

Transit Funding

Transportation Policy Board

September 10, 2020



Puget Sound Regional Council

Today's Presentation

Information on:

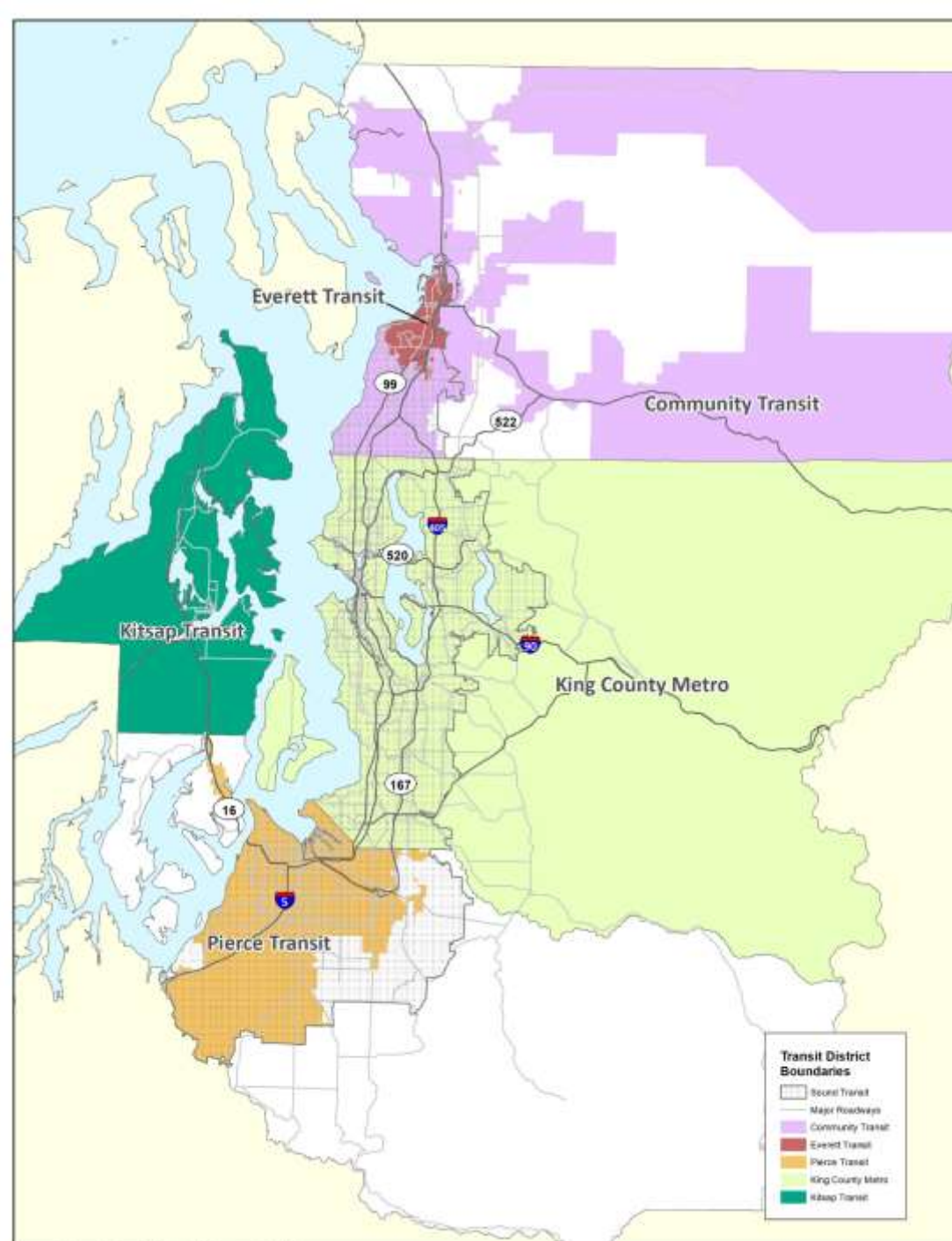
- Transit agencies and service throughout the region
- Sources of transit funding and agency profiles
- PSRC managed Federal Transit Administration funding programs



Central Puget Sound Region Transit Landscape

Agencies provide mobility to a variety of geographic areas:

- Countywide (2)
- Urban portions of counties and corridors (2)
- Citywide (1)
- Regional transit overlaying urban parts of multiple counties (1)



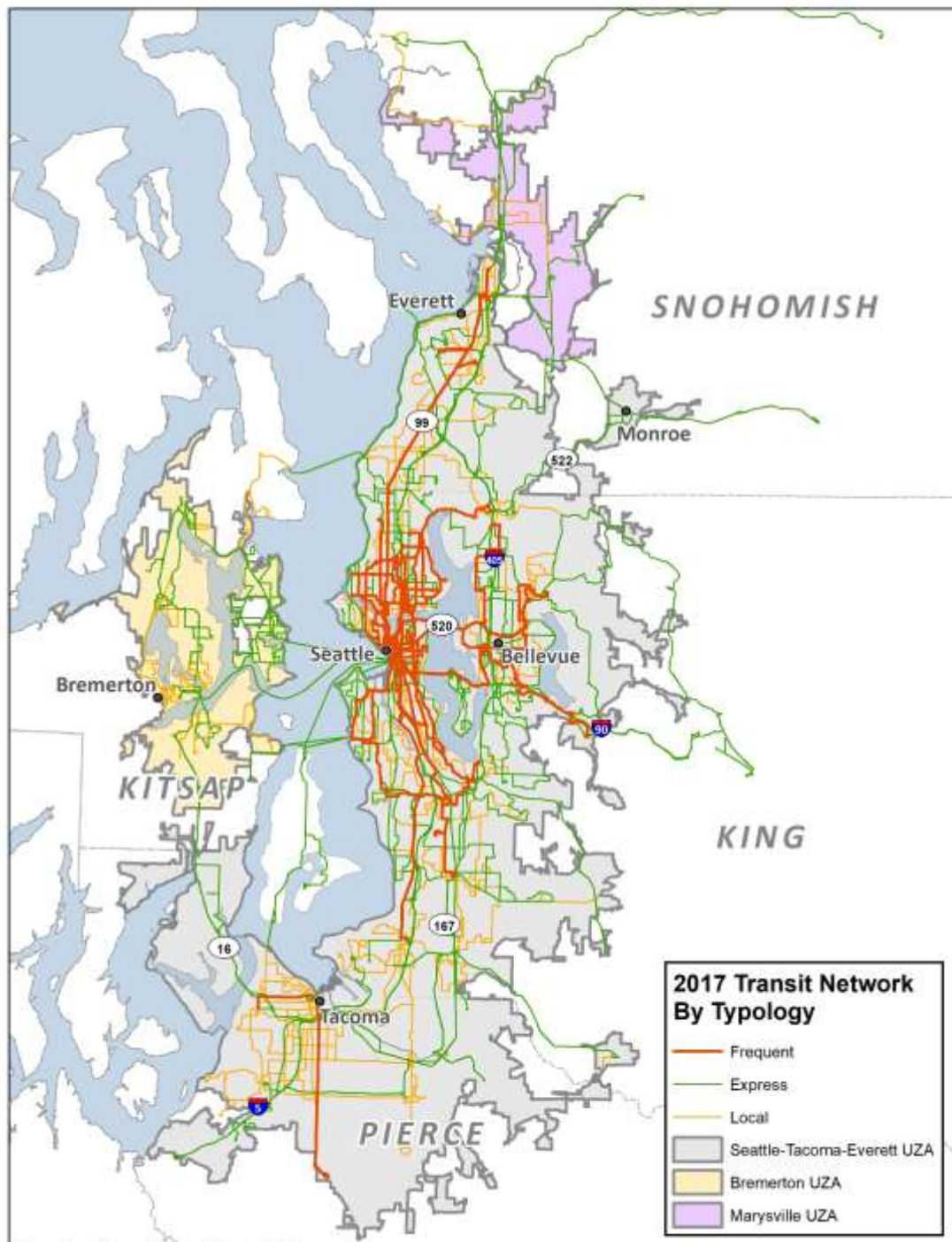
Key Regional Transit Characteristics (2018)

Agency	Service Area Population (2018)	Total Funding, All Sources (2018)
Sound Transit	3,106,000	\$2.22 billion
King County Metro	2,149,970	\$1.20 billion
Community Transit	789,241	\$229 million
Pierce Transit	561,771	\$181 million
Kitsap Transit	254,183	\$78 million
Everett Transit	110,079	\$28 million
Regional Total	--	\$3.94 billion



Transit Network and Regional Services

Service Types	Definition
Frequent	Frequent service meeting minimum of 10-15 minutes headways throughout the day
Express	Faster transit trips, often during peak hours, with wider stop spacing
Local	Service providing coverage to areas not otherwise served by Frequent or supplementing Express service.
Flexible (see following slides)	Variety of services that address mobility needs of people through a pre-arranged trip appointments. Includes vanpools, demand response service, and variety of first-/last-mile services.



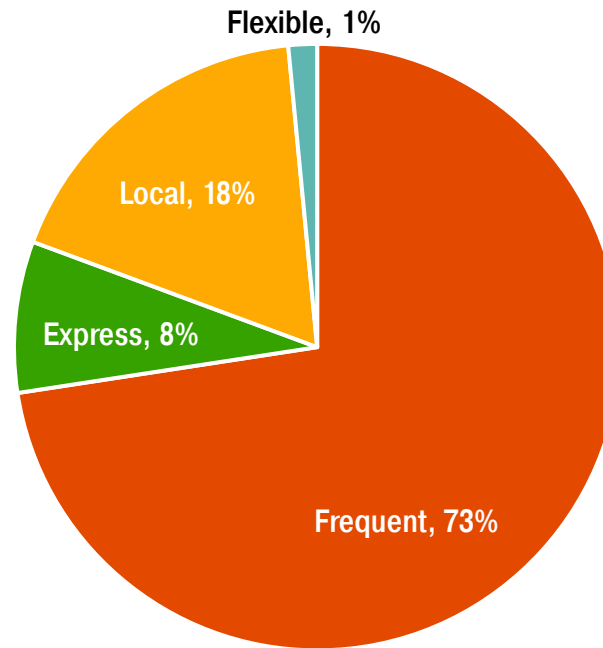
Source: Puget Sound Regional Council, 2020



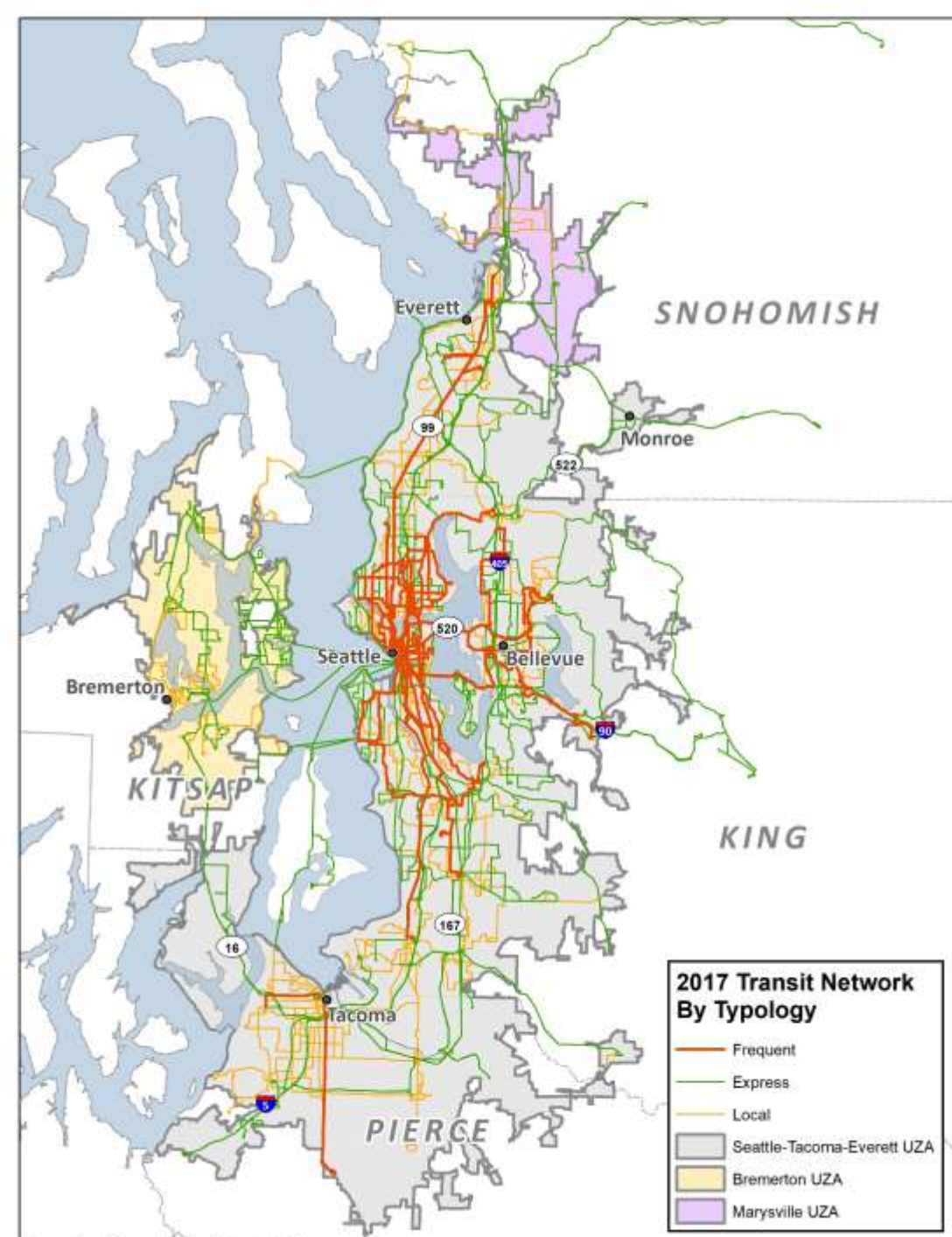
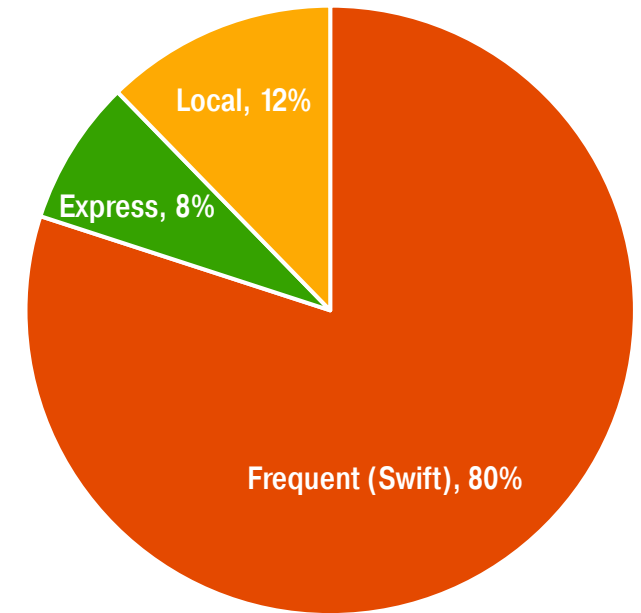
Transit Network Ridership by Regional Service Type

Ridership for sample routes

King County Metro Average Ridership, 2018 Fall



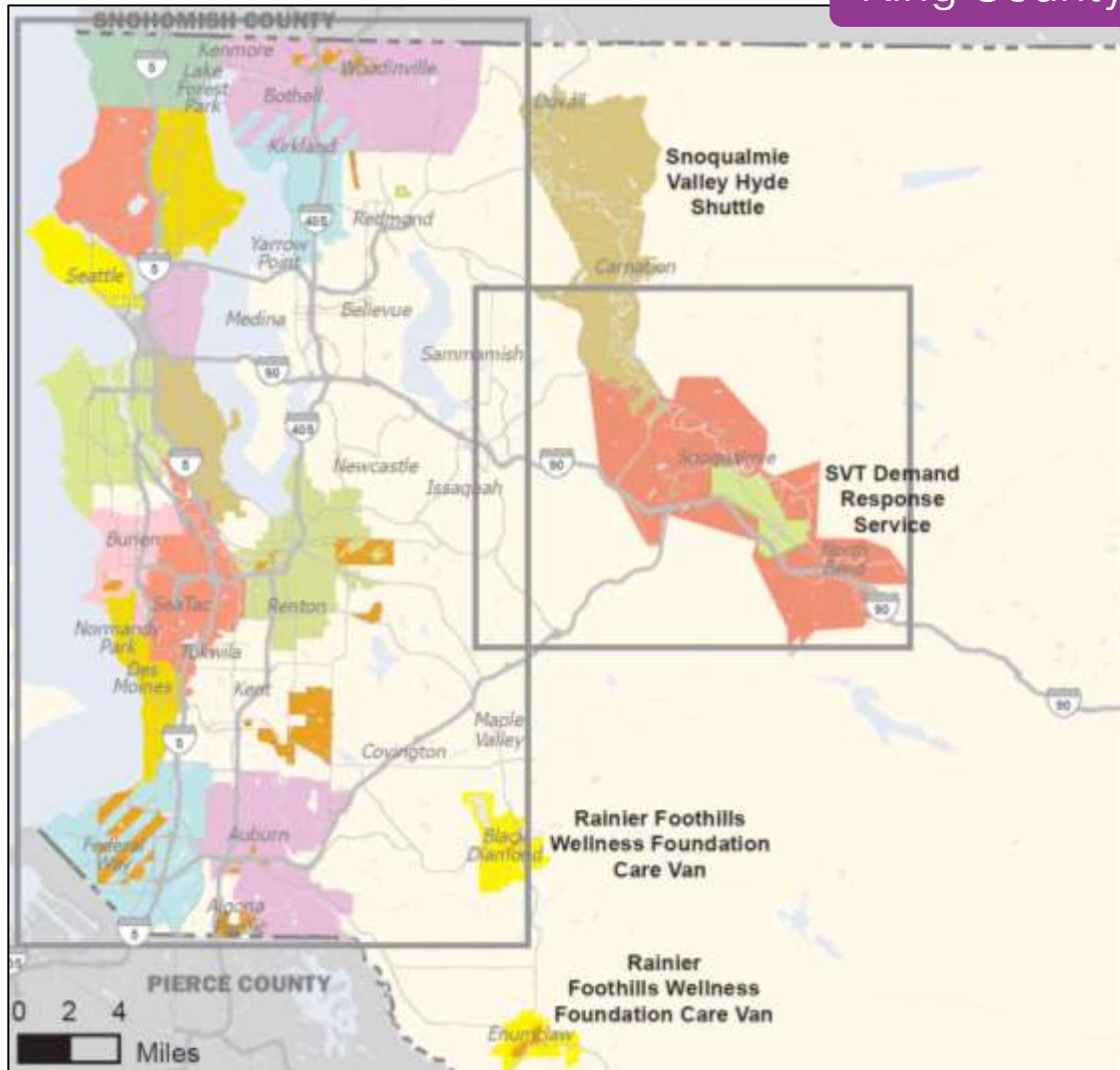
Community Transit Average Ridership, 2017 October



Source: Puget Sound Regional Council, 2020

Flexible Service

King County

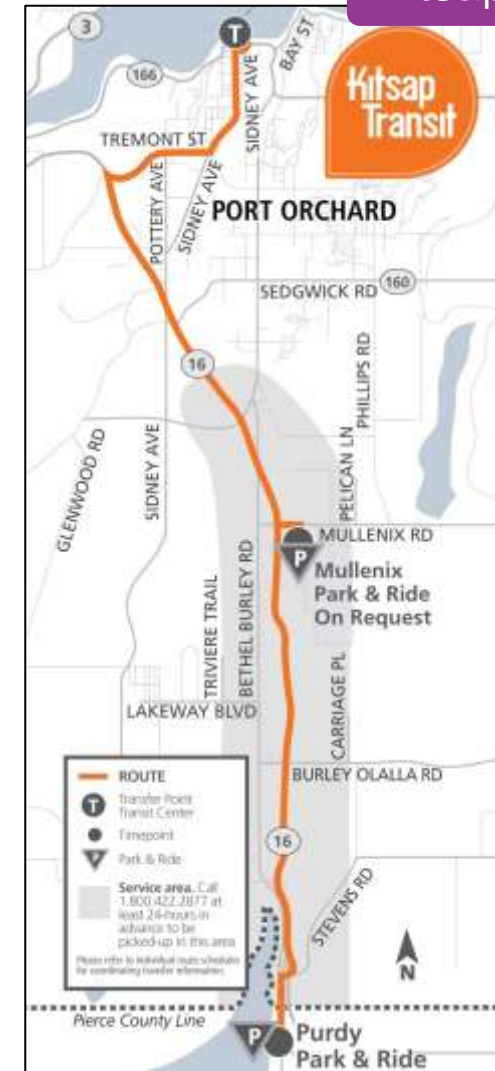


Kingston Ride Fast Ferry Commuter



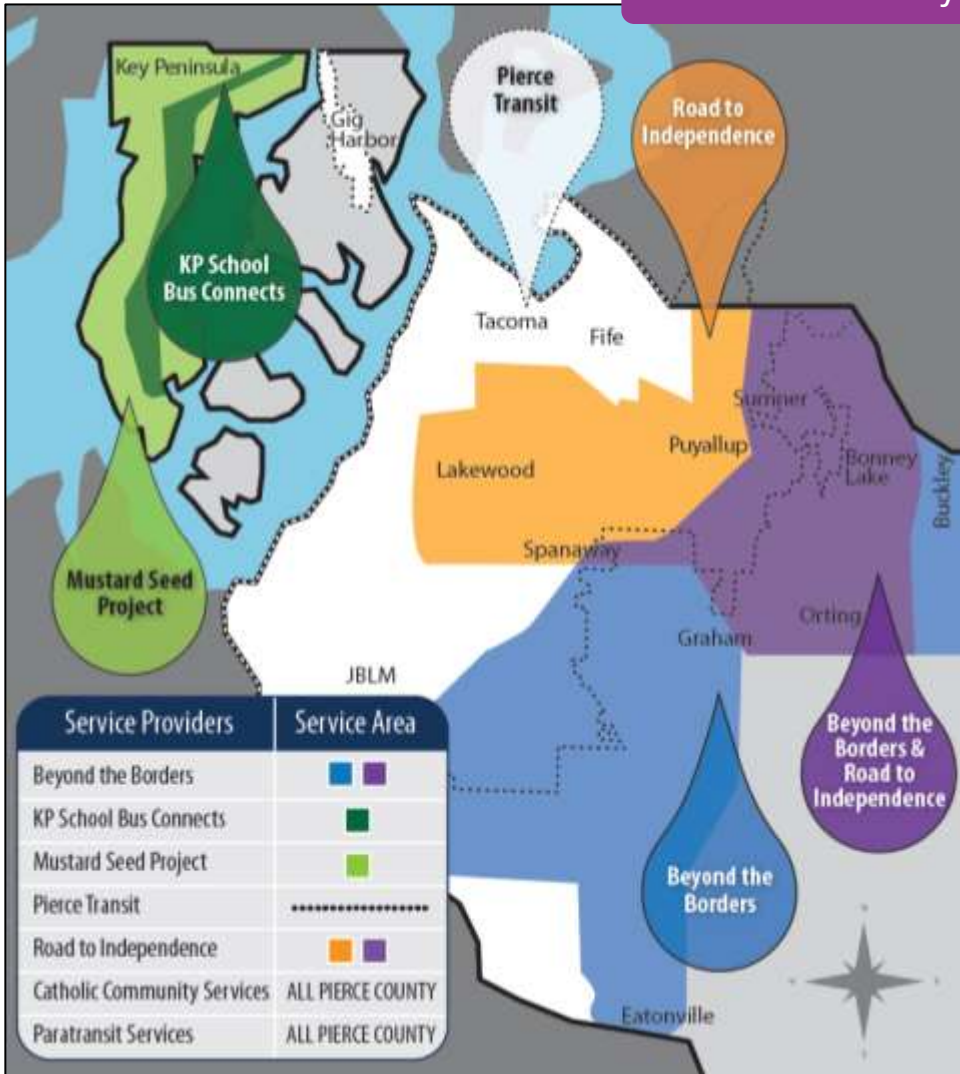
Purdy Connection

Kitsap County

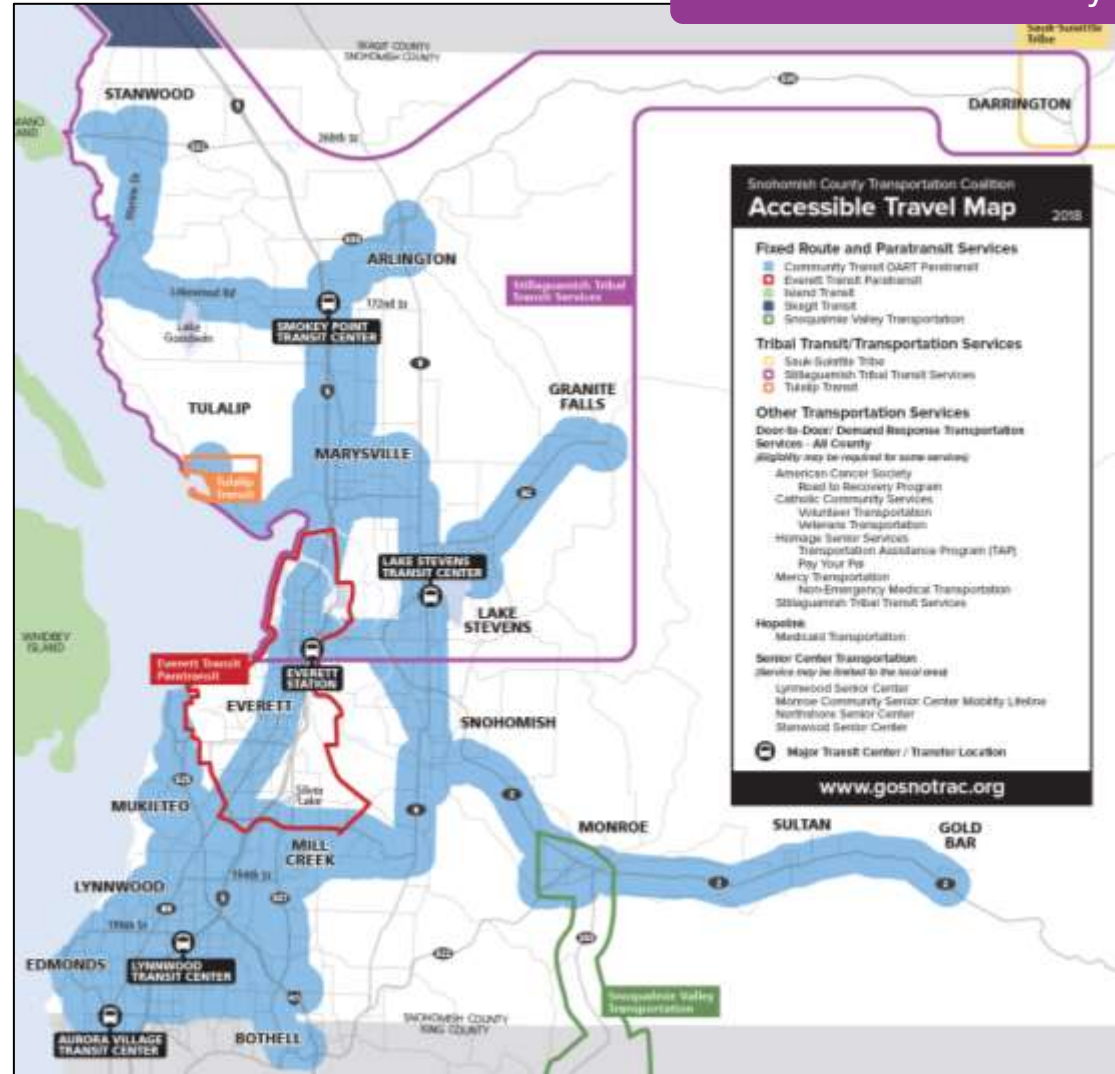


Flexible Service (continued)

Pierce County



Snohomish County



Revenue Sources for Central Puget Sound Transit

Sales Tax

Rates vary by geography

Farebox Revenue

Includes all modes

Federal Sources

FTA Programs
Other DOT Grants

Motor Vehicle Excise Tax (MVET)

Sound Transit is only recipient

Other Local Sources

Property Taxes
Other

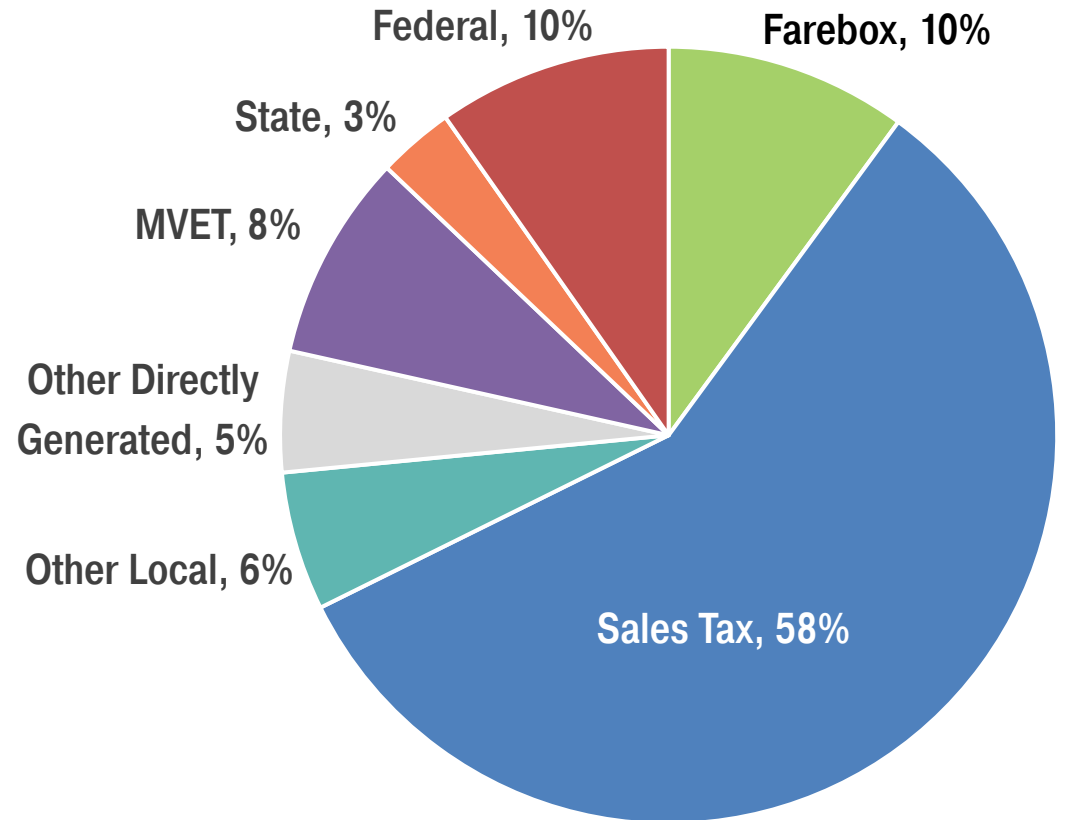
Other Directly Generated Revenue

Park & Ride Revenue
Advertising
Sale/Disposal of Assets

State Sources

Regional Mobility Grants
Other State Transportation Funds

Total Capital & Operating Revenues: \$3.94 billion



Regional Revenue Before & After I-695

1999

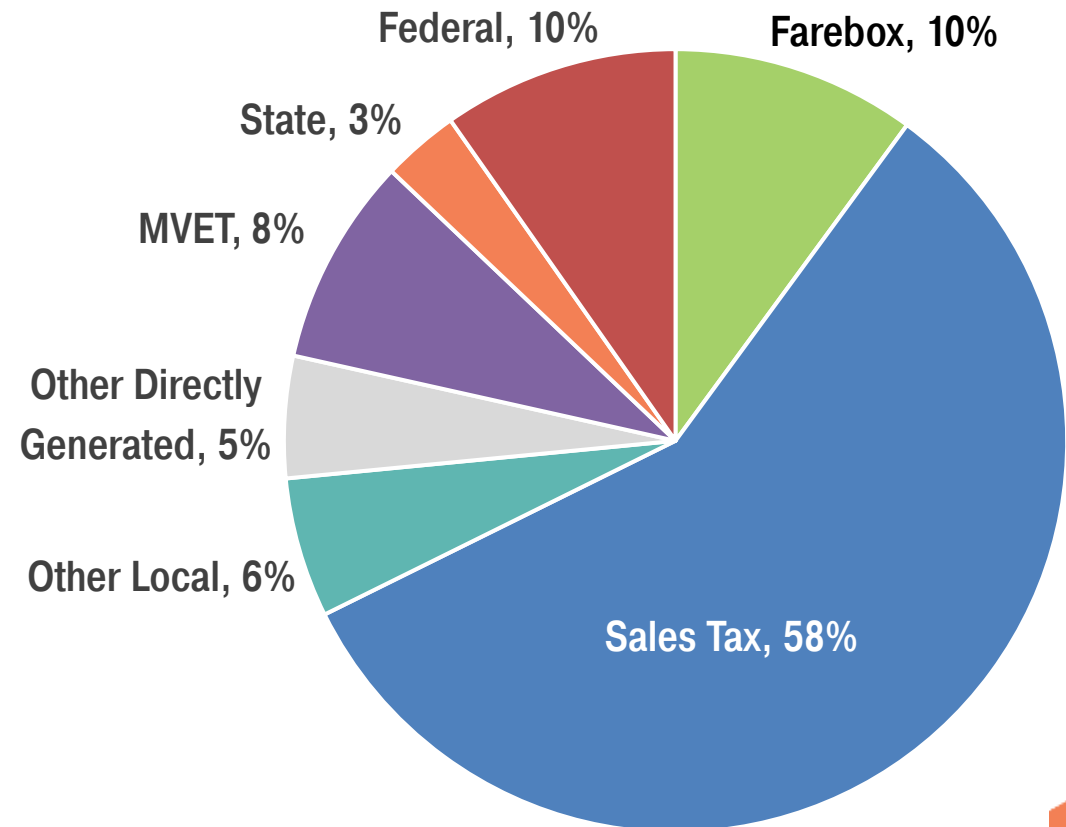
Total Capital & Operating Revenues: \$1.17 billion

Prior to I-695:

- Sales Tax was 42% of Total Revenues
- MVET was 16% of Total Revenues

2018

Total Capital & Operating Revenues: \$3.94 billion



Peer Transit Agency Revenue Sources



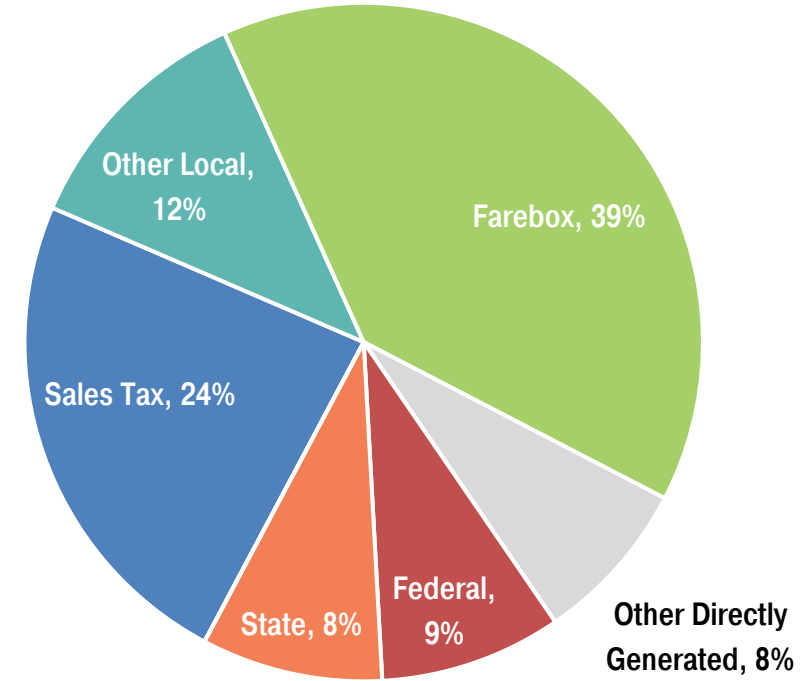
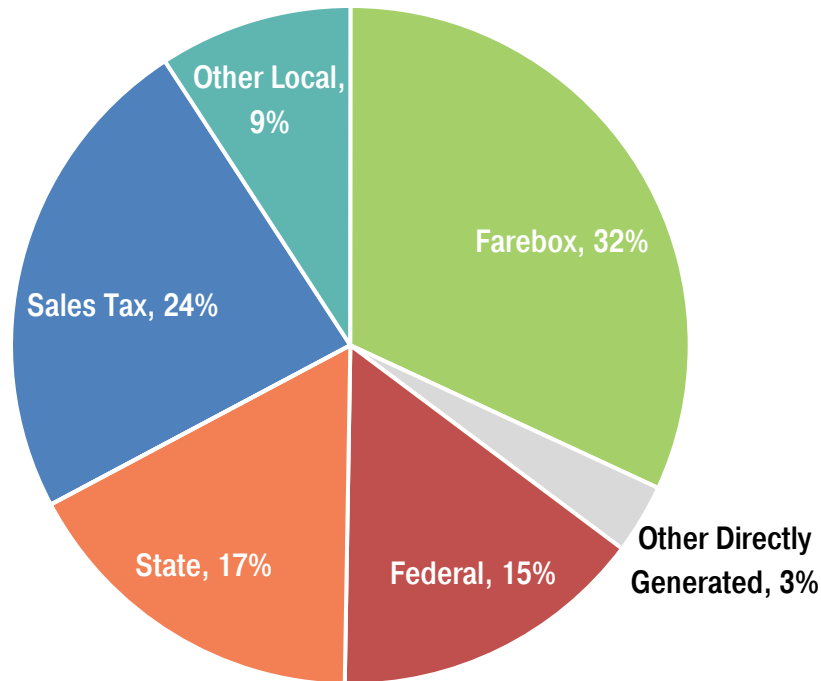
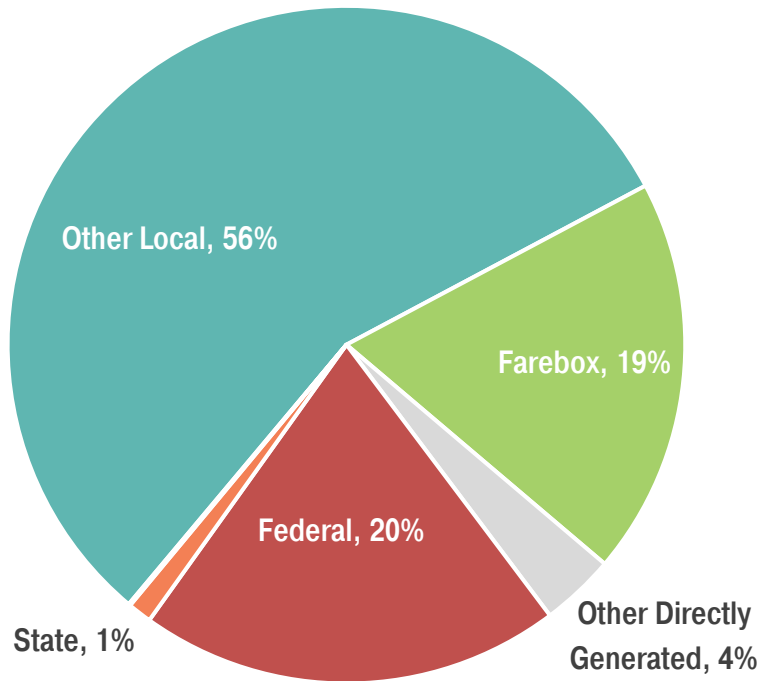
Portland, OR



Chicago, IL



San Francisco, CA



TOTAL REVENUE \$639,893,392
RIDERSHIP 97,033,281

TOTAL REVENUE \$1,861,180,779
RIDERSHIP 468,067,963

TOTAL REVENUE \$1,224,267,111
RIDERSHIP 129,044,343



| MODES

Commuter Bus
 Commuter Rail
 Light Rail
 Streetcar (Tacoma Link)

| REVENUE HOURS

994,177

| RIDERSHIP

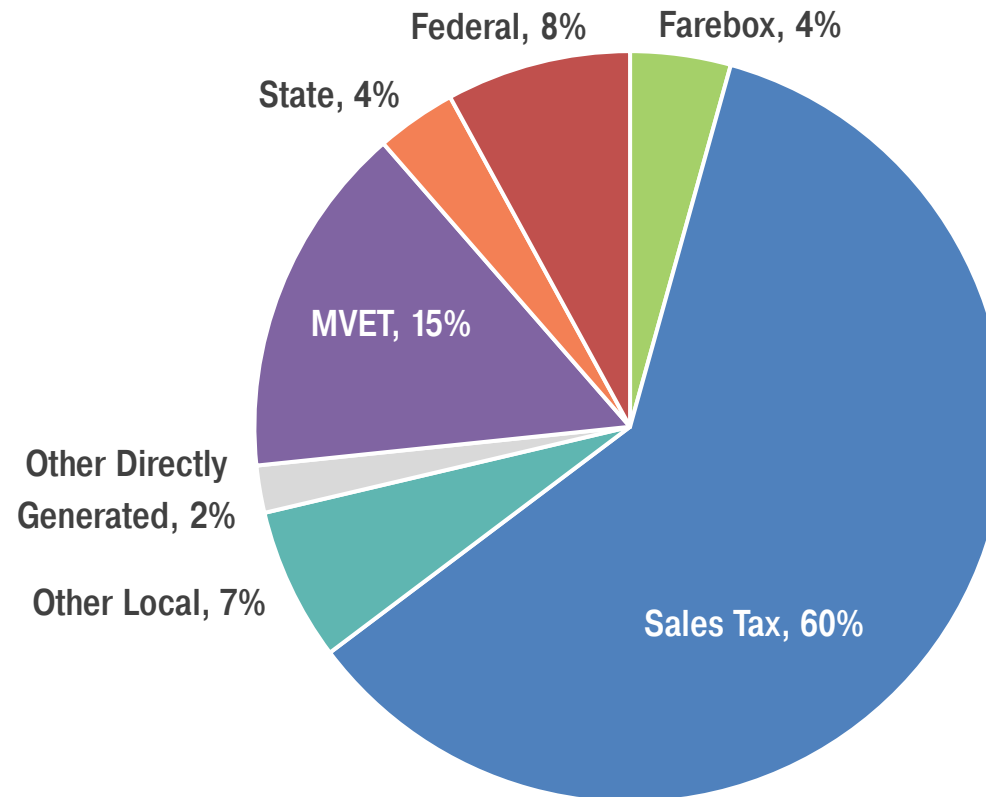
48,188,694

| SALES TAX RATE

1.4%

| FUNDING BY SOURCE

Total Capital & Operating Revenues: \$2.22 billion



| MODES

- Bus (Fixed Route & Deviated)
- Trolleybus
- Streetcar
- Demand Response
- Demand Response Taxi
- Vanpooling
- Ferryboat (Passenger Only)

| REVENUE HOURS

4,929,459

| RIDERSHIP

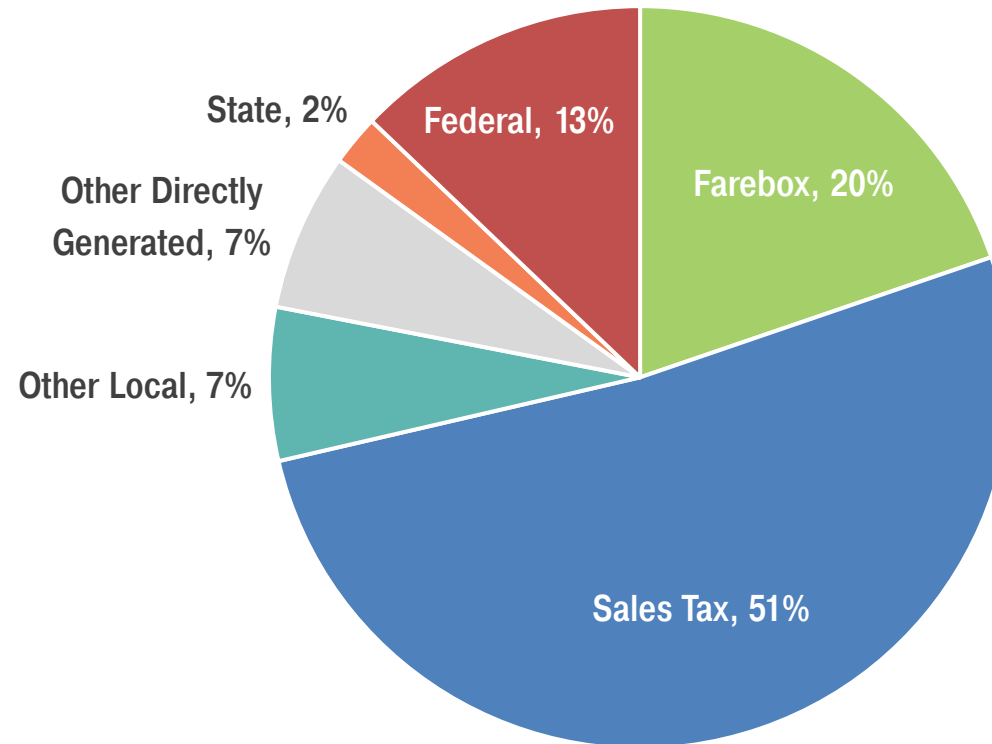
129,054,197

| SALES TAX RATE

0.9%

| FUNDING BY SOURCE

Total Capital & Operating Revenues: \$1.20 billion



| MODES

- Bus (Fixed Route)
- Commuter Bus
- Demand Response
- Vanpooling

| REVENUE HOURS

758,520

| RIDERSHIP

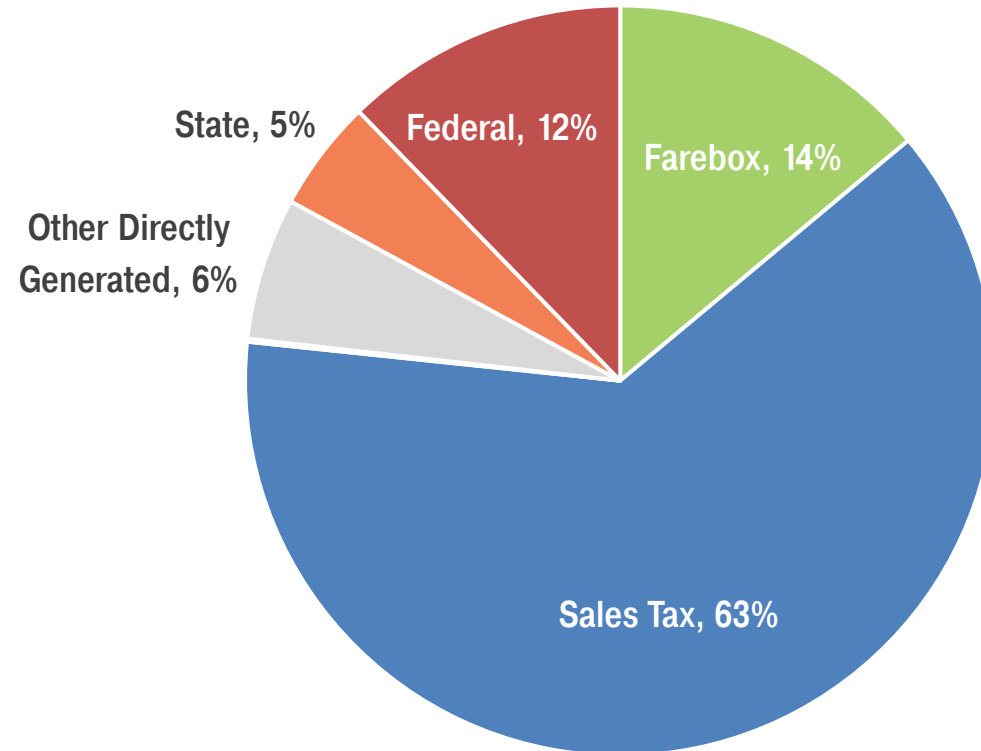
10,647,554

| SALES TAX RATE

1.2%

| FUNDING BY SOURCE

Total Capital & Operating Revenues: \$229 million



| MODES

Bus (Fixed Route)
Demand Response
Vanpooling

| REVENUE HOURS

738,916

| RIDERSHIP

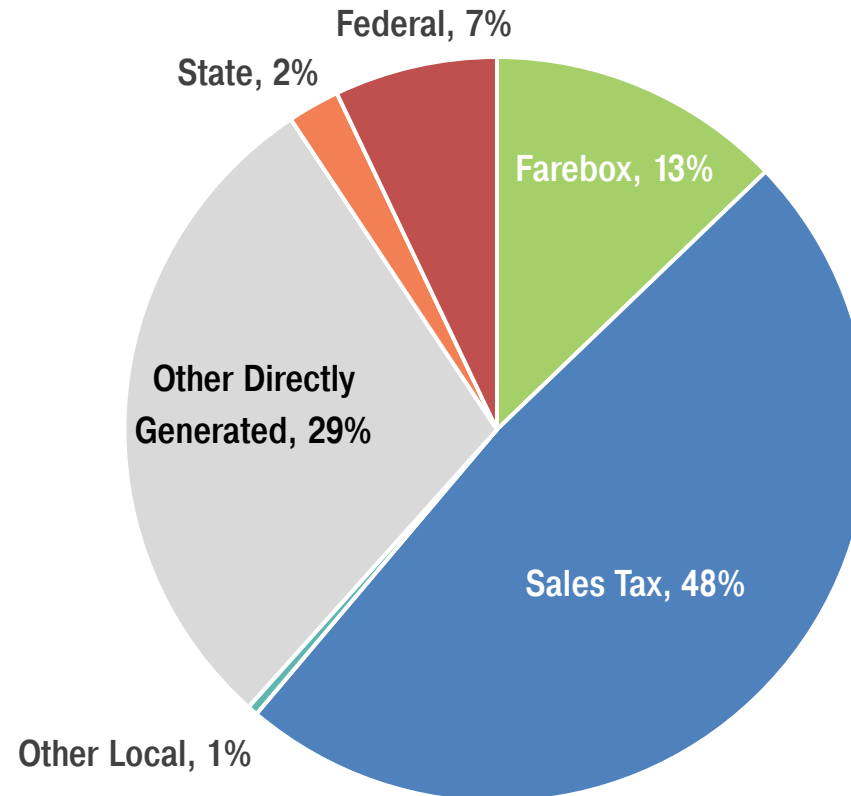
9,737,856

| SALES TAX RATE

0.6%

| FUNDING BY SOURCE

Total Capital & Operating Revenues: \$181 million



| MODES

- Bus (Fixed Route)
- Demand Response
- Demand Response Taxi
- Vanpooling
- Ferryboat (Passenger Only)

| REVENUE HOURS

256,815

| RIDERSHIP

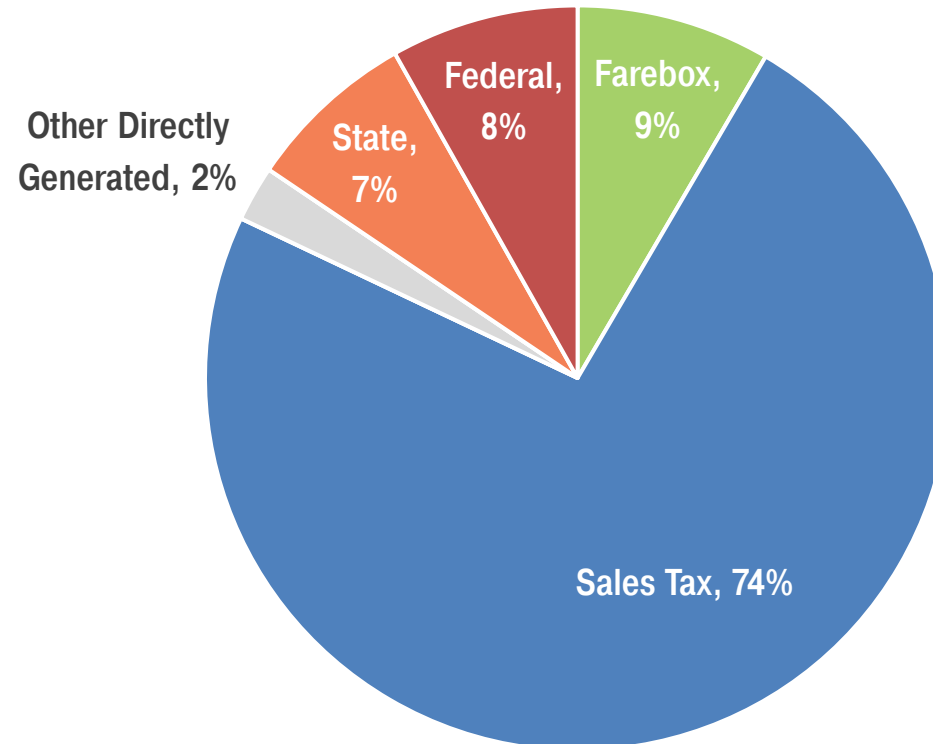
3, 828,754

| SALES TAX RATE

0.8%

| FUNDING BY SOURCE

Total Capital & Operating Revenues: \$78 million





EVERETT TRANSIT

| MODES

Bus (Fixed Route)
Demand Response

| REVENUE HOURS

155,921

| RIDERSHIP

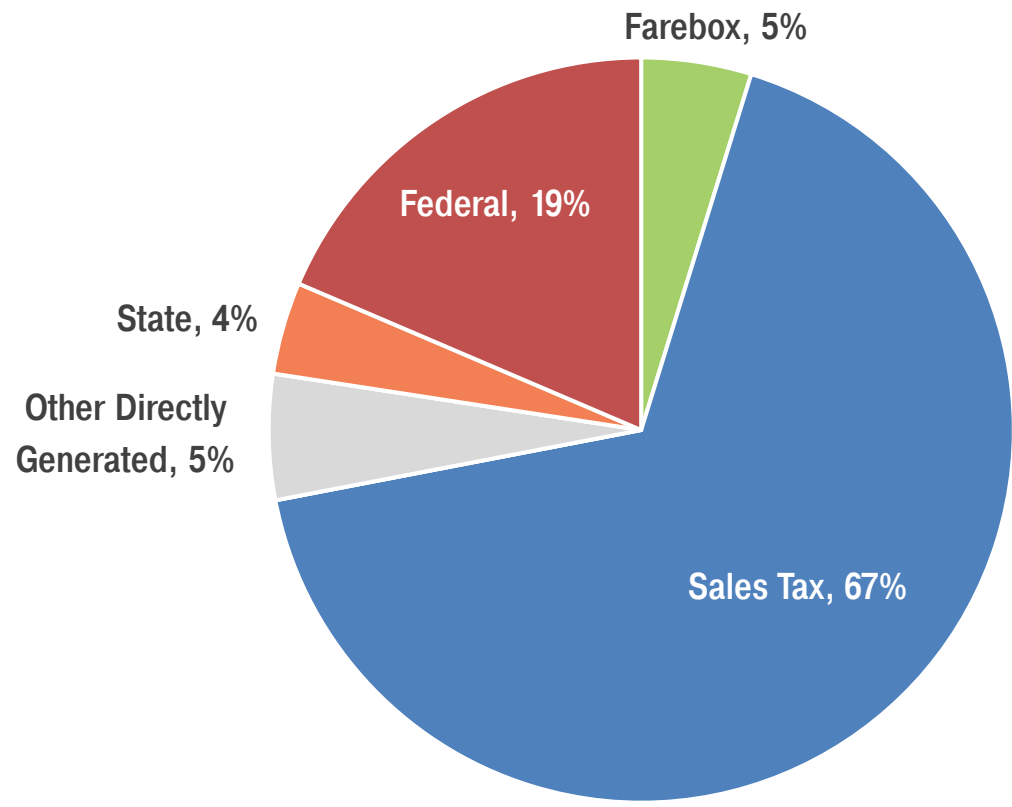
1,929,323

| SALES TAX RATE

0.6%

| FUNDING BY SOURCE

Total Capital & Operating Revenues: \$28 million



Federal Funding Sources for Transit

FTA funds managed by PSRC:

- **5307 Urbanized Area**
- **5337 State of Good Repair**
 - High Intensity Fixed Guideway
 - High Intensity Motorbus
- **5339 Bus and Bus Facilities**

Additional federal transit funding:

- FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
- FTA 5311 Formula Grants for Rural Areas & Tribal Transit Formula Grants
- FTA discretionary programs, including Capital Investment Grants
- FHWA CMAQ and STBG (PSRC managed)
- Other US DOT discretionary programs



PSRC FTA Funding Process Overview

Project Selection

- PSRC programs projects into TIP using funding estimates.

FTA Apportionments

- FTA releases actual funding amounts by program for UZAs.

Adjustments Process

- Agencies revise programmed projects based on actual funding.



How FTA Funds Come into the Region

Transit Agency Operating & Service Data

FTA uses transit data as self-reported in the National Transit Database (NTD)

- Earned Share Distribution

Marysville UZA
Bremerton UZA
Seattle-Tacoma-Everett UZA

Regional Attribute Data

FTA uses data from the decennial U.S. Census and the American Community Survey (ACS)

- Regional Competition
- Set-Asides

Seattle-Tacoma-Everett UZA



Formula Components of FTA Grants

5307 Urbanized Area:

Population
Population Density
Low-Income Population
5340 Growing States Earning

Regional

Earned Share

Non-fixed Guideway VRMs
Non-fixed Guideway Incentive
Fixed Guideway VRMs
Fixed Guideway DRMs
Fixed Guideway Incentive

5339 Bus and Bus Facilities:

Population
Population Density

Regional

Earned Share

Non-fixed Guideway VRMs
Non-fixed Guideway Incentive

“VRMs” = Vehicle Revenue Miles

“DRMs” = Direct Route Miles

5337 HIMB:

Earned Share

HIMB VRMs
HIMB DRMs

5337 HIFG:

Earned Share

HIFG VRMs
HIFG DRMs
2011 Earnings Proportion



Eligible Uses for PSRC FTA Funds

5307 Urbanized Area

- Planning, engineering, design and evaluation of transit projects and studies
- Capital investments in bus and bus-related activities
- Capital investments in new and existing fixed guideway systems
- Associated transit improvements and some mobility management expenses
- Specified operating expenses

5337 State of Good Repair

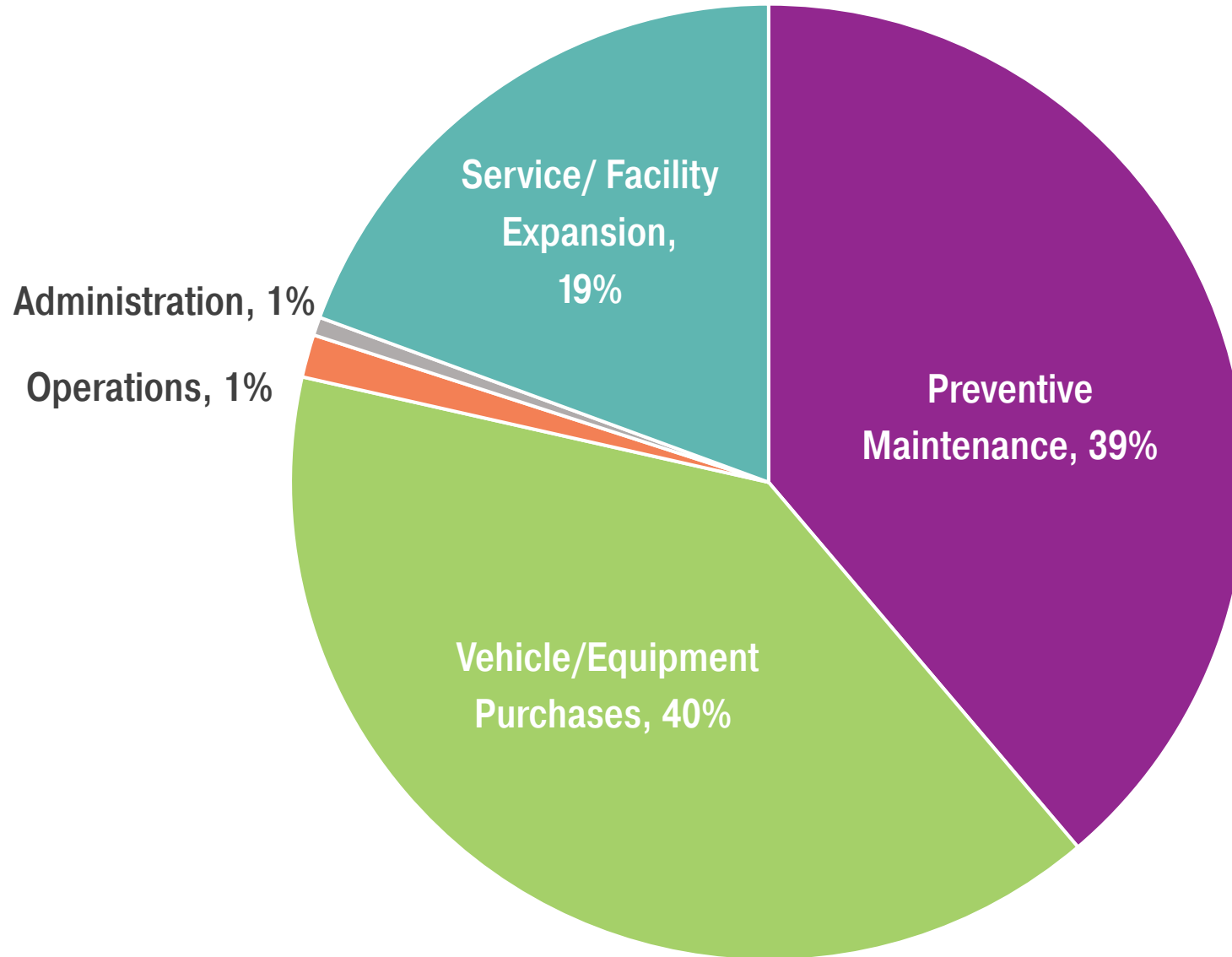
- Maintain (replace and rehabilitate) fixed guideway and high intensity motorbus systems

5339 Bus and Bus Facilities

- Replace, rehabilitate and purchase buses, vans, and related equipment
- Construct bus-related facilities



FFY2020 FTA Funding by Project Type



An aerial photograph of a coastal city, likely Seattle, showing a large shipyard with several large ships and cranes. The city is surrounded by dense green forest, and in the background, a range of snow-capped mountains stretches across the horizon under a clear blue sky. A ferry is visible in the water in the foreground.

Thank you.

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