



Puget Sound Regional Council

Transportation Operators Committee Agenda

Date: Wednesday, May 24, 2023 from 10:00 a.m.- 11:30 a.m.

Online Meeting Only: Use Zoom Connection Information Provided Below

1. Welcome and Introductions (10:00) – Peter Heffernan, Chair (King County Metro)

2. Action: Approval of Meeting Summary – April 26, 2023* (10:05)

3. Action: Community Transit Redistribution Requests* (10:10)

Community Transit is requesting two funding redistributions. Please see the agenda packet for details of the specific funding redistribution requests.

4. Action: 2023 Annual FTA Funding Adjustments* (10:15)

PSRC staff will provide an overview of the 2023 FTA Annual Adjustments process for recommendation by the Committee. TOC action will be needed in time for incorporation in the June Transportation Policy Board agenda packet. Remaining “freed up” 2023 and 2024 funds will be distributed later this year through the newly adopted equity formula distribution process.

5. Discussion/Potential Action: FTA Funding Working Group Equity Formula Distribution* (10:30)

In the board’s action on equity formula distribution of FTA funds, it directed PSRC to work with the TOC to develop guidance on use and subsequent reporting elements of the distribution. PSRC engaged TOC in a discussion on this topic at the April TOC meeting. PSRC is sharing a proposal for TOC consideration and action.

6. Action: Project Tracking Overview and Recommendations* (10:50)

A. PSRC staff will present an update on project tracking for transit agency projects, including information from PSRC’s January 2023 Progress Reports.

B. The committee will review and take action on recommendations from the Regional FTA Caucus on delayed projects. The recommendations follow FTA project tracking procedures that the TOC updated in June 2022.

7. Discussion: Transit Agency Roundtable (11:20)

As time permits, transit agency staff will provide updates on their work that they want to share with their regional partners.

8. Information: 2023 TOC Planned Meeting Topics*

9. Next Meeting: June 28, 2023

Calendar Link: <https://www.psrc.org/calendar>

10. Adjourn (11:30)

*Supporting materials attached

Zoom Participation Options:

To join audio/video conference:

<https://psrc-org.zoom.us/j/81700863118?pwd=Mmw0Q1JrU21XNkRSWGZXNmRNWIArQT09>

To join via cellphone (1-touch dial):

8778535257,,81700863118#,,,,*553746# US Toll-free

8884754499,,81700863118#,,,,*553746# US Toll-free

To join via phone:

877 853 5257 US Toll-free

888 475 4499 US Toll-free

Meeting ID: 817 0086 3118

Passcode: 553746

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



Puget Sound Regional Council

Transportation Operators Committee Meeting Summary

Date: April 26, 2023

Location: Online Meeting Only: Zoom Remote Meeting

Welcome and Introductions

Peter Heffernan, Chair welcomed everyone at 10:00 a.m. Gil Cerise, PSRC took roll call and confirmed the members and alternates present.

Approval of Meeting Summary

The summary for the March 22, 2022, meeting was approved.

Transportation Policy Board Debrief

Kelly McGourty, PSRC reviewed key agenda items from the Transportation Policy Board meetings held on Thursday, April 13, 2023.

The 'At Work' reports for the Transportation Policy Board meetings are available on the PSRC website at: <https://www.psrc.org/board/transportation-policy-board>.

Discussion: FTA Funding Working Group Equity Formula Distribution

Kelly McGourty, PSRC provided background on the board-directed work with the TOC to develop procedures that demonstrate the PSRC FTA funds distributed via an equity allocation formula. The funds are used to improve equity and support PSRC's identified equity focus area populations. Kelly reviewed the two components for TOC discussion and feedback: 1) identification of how projects using equity formula distribution funds support and improves equity, and 2) monitoring relating to transit and equity. The committee discussed each component and provided feedback to PSRC staff. PSRC will use feedback to develop a draft approach for identifying use and subsequent reporting of the FTA formula distribution that will be provided at a future meeting for potential action.

For more information, contact Kelly McGourty at KMcGourty@psrc.org

Discussion: Follow up on ADA Transition Planning for Transit Agencies

Nick Johnson, PSRC provided an update on PSRC's survey of member agencies on ADA transition planning. Nick provided some background on PSRC's research to-date, and some feedback received from transit agencies. TOC members provided feedback

on how PSRC should characterize transit agency compliance with ADA in general and the ADA transition planning.

For more information, contact Nick Johnson at NJohnson@psrc.org

Discussion: Transit Agency Roundtable

During the Roundtable, the committee received updates and announcements from the following attendees:

- Sophie Luthin, Community Transit
- Amanda Koerber, Everett Transit
- Peter Heffernan, King County Metro
- Steffani Lillie, Kitsap Transit
- Benjamin Smith, City of Seattle
- Alex Krieg, Sound Transit
- Justin Resnick, WSDOT
- Peter Stackpole, Intercity Transit

Adjourn

The meeting was adjourned at approximately 12:00 p.m.

***Members and Alternates Present**

See attached attendance roster.

***PSRC Staff, Alternates and Guests Present**

Amanda Koerber, Everett Transit; Sophie Luthin, Community Transit; Stefanie Novacek, Snohomish County; Christopher Robertson, SDOT; Casey Stevens, Stillaguamish Tribe

PSRC

Gil Cerise, Erin Hogan, Sarah Gutschow, Nick Johnson, Jean Kim, Kelly McGourty, Alexa Leach

**All attendees were present via remote participation*

TOC Attendance Roster

(Members and Alternates represented)

Date: April 26, 2023 10:00am - 12:00pm

Online/Remote Meeting Only

| Agency/Jurisdiction | | Name |
|---|---|--|
| Transit Agencies | | |
| Community Transit (1) | | Thomas Tumola |
| | | <i>Roland Behee (Alt.)</i> |
| | | <i>Melissa Cauley (Alt.)</i> |
| Everett Transit (1) | | Melinda Adams |
| | | <i>Michael Schmieder (Alt.)</i> |
| King County Metro (1) | x | Peter Heffernan, Chair |
| | | <i>Hannah McIntosh (Alt.)</i> |
| Kitsap Transit (1) | x | Steffani Lillie |
| | | <i>Edward Coviello (Alt.)</i> |
| Pierce County Ferries (1) | | VACANT |
| | | <i>Nick Lacsina (Alt.)</i> |
| Pierce Transit (1) | | Lindsey Sehmel, Vice Chair |
| | x | <i>Barb Hunter (Alt.)</i> |
| | | <i>Tina Lee (Alt.)</i> |
| City of Seattle (1) | | Jen Malley-Crawford |
| | x | <i>Benjamin Smith (Alt.)</i> |
| Sound Transit (1) | x | Alex Krieg |
| | | <i>Carrie Avila-Mooney (Alt.)</i> |
| | | <i>Lisa Wolterink (Alt.)</i> |
| State | | |
| WSDOT - Washington State Ferries (1) | x | Justin Resnick |
| | | <i>John Bernhard (Alt.)</i> |
| WSDOT (1) | x | Cordy Crockett |
| | | <i>Jason Beloso (Alt.)</i> |
| | | <i>Don Chartock (Alt.)</i> |
| | | <i>Stan Suchan (Alt.)</i> |
| Non-Voting Participants | | |
| Regional FTA Caucus (1) | x | Steffani Lillie , Chair (Kitsap Transit) |
| | | <i>Clint Ritter, Vice Chair (Pierce County Ferries) (Alt.)</i> |
| Intercity Transit (1) | x | Peter Stackpole |
| | | <i>Jessica Gould (Alt.)</i> |
| Special Needs Transportation Committee (SNTC) (1) | | Susan Carter, Chair (Hopelink) |
| | | VACANT |

Community Transit Redistribution Request

Request: Community Transit (CT) requests to redistribute \$2,145,839 in Marysville (MAR) UZA FFY2020 5307 funds between the projects identified below.

Explanation: The redistribution is needed because the agency's bus order plans have changed due to recent service adjustments. These adjustments reflect post-COVID ridership changes, driver staffing shortages, and 2024 service network changes related to future LINK Light Rail service to Lynnwood. Therefore, to ensure timely obligation of formula funding, CT requests to redistribute funds from its "Transit Revenue Vehicles 2018-2020" project to the existing "Marysville UZA Transit Operations" and "Preventive Maintenance" projects. After the federal funds are redistributed, the scope for the "Transit Revenue Vehicles 2018-2020" project will be reduced by five vehicles. The "Marysville UZA Transit Operations" project will use the funds for an additional 9,458 hours of service for operating the agency's fixed route services. The "Preventive Maintenance" project will use the funds for an additional 10,000 hours of preventive maintenance of CT's buses.

FFY 2020 MAR UZA 5307 Funds

| Appropriation Year | TIP ID | Project Title | Source | Current | Proposed Change | Final |
|--------------------|--------|------------------------------------|--------|-------------|-----------------|-------------|
| 2020 | CT-64 | Transit Revenue Vehicles 2018-2020 | 5307 | \$2,145,839 | -\$2,145,839 | \$0 |
| 2020 | CT-61 | Marysville UZA Transit Operations | 5307 | \$0 | \$945,839 | \$945,839 |
| 2020 | CT-62 | Preventive Maintenance | 5307 | \$0 | \$1,200,000 | \$1,200,000 |

Community Transit Redistribution Request

Request: Community Transit (CT) requests to redistribute \$244,897 in Marysville (MAR) UZA FFY2021 5339 funds and \$3,912,082 in Seattle-Tacoma Everett (STE) UZA FFY2022 5337 HIMB funds between the projects identified below.

Explanation: The redistribution is needed because the agency's bus order plans have changed due to recent service adjustments. These adjustments reflect post-COVID ridership changes, driver staffing shortages, and 2024 service network changes related to future LINK Light Rail service to Lynnwood. Therefore, CT requests to redistribute funds from its "Transit Revenue Vehicles 2021-2022" project to the existing "Swift BRT Gold Line" project and a new "Facilities Rehabilitation, Renovation and Maintenance 2022-2024" project. After the federal funds are redistributed, the scope for the "Transit Revenue Vehicles 2021-2022" project will be reduced by five vehicles. The "Swift BRT Gold Line" project scope will not change as the federal funds will be used to displace local funds. The "Facilities Rehabilitation, Renovation and Maintenance 2022-2024" project will use the new funds for facility renovations at CT's main operations base. This redistribution will ensure timely obligation of formula funding and help maintain the agency's operations base in a state of good repair.

FFY 2021 MAR UZA 5339 and FFY 2022 STE UZA 5337 HIMB Funds

| Appropriation Year | TIP ID | Project Title | Source | Current | Proposed Change | Final |
|--------------------|--------|---|-----------|-------------|-----------------|-------------|
| 2021 | CT-69 | Transit Revenue Vehicles 2021-2022 | 5339 | \$244,897 | -\$244,897 | \$0 |
| 2022 | CT-69 | Transit Revenue Vehicles 2021-2022 | 5337 HIMB | \$3,912,082 | -\$3,912,082 | \$0 |
| 2021 | CT-74 | Swift BRT Gold Line | 5339 | \$0 | \$244,897 | \$244,897 |
| 2022 | TBD | Facilities Rehabilitation, Renovation and Maintenance 2022-2024 | 5337 HIMB | \$0 | \$3,912,082 | \$3,912,082 |



Puget Sound Regional Council

MEMORANDUM

May 24, 2023

TO: Transportation Operators Committee (TOC)

FROM: Sarah Gutschow, Senior Planner

SUBJECT: **Recommend Approval of the 2023 Annual Adjustment of PSRC's Federal Transit Administration (FTA) Funds**

IN BRIEF

In January, PSRC was notified of our region's final allocation of federal fiscal year (FFY) 2023 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 \$84.8 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 \$84.8 million in additional FFY 2023 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 2023 FTA funds to projects as part of the 2020 project selection process, using an estimate based on previous funding levels. When FTA published the 2023

allocations to its funding programs, PSRC's 2023 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 2023 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. Per the standard process, some of the additional 2023 regional competitive funds were distributed to previously awarded regional competitive projects advanced from 2024. The subsequent "freed up" funds FFY2024 and remaining FFY2023 funds will be distributed later this year through the newly adopted equity formula distribution process. Attachment C identifies the recommended funding adjustments to each agency and project.

As part of the FFY 2023 adjustments process, Community Transit, Everett Transit, Intercity Transit, King County Metro Pierce Transit, City of Seattle, and Sound Transit are requesting redistributions of their currently programmed 2023 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.

Attachments:

- A: PSRC FTA Annual Adjustments Process Overview
- B: PSRC 2023 FTA Annual Adjustments - Summary Information
- C: 2023 PSRC FTA Adjustments - Project Changes
- D: 2023 FTA Redistribution Requests
- E: External Transit Agency Projects 2023

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.

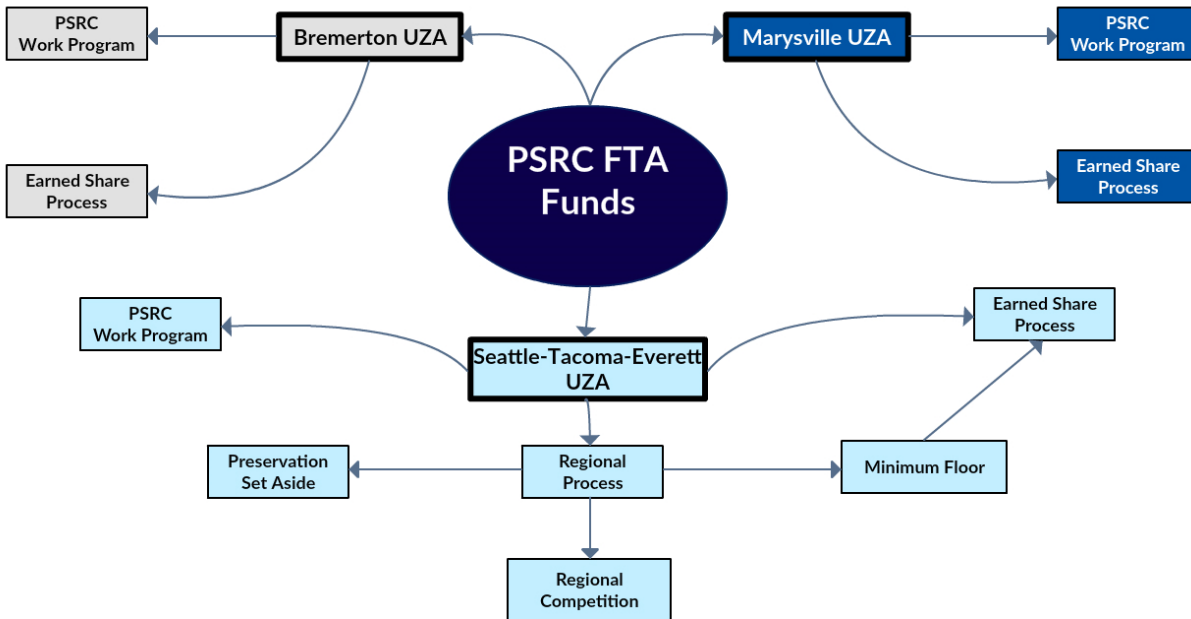
Seattle-Tacoma-Everett UZA Adjustments Process

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.

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| <p>General Guidance for Using Disaggregation Table:</p> <ul style="list-style-type: none"> • 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 marked in blue. All other worksheets are reviewed but not edited. • 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. • 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. • 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. |
| <p>Additional Notes on Selected Tables:</p> |
| <p>Table 1 - Apportionments & Data Unit Values</p> <ul style="list-style-type: none"> • 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. • 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. |
| <p>Table 4 - STE UZA 5307 Total Earned Share and Regional Pots</p> <ul style="list-style-type: none"> • 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. • 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. |

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| <p>Table 6 - 5307 Bus Tier (NF) Incentive Earnings by Agency</p> <ul style="list-style-type: none"> • 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. |
| <p>Table 8 - 5307 Fixed Guideway Tier Incentive Earnings by Agency</p> <ul style="list-style-type: none"> • 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. |
| <p>Table 10 - 5337 High Intensity Motorbus Funding</p> <ul style="list-style-type: none"> • 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. |
| <p>Table 11 - 5337 High Intensity Fixed Guideway Tier Funding</p> <ul style="list-style-type: none"> • 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. |
| <p>Table 13 - STE UZA 5339 Total Earned Share and Regional Pots</p> |

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

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.¹ 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.

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

PSRC 2023 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 2023

Table 1 shows the 2023 FTA full-year funding apportionments, published by the FTA on January 27, 2023. The UZAs received their 2023 funding apportionments under three separate FTA grant programs: 5307, 5337 (HIFG & HIMB), and 5339.

| Funding Source | Bremerton UZA | Marysville UZA | Seattle-Tacoma-Everett UZA | Grand Total |
|----------------|--------------------|--------------------|----------------------------|----------------------|
| 5307 | \$5,829,456 | \$2,840,845 | \$148,263,835 | \$156,934,136 |
| 5337 HIFG | \$438,208 | \$0 | \$82,383,156 | \$82,821,364 |
| 5337 HIMB | \$0 | \$0 | \$26,922,686 | \$26,922,686 |
| 5339 | \$404,495 | \$322,671 | \$10,043,275 | \$10,770,441 |
| <i>Total</i> | \$6,672,159 | \$3,163,516 | \$267,612,952 | \$277,448,627 |

Table 2: Bremerton and Marysville UZAs – Overall Adjustments of FFY 2023 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 2023.

| Bremerton UZA | | | |
|--------------------------|--------------------|--------------------|--------------------|
| Funding Source | Programmed | Final 2023 Amount | Adjustment |
| 5307 | \$3,451,170 | \$5,804,456 | \$2,353,286 |
| 5307 - PSRC Work Program | \$25,000 | \$25,000 | \$0 |
| 5337 HIFG | \$276,029 | \$438,208 | \$162,179 |
| 5339 | \$296,550 | \$404,495 | \$107,945 |
| <i>Total</i> | \$4,048,749 | \$6,672,159 | \$2,623,410 |

| Marysville UZA | | | |
|--------------------------|--------------------|--------------------|------------------|
| Funding Source | Programmed | Final 2023 Amount | Adjustment |
| 5307 | \$2,037,078 | \$2,825,845 | \$788,767 |
| 5307 - PSRC Work Program | \$15,000 | \$15,000 | \$0 |
| 5339 | \$247,923 | \$322,671 | \$74,748 |
| <i>Total</i> | \$2,300,001 | \$3,163,516 | \$863,515 |

The following five tables include information on PSRC’s FTA funds for the STE UZA based on the 2023 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 2023

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 2020 Project Selection Process. PSRC staff will reach out to these agencies to identify their final 2023 earnings by source. 2) Per adopted agency policy, external agencies do not receive STE UZA minimum floor adjustments.*

| | Agency | Currently Programmed for 2023 | Final 2023 Earned Share | Minimum Floor | Total Earned Share and Min. Floor for 2023 | Adjustment |
|----------------------------|--|-------------------------------|-------------------------|----------------------|--|---------------------|
| 5307 | Community Transit | \$6,293,931 | \$9,813,159 | | \$9,813,159 | \$3,519,228 |
| | Everett Transit | \$1,270,898 | \$1,029,676 | \$245,333 | \$1,275,009 | \$4,111 |
| | Intercity Transit | \$1,779,354 | \$2,496,598 | | \$2,496,598 | \$717,244 |
| | King County Metro | \$36,626,935 | \$53,356,236 | | \$53,356,236 | \$16,729,301 |
| | Kitsap Transit (STE UZA Earned Share only) | \$358,324 | \$1,538,680 | | \$1,538,680 | \$1,180,356 |
| | Pierce County Ferry Operations | \$0 | \$464,913 | \$0 | \$464,913 | \$464,913 |
| | Pierce Transit | \$6,482,545 | \$7,267,229 | | \$7,267,229 | \$784,684 |
| | City of Seattle | \$781,948 | \$248,877 | \$460,811 | \$709,688 | (\$72,260) |
| | Skagit Transit | \$0 | \$440,021 | | \$440,021 | \$440,021 |
| | Sound Transit | \$22,297,584 | \$32,413,079 | | \$32,413,079 | \$10,115,495 |
| | Washington State Ferries | \$4,434,846 | \$6,864,199 | | \$6,864,199 | \$2,429,353 |
| | 5307 Earned Share Subtotals | \$80,326,365 | \$115,932,667 | \$706,144 | \$116,638,811 | \$36,312,446 |
| 5337 HIFG | King County Metro | \$25,673,710 | \$37,351,990 | | \$37,351,990 | \$11,678,280 |
| | Kitsap Transit (STE UZA Earned Share only) | \$20,503 | \$35,587 | | \$35,587 | \$15,084 |
| | Pierce County Ferry Operations | \$0 | \$1,103,667 | | \$1,103,667 | \$1,103,667 |
| | City of Seattle | \$593,051 | \$665,768 | | \$665,768 | \$72,717 |
| | Sound Transit | \$19,272,104 | \$29,628,757 | | \$29,628,757 | \$10,356,653 |
| | Washington State Ferries | \$7,636,112 | \$13,597,386 | | \$13,597,386 | \$5,961,274 |
| | 5337 HIFG Earned Share Subtotals | \$53,195,480 | \$82,383,155 | \$0 | \$82,383,155 | \$29,187,675 |
| 5337 HIMB | Community Transit | \$2,284,408 | \$3,995,208 | | \$3,995,208 | \$1,710,800 |
| | King County Metro | \$8,038,793 | \$11,495,596 | | \$11,495,596 | \$3,456,803 |
| | Pierce Transit | \$79,548 | \$206,710 | | \$206,710 | \$127,162 |
| | Sound Transit | \$8,105,425 | \$11,225,172 | | \$11,225,172 | \$3,119,747 |
| | 5337 HIMB Earned Share Subtotals | \$18,508,174 | \$26,922,686 | \$0 | \$26,922,686 | \$8,414,512 |
| 5339 | Community Transit | \$869,171 | \$957,320 | | \$957,320 | \$88,149 |
| | Everett Transit | \$104,102 | \$100,447 | | \$100,447 | (\$3,655) |
| | Intercity Transit | \$245,631 | \$243,566 | | \$243,566 | (\$2,065) |
| | King County Metro | \$3,819,168 | \$4,067,149 | | \$4,067,149 | \$247,981 |
| | Kitsap Transit (STE UZA Earned Share only) | \$48,309 | \$36,665 | | \$36,665 | (\$11,644) |
| | Pierce Transit | \$705,322 | \$708,941 | | \$708,941 | \$3,619 |
| | Skagit Transit | \$0 | \$42,928 | | \$42,928 | \$42,928 |
| | Sound Transit | \$1,430,970 | \$1,490,506 | | \$1,490,506 | \$59,536 |
| | 5339 Earned Share Subtotals | \$7,222,673 | \$7,647,522 | \$0 | \$7,647,522 | \$424,849 |
| Earned Share Totals | \$159,252,692 | \$232,886,030 | \$706,144 | \$233,592,174 | \$74,339,482 | |

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 2023

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 FFY2023 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 FFY2023 earned share funds.

| Minimum Floor Amount | | | | |
|--------------------------|----------------|-----------------------|--------------|----------------|
| | 5307 | 5337 (HIFG & HIMB) | 5339 | Total |
| STE Earned Share Funding | \$ 115,932,667 | \$ 109,305,841 | \$ 7,647,522 | \$ 232,886,030 |
| One Percent of Funding | \$ 1,159,327 | \$ 1,093,058 | \$ 76,475 | \$ 2,328,860 |

| Minimum Floor Amount by Agency | | | | | | |
|----------------------------------|-------------------------------------|--------------|------------|--------------|-----------------------|---------------------------------------|
| Agency | Earned Share - Before Minimum Floor | | | | Minimum Floor Amount* | Difference (Minimum Floor Adjustment) |
| | 5307 | 5337 | 5339 | Total | | |
| Everett Transit | \$ 1,029,676 | \$ - | \$ 100,447 | \$ 1,130,123 | \$ 1,375,456 | \$ 245,333 |
| City of Seattle | \$ 248,877 | \$ 665,768 | \$ - | \$ 914,645 | \$ 1,375,456 | \$ 460,811 |
| Pierce County Ferry Operations** | \$ 464,913 | \$ 1,103,667 | \$ - | \$ 1,568,580 | \$ 1,375,456 | \$ - |
| | | | | Total | | \$ 706,144 |

* Per the 2020 Policy Framework for PSRC's Federal Funds, the amount of minimum floor for the years FFY2023-24 is capped at the FFY2015 amount of minimum floor.

** Because Pierce County earned more than the capped FFY2015 amount, no funds from the set-aside will be needed to adjust the agency's funding for FFY2023.

Table 3c: FTA Competitive Funds and Net Adjustments for FFY 2023

Table 3c identifies the adjustments needed to PSRC's Regional Competitive funds for 2023. 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. A portion of FFY 2023 regional competitive funds has already been awarded to projects as part of the 2020 project selection process. Per the standard process, the additional 2023 funds as shown in the table below will be distributed to regional competitive projects advanced from 2024. The subsequent "freed up" funds will then be distributed later this year through the newly adopted equity formula distribution process.

| | Currently Programmed for 2023 | Final 2023 Amounts | Minimum Floor | Total Amount | Adjustments |
|---|-------------------------------|--------------------|---------------|--------------|-------------|
| 5307 (projects with FTA Competitive funds) | \$14,255,465 | \$19,553,654 | \$706,144 | \$18,847,510 | \$4,592,045 |
| 5339 (funds derived from regional attributes) | \$0 | \$2,395,752 | | \$2,395,752 | \$2,395,752 |
| Totals | \$14,255,465 | \$21,949,406 | \$706,144 | \$21,243,262 | \$6,987,797 |

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 2023

Table 3d identifies the funds provided through PSRC's FTA preservation set aside and the adjustments for 2023. 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 2023 and the amount that each will receive based on their share of the 2023 earned share funds.

| | Agency | Preservation Funds Currently Programmed for 2023 | Share by Agency | Total 2023 Earned Share Funds | Share by Agency | Total to be Received per 2023 Earned Share | Adjustment |
|--------------|---------------------------------|--|-----------------|-------------------------------|-----------------|--|-------------|
| Preservation | Community Transit | \$704,416 | 6.09% | \$14,765,687 | 6.47% | \$748,962 | \$44,546 |
| | Everett Transit | \$63,992 | 0.55% | \$1,130,123 | 0.50% | \$57,323 | (\$6,669) |
| | King County Metro | \$5,529,357 | 47.80% | \$106,270,971 | 46.60% | \$5,390,398 | (\$138,959) |
| | Pierce County Ferry Operations* | \$61,088 | 0.53% | \$1,568,580 | 0.69% | \$79,563 | \$18,475 |
| | Pierce Transit | \$439,346 | 3.80% | \$8,182,880 | 3.59% | \$415,061 | (\$24,285) |
| | City of Seattle | \$58,763 | 0.51% | \$914,645 | 0.40% | \$46,394 | (\$12,369) |
| | Sound Transit | \$3,810,528 | 32.94% | \$74,757,514 | 32.78% | \$3,791,936 | (\$18,592) |
| | Washington State Ferries | \$900,023 | 7.78% | \$20,461,585 | 8.97% | \$1,037,876 | \$137,853 |
| | | \$11,567,513 | 100% | \$228,051,985 | 100% | \$11,567,513 | \$0 |

* 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 2023

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 2023.

| Seattle-Tacoma-Everett (STE) UZA | | | |
|---|----------------------|----------------------|---------------------|
| Funding Source | Programmed | Final 2023 Amount | Adjustment |
| Earned Share (including minimum floor) | | | |
| 5307 | \$80,326,365 | \$116,638,811 | \$36,312,446 |
| 5307 - PSRC Work Program | \$1,210,000 | \$1,210,000 | \$0 |
| 5337 HIFG | \$53,195,480 | \$82,383,155 | \$29,187,675 |
| 5337 HIMB | \$18,508,174 | \$26,922,686 | \$8,414,512 |
| 5339 | \$7,222,673 | \$7,647,522 | \$424,849 |
| Subtotal | \$160,462,692 | \$234,802,174 | \$74,339,482 |
| Regional Competition (after minimum floor) | | | |
| 5307 | \$14,255,465 | \$18,847,510 | \$4,592,045 |
| 5339 | \$0 | \$2,395,752 | \$2,395,752 |
| Subtotal | \$14,255,465 | \$21,243,262 | \$6,987,797 |
| Preservation Set Aside | | | |
| 5307 | \$11,567,513 | \$11,567,513 | \$0 |
| Subtotal | \$11,567,513 | \$11,567,513 | \$0 |
| STE UZA Total | \$186,285,670 | \$267,612,949 | \$81,327,279 |

Table 4: PSRC FTA Funds with Overall Adjustments for FFY 2023

Table 4 provides a summary of the final overall adjustment amounts for all fund sources for each UZA in FFY 2023. Slight differences between the funding amounts in the table below and the published apportionments (Table 1) are due to rounding and will be corrected as part of agency project adjustments.

| Total FFY 2023 FTA Funds | | | |
|---------------------------------|----------------------|----------------------|---------------------|
| | Programmed | Final 2023 Amount | Adjustment |
| Bremerton UZA | \$4,048,749 | \$6,672,159 | \$2,623,410 |
| Marysville UZA | \$2,300,001 | \$3,163,516 | \$863,515 |
| STE UZA | \$186,285,670 | \$267,612,949 | \$81,327,279 |
| Total FFY 2023 FTA funds | \$192,634,420 | \$277,448,624 | \$84,814,204 |

Table 5: 2023 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 2023 funding adjustments will be applied. PSRC will correspond individually with each jurisdiction regarding how the adjustments process will apply to its currently programmed projects.

| Bremerton UZA | | | | |
|---------------|----------------|---|-----------|--------------------|
| Project ID | Sponsor | Project | Source | Programmed |
| KT-65 | Kitsap Transit | Passenger Only Ferry Terminal Improvements (23-24) | 5337 HIFG | \$276,029 |
| KT-67 | Kitsap Transit | Bus and OTR Coach Purchase (23-24) | 5307 | \$3,451,170 |
| KT-67 | Kitsap Transit | Bus and OTR Coach Purchase (23-24) | 5339 | \$296,550 |
| PSRC-24 | PSRC | Regional Transportation Planning and Programming, FY24-25 | 5307 | \$25,000 |
| Total | | | | \$4,048,749 |

| Marysville UZA | | | | |
|----------------|-------------------|---|--------|--------------------|
| Project ID | Sponsor | Project | Source | Programmed |
| CT-70 | Community Transit | Marysville UZA Transit Operations 2023-2024 | 5307 | \$2,037,078 |
| CT-71 | Community Transit | Transit Revenue Vehicles 2023-2024 | 5339 | \$247,923 |
| PSRC-24 | PSRC | Regional Transportation Planning and Programming, FY24-25 | 5307 | \$15,000 |
| Total | | | | \$2,300,001 |

| Seattle-Tacoma-Everett UZA - Earned Share | | | | |
|---|--------------------------|--|-----------|---------------------|
| Project ID | Sponsor | Project | Source | Programmed |
| 5307 Funds | | | | |
| CT-71 | Community Transit | Transit Revenue Vehicles 2023-2024 | 5307 | \$6,293,931 |
| ET-51 | Everett Transit | 2023 Preventive Maintenance for the Vehicle Fleet | 5307 | \$1,270,898 |
| IT-11 | Intercity Transit | FY 2023 - 2024 Replacement Fixed Route Coaches | 5307 | \$559,354 |
| IT-12 | Intercity Transit | FY 23-24 Capital Preventive Maintenance | 5307 | \$320,000 |
| IT-13 | Intercity Transit | FY 2023 - 2024 Vanpool Vans | 5307 | \$900,000 |
| MET-238 | King County Metro | King County Metro Bus Acquisition 2023-2024 | 5307 | \$36,626,935 |
| KT-67 | Kitsap Transit | Bus and OTR Coach Purchase (23-24) | 5307 | \$358,324 |
| PSRC-24 | PSRC | Regional Transportation Planning and Programming, FY24-25 | 5307 | \$1,210,000 |
| PT-174 | Pierce Transit | ADA Service 2023-24 | 5307 | \$698,298 |
| PT-175 | Pierce Transit | Clean Fuels Bus Replacement Expansion 2023-24 | 5307 | \$5,784,247 |
| SEA-238 | Seattle | Monorail System Maintenance 2023-2024 | 5307 | \$430,129 |
| SEA-239 | Seattle | Seattle Streetcar System Maintenance 2023-2024 | 5307 | \$351,819 |
| RTA-95 | Sound Transit | Downtown Redmond Link Extension | 5307 | \$22,297,584 |
| WSF-82 | Washington State Ferries | Seattle Multimodal Terminal at Colman Dock | 5307 | \$3,490,636 |
| WSF-118 | Washington State Ferries | Vessel Preservation and Improvement (2023- 2024) | 5307 | \$944,210 |
| Subtotal | | | | \$81,536,365 |
| 5337 HIFG Funds | | | | |
| KT-65 | Kitsap Transit | Passenger Only Ferry Terminal Improvements (23-24) | 5337 HIFG | \$20,503 |
| MET-216 | King County Metro | Atlantic Base Pavement Replacement | 5337 HIFG | \$531,527 |
| MET-235 | King County Metro | Atlantic Base Trolley Power System Replacement | 5337 HIFG | \$1,864,761 |
| MET-243 | King County Metro | Trolley System Transit Asset Management 2023-2024 | 5337 HIFG | \$3,842,610 |
| MET-244 | King County Metro | Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024 | 5337 HIFG | \$17,062,360 |
| MET-245 | King County Metro | Vessel Preservation 2023-2024 | 5337 HIFG | \$1,472,452 |
| MET-246 | King County Metro | Vessel Maintenance 2023-2024 | 5337 HIFG | \$900,000 |
| SEA-238 | Seattle | Monorail System Maintenance 2023-2024 | 5337 HIFG | \$593,051 |
| RTA-107 | Sound Transit | Sounder and Link State of Good Repair (2023-2024) | 5337 HIFG | \$19,272,104 |
| WSF-118 | Washington State Ferries | Vessel Preservation and Improvement (2023- 2024) | 5337 HIFG | \$7,636,112 |
| Subtotal | | | | \$53,195,480 |
| 5337 HIMB Funds | | | | |
| CT-71 | Community Transit | Transit Revenue Vehicles 2023-2024 | 5337 HIMB | \$2,284,408 |
| MET-238 | King County Metro | King County Metro Bus Acquisition 2023-2024 | 5337 HIMB | \$8,038,793 |
| PT-175 | Pierce Transit | Clean Fuels Bus Replacement Expansion 2023-24 | 5337 HIMB | \$79,548 |
| RTA-106 | Sound Transit | Regional Express Bus Program (2023-2024) | 5337 HIMB | \$8,105,425 |
| Subtotal | | | | \$18,508,174 |

| 5339 Funds | | | | |
|-----------------------------------|-------------------|---|------|----------------------|
| CT-71 | Community Transit | Transit Revenue Vehicles 2023-2024 | 5339 | \$869,171 |
| ET-49 | Everett Transit | 2022-2023 EVST Electronic Signage (Passenger Amenities) | 5339 | \$104,102 |
| IT-11 | Intercity Transit | FY 2023 - 2024 Replacement Fixed Route Coaches | 5339 | \$245,631 |
| MET-238 | King County Metro | King County Metro Bus Acquisition 2023-2024 | 5339 | \$3,819,168 |
| KT-67 | Kitsap Transit | Bus and OTR Coach Purchase (23-24) | 5339 | \$48,309 |
| PT-175 | Pierce Transit | Clean Fuels Bus Replacement Expansion 2023-24 | 5339 | \$705,322 |
| RTA-106 | Sound Transit | Regional Express Bus Program (2023-2024) | 5339 | \$1,430,970 |
| Subtotal | | | | \$7,222,673 |
| Total STE UZA Earned Share | | | | \$160,462,692 |

| Seattle-Tacoma-Everett UZA - Regional Competition | | | | |
|---|-------------------|---|--------|---------------------|
| Project ID | Sponsor | Project | Source | Programmed |
| MET-241 | King County Metro | South King County Corridor Speed and Reliability Improvements | 5307 | \$737,000 |
| PT-176 | Pierce Transit | Spanaway Transit Center Phase II | 5307 | \$1,271,477 |
| SEA-240 | Seattle | Northgate to Downtown Transit Improvements | 5307 | \$3,000,000 |
| RTA-100 | Sound Transit | I-405 Bus Rapid Transit | 5307 | \$5,607,438 |
| RTA-103 | Sound Transit | SR 522/NE 145th St BRT | 5307 | \$727,310 |
| RTA-108 | Sound Transit | NE 130th Street Infill Station | 5307 | \$2,912,240 |
| Total | | | | \$14,255,465 |

| Seattle-Tacoma-Everett UZA - Preservation Set Aside | | | | |
|---|--------------------------|--|--------|---------------------|
| Project ID | Sponsor | Project | Source | Programmed |
| CT-71 | Community Transit | Transit Revenue Vehicles 2023-2024 | 5307 | \$704,416 |
| ET-47 | Everett Transit | 2023 Everett Station Preventive Maintenance | 5307 | \$63,992 |
| MET-238 | King County Metro | King County Metro Bus Acquisition 2023-2024 | 5307 | \$5,529,357 |
| PT-175 | Pierce Transit | Clean Fuels Bus Replacement Expansion 2023-24 | 5307 | \$500,434 |
| SEA-239 | Seattle | Seattle Streetcar System Maintenance 2023-2024 | 5307 | \$58,763 |
| RTA-106 | Sound Transit | Regional Express Bus Program (2023-2024) | 5307 | \$3,810,528 |
| WSF-118 | Washington State Ferries | Vessel Preservation and Improvement (2023- 2024) | 5307 | \$900,023 |
| Total | | | | \$11,567,513 |

Total STE UZA \$186,285,670

Grand Total 2023 FTA Funds Programmed \$192,634,420

2023 PSRC FTA Adjustments - Project Changes

| Bremerton UZA | | | | | | | |
|----------------|------------|---|-------------|---------------------|---------------------|-----------------|---------------------|
| Sponsor | Project ID | Title | Fund Source | Programmed Funds | Adjustment | Redistributions | Final |
| Kitsap Transit | KT-38 | Silverdale Transit Center | 5307 | \$ - | \$ 2,353,286 | \$ - | \$ 2,353,286 |
| | | | 5339 | \$ - | \$ 107,945 | \$ - | \$ 107,945 |
| | KT-65 | Passenger Only Ferry Terminal Improvements (23-24) | 5337 HIFG | \$ 276,029 | \$ 162,179 | \$ - | \$ 438,208 |
| | KT-67 | Bus and OTR Coach Purchase (23-24) | 5307 | \$ 3,451,170 | \$ - | \$ - | \$ 3,451,170 |
| | | | 5339 | \$ 296,550 | \$ - | \$ - | \$ 296,550 |
| PSRC | PSRC-24 | Regional Transportation Planning and Programming, FY24-25 | 5307 | \$ 25,000 | \$ - | \$ - | \$ 25,000 |
| Total | | | | \$ 4,048,749 | \$ 2,623,410 | \$ - | \$ 6,672,159 |

| Marysville UZA | | | | | | | |
|-------------------|------------|---|-------------|---------------------|-------------------|-----------------|---------------------|
| Sponsor | Project ID | Title | Fund Source | Programmed Funds | Adjustment | Redistributions | Final |
| Community Transit | CT-70 | Marysville UZA Transit Operations 2023-2024 | 5307 | \$ 2,037,078 | \$ - | \$ - | \$ 2,037,078 |
| | CT-71 | Transit Revenue Vehicles 2023-2024 | 5339 | \$ 247,923 | \$ - | \$ (247,923) | \$ - |
| | CT-74 | Swift BRT Gold Line | 5339 | \$ - | \$ 74,748 | \$ 247,923 | \$ 322,671 |
| | TBD | Preventive Maintenance 2023-2024 | 5307 | \$ - | \$ 788,767 | \$ - | \$ 788,767 |
| PSRC | PSRC-24 | Regional Transportation Planning and Programming, FY24-25 | 5307 | \$ 15,000 | \$ - | \$ - | \$ 15,000 |
| Total | | | | \$ 2,300,001 | \$ 863,515 | \$ - | \$ 3,163,516 |

| Seattle-Tacoma-Everett - Earned Share | | | | | | | | |
|---------------------------------------|------------|---|-------------|---------------------|---------------------|-----------------|----------------------|--------------|
| Sponsor | Project ID | Title | Fund Source | Programmed Funds | Adjustment | Redistributions | Final | |
| Community Transit | CT-71 | Transit Revenue Vehicles 2023-2024 | 5307 | \$6,293,931 | \$ - | \$ (4,534,387) | \$ 1,759,544 | |
| | | | 5337 HIMB | \$2,284,408 | \$ - | \$ - | \$ 2,284,408 | |
| | | | 5339 | \$869,171 | \$ - | \$ (869,171) | \$ - | |
| | CT-74 | Swift BRT Gold Line | 5307 | \$0 | \$ 3,519,228 | \$ 4,534,387 | \$ 8,053,615 | |
| | TBD | Facilities Rehabilitation, Renovation and Maintenance 2022-2024 | 5337 HIMB | \$0 | \$ 1,710,800 | \$ - | \$ - | \$ 1,710,800 |
| | | | 5339 | \$0 | \$ 88,149 | \$ 869,171 | \$ 957,320 | |
| Community Transit Totals | | | | \$ 9,447,510 | \$ 5,318,177 | \$ - | \$ 14,765,687 | |
| Everett Transit | ET-49 | 2022-2023 EVST Electronic Signage (Passenger Amenities) | 5339 | \$104,102 | \$ (3,655) | \$ - | \$ 100,447 | |
| | ET-51 | 2023 Preventive Maintenance for the Vehicle Fleet | 5307 | \$1,270,898 | \$ - | \$ (1,270,898) | \$ - | |
| | TBD | 2023 Everett Station HVAC Replacement | 5307 | \$0 | \$ 4,111 | \$ 1,270,898 | \$ 1,275,009 | |
| Everett Transit Totals | | | | \$ 1,375,000 | \$ 456 | \$ - | \$ 1,375,456 | |

| | | | | | | | |
|---------------------------------|----------------------------------|--|-----------|----------------------|----------------------|-----------------|-----------------------|
| Intercity Transit | IT-6 | Pattison MOA Base Rehabilitation and Expansion | 5307 | \$0 | \$ 717,244 | \$ 1,779,354 | \$ 2,496,598 |
| | | | 5339 | \$0 | \$ (2,065) | \$ 245,631 | \$ 243,566 |
| | IT-11 | FY 2023 - 2024 Replacement Fixed Route Coaches | 5307 | \$559,354 | \$ - | \$ (559,354) | \$ - |
| | | | 5339 | \$245,631 | \$ - | \$ (245,631) | \$ - |
| | IT-12 | FY 23-24 Capital Preventive Maintenance | 5307 | \$320,000 | \$ - | \$ (320,000) | \$ - |
| | IT-13 | FY 2023 - 2024 Vanpool Vans | 5307 | \$900,000 | \$ - | \$ (900,000) | \$ - |
| Intercity Transit Totals | | | | \$ 2,024,985 | \$ 715,179 | \$ - | \$ 2,740,164 |
| King County Metro | MET-216 | Atlantic Base Pavement Replacement | 5337 HIFG | \$531,527 | \$ 1,938,620 | \$ - | \$ 2,470,147 |
| | MET-232 | Atlantic Base Vehicle Maintenance Bus Lifts | 5337 HIFG | \$0 | \$ 6,728,478 | \$ - | \$ 6,728,478 |
| | MET-235 | Atlantic Base Trolley Power System Replacement | 5337 HIFG | \$1,864,761 | \$ - | \$ - | \$ 1,864,761 |
| | MET-238 | King County Metro Bus Acquisition 2023-2024 | 5307 | \$36,626,935 | \$ - | \$ (20,000,000) | \$ 16,626,935 |
| | | | 5337 HIMB | \$8,038,793 | \$ - | \$ (8,038,793) | \$ - |
| | | | 5339 | \$3,819,168 | \$ 2,643,734 | \$ - | \$ 6,462,902 |
| | MET-243 | Trolley System Transit Asset Management 2023-2024 | 5337 HIFG | \$3,842,610 | \$ - | \$ - | \$ 3,842,610 |
| | MET-244 | Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 202 | 5337 HIFG | \$17,062,360 | \$ - | \$ (13,751,365) | \$ 3,310,995 |
| | MET-245 | Vessel Preservation 2023-2024 | 5337 HIFG | \$1,472,452 | \$ - | \$ (1,472,452) | \$ - |
| | MET-246 | Vessel Maintenance 2023-2024 | 5337 HIFG | \$900,000 | \$ - | \$ - | \$ 900,000 |
| | MET-253 | Vehicle, Equipment and Facilities Maintenance 2021-2024 | 5307 | \$0 | \$ 14,333,550 | \$ 20,000,000 | \$ 34,333,550 |
| 5337 HIMB | | | \$0 | \$ 3,456,803 | \$ 8,038,793 | \$ 11,495,596 | |
| TBD | Trolley Bus ESS Unit Replacement | 5337 HIFG | \$0 | \$ 3,011,183 | \$ 15,223,817 | \$ 18,235,000 | |
| King County Metro Totals | | | | \$ 74,158,606 | \$ 32,112,368 | \$ - | \$ 106,270,974 |

| | | | | | | | |
|--|---|---|---------------|----------------------|----------------------|---------------|----------------------|
| Kitsap Transit | KT-38 | Silverdale Transit Center | 5307 | \$ - | \$ 1,180,356 | \$ - | \$ 1,180,356 |
| | KT-65 | Passenger Only Ferry Terminal Improvements (23-24) | 5337 HIFG | \$ 20,503 | \$ 15,084 | \$ - | \$ 35,587 |
| | KT-67 | Bus and OTR Coach Purchase (23-24) | 5307 | \$ 358,324 | \$ - | \$ - | \$ 358,324 |
| | KT-67 | Bus and OTR Coach Purchase (23-24) | 5339 | \$ 48,309 | \$ (11,644) | \$ - | \$ 36,665 |
| Kitsap Transit Totals | | | | \$ 427,136 | \$ 1,183,796 | \$ - | \$ 1,610,932 |
| Pierce Transit | PT-174 | ADA Service 2023-24 | 5307 | \$ 698,298 | \$ - | \$ - | \$ 698,298 |
| | PT-175 | Clean Fuels Bus Replacement Expansion 2023-24 | 5307 | \$ 5,784,247 | \$ - | \$ (138,246) | \$ 5,646,001 |
| | | | 5337 HIMB | \$ 79,548 | \$ 127,162 | \$ - | \$ 206,710 |
| | | | 5339 | \$ 705,322 | \$ 3,619 | \$ - | \$ 708,941 |
| | TBD | Shuttle Revenue Vehicles 2023-24 | 5307 | \$ 0 | \$ 2,353,264 | \$ 138,246 | \$ 2,491,510 |
| Pierce Transit Totals | | | | \$ 7,267,415 | \$ 2,484,045 | \$ - | \$ 9,751,460 |
| PSRC | PSRC-24 | Regional Transportation Planning and Programming, FY24-25 | 5307 | \$ 1,210,000 | \$ - | \$ - | \$ 1,210,000 |
| PSRC Totals | | | | \$ 1,210,000 | \$ - | \$ - | \$ 1,210,000 |
| City of Seattle | SEA-238 | Monorail System Maintenance 2023-2024 | 5307 | \$ 430,129 | \$ (72,260) | \$ (28,342) | \$ 329,527 |
| | | | 5337 HIFG | \$ 593,051 | \$ 72,717 | \$ - | \$ 665,768 |
| | SEA-239 | Seattle Streetcar System Maintenance 2023-2024 | 5307 | \$ 351,819 | \$ - | \$ 28,342 | \$ 380,161 |
| City of Seattle Totals | | | | \$ 1,374,999 | \$ 457 | \$ - | \$ 1,375,456 |
| Skagit Transit | SKA-4 | Skagit Transit Maintenance Operations and Administration Facility | 5307 | \$ - | \$ 440,021 | \$ - | \$ 440,021 |
| | SKA-4 | Skagit Transit Maintenance Operations and Administration Facility | 5339 | \$ - | \$ 42,928 | \$ - | \$ 42,928 |
| Skagit Transit Totals | | | | \$ - | \$ 482,949 | \$ - | \$ 482,949 |
| Sound Transit | RTA-95 | Downtown Redmond Link Extension | 5307 | \$ 22,297,584 | \$ - | \$ - | \$ 22,297,584 |
| | RTA-98 | Tacoma Dome Link Extension | 5307 | \$ 0 | \$ 9,843,957 | \$ - | \$ 9,843,957 |
| | RTA-106 | Regional Express Bus Program (2023-2024) | 5307 | \$ 0 | \$ 271,538 | \$ - | \$ 271,538 |
| | | | 5337 HIMB | \$ 8,105,425 | \$ 3,119,747 | \$ - | \$ 11,225,172 |
| | | | 5339 | \$ 1,430,970 | \$ 59,536 | \$ - | \$ 1,490,506 |
| RTA-107 | Sounder and Link State of Good Repair (2023-2024) | 5337 HIFG | \$ 19,272,104 | \$ 10,356,653 | \$ - | \$ 29,628,757 | |
| Sound Transit Totals | | | | \$ 51,106,083 | \$ 23,651,431 | \$ - | \$ 74,757,514 |
| Washington State Ferries | WSF-82 | Seattle Multimodal Terminal at Colman Dock | 5307 | \$ 3,490,636 | \$ - | \$ - | \$ 3,490,636 |
| | WSF-118 | Vessel Preservation and Improvement (2023- 2024) | 5307 | \$ 944,210 | \$ 1,325,686 | \$ - | \$ 2,269,896 |
| | | | 5337 HIFG | \$ 7,636,112 | \$ 7,064,941 | \$ - | \$ 14,701,053 |
| Washington State Ferries Totals | | | | \$ 12,070,958 | \$ 8,390,627 | \$ - | \$ 20,461,585 |

| Seattle-Tacoma-Everett Regional Competition | | | | | | | |
|---|------------|---|-------------|-----------------------|----------------------|-----------------|-----------------------|
| Sponsor | Project ID | Title | Fund Source | Programmed Funds | Adjustment | Redistributions | Final |
| King County Metro | MET-241 | South King County Corridor Speed and Reliability Improvements | 5307 | \$ 737,000 | \$ - | \$ - | \$ 737,000 |
| Pierce Transit | PT-176 | Spanaway Transit Center Phase II | 5307 | \$ 1,271,477 | \$ - | \$ - | \$ 1,271,477 |
| Seattle | SEA-240 | Northgate to Downtown Transit Improvements | 5307 | \$ 3,000,000 | \$ - | \$ - | \$ 3,000,000 |
| Sound Transit | RTA-100 | I-405 Bus Rapid Transit | 5307 | \$ 5,607,438 | \$ - | \$ - | \$ 5,607,438 |
| | RTA-103 | SR 522/NE 145th St BRT | 5307 | \$ 727,310 | \$ - | \$ - | \$ 727,310 |
| | RTA-108 | NE 130th Street Infill Station | 5307 | \$ 2,912,240 | \$ - | \$ - | \$ 2,912,240 |
| Funds advanced from 2024 to 2023 | | | | | | | |
| Sound Transit | RTA-108 | NE 130th Street Infill Station | 5307 | \$ - | \$ 3,207,110 | \$ - | \$ 3,207,110 |
| Remaining 2023 funds available for equity formula distribution | | | | | | | |
| TBD | TBD | TBD | 5307 | \$ - | \$ 3,780,687 | \$ - | \$ 3,780,687 |
| Total | | | | \$ 14,255,465 | \$ 6,987,797 | \$ - | \$ 21,243,262 |
| Seattle-Tacoma-Everett - Preservation Set Aside | | | | | | | |
| Sponsor | Project ID | Title | Fund Source | Programmed Funds | Adjustment | Redistributions | Final |
| Community Transit | CT-71 | Transit Revenue Vehicles 2023-2024 | 5307 | \$ 704,416 | \$ - | \$ (704,416) | \$ - |
| | TBD | Facilities Rehabilitation, Renovation and Maintenance 2022-2024 | 5307 | \$ - | \$ 44,546 | \$ 704,416 | \$ 748,962 |
| Everett Transit | ET-47 | 2023 Everett Station Preventive Maintenance | 5307 | \$ 63,992 | \$ (6,669) | \$ - | \$ 57,323 |
| King County | MET-238 | King County Metro Bus Acquisition 2023-2024 | 5307 | \$ 5,529,357 | \$ (138,959) | \$ - | \$ 5,390,398 |
| Pierce Transit | PT-175 | Clean Fuels Bus Replacement Expansion 2023-24 | 5307 | \$ 500,434 | \$ (5,810) | \$ - | \$ 494,624 |
| City of Seattle | SEA-239 | Seattle Streetcar System Maintenance 2023-2024 | 5307 | \$ 58,763 | \$ (12,369) | \$ - | \$ 46,394 |
| Sound Transit | RTA-106 | Regional Express Bus Program (2023-2024) | 5307 | \$ 3,810,528 | \$ - | \$ (3,810,528) | \$ - |
| | RTA-107 | Sounder and Link State of Good Repair (2023-2024) | 5307 | \$ - | \$ (18,592) | \$ 3,810,528 | \$ 3,791,936 |
| Washington State Ferries | WSF-118 | Vessel Preservation and Improvement (2023-2024) | 5307 | \$ 900,023 | \$ 137,853 | \$ - | \$ 1,037,876 |
| Total | | | | \$ 11,567,513 | \$ - | \$ - | \$ 11,567,513 |
| STE UZA Totals | | | | \$ 186,285,670 | \$ 81,327,282 | \$ - | \$ 267,612,952 |
| Total FFY 2023 FTA Funds | | | | \$ 192,634,420 | \$ 84,814,207 | \$ - | \$ 277,448,627 |

ADDITIONAL INFORMATION ON 2023 FTA REDISTRIBUTION REQUESTS

COMMUNITY TRANSIT

REQUEST: Community Transit requests to redistribute the following funds from its “Transit Revenue Vehicles 2023-2024” project to its “Swift BRT Gold Line” project and the new “Facility Rehab Renovation at Merrill Creek Operations Base” project:

- \$247,923 in 2023 Marysville (MAR) 5339 funding;
- \$4,534,387 in 2023 Seattle-Tacoma-Everett (STE) 5307 Earned Share funding;
- \$869,171 in 2023 STE 5339 funding; and
- \$704,416 in 2023 STE 5307 Preservation Set-aside funding.

RATIONALE: The redistribution is needed because the agency's bus order plans have changed due to recent service adjustments. These adjustments reflect post-COVID ridership changes, driver staffing shortages, and 2024 service network changes related to future LINK Light Rail service to Lynnwood. The new “Facility Rehab Renovation at Merrill Creek Operations Base” project will use the funds for rehabilitation, renovation and maintenance of transit facilities, including base buildings, park and rides, transit stations and bus stops.

PROJECT SCOPE IMPACTS:

- **Transit Revenue Vehicles 2023-2024** – The project scope will be reduced by five buses.
- **Swift BRT Gold Line** - The project scope will not change as the agency will be using the federal funds to displace local funds.
- **Facility Rehab Renovation at Merrill Creek Operations Base** – New project

EVERETT TRANSIT

REQUEST: Everett Transit requests to redistribute \$1,270,898 in 2023 5307 funding from its “2023 Preventive Maintenance Vehicle Fleet” project to the new “2023 Everett Station HVAC Replacement” project.

RATIONALE: The redistribution is needed so the agency can use the funding for a new “2023 Everett Station HVAC Replacement” project. Everett Station has an out-of-date HVAC system that no longer runs efficiently and the computer system that runs it can no longer be serviced. The new project will use the funds replace the outdated HVAC system and may include air handlers, terminal units, and controls.

PROJECT SCOPE IMPACTS:

- **2023 Preventive Maintenance Vehicle Fleet** – There will be no impact to the preventive maintenance of the vehicle fleet because maintenance costs have decreased exponentially with the transition to an electric fixed route fleet. Currently, there is enough funding in the project to cover maintenance costs through September 2024.
- **2023 Everett Station HVAC Replacement** – New project

INTERCITY TRANSIT

REQUEST: Intercity Transit requests to redistribute \$1,779,354 in 2023 5307 Earned Share funding and \$245,631 in 2023 5339 funding from its “FY 2023 - 2024 Replacement Fixed Route Coaches”, “FY 23-24 Capital Preventive Maintenance”, and “FY 2023 - 2024 Vanpool Vans” projects to its “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:

- **FY 2023 - 2024 Replacement Fixed Route Coaches** - The project scope will not change as the agency will be using the federal funds to displace local funds.
- **FY 23-24 Capital Preventive Maintenance** – The project scope will not change as the agency will be using the local funds to displace federal funds.
- **FY 2023 - 2024 Vanpool Vans** - The project scope will not change as the agency will be using the local funds to displace federal funds.
- **Pattison MOA Base Rehabilitation and Expansion** - The project scope will not change as the agency will be using the local funds to displace federal funds.

KING COUNTY METRO

REQUEST: King County Metro requests to redistribute \$20,000,000 in 2023 5307 Earned Share funding and \$8,038,793 in 2023 5337 HIMB funding from its “King County Metro Bus Acquisition 2023-2024” project to its “Vehicle, Equipment and Facilities Maintenance 2021-2024” project.

RATIONALE: The redistribution is needed to make more efficient use of funds due to probable delivery delays and lack of 60' coaches for purchase. The agency therefore requests to redistribute these funds to its vehicle maintenance activities where the funds can be drawn down more quickly and efficiently.

PROJECT SCOPE IMPACTS:

- **King County Metro Bus Acquisition 2023-2024** – The project scope will be reduced from purchasing 110 vehicles to 80 forty-foot buses vehicles. The agency anticipates ordering additional sixty-foot coaches once the builder is able to produce a vehicle with performance metrics that meet their contract specifications.
- **Vehicle, Equipment and Facilities Maintenance 2021-2024** - The project scope will not change as it still accurately reflects the percentage of the agency’s annual budget for this work that is made up by federal funds.

KING COUNTY METRO

REQUEST: King County Metro requests to redistribute \$15,223,817 in 2023 5337 HIFG funding from its “Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024” and “Vessel Preservation 2023-2024” projects to a new “Trolley Bus ESS Unit Replacement” project.

RATIONALE: The redistribution is needed to allow the agency to utilize toll credits provided by WSDOT to fund an emerging urgent need to replace the energy storage system (ESS) units in all of its trolley buses. The ESS units are beginning to fail and need replacement over the next

two years. The new “Trolley Bus ESS Unit Replacement” project will use the funds to replace the worn-out Energy Supply Systems (ESS) in all 174 trolley buses. Redistributing the funds to this new project will allow Metro to draw its 5337 HIFG funds down faster and more efficiently.

PROJECT SCOPE IMPACTS:

- **Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024** – The project scope will not change as it still accurately reflects the percentage of the agency’s annual budget for this work that is made up by federal funds.
- **Vessel Preservation 2023-2024** – This project will close out once the funds are removed. The agency is delaying these preservation activities until 2025 or 2026.
- **Trolley Bus ESS Unit Replacement** – New project

PIERCE TRANSIT

REQUEST: Pierce Transit requests to redistribute \$138,246 in 2023 5307 Earned Share funding from its “Clean Fuels Bus Replacement Expansion 2023-24” project and to a new “Shuttle Revenue Vehicles 2023-24” project.

RATIONALE: The redistribution is needed because the bus replacement benchmark in Pierce Transit’s transit asset management plan requires few buses during the next six-year cycle, which will leave federal funds on the table. Therefore, rather than use the funds for bus procurement under the “Clean Fuels Bus Replacement Expansion 2023-24” project, the agency requests to redistribute the funds to the new “Shuttle Revenue Vehicles 2023-24” project. The “Shuttle Revenue Vehicles 2023-24” project will use the funds for the purchase of approximately 17 vehicles to support complementary ADA paratransit service. This procurement is scheduled for 2023.

PROJECT SCOPE IMPACTS:

- **Clean Fuels Bus Replacement Expansion 2023-24** - The project scope will not change as the agency will be using the local funds to displace federal funds.
- **Shuttle Revenue Vehicles 2023-24** – New project

CITY OF SEATTLE

REQUEST: The City of Seattle requests to redistribute \$28,342 in 2023 5307 funding from its “Monorail System Maintenance 2023-2024” project to its “Seattle Streetcar System Maintenance 2023-2024” project.

RATIONALE: The redistribution is needed because after reductions in federal and local funding in the “Seattle Streetcar System Maintenance 2023-2024” project, the City of Seattle needs to shift some funds to the “Seattle Streetcar System Maintenance 2023-2024” project. This redistribution will maintain the overall funding balance between these two system maintenance projects, per the agency’s practice.

PROJECT SCOPE IMPACTS:

- **Monorail System Maintenance 2023-2024** - The project scope will not change as the agency will be using the federal funds to displace local funds.

- **Seattle Streetcar System Maintenance 2023-2024** - The project scope will not change as the agency will be using the local funds to displace federal funds.

SOUND TRANSIT

REQUEST: Sound Transit requests to redistribute \$3,810,528 in 2023 5307 Preservation Set-aside funding from its “Regional Express Bus Program (2023-2024)” project and to its “Sounder and Link State of Good Repair (2023-2024)” project.

RATIONALE: The redistribution is needed because the “Regional Express Bus Program (2023-2024)” project would use the funds for a bus replacement procurement that won’t initiate until late 2024 or early 2025. However, the “Sounder and Link State of Good Repair (2023-2024)” project can use these funds for the agency’s Passenger Info Management System (PIMS). Since this activity is already underway and will continue through 2023, the agency can therefore spend the funds more efficiently by redistributing them to the “Sounder and Link State of Good Repair (2023-2024)” project.

PROJECT SCOPE IMPACTS:

- **Regional Express Bus Program (2023-2024)** - The project scope will not change as the agency will be using the local funds to displace federal funds.
- **Sounder and Link State of Good Repair (2023-2024)** - The project scope will not change as the agency will be using the federal funds to displace local funds.

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 2023 FTA Adjustments by each external agency.

KITSAP TRANSIT

Proposed Project: Passenger Only Ferry Terminal Improvements (23-24)

For this project, Kitsap Transit is responsible for the maintenance of facilities associated with its 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: Bus and OTR Coach Purchase (23-24)

For this project, Kitsap Transit is responsible for transit revenue vehicle purchases to maintain routed service operations throughout Kitsap County. Funds will assist in acquiring vehicles and for bus procurement, including on board vehicle technologies hardware. One hundred percent of the STE UZA funding will support transit service which connects with WSF's ferry service to the STE UZA.

Proposed Project: Silverdale Transit Center

This project will provide a multi-modal transit center near SR3 and SR303 in Silverdale, WA. The transit center is centrally located near residences, commerce, social services and the Clear Creek trail. Transit service will provide connections to Bainbridge Island and Bremerton ferry terminals. One hundred percent of the STE UZA funding will support transit service which connects with WSF's ferry service to 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 rehabilitation and modernization of the maintenance facilities building, and remaining 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 origin or destination within the STE UZA.

DRAFT APPROACH FOR IDENTIFYING THE USES AND SUBSEQUENT REPORTING OF THE FTA EQUITY FORMULA DISTRIBUTION

Staff has been directed to work with the Transportation Operators Committee to develop procedures to demonstrate the PSRC FTA funds distributed via an equity allocation formula are used to improve equity and demonstrably support PSRC's identified equity focus area populations, hereafter referred to as "EFAs." These procedures fall under the two categories below.

Step 1 – Project Identification

Once the distribution formula is determined, each agency must identify specific projects and amounts that are forwarded to the PSRC boards for final approval. At the point of project submittal, each agency must provide a description of how the project supports and improves equity.

Each agency will provide, for each project, the relationship to EFAs within the project area and how the project improves mobility and access to opportunities for EFAs. Each project will reference population data using PSRC support materials as necessary, and an identification of the benefit and improvement to equity.

At a minimum, the Equity criterion established in the *2022 Policy Framework for PSRC's Federal Funds* should be addressed for each project:ⁱ

- Identifying the EFAs served by the project and how the project addresses any disparities or gaps for those populations.
- The public outreach process that led to the project, including specific outreach to the EFAs identified above.
- If the project is in an area of displacement risk, identifying the mitigation strategies in place by the agency or local jurisdiction.

Guidance is provided for responding to each of the bullets above, applicable to all projects. Examples for how programmatic types of projects or projects that are more unique in nature or location might respond to the first bullet above is provided below. ***However***, agencies are encouraged not to apply the Equity Formula Distribution in the same manner as the Earned Share Distribution, but instead focus these funds to the extent possible on investments that are more likely to improve equitable outcomes.

- ***Bus purchase projects*** might refer to the relevant routes on which the buses will be used to identify the population groups. If the project is for expansion buses the increase in service could be described; if the project is for replacement buses, the resilience and reliability of the service could be described – both with the lens of providing benefits and improved equity to the identified population

groups. If the bus purchase will not be tied to a specific route or area, responding to the equity questions will be more challenging – agencies are encouraged to focus the Equity Formula funds on projects that are more directly tied to equity improvements.

- **Ferry projects (terminal or vessel improvements)** are unique in their location compared to the region’s EFA populations. While the proportion of these populations may be lower than the regional averages, data may still be provided using Census tract data. To the extent feasible agencies should identify data related to these population groups based on either the location of the terminal(s) and/or any ridership data that might be available. The benefits of the project for these population groups should also be described – for example, improved service, improved reliability, improved access, etc.

Step 2 - Monitoring

PSRC has several ongoing monitoring efforts related to transit and equity data. PSRC will continue the tracking of transit ridership and service by EFAs to the extent feasible and share data in the RTP Performance Dashboard.

In addition, as part of the update of PSRC’s base transportation network approximately every four years, data will be collected and compared against the baseline of the existing PSRC data of access by EFAs to every transit stop throughout in the region per the Equity Formula Distribution.

To the extent feasible, additional contextual data such as density and land use will be included in the analysis and monitoring.

PROPOSED SCHEDULE

If the TOC takes action in May, information will be brought to the Transportation Policy and Executive Boards in June. The formula distribution could occur concurrently, with project identification brought back to the board as early as July if available, or September if not.

ⁱ This criteria is consistent with the Justice 40 Initiative and criteria included in FTA discretionary grant programs.



Puget Sound Regional Council

Memorandum

May 24, 2023

To: Transportation Operators Committee

From: Sarah Gutschow, Senior Planner

Subject: Transit Agency Project Tracking Overview and Recommendations

IN BRIEF

PSRC staff will present an update on the ongoing tracking of transit agency project milestones and funding, including updated information from the January 2023 Progress Reports. The committee will then review and take action on Regional FTA Caucus recommendations for delayed regional Federal Transit Administration (FTA) and flexed Federal Highway Administration (FHWA) projects.

DISCUSSION

Overview of Transit Project Tracking

Per PSRC Project Tracking Policies, PSRC monitors its regionally managed FTA funds on an ongoing basis to ensure the timely and predictable use of all regionally managed federal funds. For regional FHWA funds, transit agencies can “flex” their regional FHWA-funded projects to be managed by the FTA if approved by WSDOT. PSRC continues to monitor flexed FHWA funds as they progress toward obligation by FTA.

PSRC provides regular reports to the Regional FTA Caucus and TOC on all FTA and flexed FHWA funded projects, including information on progress made in fully completing each project’s scope of work. In January 2023, PSRC received progress reports on 171 transit agency projects funded by PSRC’s federal funds. Further details on the current statuses of these projects will be provided at the meeting.

PSRC’s FTA project tracking process focuses on obligation of funds as a key tracking milestone. Obligation means that federal funds are definitely committed to the project and available to the project sponsor. Overall, there is almost \$1.5 billion in FTA funds programmed to the regional Transportation Improvement Program (TIP) for the Federal Fiscal Years (FFYs) 2018-2024, representing 120 projects. About \$790 million of funds for those years have now been obligated, or about half of the currently programmed funds. The FFY 2023 and 2024 funds will first

become available for obligation after they have been adjusted to account for actual congressional allotments received for those years. Additional information on currently programmed FTA and flexed FHWA funds, including obligation status, is available in this [summary](#).

Regional FTA funds, including regional competitive and preservation set-aside funds, are expected to obligate by their estimated date but are allowed a one-year grace period. If regional FTA funds are not transmitted by the end of the grace period, they will be removed from the project. At the meeting, PSRC will provide information on obligations of all FTA and flexed FHWA funded projects, including funds that are approaching the end of their one-year grace period and any unobligated funds that will lapse at the close of FFY2023.

ACTION

Delayed Regional FTA and FHWA Project Tracking Policies

In 2022, PSRC staff worked with the Regional FTA Caucus and TOC to update procedures for transit projects experiencing delays in obligating regional FTA and flexed FHWA funds. Per the updated procedures, regional FTA funds are considered delayed if they have not been *transmitted* into FTA's Transit Award Management System (TrAMS) by six months after their estimated obligation date. Flexed regional FHWA funds are considered delayed if they have not been *submitted* into TrAMS by six months after their estimated obligation date.¹ The TOC reviewed and recommended these procedures at its June 8, 2022 meeting, as shown in more detail in the [attachment](#).

There are currently nine delayed projects at five transit agencies in the region. Attachment A provides additional information on each project, including the reasons for delay and details on how sponsors have been working with the FTA to progress their applications.

At its meeting on May 10th, the Regional FTA Caucus reviewed and took action on recommendations for each project based on whether the delay was considered "reasonable" or "unreasonable." The Caucus determined that the eight projects shown in the table below had reasonable delays and therefore recommended extensions to submit their grant applications. For each project, if funds are not submitted by the anticipated time, then PSRC will bring the project back to the Caucus for further discussion.

For Sound Transit's Commuter Rail Project: Seattle to Lakewood, the Caucus determined the delay was unreasonable, so asked the agency to work with PSRC staff on next steps for ensuring timely funding obligation. The Caucus will then review the proposed next steps for this project and provide its recommendation.

The TOC is asked to review and provide a recommendation to the Transportation Policy Board on the proposed extension for each of the delayed projects, as shown in the table below.

¹ After a project sponsor develops a grant application in FTA's TrAMS for their FTA or flexed FHWA funds, the application is then *transmitted* for initial review by FTA. Once FTA completes the initial review, the sponsor can progress to formally *submit* the application for final review before being approved for funding obligation.

| <i>Sponsor</i> | <i>Project Title</i> | <i>Extension</i> |
|--------------------------|--|-------------------------|
| <i>King County Metro</i> | Transportation Demand Management to Support Centers and Regional Service Investments (MET-231) | July 2023 |
| <i>King County Metro</i> | Increasing Student and Family Access to Regional Travel Options through TDM (MET-237) | July 2023 |
| <i>King County Metro</i> | On-Demand Feeder-to-Fixed Route Connections to Transit Program (MET-239) | July 2023 |
| <i>Pierce Transit</i> | Clean Fuels Bus Replacement/Expansion 2021-2022 (PT-170) | August 2023 |
| <i>Pierce Transit</i> | Pacific Avenue/SR 7 BRT Buses (PT-172) | August 2023 |
| <i>Pierce Transit</i> | Pacific Avenue/SR 7 BRT Stations (PT-173) | August 2023 |
| <i>City of Seattle</i> | Fairview Ave N Multimodal Improvements (SEA-215a) | June 2023 |
| <i>City of Seattle</i> | Northgate to Downtown Transit Improvements (SEA-240) | June 2023 |

Lead Staff: For more information, please contact Sarah Gutschow at sgutschow@psrc.org or 206-587-4822.

Attachment A: Summary of Delayed FTA and Flexed FHWA Funding Obligations

Project Tracking Policies for PSRC's Federal Funds

Updates on Delayed FTA and FHWA TrAMS Applications

Per PSRC project tracking procedures, regional FTA funds are considered delayed if they have not been *transmitted* six months after their estimated obligation date (EOD), while flexed FHWA funds are considered delayed if they have not been *submitted* in that time span. The table below summarizes projects experiencing delays in obligating funding as of **May 17, 2023**.

| King County Metro: Transportation Demand Management to Support Centers and Regional Service Investments (MET-231) | | |
|---|--|--|
| <p>EOD: 6/1/2021 EOD delay: 20 months</p> <p>Source: CMAQ Phase: PE/Design Amount: \$695,122</p> | <p>FTA app status: Transmitted / Ready for FTA Review (transmitted in February 2023)</p> <p>Anticipated next steps for application:</p> <ul style="list-style-type: none"> • Submittal – July 2023 • Obligation – September 2023 | <p>TIP project description: This project will fund Transportation Demand Management (TDM) strategies that will stimulate transit ridership and actively promote mode shift from drive-alone trips to support a specific set of new regional transit facility and service investments on up to 13 high-capacity transit (HCT) and bus rapid transit (BRT) corridor.</p> <p>Project status: Work has begun on this project under pre-award authority, with design of project actions and environmental documentation complete. The project will continue until the funds are expended for providing public outreach and implementation of TDM strategies to reduce SOV travel in selected travel corridors within King County, with completion anticipated in December 2023.</p> |
| <p>Source: CMAQ Phase: Other Amount: \$2,304,878</p> <p>EOD: 7/15/2021 EOD delay: 21 months</p> | <p>Agency work with FTA: This application has been transmitted in TrAMS for initial review. It is one of 18 King County Metro applications currently being reviewed by FTA. Submittal and obligation dates are only an estimate. Actual dates are dependent on Region 10 processing time. They meet with FTA weekly to review and process applications.</p> | |
| <p>RECOMMENDED ACTION:</p> | <p>The Regional FTA Caucus granted an extension until July 2023.</p> | |
| King County Metro: Increasing Student and Family Access to Regional Travel Options through TDM (MET-237) | | |
| <p>Source: CMAQ Phase: Other Amount: \$500,000</p> <p>EOD: 7/15/2021 EOD delay: 21 months</p> | <p>FTA app status: Transmitted / Ready for FTA Review (transmitted in February 2023)</p> <p>Anticipated next steps for application:</p> <ul style="list-style-type: none"> • Submittal – July 2023 • Obligation – September 2023 <p>Agency work with FTA: See comment under MET-231.</p> | <p>TIP project description: Implement TDM strategies to reduce traffic congestion and improve student transit access by working with school districts, students, and their families to reduce school related peak hour vehicle trips, increase safety, improve air quality, and promote equity. Provide tools for other family members to use alternative travel modes, including transit to access employment.</p> <p>Project status: Project implementation activities are underway under pre-award authority, with environmental documentation complete. Project activities are complete for youth outreach and education events as of December 2022. Other activities under the project scope will be complete in March 2026.</p> |

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| RECOMMENDED ACTION: | The Regional FTA Caucus granted an extension until July 2023. | |
| King County Metro: On-Demand Feeder-to-Fixed Route Connections to Transit Program (MET-239) | | |
| <p>Source: CMAQ Phase: Other Amount: \$500,000</p> <p>EOD: 6/1/2022 EOD delay: 8 months</p> | <p>FTA app status: Transmitted / Ready for FTA Review (transmitted in March 2023)</p> <p>Anticipated next steps for application:</p> <ul style="list-style-type: none"> • Submittal – July 2023 • Obligation – September 2023 <p>Agency work with FTA: See comment under MET-231.</p> | <p>TIP project description: Metro will contract with a service provider to provide on-demand feeder-to-fixed route (F2FR) service for two years at three newly expanded transit hubs located in Regional Centers: Federal Way Transit Center, Auburn Transit Center, and Redmond Technology Station.</p> <p>Project status: Environmental documentation is complete and project scoping and design is currently at 0% completion, with completion anticipated by June 2025. The project was advertised in May 2022 and the vendor was selected in December 2022. Metro is finalizing the contract and service schedules, but implementation is complicated by Sound Transit delays in opening East and Federal Way LINK light rail segments. This operations project is expected to be complete in June 2027.</p> |
| RECOMMENDED ACTION: | The Regional FTA Caucus granted an extension until July 2023. | |
| Pierce Transit: Clean Fuels Bus Replacement/Expansion 2021-2022 (PT-170) | | |
| <p>Source: CMAQ Phase: Other Amount: \$750,000</p> <p>EOD: 6/1/2022 EOD delay: 8 months</p> | <p>FTA app status: Initial Review / Concurrence (transmitted in May 2023)</p> <p>Anticipated next steps for application:</p> <ul style="list-style-type: none"> • Submittal – August 2023 • Obligation – November 2023 <p>Agency work with FTA: PT responded to FTA's final review comments from April 2023 and re-transmitted the application. They notified their FTA grant representative on 4/27/23 that these funds are among their highest priorities and asked how they can move these forward quickly. PT will also call FTA on 5/1/23 to set up a time to review priorities with their grant representative directly.</p> | <p>TIP project description: This project contains funds for Pierce Transit's bus replacement projects scheduled for 2021 and 2022. For the two-year period, the project funding will provide for the purchase of approximately 20 clean fuels buses.</p> <p>Project status: These buses will serve the Pacific Avenue Route 1 BRT line. It is anticipated that the contract will be awarded in September 2024 and the first vehicle will arrive in December 2025. PT expects the last vehicle to arrive in April 2026, with contract close-out in September 2026.</p> <p>The overall BRT project is delayed. There has been rigorous agency participation by PT and its external partners to date, but the agency is still lacking overall agreement and consensus with partners on the project footprint and potential mitigation. At the request of external partners, PT performed a second Traffic Impact Analysis in 2022 which is still being analyzed by partners.</p> <p>In order to deliver a project that the agency can afford and complete in a timely manner, Pierce Transit has decided to value engineer the project. Value Engineering began in March 2023 and will continue until the end of Q2 2023. At that time, the agency will have a clear idea of the project's refined scope, schedule, and budget.</p> <p>FTA Region 10 staff are very involved in helping the partners understand requirements and work toward resolution. They will be meeting on-site with</p> |

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| | | the PT team May 2nd and 3rd to review project changes and costs and tour the corridor. Project staff and executives meet regularly multiple times a week to move this project forward. The PT Board of Commissioners is regularly briefed and is very supportive of continuing to move the project forward. Completing the project is their highest priority. |
| RECOMMENDED ACTION: | The Regional FTA Caucus granted an extension until August 2023. | |
| Pierce Transit: Pacific Avenue/SR 7 BRT Buses (PT-172) | | |
| Source: CMAQ Phase: Other Amount: \$1,871,113 EOD: 6/1/2022 EOD delay: 8 months | FTA app status: Initial Review / Concurrence (transmitted in May 2023) Anticipated next steps for application: <ul style="list-style-type: none"> • Submittal – August 2023 • Obligation – November 2023 Agency work with FTA: Pierce Transit work with FTA is described under comments for PT-170, as both projects are in the same FTA grant. | TIP project description: Pacific Avenue/SR 7, Pierce Transit's first line of bus rapid transit service, travels between downtown Tacoma and Spanaway. This 14.4-mile corridor will be served by 60-ft articulated buses. This project contains funding for approximately 17-19 buses. Project status: Overall project status is described under comments for PT-170, as both projects are in the same bus order so have the same dates. |
| RECOMMENDED ACTION: | The Regional FTA Caucus granted an extension until August 2023. | |
| Pierce Transit: Pacific Avenue/SR 7 BRT Stations (PT-173) | | |
| Source: CMAQ Phase: Construction Amount: \$2,305,700 EOD: 6/1/2022 EOD delay: 8 months | FTA app status: Initial Review / Concurrence (transmitted in May 2023) Anticipated next steps for application: <ul style="list-style-type: none"> • Submittal – August 2023 • Obligation – November 2023 Agency work with FTA: Pierce Transit work with FTA is described under comments for PT-170. | TIP project description: Pacific Avenue/SR 7, Pierce Transit's first line of bus rapid transit service, travels between downtown Tacoma and Spanaway. This 14.4-mile corridor will construct 32 stations at approximately 1/3 to 1/2 mile intervals from the downtown Tacoma Commerce Street transfer center to 204th Street East in Spanaway. This project will complete construction of approximately 6 of the stations. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP. Project status: Overall project status is described under comments for PT-170. For station construction, the project completed NEPA in March 2021 and design is currently at 30%, with completion anticipated in September 2024. However, PT is currently considering design changes to meet the requirements of external partners, reduce costs in the project and deliver the project in a timely manner, which may result in a NEPA re-evaluation. If this occurs, they anticipate NEPA completion by September 2023. |

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| | | <p>For ROW, the BRT Project Team is reevaluating and updating ROW needs to support value engineering efforts, which will significantly reduce ROW requirements. The full BRT project is expected to be operationally complete in September 2027, with the contract complete in November 2027. PT will use the CMAQ funds for station construction first, so they anticipate earlier actual completion for the PT-173 project components.</p> |
| <p>RECOMMENDED ACTION:</p> | <p>The Regional FTA Caucus granted an extension until August 2023.</p> | |
| <p>City of Seattle: Fairview Ave N Multimodal Improvements (SEA-215a)</p> | | |
| <p>Source: STP Phase: Construction Amount: \$4,030,400</p> <p>EOD: 6/1/2022 EOD delay: 8 months</p> | <p>FTA app status: Transmitted / Ready for FTA Review (transmitted in February 2023)</p> <p>Anticipated next steps for application:</p> <ul style="list-style-type: none"> • Submittal – July 2023 • Obligation – September 2023 <p>Agency work with FTA: SDOT submitted a flex request to transfer these funds to FTA in November 2021 and is awaiting confirmation of flex transfer from FHWA. SDOT continues to have monthly meetings with FTA to obtain a recommendation for the CIG grant readiness from their Project Management Oversight Consultant. The PMOC issued a Risk and Contingency Review report on May 1, 2023 which indicated they have adequately accounted for risks within the project schedule, including contingency.</p> <p>FTA headquarters has provided a roadmap with a schedule for the FTA CIG Small Starts grant to be executed in TrAMS in October 2023 if they remain on the current schedule. They are therefore working to obligate the remaining grants (including this Fairview Ave N Multimodal Improvements – SEA215a grant) in conjunction with or in advance of the Small Starts grant.</p> | <p>TIP project description: Widening Fairview Ave N between Valley St and Yale Ave N to accommodate an additional lane (allowing for a southbound transit only lane for streetcar and buses), replacing and upgrading signals, upgrading bus stops to accommodate future RapidRide stations, and re-channelizing the corridor. This project is related to the Roosevelt Rapid Ride project (SEA-215).</p> <p>Project status: This project is a component of RapidRide J Line (SEA-215) which will also be using FTA Small Starts CIG funds. This project will be constructed as part of the overall RapidRide J Line project and as such, project schedule is determined in part by the schedule for receiving and entering into a Small Starts Grant Agreement. That schedule was most recently updated following the required FTA Risk and Contingency Review. The RapidRide J Line project has received an allocation of FY2023 CIG and is completing steps to be ready to enter into a grant agreement in October 2023. The FTA has issued a Finding of No Significant Impact in April 2022, allowing them to proceed with final design. They completed their 90% design milestone in February 2023 and expect to complete the final design in December 2023. Their understanding is that they are able to obligate FTA CN funds during the design phase.</p> <p>Right-of-way certification is anticipated for completion by December 2023. They still need to complete negotiations with property owners and then sign temporary construction easements. Approximately 55 temporary construction easements are required for the project and are in process with notifications being provided to property owners and valuations being prepared.</p> <p>FTA Small Starts grant award is anticipated in October 2023 and is necessary to be received prior to advertisement for construction. They are working toward advertisement in Q1 2024. They expect to advertise the construction contract by the end of 2023. The agency expects the project to be operationally complete by September 2027, with the contract complete in March 2028.</p> |

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| RECOMMENDED ACTION: | The Regional FTA Caucus granted an extension until June 2023. | |
| City of Seattle: Northgate to Downtown Transit Improvements (SEA-240) | | |
| <p>Source: CMAQ Phase: PE/Design Amount: \$450,000</p> <p>EOD: 7/15/2022 EOD delay: 9 months</p> | <p>FTA app status: Initial Review / Concurrence (transmitted in March 2023)</p> <p>Anticipated next steps for application:</p> <ul style="list-style-type: none"> • Submittal – June 2023 • Obligation – August 2023 <p>Agency work with FTA: The project was originally awarded \$1M in CMAQ funding for PE and then received this additional \$450K in CMAQ funding through the Bipartisan Infrastructure Law (BIL). The original award of \$1M in CMAQ funding was obligated in September 2022. The addition of \$450K in CMAQ funding through the BIL prevented the agency from executing an amendment to the existing application in FFY 2022. After TrAMS reopened for FFY2023, they have been working with FTA to resolve this application. An amendment to add the new funding to the existing application in TrAMS is pending FTA approval.</p> | <p>TIP project description: The City of Seattle will construct transit spot improvements and multimodal corridor improvements along King County Metro Route 40 to improve connections to major destinations in North and Central Seattle including Northgate, Greenwood, Crown Hill, Ballard, Fremont, South Lake Union, and Downtown Seattle. Key features of the enhanced Route 40 corridor include: bus priority lanes, pavement improvements, traffic signal optimization, bus stop rebalancing, additional bus stops, and bicycle and pedestrian upgrades.</p> <p>Project status: Project work is underway using pre-award authority. The project is currently at 60% design. The agency received NEPA approval from FTA in April 2023, which allowed them to proceed to final design. They expect to finish design by December 2023</p> <p>Right-of-way certification is anticipated for completion by October 2023. They still need to complete negotiations with property owners and then sign temporary construction easements.</p> <p>They expect to advertise the construction contract by the end of 2023. The agency expects the project to be operationally complete by February 2025, with the contract complete in May 2025.</p> |
| RECOMMENDED ACTION: | The Regional FTA Caucus granted an extension until June 2023. | |
| Sound Transit: Commuter Rail Project: Seattle to Lakewood (RTA-4B) | | |
| <p>Source: CMAQ Phase: ROW Amount: \$1,100,000</p> <p>EOD: 6/1/2022 EOD delay: 8 months</p> | <p>FTA app status: In-Progress (created in June 2021)</p> <p>Anticipated next steps for application:</p> <ul style="list-style-type: none"> • Transmittal - November 2024 • Submittal – January 2025 • Obligation – March 2025 <p>Agency work with FTA: This grant is pending a NEPA determination which won't happen until later in 2024 or 2025 for the Sounder South Capital Express project (SSCEP). FTA will not process/obligate the grant until NEPA is complete.</p> | <p>TIP project description: Continue implementation and expansion of commuter rail service. CMAQ funding will be used for design and right-of-way needed to expand Sounder South line capacity in King and Pierce Counties, including extending station platforms to accommodate 10-car trains, nonmotorized access improvements and track and signal upgrades needed for additional capacity. FRA CRISI funds will be used to double-track several rail segments: from TR Junction to Portland Avenue, S66th Street Bridge to Pine Street, Lakewood to DuPont. This double-tracking work includes two bridges: the S 66th Bridge and the Pendleton Avenue Bridge. CRISI funding will also be used for signal system modifications, Positive Train Control (PTC) and Centralized Traffic Control (CTC) overlay updates to accommodate the new and reconfigured tracks, signals and grade crossing protection equipment. This is a multi-year project.</p> |

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| | | <p>Project status: Project work is underway using pre-award authority. The SSCEP is essentially a program of projects for Sounder. Some elements of the Sounder South Capacity Expansion Program/projects were put on "hold", except for King Street Station Platform Improvements and Pierce County track work (funded by an FRA grant), due to the realignment of ST's Financial Plan during COVID.</p> <p>For the King Street Station platform improvements, the King St. Station Alternative Analysis and Report was completed and issued in August 2022. Current activities include conceptual design and development of Project Management and Public Involvement Draft Plans. ST expects to reach 10% design at the end of 2023 or Q1 2024. ST expects NEPA to be complete in December 2024. CE and the environmental documentation phase for the Pierce County Rail Capacity and Reliability Improvement Project is expected to begin in spring 2023.</p> <p>The King Street Station completion date is 2036 and the Pierce County project is also 2036. The entire SSCEP includes a completion date of 2036 (capital improvements) and 2046 (potential added trips). If additional funding becomes available and with Board approval those completion dates could move up, but that is to be determined. Because of ST's financial plan realignment, Sounder projects have been delayed, so until there is additional funding and financial capacity many of the projects have future completion dates.</p> |
| <p>NEXT STEPS:</p> | <p>PSRC staff will work with the sponsor on next steps for ensuring funding is obligated in a manner consistent with both the grant as awarded and PSRC's project tracking policies. The Regional FTA Caucus will then review the proposed next steps and provide its recommendation.</p> | |

Updates on Previously Reviewed Projects

| Project | Agency | Funding | EOD | TrAMS Status | Notes |
|---|-------------------|----------------------------|-----------|----------------------------------|--|
| Swift BRT Orange Line (CT-66) | Community Transit | \$7,000,000 CMAQ | 6/1/2022 | Obligated (as of April 2023) | |
| | | \$3,150,000 CMAQ | 7/15/2022 | Obligated (as of April 2023) | |
| Transit Revenue Vehicles 2021-2022 (CT-69) | Community Transit | \$3,200,000 CMAQ | 6/1/2022 | Obligated (as of April 2023) | |
| | | \$1,440,000 CMAQ | 7/15/2022 | Obligated (as of April 2023) | |
| | | \$83,551 5307 Pres. | 6/1/22 | Transmitted (as of March 2023) | |
| | | \$1,388,734 5307 Pres. | 6/30/22 | Transmitted (as of March 2023) | |
| Bus Replacements 2021-2022 (MET-222) | King County Metro | \$1,455,348 5307 Pres. | 9/30/2021 | Transmitted (as of May 2023) | |
| West Seattle Water Taxi Mobility Hub (KCFD-13) | King County Metro | \$1,435,900 STP | 8/5/2019 | N/A | Returned by agency to region in January 2023 |
| Transit Speed and Reliability Corridor Improvements (MET-203) | King County Metro | \$624,000 CMAQ | 7/16/2018 | N/A | Returned by agency to region in January 2023 |
| Rainier Rapid Ride Corridor (SEA-213) | King County Metro | \$1,819,350 5307 Comp. | 10/1/2017 | Transmitted (as of May 2023) | |
| Center City Connector (SEA-205) | Seattle | \$3,479,754 CMAQ | 2/2/2017 | In-Progress | PSRC management has been in active conversation with FTA, WSDOT and City of Seattle to review this funding, in consideration of the February 2023 Caucus recommendation. |
| Monorail System Maintenance 2021-2022 (SEA-226) | Seattle | \$42,579 5307 Preservation | 9/30/2021 | Transmitted (as of January 2023) | |
| I-405 Bus Rapid Transit (RTA-100) | Sound Transit | \$3,650,000 CMAQ | 6/1/2022 | Obligated (as of March 2023) | |
| Access to Transit with Next Generation ORCA and ORCA Lift (RTA-104) | Sound Transit | \$4,152,000 CMAQ | 7/15/2021 | Submitted (as of May 2023) | |

2023 TOC Planned Meeting Topics

Ongoing

- FTA fund adjustments
- FTA fund project tracking

Quarter 1 (January – March)

- Transit's role/inputs in Climate Change Implementation Strategy (January)
- Transit-related data/measures in RTP dashboard (March)
- Initiation of Transit Access work program (January and March)
 - Review and assessment of existing tools and data
- Regional Safety Plan coordination (ongoing – more in Q2)
- Follow-up on regional FTA safety performance targets (deferred to Q2)
- Initiate Transit Development Plan coordination (moved up from Q2 -- March)
- ADA Transition Plan coordination (March)

Quarter 2 (April – June)

- Transit Access work program
 - Standing up ad hoc working group
 - Initiate review and assessment of existing tools and data
 - Inventory of Microtransit/MOD services
- Initiation of 2023 Transit Integration Report
- Regional Safety Plan coordination
- Project Tracking Update from 2022 (May)
- Project Tracking Recommendations (May)
- FTA regional target data collection method and timing (incorporated in transit development plan work – see Q1)
- FTA Funding Working Group Equity Formula Distribution (April/May)
- ADA Transition Plan coordination/follow-up (April)

Quarter 3 (July – September)

- Transit Access work program
 - Review and assessment of existing tools and data
 - Inventory of Microtransit/MOD services
- TOC review of 2023 Transit Integration Report (September)
- Regional Safety Plan coordination

- Preparation for Future of High-Capacity Transit convening (proposed)

Quarter 4 (October – December)

- Transit Access work program
 - Completion of review and assessment of existing tools and data & report on next steps
 - Next steps: pedestrian and bicycle access to transit improvements
 - Next steps: accounting for/assessing need for Microtransit/MOD services
 - Other potential next steps
- Draft 2023 TIR presentation (prep for Nov TPB?)
- Regional Safety Plan coordination
- Involvement in Future of High-Capacity Transit convening (proposed)
- Overview of PSRC 2023 transit development plan review process
- Periodic review of annual FTA regional performance targets and actuals