



Puget Sound Regional Council

Transportation Policy Board's FTA Funding Working Group Agenda

Date: November 9, 2022, from 1:00 p.m.-3:00 p.m.

Hybrid Meeting – PSRC Board Room – 1011 Western Avenue, Seattle, 98104

Guest link to observe webinar:

<https://psrc-org.zoom.us/j/85123105703?pwd=Q1UzSkdLYjIDOS8wMW5wR0dqMFIKdz09>

1. Introductions (1:00)

2. Brief Summary of Second Meeting* (1:05)

Overview of discussion and next steps from the September 7th meeting.

3. Overview of Materials* (1:10)

Staff will provide a brief overview of the materials included in the agenda packet prior to discussion of the proposals (refer to Attachment 3).

4. Review and Discussion of Proposals for Potential Action* (1:30)

Staff has developed further details around each of the proposed member scenarios, including potential funding outcomes and relevant assumptions and findings (refer to Attachments 4 through 4-3).

The working group will review each scenario and discuss the pros and cons, and whether or not they achieve the overarching goal of ensuring a more equitable distribution of PSRC's FTA funds and ultimately improve service to historically underrepresented communities.

Discussion Questions

There is strong consensus regarding embedding a more robust equity formula in the allocation of FTA funds, and in no longer utilizing a preservation set aside in the allocation of regional funds. The differences between the proposals suggest several policy questions for the working group to consider:

- Should the equity allocation methodology include increases in total 2023-2024 funding over original estimates?
- Should the methodology for allocation of regional funds include a competition?
- Should the equity allocation methodology apply to any of the earned share funding estimates?
- Should the minimum floor adjustment be retained and / or modified?

- Is there agreement on the proposed equity methodology?

5. Next Steps / Next Meeting (2:55)

Based on the discussion of scenarios, the working group will either conclude or queue up additional steps for a fourth meeting.

6. Adjourn (3:00)

*Supporting materials attached

For more information, contact Kelly McGourty, Director of Transportation Planning, at (206) 971-3601 or KMcGourty@psrc.org.

Other Formats:

- Sign language, and communication material in alternative formats, can be arranged given sufficient notice by calling 206-464-7090, TTY Relay 711
- العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit <https://www.psrc.org/contact/language-assistance>



Puget Sound Regional Council

Transportation Policy Board FTA Funding Working Group

October 5, 2022, from 1:00 p.m.-3:00 p.m.

MEETING SUMMARY

Introductions

Working group members present: Councilmember Kate Kruller, Tukwila; Councilmember Ryan Mello, Pierce County; Councilmember Kim Daughtry, Lake Stevens; Councilmember Ben Zarlingo, Everett; Councilmember Kristina Walker, Tacoma; Mayor Becky Erickson, Poulsbo; Mayor Mary Lou Pauly, Issaquah; Patty Rubstello, Washington State Ferries; Michelle Allison, King County; Kimberly Farley, Sound Transit; Hester Serebrin, Transportation Choices Coalition.

Staff present: Josh Brown, Kelly McGourty, PSRC; Peter Heffernan, King County; John Howell, Cedar River Group.

Summary of First Meeting

John Howell, Cedar River Group, reviewed a brief summary of the first meeting of the working group and the main themes raised by members.

Overview of Materials

Kelly McGourty, PSRC, briefly reviewed the additional materials provided as part of the agenda packet.

Review of Member Proposals

Kelly introduced the four proposals that were submitted by members and shared with the working group in advance of the meeting. Authors of the proposal were asked to provide further clarifications and the working group discussed each. The four proposals included (summarized):

- Conduct an equity allocation with the regional portion of funding, as well as the expected increase in funding over previously assumed estimates.
- With the regional portion of funds, retain but revise the minimum floor set-aside and split the remaining funds between a regional competition (including the strengthened equity and safety criteria already established) and an equity distribution based on populations surrounding transit stops.

- Apply a weighting factor of 50% to prioritize funding to PSRC's equity focus areas – for the total amount of funding, and for just the regional portion of funding.
- Focus the regional portion of funding to provide capital improvements to support historically underserved areas.

Key comments from working group members regarding the scenarios include the following:

- Members appreciate the similarities in intent and alignment across the proposals.
- The funding should focus on equity while preserving the earned share existing distribution.
- Focus on local service needs.
- There should be a clear connection between the sources of funding and the eligible uses by projects and agencies.
- Use the PSRC equity focus area data rather than an alternate data set.
- Race and income should be weighted more heavily when considering equity formulas.
- Scenarios should consider both county equity data as well as equity data within ½ mile of transit stops.

Next Steps

Based on the working group discussion, staff will develop more detailed information on each scenario. This will require the application of certain assumptions and data to produce draft funding outcomes by agency and program. The resulting information will be shared with the working group in advance of the next meeting, and will include any staff notes on feasibility, challenges, or further questions.

A calendar poll was sent to identify the date for the next meeting. Per a request from Councilmember Zarlingo, included in that correspondence was a request for member agencies to identify their pressure points and needs as it relates to the scenarios and future funding.

ATTACHMENT 3: SUMMARY OF MATERIALS

The following materials are included as attachments to the agenda.

Attachment 4: An explanation of the four proposals and a summary of the data, methodology and high-level findings from each.

Attachments 4-0 through 4-3: Details on the estimated funding impacts for each proposal, across agencies and between the earned share and regional portions of PSRC's FTA funding.

Attachment A-1: Summary and breakdown of current estimated 2023-2026 FTA funding levels and anticipated increases. Includes details between the earned share and regional portions of funding and how the various proposals address and impact each.

Attachment A-2. Additional background information on the breakdown of 2022 funding in the Seattle-Tacoma-Everett UZA by agency.

Attachment A-3. Details on the methodology and assumptions to develop an equity formula allocation.

ATTACHMENT 4: EXPLANATION OF SCENARIOS – DATA, METHODOLOGY AND FINDINGS

Four distinct proposals were submitted by working group members and discussed at the October 5th meeting. Based on feedback during that discussion, staff was directed to estimate the funding impacts from each scenario. This included the development of a methodology for an equity formula allocation using PSRC's equity focus areas.

Section 1 below provides a brief summary of each proposal.

Section 2 summarizes the key assumptions that were required to be made in order to develop a feasible methodology for each scenario.

Section 3 provides a summary of high-level findings and draft outcomes for each proposal.

Attachments 4-0 through 4-3 provide more details on the estimated funding impacts for each proposal, across agencies and between the earned share and regional portions of PSRC's FTA funding.

Section 1: Summary of Proposals

4-0, Existing Distribution Methodology: Total FTA funds are split between an earned share distribution based on the actual service and operating characteristics of each agency as reported to FTA (~86%), and a regional distribution (~14%). From the regional portion of funds two set-asides are applied - a minimum floor adjustment for smaller agencies and a 45% preservation set-aside - and the remaining funds are distributed via a regional competition.

4-1, CM Mello / CM Walker Proposal: The distribution of regional funds is modified to conduct an equity formula allocation only. The distribution will utilize the full amount of anticipated 2025-2026 regional funding, as well as the expected increases in total 2023-2024 funding over original estimates. There would be no regional competition. Based on the eligibilities of the four distinct FTA funding programs, a staff modification was made to apply this solely to Section 5307 funding. More details are found in Attachment A-1.

4-2, King County Metro Proposal: The distribution of anticipated 2025-2026 regional funds is modified to apply the minimum floor set-aside and distribute the balance of funds equally between a regional competition and an equity formula allocation. The equity formula allocation will be based on equity populations within ½ mile of each transit stop and station for each operator. Modifications are proposed to the minimum floor set-aside, to remove the current cap to 2015 funding levels and to apply sums only to those funding programs for which each affected agency is eligible.

4-3, Transportation Choices Proposal: Two parts were originally proposed – 1) modify the distribution of 2025-2026 *regional* funds to apply 50% towards an equity formula allocation, and 2) take 50% of the *total* amount of 2025-2026 funds, both earned share and regional, and apply towards an equity formula allocation. Part 1 is essentially captured in the King County Metro proposal above and is not replicated. A staff modification was made to Part 2, to apply this solely to Section 5307 funding; the balance of available regional funds is assumed to be distributed via a regional competition. More details are found in Attachment A-1.

NOTE: Mayor Erickson indicated that her proposal was captured by the other proposals.

Section 3: Key Assumptions:

- All scenarios are based on estimated future funding levels using 2022 distribution percentages by agency as a base; final figures will change once each annual allocation is received.
 - The working group asked for consideration of two methodologies for determining equity percentages – countywide and route based. However, applying countywide percentages to each individual operator presents several challenges – e.g., there are multiple operators within a given county, and some operators serve multiple counties. A hybrid approach was developed, which identifies the equity focus populations living within ½ mile of all transit stops, but then compares that data to the respective countywide – rather than regional – averages for each operator.
 - In addition, a weighting across the six equity focus populations was utilized, with higher weight given to serving people of color and people with low income.
 - The details behind the equity data and the application to each proposal is provided in Attachment A-3.
-

Section 2: Summary of Findings

See next page

Section 2: Summary of Findings / Proposal Analysis

Broad Impacts from Each Proposal	Formula Distribution				
SCENARIO	Earned Share Distribution	Minimum Floor Adjustment	Preservation Set-Aside	Equity Allocation	Regional Competition
Existing Process	Y	Y	Y	N	Y
Proposal 1 - CM Mello / Walker	Y - reduced	N	N	Y	N
Proposal 2 - King County Metro	Y	Y	N	Y	Y
Proposal 3 - TCC	Y - reduced	N	N	Y	Y

COMPARISON OF PROPOSALS TO EXISTING PROCESS - DRAFT 2025-2026 DISTRIBUTIONS

	Existing Process	Proposal 1 - CM Mello / Walker *	% change	Proposal 2 - King County Metro	% change	Proposal 3 - TCC	% change
Note: there are some differences due to rounding							
Regional Competition	\$41.8	\$0.0	-100.00%	\$37.0	-11.48%	\$39.0	-6.70%
Total Formula Distribution by Agency	\$514.0	\$718.0	39.69%	\$519.6	1.08%	\$518.0	0.78%
Community Transit	\$32.4	\$88.9	174.3%	\$36.7	13.41%	\$50.1	54.54%
Everett Transit	\$3.1	\$24.2	680.8%	\$4.7	51.32%	\$10.8	247.33%
King County Metro	\$234.2	\$265.4	13.3%	\$229.1	-2.17%	\$211.6	-9.63%
Pierce County Ferries	\$3.1	\$24.5	690.4%	\$6.7	116.71%	\$11.1	257.85%
Pierce Transit	\$17.7	\$79.3	348.1%	\$23.1	30.31%	\$39.6	123.88%
City of Seattle	\$3.0	\$23.9	696.8%	\$6.7	122.01%	\$10.4	247.95%
Sound Transit	\$165.1	\$152.7	-7.5%	\$158.2	-4.16%	\$135.5	-17.93%
Washington State Ferries	\$45.4	\$52.2	14.9%	\$44.5	-2.01%	\$41.3	-9.01%
External Agency: Kitsap Transit	\$3.3	\$2.3	-30.0%	\$3.3	0.00%	\$2.5	-23.54%
External Agency: Skagit Transit	\$1.0	\$0.7	-31.2%	\$1.0	0.00%	\$0.8	-24.77%
External Agency: Intercity Transit	\$5.6	\$3.9	-30.2%	\$5.6	0.00%	\$4.3	-23.77%
TOTAL:	\$555.8	\$718.0		\$556.6		\$557.0	

* includes the increased estimates of 2023-2024 funding

HIGH LEVEL FINDINGS

All proposals	an equity formula allocation based on populations surrounding transit stops and stations versus a formula allocation based on routes and services results in some key differences, particularly for the two ferry operators which have more unique route and terminal characteristics
Proposal 1 - CM Mello / Walker	reduced earned share distribution; large amount of funding to equity formula allocation; significant increases to a few agencies; reductions to external transit agencies and Sound Transit; largest fluctuations of increases and decreases
Proposal 2 - King County Metro	minimum floor adjustment is higher with modifications; modest impacts to three agencies with conversion of preservation set-aside to equity allocation
Proposal 3 - TCC	reduced earned share distribution; larger distribution via equity allocation; significant increases to a few agencies; reduced funding to more agencies

ATTACHMENT 4-0: EXISTING METHODOLOGY

Assumptions:

- Assumes existing process for the 2023-2024 funds already programmed, following the normal process for the upcoming annual adjustments in 2023 and 2024
- Assumes existing process and methodology to be applied for the new 2025-2026 funding
- Standard split between earned share and regional portions of funding - approximately 86% / 14%, adjusted to final allocation during annual adjustment process
- Earned share process includes distribution of funding earned by external transit agencies providing service into the Seattle-Tacoma-Everett UZA
- Regional portion of funding split between a regional competition, preservation set-aside (45%), and a minimum floor adjustment, currently capped at 2015 levels
- Continued set-aside off the top for PSRC budget, currently \$1.25 million per year *(for the purposes of this exercise, this modest amount is not included in the estimates below)*
- Updated total estimate of 2025-2026 funding = \$556 million
 - Earned share = \$478 million (columns F and G on Attachment 3A)
 - Regional portion of funds = \$78 million (columns K and L on Attachment 3A)

TABLE 1: APPROXIMATE ESTIMATE OF TOTAL EARNED SHARE DISTRIBUTION AMOUNTS BY AGENCY - 2025-2026 FUNDING

Agency	2022 %	Estimated 2025-2026 \$ (millions)
Community Transit	6.32%	\$30.2
Everett Transit *	0.48%	\$2.3
King County Metro	45.66%	\$218.2
Pierce County Ferries *	0.57%	\$2.7
Pierce Transit	3.46%	\$16.5
Seattle *	0.39%	\$1.9
Sound Transit	32.19%	\$153.9
Washington State Ferries	8.85%	\$42.3
External Agency: Kitsap Transit	0.69%	\$3.3
External Agency: Skagit Transit	0.21%	\$1.0
External Agency: Intercity Transit	1.17%	\$5.6
Total	100.00%	\$478.0

* minimum floor agency

Note: this does not address the detailed earnings by agency across each of the four funding programs; as services change over time and are reported to FTA, this will affect the amounts by agency. This is simply a draft approximation for comparison purposes.

TABLE 2: REGIONAL FUNDING, 2025-2026

Minimum floor set-aside	\$2.0
Regional competition	\$41.8
Preservation set-aside	\$34.2
<i>Total</i>	\$78.0

Note: broad estimate; this is highly dependent on earnings each year compared to the 2015 totals

<i>Preservation Set-Aside Amounts</i>	2022 %	Estimated 2025-2026 \$ (millions)
Community Transit	6.45%	\$2.2
Everett Transit	0.49%	\$0.2
King County Metro	46.62%	\$15.9
Pierce County Ferries	0.59%	\$0.2
Pierce Transit	3.53%	\$1.2
Seattle	0.40%	\$0.1
Sound Transit	32.87%	\$11.2
Washington State Ferries	9.04%	\$3.1
<i>Total</i>	100%	\$34.2

* Note: external agencies are not eligible for this distribution

ATTACHMENT 4-1: CM MELLO / CM WALKER PROPOSAL

Modified distribution methodology for 2025-2026 regional funding to an equity allocation formula; also includes the portion of anticipated 2023-2026 increases across both earned share and regional funding that are higher than original estimates

Assumptions:

- Standard split between earned share and regional portions of funding - approximately 86% / 14%
- Earned share process includes distribution of funding earned by external transit agencies providing service into the Seattle-Tacoma-Everett UZA
- Regional funding to be distributed via an equity formula allocation (*no regional competition, preservation set-aside or minimum floor adjustment*)
- 2023-2026 Earned share distribution will continue based on existing estimates only (columns D and F on Attachment 3A)
 - I.e., a modified annual adjustments process will occur once final allocations are received, rather than the normal process to update earnings by agency for 2023-2026
- Total estimate of 2025-2026 Earned share funding for distribution under this scenario = \$334 million (column F on Attachment 3A)
- Total estimate of Regional funding for distribution under this scenario = \$384 million
 - Updated total estimate of 2025-2026 regional funding = \$78 million (columns K and L on Attachment 3A)
 - Estimated increases to 2023-2024 regional funding = \$24 million (column J on Attachment 3A)
 - Estimated increases to earned share funding between 2023-2026 = \$282 million (columns E and G on Attachment 3A)

TABLE 1: APPROXIMATE ESTIMATE OF TOTAL EARNED SHARE DISTRIBUTION AMOUNTS BY AGENCY - 2025-2026 FUNDING

Agency	2022 %	Estimated 2025-2026 \$ (millions)
Community Transit	6.32%	\$21.1
Everett Transit	0.48%	\$1.6
King County Metro	45.66%	\$152.5
Pierce County Ferries	0.57%	\$1.9
Pierce Transit	3.46%	\$11.6
Seattle	0.39%	\$1.3
Sound Transit	32.19%	\$107.5
Washington State Ferries	8.85%	\$29.6
External Agency: Kitsap Transit	0.69%	\$2.3
External Agency: Skagit Transit	0.21%	\$0.7
External Agency: Intercity Transit	1.17%	\$3.9
Total	100.00%	\$334.0

Note: this does not address the detailed earnings by agency across each of the four funding programs; as services change over time and are reported to FTA, this will affect the amounts by agency. This is simply a draft approximation for comparison purposes.

TABLE 2: ESTIMATED DISTRIBUTION OF REGIONAL FUNDING VIA EQUITY ALLOCATION FORMULA

Agency	Weighted %*	Total Estimated \$
Community Transit	17.65%	\$67.8
Everett Transit	5.88%	\$22.6
King County Metro	29.41%	\$112.9
Pierce County Ferries	5.88%	\$22.6
Pierce Transit	17.65%	\$67.8
City of Seattle	5.88%	\$22.6
Sound Transit	11.76%	\$45.2
Washington State Ferries	5.88%	\$22.6
<i>Total</i>	100.00%	\$384.0

* per Table 4B on Attachment A-3

ATTACHMENT 4-2: KING COUNTY METRO PROPOSAL

Modifications to existing methodology for 2025-2026 regional portion of funding: modified minimum floor methodology, and balance of funding split 50/50 between the regional competition and an equity allocation formula (*no preservation set-aside*)

Assumptions:

- Assumes existing process for the 2023-2024 funds already programmed, following the normal process for the upcoming annual adjustments in 2023 and 2024
 - Assumes existing earned share process and methodology to be applied for the new 2025-2026 funding
 - Standard split between earned share and regional portions of funding - approximately 86% / 14%, adjusted to final allocation during annual adjustment process
 - Earned share process includes distribution of funding earned by external transit agencies providing service into the Seattle-Tacoma-Everett UZA
 - Continued set-aside off the top for PSRC budget, currently \$1.25 million per year (*for the purposes of this exercise, this modest amount is not included in the estimates below*)
 - Minimum floor methodology revised to remove 2015 funding cap, but change 1% from total of earned share funding to total of eligible funding sources by agency
-
- Updated total estimate of 2025-2026 funding = \$556 million
 - Earned share = \$478 million (columns F and G on Attachment 3A)
 - Regional portion of funds = \$78 million (columns K and L on Attachment 3A)

TABLE 1: APPROXIMATE ESTIMATE OF TOTAL EARNED SHARE DISTRIBUTION AMOUNTS BY AGENCY - 2025-2026 FUNDING

Agency	2022 %	Estimated 2025-2026 \$ (millions)
Community Transit	6.32%	\$30.2
Everett Transit *	0.48%	\$2.3
King County Metro	45.66%	\$218.2
Pierce County Ferries *	0.57%	\$2.7
Pierce Transit	3.46%	\$16.5
Seattle *	0.39%	\$1.9
Sound Transit	32.19%	\$153.9
Washington State Ferries	8.85%	\$42.3
External Agency: Kitsap Transit	0.69%	\$3.3
External Agency: Skagit Transit	0.21%	\$1.0
External Agency: Intercity Transit	1.17%	\$5.6
Total	100.00%	\$478.0

Note: this does not address the detailed earnings by agency across each of the four funding programs; as services change over time and are reported to FTA, this will affect the amounts by agency. This is simply a draft approximation for comparison purposes.

* minimum floor agency

TABLE 2: REGIONAL FUNDING, 2025-2026

Minimum floor set-aside	\$4.0
Regional competition	\$37.0
Equity allocation	\$37.0
<i>Total</i>	\$78.0

Note: broad estimate; this is highly dependent on earnings each year

<i>Equity Allocation</i>	Weighted %*	Estimated 2025-2026 \$ (millions)
Community Transit	17.65%	\$6.5
Everett Transit	5.88%	\$2.2
King County Metro	29.41%	\$10.9
Pierce County Ferries	5.88%	\$2.2
Pierce Transit	17.65%	\$6.5
Seattle	5.88%	\$2.2
Sound Transit	11.76%	\$4.4
Washington State Ferries	5.88%	\$2.2
<i>Total</i>	100.00%	\$37.0

* per Table 4B on Attachment A-3

ATTACHMENT 4-3: TRANSPORTATION CHOICES COALITION PROPOSAL

Modified distribution of the total amount of 2025-2026 funding - both earned share and regional - to apply 50% to an equity allocation formula

Assumptions:

- Assumes existing process for the 2023-2024 funds already programmed, following the normal process for the upcoming annual adjustments in 2023 and 2024
- Earned share process includes distribution of funding earned by external transit agencies providing service into the Seattle-Tacoma-Everett UZA
- Continued set-aside off the top for PSRC budget, currently \$1.25 million per year *(for the purposes of this exercise, this modest amount is not included in the estimates below)*
- Staff assumptions for application of this scenario =
 - assume application only to 2025-2026 Section 5307 funding program due to eligibilities
 - balance of earned share funding distributed in normal manner across agencies, after 50% reduction of 5307 funding
 - balance of regional funding assumed to be distributed via a regional competition, with no preservation or minimum floor set-aside
- Updated total estimate of 2025-2026 funding = \$556 million
 - Earned share, after 50% reduction of 5307 funding = \$365 million (columns F and G on Attachment 3A)
 - Regional portion of funds for competition, after 50% reduction = \$39 million (columns K and L on Attachment 3A)
 - Total funds for combined 50% equity allocation = \$153 million

TABLE 1: APPROXIMATE ESTIMATE OF TOTAL EARNED SHARE DISTRIBUTION AMOUNTS BY AGENCY - 2025-2026 FUNDING

Agency	2022 %	Estimated 2025-2026 \$ (millions)
Community Transit	6.32%	\$23.1
Everett Transit *	0.48%	\$1.8
King County Metro	45.66%	\$166.6
Pierce County Ferries *	0.57%	\$2.1
Pierce Transit	3.46%	\$12.6
Seattle *	0.39%	\$1.4
Sound Transit	32.19%	\$117.5
Washington State Ferries	8.85%	\$32.3
External Agency: Kitsap Transit	0.69%	\$2.5
External Agency: Skagit Transit	0.21%	\$0.8
External Agency: Intercity Transit	1.17%	\$4.3
Total	100.00%	\$365.0

Note: this does not address the detailed earnings by agency across each of the four funding programs; as services change over time and are reported to FTA, this will affect the amounts by agency. This is simply a draft approximation for comparison purposes.

* minimum floor agency

TABLE 2: REGIONAL FUNDING, 2025-2026

Regional competition	\$39.00
----------------------	---------

TABLE 3: EQUITY ALLOCATION, 2025-2026

Agency	Weighted %*	Estimated 2025-2026 \$ (millions)
Community Transit	17.65%	\$27.0
Everett Transit	5.88%	\$9.0
King County Metro	29.41%	\$45.0
Pierce County Ferries	5.88%	\$9.0
Pierce Transit	17.65%	\$27.0
Seattle	5.88%	\$9.0
Sound Transit	11.76%	\$18.0
Washington State Ferries	5.88%	\$9.0
Total	100.00%	\$153.0

* per Table 4B on Attachment A-3

Attachment A-1: Seattle-Tacoma-Everett UZA Original Estimates and Expected Increases of 2023-2026 FTA Funding

Seattle-Tacoma-Everett UZA		EARNED SHARE TOTALS*					REGIONAL TOTALS**				
Applicable to all agencies?	FUNDING SOURCE	2022 Actuals	2023-2024 Estimates (2-yr totals)	2023-2024 Expected Increase (2-yr totals)	2025-2026 Original Estimates (2-yr totals)	2025-2026 Expected Increase Over Estimates (2-yr totals)	2022 Actuals	2023-2024 Estimates (2-yr totals)	2023-2024 Expected Increase (2-yr totals)	2025-2026 Original Estimates (2-yr totals)	2025-2026 Expected Increase Over Estimates (2-yr totals)
Yes	Section 5307 Urban Formula	\$112,321,092	\$157,883,316	\$53,944,386	\$172,400,418	\$55,191,308	\$32,323,815	\$51,410,000	\$24,192,711	\$54,360,008	\$23,523,570
No	Section 5337 State of Good Repair - High Intensity Fixed Guideway	\$81,176,668	\$106,390,960	\$60,633,130	\$107,641,453	\$65,968,471	\$0	\$0	\$0	\$0	\$0
No	Section 5337 State of Good Repair - High Intensity Motorbus	\$26,360,491	\$37,016,346	\$17,199,330	\$35,000,000	\$21,465,290	\$0	\$0	\$0	\$0	\$0
No	Section 5339 Bus and Bus Facilities Program	\$9,726,861	\$14,521,158	\$5,319,012	\$18,883,892	\$1,876,862	\$0	\$0	\$0	\$0	\$0
TOTALS:		\$229,585,112	\$315,811,780	\$137,095,858	\$333,925,763	\$144,501,931	\$32,323,815	\$51,410,000	\$24,192,711	\$54,360,008	\$23,523,570
Already Awarded? Yes / No		Yes	Yes	No	No	No	Yes	Yes	No	No	No
* Notes: for the purposes of this worksheet, the PSRC funds taken off the top are included in the Earned Share table. Also, these figures reflect the adjustment that occurs so that the regional funds are entirely Section 5307 funding.							** Notes: The regional totals represent the total amount of funds earned from regional attributes, and include the amounts historically distributed via a regional competition, a minimum floor set-aside and a preservation set-aside.				

APPLICATION OF PROPOSALS TO THE TABLE ABOVE (additional details of each proposal contained in a separate attachment)

- **Proposal #1 - CM Mello / CM Walker**

Apply an equity-based formula to the Regional 2025-2026 funding (Columns K and L) AND to the expected increases for 2023-2024 Regional funding (Column J) AND to the expected 2023-2026 increases for Earned Share funding (Columns E and G) -- *staff modification, apply only to Section 5307 funding*
- **Proposal #2 - King County Metro**

Apply the minimum floor set-aside, a regional competition and an equity-based formula to the Regional 2025-2026 funding (Columns K and L)
- **Proposal #3 - Transportation Choices Coalition**

Apply an equity-based formula to 50% of the Regional 2025-2026 funding (Columns K and L) -- *note, upon application this is essentially the same as Proposal #2*

Apply an equity-based formula to 50% of both Regional and Earned Share funding -- *staff modification, apply only to Section 5307 funding and only to 2025-2026 funding (Columns F, G, K and L)*

Attachment A-2: ADDITIONAL BACKGROUND INFORMATION

2022 SEATTLE-TACOMA-EVERETT UZA FUNDING

The tables below illustrate the distribution of FFY 2022 FTA funding in the STE UZA, per the current adopted process. **Table 1** contains the earned share funding distribution by agency; for the balance of funds a regional competition was conducted, and set-asides held for preservation and a minimum floor adjustment - the distribution by agency for these are shown in **Tables 2** and **3**.

Table 1: 2022 EARNED SHARE DISTRIBUTION PERCENTAGES BY AGENCY

Community Transit	6.32%
Everett Transit *	0.48%
King County Metro	45.66%
Pierce County Ferries *	0.57%
Pierce Transit	3.46%
Seattle *	0.39%
Sound Transit	32.19%
Washington State Ferries	8.85%
<i>External Agency: Kitsap Transit</i>	0.69%
<i>External Agency: Skagit Transit</i>	0.21%
<i>External Agency: Intercity Transit</i>	1.17%
<i>Total</i>	100.00%

* minimum floor agency

Table 2: 2022 PRESERVATION SET-ASIDE DISTRIBUTION PERCENTAGES BY AGENCY *(from regional funds) **

Community Transit	6.45%
Everett Transit	0.49%
King County Metro	46.62%
Pierce County Ferries	0.59%
Pierce Transit	3.53%
Seattle	0.40%
Sound Transit	32.87%
Washington State Ferries	9.04%
<i>Total</i>	100%

* Note: external agencies are not eligible for this distribution

Table 3: 2022 MINIMUM FLOOR SET-ASIDE AMOUNTS BY AGENCY *(from regional funds) **

Everett Transit	\$269,614
Pierce County Ferries	\$65,585
Seattle	\$475,379
<i>Total</i>	\$810,578

*Note: the minimum floor adjustment brings the funding for these agencies up to 1% of the earned share total.

ATTACHMENT A-3 - EQUITY FOCUS AREA DATA AND METHODOLOGY ASSUMPTIONS

The tables below illustrate the underlying data for the distribution methodology.

Table 1 identifies the percentages of equity focus populations as an average across each of the three counties and for the region as a whole.

Table 2 identifies the total numbers of each equity focus population within 1/2 mile of all transit stops operated by each agency, based on Census block data.

Table 3 translates that data into percentages, normalized to the sum of each equity group (i.e. the percentage of the population in each category).

Table 4A compares these percentages of equity focus populations within 1/2 mile of transit stops by agency to the overall countywide averages for these population groups - with a simple 1 if above, and 0 if at or below the countywide average.

Table 4B then applies a race and income forward weighting to that data, to develop an overall factor to apply for the various funding distribution scenarios.

Note: the external transit agencies to the Seattle-Tacoma-Everett UZA are not included in these figures; they are eligible to compete in a regional competition if

Table 1: Total Equity Focus Area Percentages, by County and Region

Geography	People of Color	People with Lower Incomes	Older Adults	Youth	People with a Disability	People with Limited English Proficiency
King County	40%	19%	12%	14%	9%	10%
Pierce County	32%	24%	13%	16%	13%	5%
Snohomish County	30%	19%	13%	16%	11%	7%
PSRC Region	36%	21%	13%	15%	11%	8%

Table 2: Total Population and Equity Focus Populations within 1/2 mile of All Transit Stops, by Agency

Agency	People of Color	People with Lower Incomes	Older Adults	Youth	People with a Disability	People with Limited English Proficiency	Total
Community Transit	259,000	164,100	93,300	102,100	88,700	63,200	756,900
Everett Transit	56,000	44,800	18,600	22,000	23,100	17,400	152,900
King County Metro	850,300	415,100	254,200	279,100	190,500	219,000	2,060,600
Pierce County Ferries	1,000	500	800	400	500	100	3,300
Pierce Transit	248,100	179,100	80,000	91,100	79,200	46,900	627,000
City of Seattle	49,700	28,800	12,900	3,200	14,900	8,000	120,200
Sound Transit	245,200	149,500	61,700	55,100	63,500	63,700	517,200
Washington State Ferries	6,500	5,200	4,900	1,500	3,800	1,000	22,600
Total across agencies	1,715,800	987,100	526,400	554,500	464,200	419,300	4,260,700

Table 3: Percentage Share of Equity Focus Populations within 1/2 mile of All Transit Stops, by Agency - Normalized

Agency	People of Color	People with Lower Incomes	Older Adults	Youth	People with a Disability	People with Limited English Proficiency
Community Transit	15%	17%	18%	18%	19%	15%
Everett Transit	3%	5%	4%	4%	5%	4%
King County Metro	50%	42%	48%	50%	41%	52%
Pierce County Ferries	0%	0%	0%	0%	0%	0%
Pierce Transit	14%	18%	15%	16%	17%	11%
City of Seattle	3%	3%	2%	1%	3%	2%
Sound Transit	14%	15%	12%	10%	14%	15%
Washington State Ferries	0%	1%	1%	0%	1%	0%

Table 4A: Comparison of Equity Focus Populations served by Agency to Overall Countywide Percentages

Share of Population within 1/2 mile of All Transit Stops by Equity Focus Area: "0.0" = at or below countywide average; "1.0" = above countywide average

Agency	People of Color	People with Lower Incomes	Older Adults	Youth	People with a Disability	People with Limited English Proficiency
Community Transit	0.0	0.0	1.0	1.0	1.0	1.0
Everett Transit	0.0	0.0	0.0	0.0	0.0	0.0
King County Metro	1.0	1.0	1.0	1.0	1.0	1.0
Pierce County Ferries	0.0	0.0	0.0	0.0	0.0	0.0
Pierce Transit	0.0	0.0	1.0	1.0	1.0	1.0
City of Seattle	0.0	0.0	0.0	0.0	0.0	0.0
Sound Transit*	0.0	0.0	0.0	0.0	1.0	1.0
Washington State Ferries*	0.0	0.0	0.0	0.0	0.0	0.0

* Cross-county, used regional average

Table 4B: Application of Race & Income Forward Weighting based on Comparison to Countywide Percentages

People of Color, Lower Incomes = 1 or 3 as above or below countywide average; All others = 0 or 1 as above or below countywide average

Agency	People of Color (30%)	People with Lower Incomes (30%)	Older Adults (10%)	Youth (10%)	People with a Disability (10%)	People with Limited English Proficiency (10%)	Sum of weighting	%
Community Transit	1.0	1.0	1.0	1.0	1.0	1.0	6.0	17.65%
Everett Transit	1.0	1.0	0.0	0.0	0.0	0.0	2.0	5.88%
King County Metro	3.0	3.0	1.0	1.0	1.0	1.0	10.0	29.41%
Pierce County Ferries	1.0	1.0	0.0	0.0	0.0	0.0	2.0	5.88%
Pierce Transit	1.0	1.0	1.0	1.0	1.0	1.0	6.0	17.65%
City of Seattle	1.0	1.0	0.0	0.0	0.0	0.0	2.0	5.88%
Sound Transit	1.0	1.0	0.0	0.0	1.0	1.0	4.0	11.76%
Washington State Ferries	1.0	1.0	0.0	0.0	0.0	0.0	2.0	5.88%
* Cross-county, used regional average							34.0	100.00%

* Cross-county, used regional average