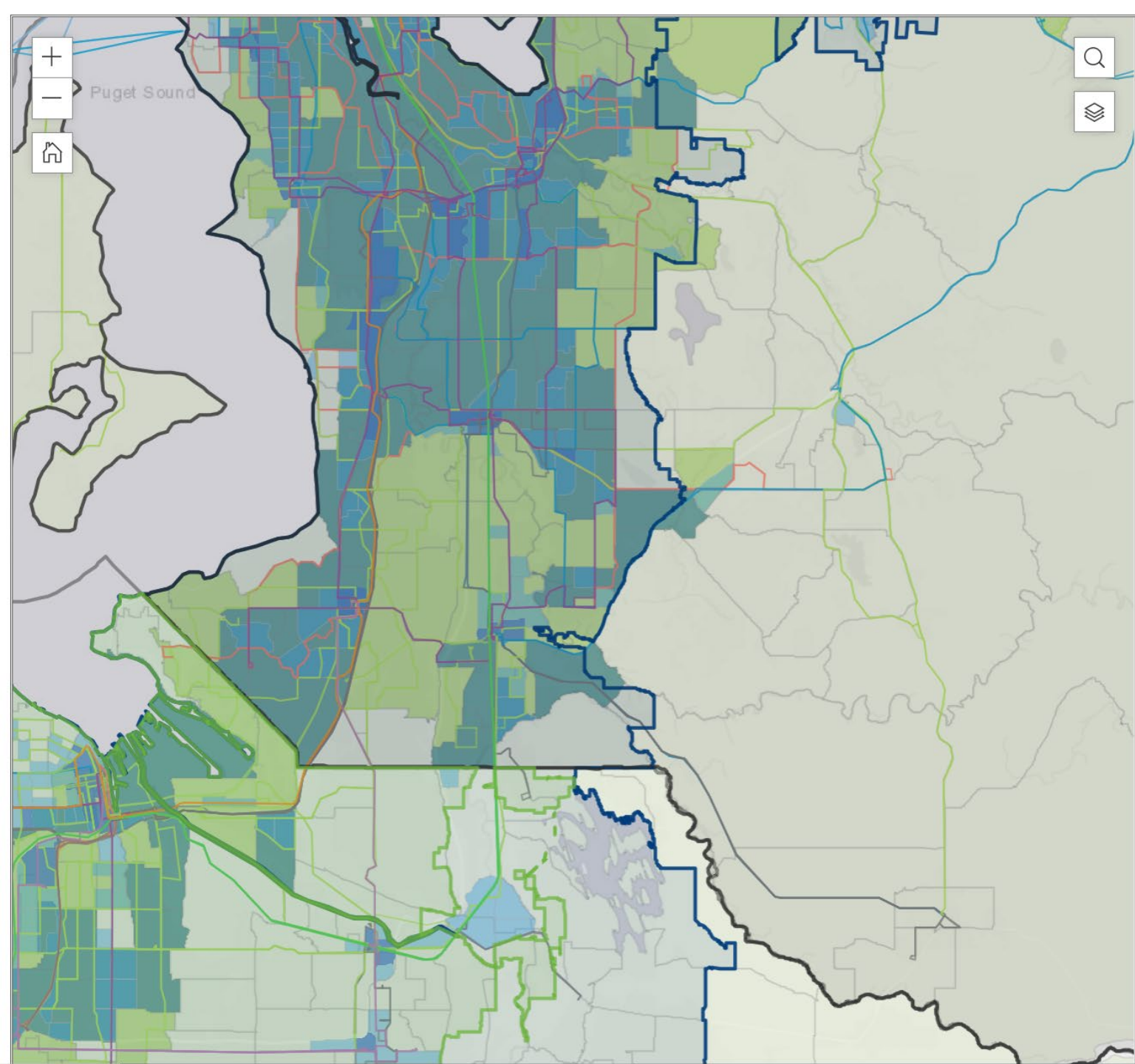
### Local Transit Supportive Density



The forecast network has more detail on the bus network

*Due to the size and complexity of the data, King County's forecast views are split into two slides*

# King County – 2050



## Local & Express Bus

### Route Frequency

- Very Frequent Route
- Moderate Frequency Route
- Frequent Route
- Low Frequency Route

## 2050 Transit & Employment

### High Capacity Transit Supportive Density



### Local Transit Supportive Density



*Due to the size and complexity of the data, King County's forecast views are split into two slides*

# Kitsap County - 2018



## Public Transportation

### Transit Routes (2018 Network)

#### Transit Mode

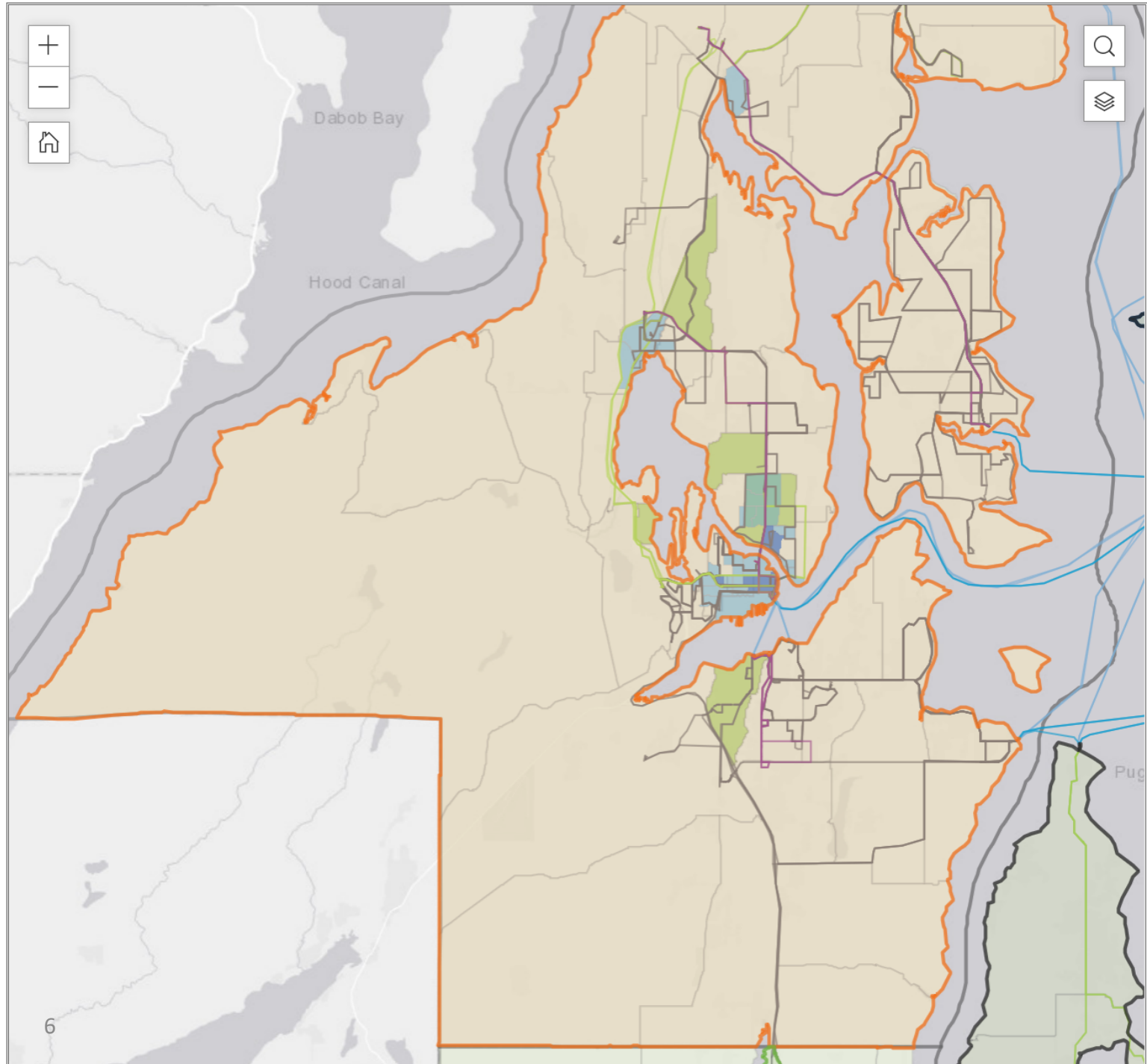
- Bus
- BRT
- Street Car/Monorail
- Commuter Rail
- Light Rail
- Ferry
- Passenger-only Ferry

### Transit Agency Service Areas

#### Public Transit Service Areas

#### NAME

- Community Transit
- Everett Transit
- King County Metro
- Kitsap Transit
- Pierce Transit



- BRT
- BRT - Unprogramme
- Ferry
- Passenger Only Ferry
- Light Rail
- Streetcar
- Monorail
- Commuter Rail

**Local & Express Bus**

- Route Frequency
- Very Frequent Route
  - Moderate Frequency Route
  - Frequent Route
  - Low Frequency Route

**2050 Transit & Employment**

**High Capacity Transit Supportive Density**



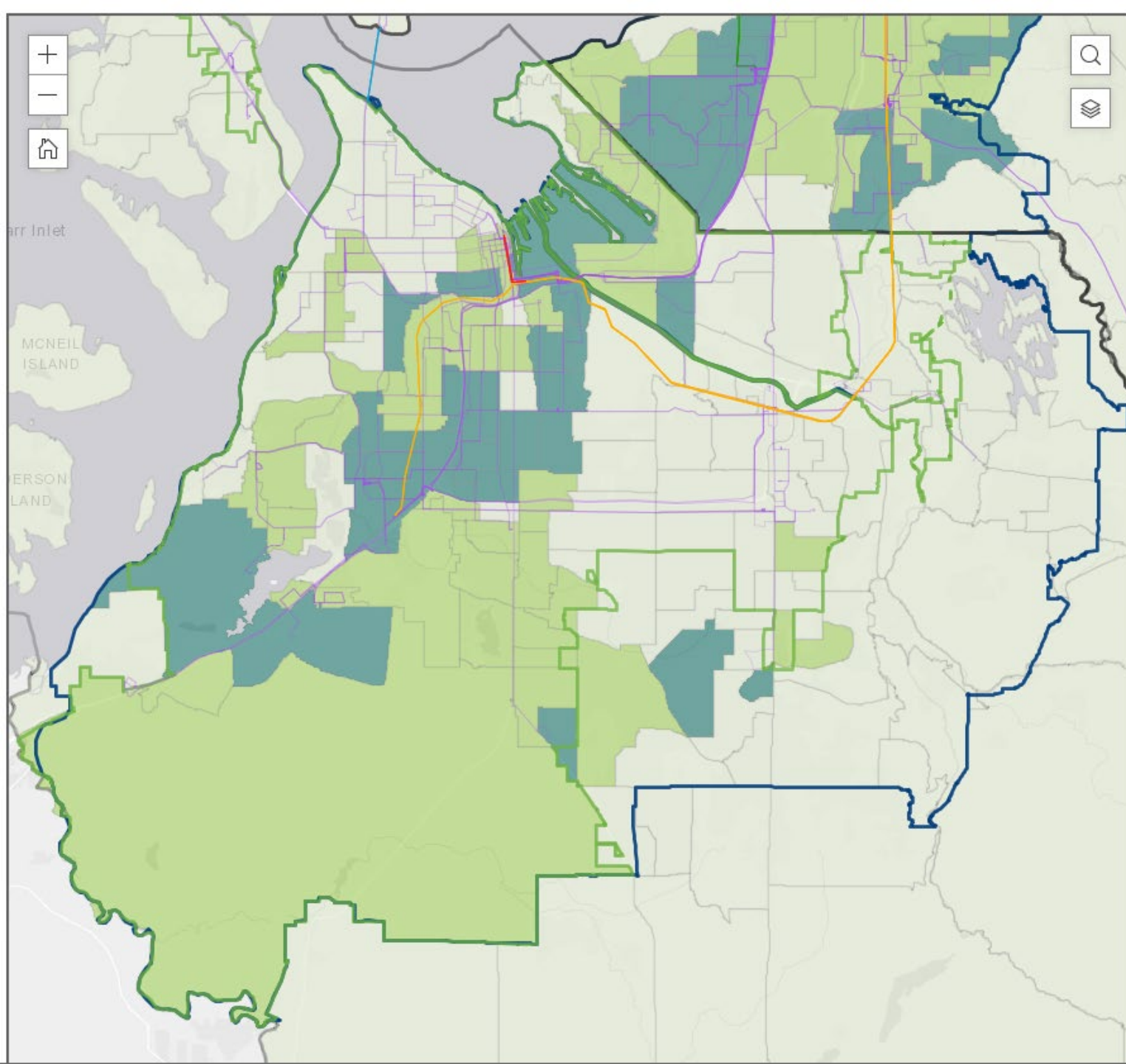
**Local Transit Supportive Density**



# Kitsap County – 2050

Please note, this is a zoomed in view to see the equity focus areas in greater detail; members can zoom in to other areas with the visualization tool found here:




<https://experience.arcgis.com/experience/a587d27d1c444a6e891fe1b58508622d/page/Future-Conditions/>



**Public Transportation**

**Transit Routes (2018 Network)**






**Transit Mode**

-  Bus
-  BRT
-  Street Car/Monorail
-  Commuter Rail
-  Light Rail
-  Ferry
-  Passenger-only Ferry

**Transit Agency Service Areas**

**Public Transit Service Areas**

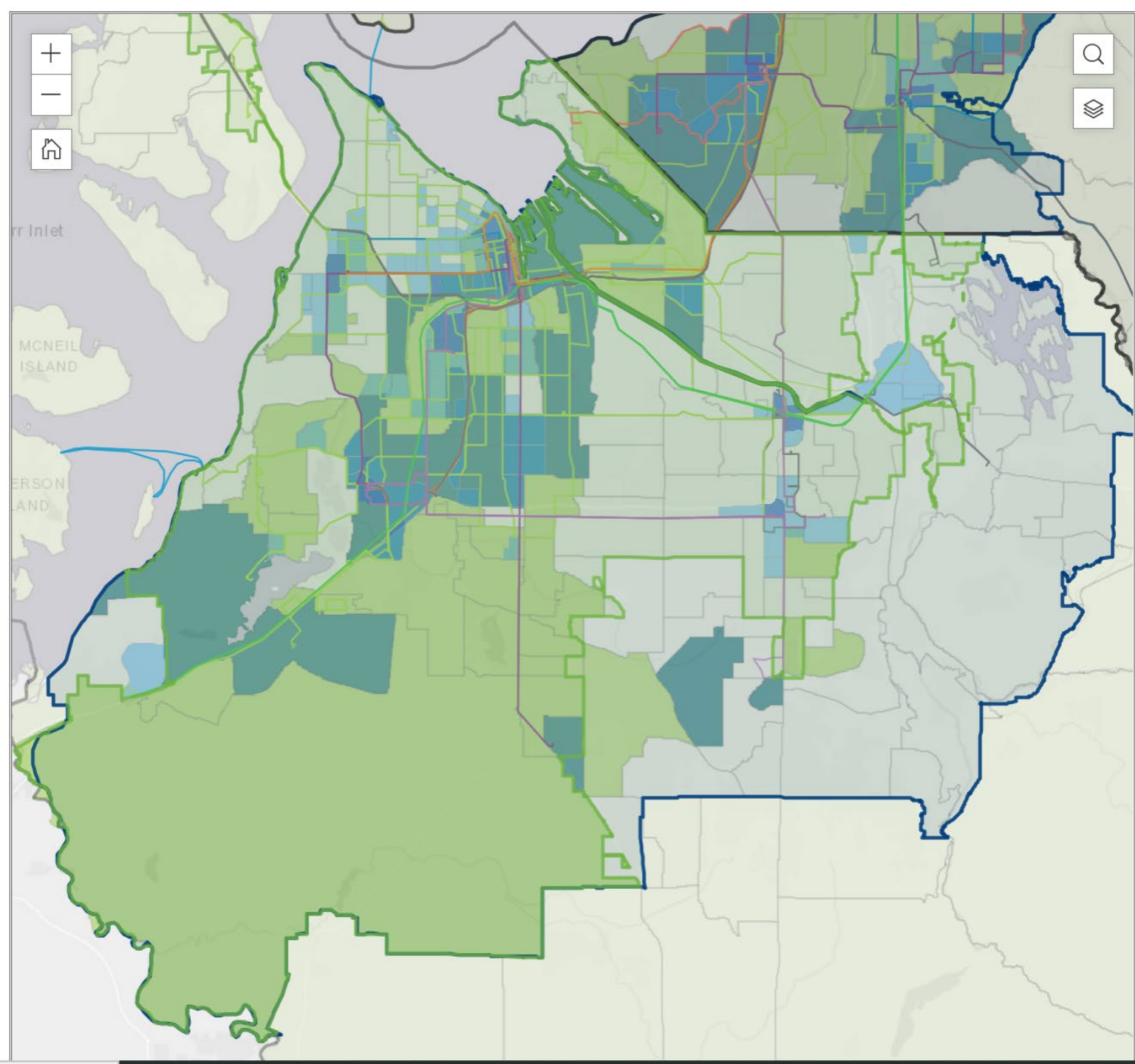
**NAME**

-  Community Transit
-  Everett Transit
-  King County Metro
-  Kitsap Transit
-  Pierce Transit

**Regional Service Area (Sound Transit)**



# Pierce County - 2018



## 2050 Transit Network

### High Capacity Transit

#### Transit Mode

- BRT
- BRT - Unprogramme
- Ferry
- Passenger Only Ferry
- Light Rail
- Streetcar
- Monorail
- Commuter Rail

### Local & Express Bus

#### Route Frequency

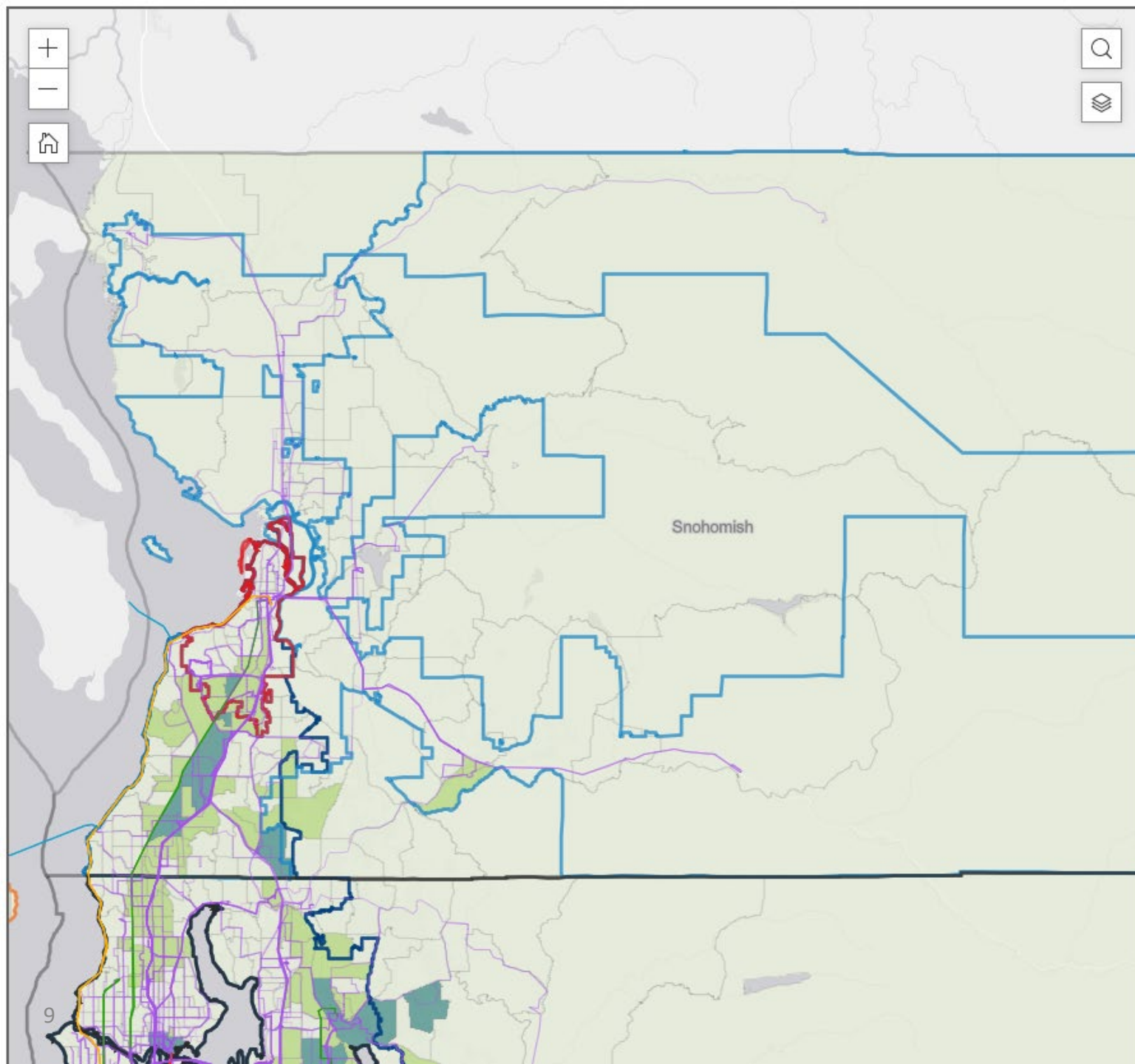
- Very Frequent Route
- Moderate Frequency Route
- Frequent Route
- Low Frequency Route

### 2050 Transit & Employment

#### High Capacity Transit Supportive Density

# Pierce County - 2050





### Public Transportation

#### Transit Routes (2018 Network)






##### Transit Mode

-  Bus
-  BRT
-  Street Car/Monorail
-  Commuter Rail
-  Light Rail
-  Ferry
-  Passenger-only Ferry

#### Transit Agency Service Areas

##### Public Transit Service Areas

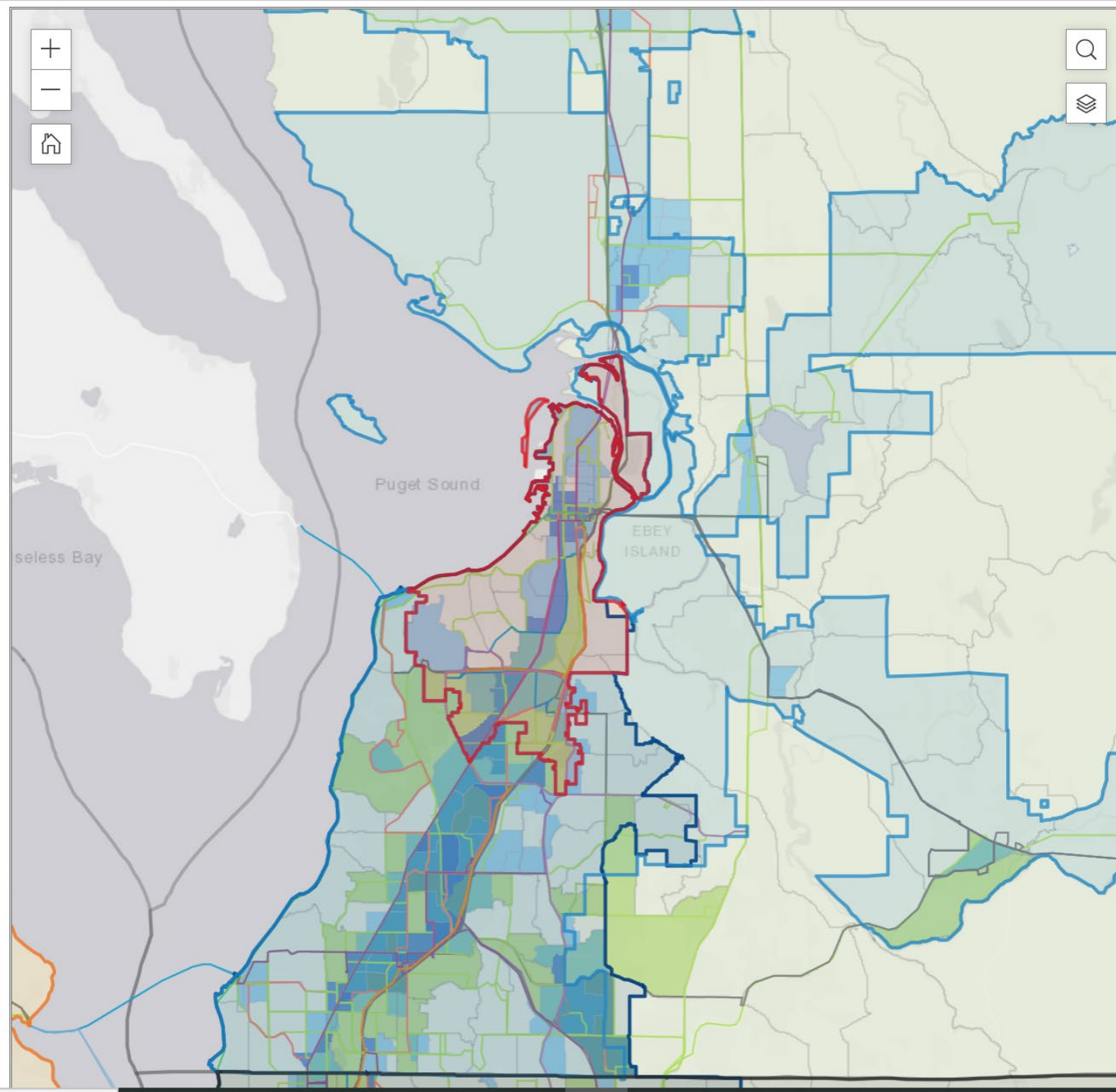
##### NAME

-  Community Transit
-  Everett Transit
-  King County Metro
-  Kitsap Transit
-  Pierce Transit

#### Regional Service Area (Sound Transit)



# Snohomish County - 2018



**2050 Transit Network**

**High Capacity Transit**

- Transit Mode
- BRT
  - BRT - Unprogramme
  - Ferry
  - Passenger Only Ferry
  - Light Rail
  - Streetcar
  - Monorail
  - Commuter Rail

**Local & Express Bus**

- Route Frequency
- Very Frequent Route
  - Moderate Frequency Route
  - Frequent Route
  - Low Frequency Route

**2050 Transit & Employment**

**High Capacity Transit Supportive Density**



# Snohomish County – 2050

Please note, this is a zoomed in view to see the equity focus areas in greater detail; members can zoom in to other areas with the visualization tool found here:

<https://experience.arcgis.com/experience/a587d27d1c444a6e891fe1b58508622d/page/Future-Conditions/>

### 3F. ESTIMATED FFY 2023-2026 PSRC FTA Funding and Eligibility

The information in the tables below illustrate the expected *increase* in FTA funding over PSRC's original estimates for FFY 2023-2026. As a reminder, FTA funds have been awarded for 2023-2024, but the distribution of 2025-2026 funding is on hold pending these discussions. The expected increases have been estimated based on the four-year totals, but a year by year analysis has not yet been done.

Funding programs	Amounts Currently Estimated and Programmed for PSRC's 2023-2024 FTA Funds - ALL UZAs*	Amounts Currently Estimated (not yet programmed) for PSRC's 2025-2026 FTA Funds - ALL UZAs	Total Amounts Currently Estimated for PSRC's 2023-2026 FTA Funds - ALL UZAs	Estimated Total BIL Funding to PSRC - ALL UZAs**	Estimated Increase in Funding to PSRC - ALL UZAs*	Estimated % Increase
5307	\$223,824,364	\$237,600,000	\$461,424,364	\$625,774,159	\$164,349,795	36%
5337 HIFG	\$106,943,018	\$108,200,000	\$215,143,018	\$342,401,550	\$127,258,532	59%
5337 HIMB	\$37,016,346	\$35,000,000	\$72,016,346	\$110,680,967	\$38,664,621	54%
5339	\$15,610,104	\$20,300,000	\$35,910,104	\$43,645,597	\$7,735,493	22%
<b>Total :</b>	<b>\$383,393,832</b>	<b>\$401,100,000</b>	<b>\$784,493,832</b>	<b>\$1,122,502,273</b>	<b>\$338,008,441</b>	

\* Approximate share across UZAs = Bremerton 2%, Marysville 1%, Seattle-Tacoma-Everett 97%

\*\* Calculation of estimated amounts for 2023-2026 is based on the proportion of 2022 final allocations to the region for these funding sources compared to the total national apportionment amounts

#### Funding Source Eligibility by Agency

Agency	5307	5337 HIFG	5337 HIMB	5339
Community Transit	Yes	No	Yes	Yes
Everett Transit	Yes	No	No	Yes
Intercity Transit	Yes	No	No	Yes
King County DOT	Yes	Yes	Yes	Yes
Kitsap Transit	Yes	Yes	No	Yes
Pierce County Ferry	Yes	Yes	No	No
Pierce Transit	Yes	No	Yes	Yes
City of Seattle	Yes	Yes	No	No
Skagit Transit	Yes	No	No	Yes
Sound Transit	Yes	Yes	Yes	Yes
Washington State Ferries	Yes	Yes	No	No

	<b>5307</b>	<b>5337 HIFG</b>	<b>5337 HIMB</b>	<b>5339</b>
Eligible Uses	<p>Most flexible FTA formula funding source, with large variety of eligible planning and capital projects.</p> <p>Funds can also be used for operations in small UZAs and under other limited circumstances.</p>	<p>Preservation / maintenance of fixed-guideway systems in operation for at least 7 years</p>	<p>Preservation / maintenance of high intensity motorbus systems (bus routes that run on HOV lanes) in operation for at least 7 years</p>	<p>Capital investments and preservation/maintenance for buses and bus facilities</p>
Funding Generated to Region due to Agency or Regional Attributes	Both	Agency	Agency	Both

## TRANSPORTATION POLICY BOARD FTA WORKING GROUP OCTOBER 5, 2022

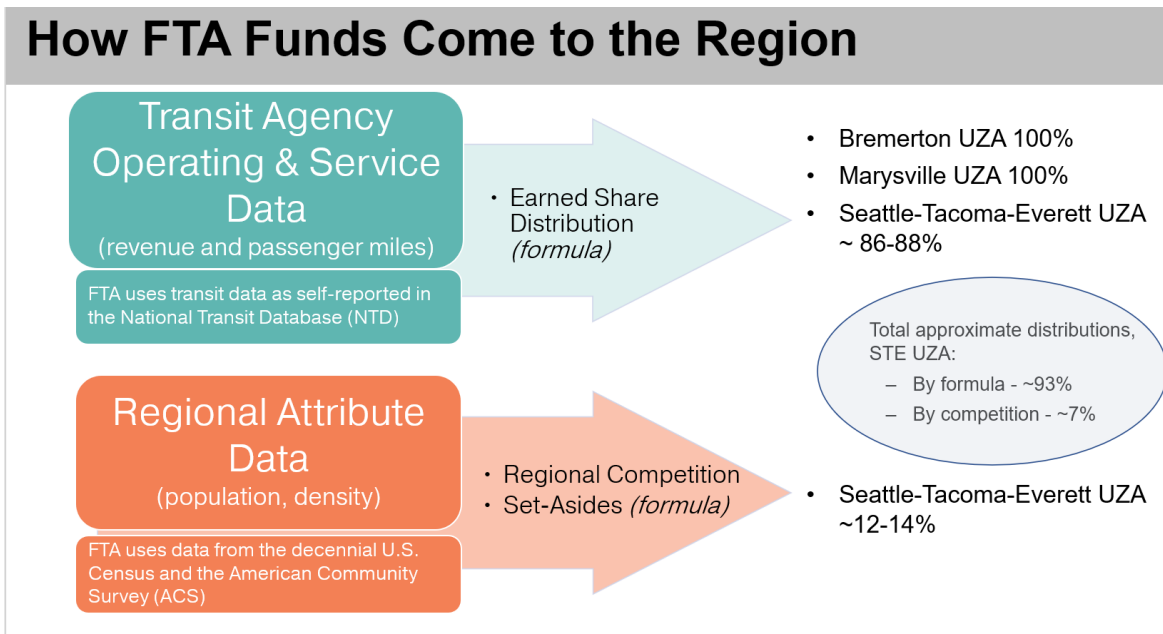
### HOMEWORK ASSIGNMENT – DRAFT PROPOSALS

Members are asked to submit their proposals for potential changes to PSRC’s current FTA funding distribution process by **Noon on Friday, September 30<sup>th</sup>**. Please send to Kelly McGourty at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

Reference information is provided below to assist with these submittals.

### PSRC’s Current Process – Status Quo

- Bremerton Urbanized Area (UZA) – one transit operator, 100% distribution to Kitsap Transit; PSRC’s Executive Board approves identified projects
- Marysville UZA – one transit operator, 100% distribution to Community Transit; PSRC’s Executive Board approves identified projects
- Seattle-Tacoma-Everett UZA – multiple transit operators; split process between an “earned share” distribution, a regional competition and two set-asides; PSRC’s Executive Board approves identified projects. Set-asides =
  - A preservation set-aside that is distributed using earned share percentages by agency, set at 45% from the regional portion of funding for the last several cycles
  - A minimum floor adjustment for three smaller operators that earn less than 1% of the total earned share funding; has been capped at 2015 levels for the past several cycles (\$3.32 million)



## PSRC Definition of Equity

“All people have the means to attain the resources and opportunities that improve their quality of life and enable them to reach full potential. Communities of color, historically marginalized communities, and those affected by poverty are engaged in decision-making processes, planning, and policy-making.”

## Submittal of Ideas for Possible Changes to Allocation Methodology

Members are asked to consider the following questions as they consider submitting draft proposals:

- Based on the equity principles previously discussed and the review of information provided in this agenda packet, do you think the current process should be revised?
- If so, what kind of change would you propose to the current process – e.g., adding or removing set-asides, changing the percentage splits between components, etc.?
- How would the proposed revision improve equitable outcomes?

Please be specific about the changes you may propose (i.e. not merely that an issue should be addressed, but how you would suggest the allocation methodology should be changed to address that issue). If you have questions about this assignment or want to discuss your thoughts about a possible proposal, PSRC staff and the working group facilitator are available for support and members are encouraged to reach out as needed:

Josh Brown, PSRC Executive Director – [jbrown@psrc.org](mailto:jbrown@psrc.org), (206) 464-7515

Kelly McGourty, PSRC Director of Transportation Planning – [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org), (206)971-3601

John Howell, Cedar River Group – [john@cedarrivergroup.com](mailto:john@cedarrivergroup.com), (206) 890-8920