



## Puget Sound Regional Council

### Transit Operators Committee Agenda

**Date: Wednesday, June 26, 2024, 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 24, 2024\* (10:05)**

**3. Transportation Policy Board Debrief (10:10)**

The 'At Work' reports for the Transportation Policy Board (TPB) meetings are available on the PSRC website at: <https://www.psrc.org/board/transportation-policy-board>. The latest Transportation Work Program progress reporting summary is available on pages 16-17 of the June 13, 2024 TPB agenda packet: <https://www.psrc.org/media/8823>.

**4. Action: 2027-2028 FTA Project Selection Recommendations\* (10:20)**

PSRC staff will provide an overview of FFY 2027-2028 FTA funding distribution on the following topics:

- FTA 2027-2028 earned share distributions,
- FTA 2027-2028 equity distributions.

TOC action will be needed in time for incorporation in the July Transportation Policy Board agenda packet.

**5. Action: 2024 Annual FTA Funding Adjustments \* (10:50)**

PSRC staff will provide an overview of the 2024 FTA Annual Adjustments process for recommendation by the Committee. TOC action will be needed in time for incorporation in the July Transportation Policy Board agenda packet.

**6. Discussion: Transit Agency Roundtable (11:10)**

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

**7. Information: Transit Operators Committee (TOC) Operating Procedures (updated April 24, 2024)\***

PSRC staff are sharing the TOC Operating Procedures, updated as of April 24, 2024. Because the operating procedures did not include a substantial change to committee membership, the committee does not need to act on this item. It is incorporated on the TOC website with the revision date, as noted in the attachment.

## 8. Next Meeting: July 24, 2024

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

## 9. 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

### **Transit Operators Committee Meeting Summary**

**Date: April 24, 2024**

**Location: Online Meeting Only: Zoom Remote Meeting**

---

#### **Welcome and Introductions**

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

#### **Approval of Meeting Summary**

The summary for the March 27, 2024, meeting was approved.

#### **Transportation Policy Board Debrief**

Gil Cerise, PSRC, provided a brief overview of the April Transportation Policy Board (TPB) meeting and shared the location of the Transportation work program tracker that TOC members requested be highlighted.

#### **Action: Project Tracking - Delayed Transit Agency Projects**

Sarah Gutschow, PSRC, provided a summary of the status of six currently delayed transit agency projects outlined in the [agenda packet](#):

- King County Metro: South King County Corridor Speed and Reliability Improvements (MET-241)
- King County Metro: RapidRide I Line Speed and Reliability Improvements (MET-208)
- King County Metro: Safe Routes to Transit RapidRide I Line (MET-240)
- Pierce Transit: Spanaway Transit Center Phase II (PT-176)
- Kitsap Transit: Johnson Road Park & Ride (KT-75)
- Kitsap Transit: Southworth Terminal Redevelopment Project (KT-68)

Project sponsors for each project requested an extension. PSRC reached out to Regional FTA Caucus for input on the delayed projects and updated projects and their assessments with clarifications provided by the Caucus. Based upon review of information provided by agencies and Regional FTA Caucus, PSRC staff recommended providing requested extensions for each of the six projects.

The Committee voted unanimously to recommend extensions for all six projects. The Committee's recommendation will be forwarded to the Transportation Policy Board for action at their next meeting.

For more information, contact Kelly McGourty at [KMcGourty@psrc.org](mailto:KMcGourty@psrc.org).

### **Discussion: PSRC Transportation Planning Committee Updates**

Gil Cerise, PSRC, provided an overview of PSRC's comprehensive assessment of transportation planning advisory committees and shared results of that overview. Gil shared updates to the draft Transit Operators Committee operating procedures based upon TOC member feedback. A final version of the TOC operating procedures will be shared at the next meeting.

For more information, contact Gil Cerise at [GCerise@psrc.org](mailto:GCerise@psrc.org)

### **Discussion: Overview of Transit Planning Inputs/Needs for the RTP (2026-2050)**

Gil Cerise, PSRC, shared an overview of transit-related components of the RTP and a rough estimate of when PSRC will need input on these components. TOC members provided feedback and Gil indicated that he will update the TOC calendar to provide a more detailed look ahead, to the extent possible, for when topics that need subject matter expertise would be scheduled.

For more information, contact Gil Cerise at [GCerise@psrc.org](mailto:GCerise@psrc.org)

The presentation can be found on the PSRC website [here](#)

### **Discussion: Transit Agency Roundtable**

- Alex Krieg, Sound Transit
- Tina Lee, Pierce Transit
- Jen Malley-Crawford, City of Seattle
- Amanda Koerber, Everett Transit
- Peter Heffernan, King County Metro

### **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**

Darin Stavish, Pierce Transit; Dave Morrison, King County; Erik Rundell, King Country Metro; Kathryn Rasmussen, Community Transit

#### **PSRC**

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

*\*Attendees were present via remote participation*

# TOC Attendance Roster

(Members and Alternates represented)

Date: April 24, 2024 10:00am - 12:00pm

Online/Remote Meeting Only

Agency/Jurisdiction		Name
<b>Transit Agencies</b>		
Community Transit (1)	x	Sophie Luthin
		<i>Kathryn Rasmussen (Alt.)</i>
Everett Transit (1)		Melinda Adams
	x	<i>Amanda Koerber (Alt.)</i>
King County Metro (1)	x	Peter Heffernan, Chair
		<i>Erik Rundell (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)		Andrew Arnes
	x	<i>Tina Lee (Alt.)</i>
City of Seattle (1)	x	Jen Malley-Crawford
		<i>Benjamin Smith (Alt.)</i>
Sound Transit (1)	x	Alex Krieg
		<i>Lisa Wolterink (Alt.)</i>
<b>State</b>		
WSDOT - Washington State Ferries (1)		Jason Rogers
		<i>John Bernhard (Alt.)</i>
WSDOT (1)		Cordy Crockett
	x	<i>Jill Nordstrom (Alt.)</i>
<b>Non-Voting Participants</b>		
Regional FTA Caucus (1)	x	Steffani Lillie , Chair (Kitsap Transit)
		<i>Clint Ritter, Vice Chair (Pierce County Ferries) (Alt.)</i>
Intercity Transit (1)		Peter Stackpole
		<i>Jessica Gould (Alt.)</i>
Special Needs Transportation Committee (SNTC) (1)		Susan Carter, Chair (Hopelink)
		VACANT



# Puget Sound Regional Council

## **ACTION ITEM**

June 25, 2024

**TO:** Transit Operators Committee

**FROM:** Kelly McGourty, Director of Transportation Planning

**SUBJECT: 2027-2028 FTA Equity Formula and Earned Share Recommendations**

The Transportation Operators Committee will be asked to review and develop a recommendation on projects to receive PSRC's 2027-2028 Federal Transit Administration (FTA) funds. The recommendation will include discussion of how projects submitted for equity formula allocation funds meet the intent of the distribution policies. The draft project lists are contained in Attachments A and B.

### Background

There are three urbanized areas (UZAs) in the PSRC 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 all 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, called the "regional" distribution. As of 2023, these funds are disbursed through an equity formula allocation.

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.

A Call for Projects was released in March 2024 for the distribution of an estimated \$409 million in 2027-2028 earned share funding across the three UZAs and \$64 million in equity formula funding in the STE UZA.

## Equity Formula Distribution

The equity formula uses a focused and intentional methodology that looks at all transit services being provided to the region's equity focus populations and distributes funds accordingly. The six equity focus populations include people of color, people with low incomes, seniors, youth, people with disabilities, and people with limited English proficiency.

At the point of project submittal, each agency provided a description of how each project addresses the Equity criterion established in the *2024 Policy Framework for PSRC's Federal Funds*. This includes how the project supports and improves equity, including the relationship to identified equity focus area populations within the project area, and how the project improves mobility and access to opportunities for the identified populations, among other criteria. When applicable, agencies also addressed how each project adheres to the recently revised Project Tracking Policies, which allow certain exceptions for the distribution of funding.

PSRC staff reviewed all project submittals to affirm each project meets state, federal and regional eligibility requirements. For the equity formula project submittals, staff worked with each sponsor to confirm their projects meet the intent of the distribution policies.

## Recommendation

At the June 26 meeting, the TOC will be asked to provide a recommendation to the Transportation Policy Board on projects to receive PSRC's 2027-2028 FTA Earned Share and Equity Formula funding. Per board direction, as part of this recommendation the committee is asked to review the equity formula submittals for consistency with the purpose and intent of this funding, per the adopted criteria and project tracking policies.

The draft list of Earned Share submittals is included in Attachment A; the draft list of Equity Formula submittals is included in Attachment B.

The TOC recommendation for PSRC's FFY 2027-2028 FTA funds will be presented to the Transportation Policy Board at its meeting on July 11, 2024. The Executive Board is scheduled to approve the list of projects on July 25. Development of the new 2025-2028 Regional Transportation Improvement Program (TIP) will then commence.

For more information please contact Kelly McGourty at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org) or 206-971-3601.

Attachment A: Project Submittals for PSRC's FFY 2027-2028 FTA Earned Share Funding

Attachment B: Project Submittals for PSRC's FFY 2027-2028 Equity Formula Funding

**Attachment A: Project Submittals for PSRC's FFY 2027-2028 FTA Earned Share Funding**

**Bremerton UZA**

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Kitsap Transit	Fast Ferry Docking Facility - Seattle	\$360,426	2027	5337 HIFG	Additional design funding for a new fast ferry docking facility in downtown Seattle. Facility will have a minimum of 4 berths, passenger facility uplands, bicycle storage and electric vessel infrastructure. The concept is to locate the facility in a place that has room to grow into a regional facility once other jurisdictions embrace fast ferry services. ROW acquisition is expected to begin within the next three years. See STE UZA rows below.
		\$360,426	2028	5337 HIFG	
	Subtotal	<b>\$720,852</b>			
Kitsap Transit	West Bremerton Transit Center & Hydrogen Fueling Facility	\$4,794,733	2027	5307	Construction funding to develop the Transit Center presently operated by Kitsap Transit near the SR3 Corridor located at the intersection of Bruenn Avenue and Burwell Street in Bremerton, Washington. Once developed the West Bremerton Transit Center/Hydrogen Fueling Station/Park & Ride will include approximately five (5) bus berths, pedestrian canopies, a comfort station, a hydrogen fueling facility, and a park & ride accommodating at least 210 vehicles. Additional pedestrian features will include sidewalks/crosswalks, lights, cameras, and bicycle storage to enhance safety and security. See STE UZA rows below.
		\$4,794,733	2028	5307	
		\$332,698	2027	5339	
		\$332,698	2028	5339	
	Subtotal	<b>\$10,254,862</b>			
<b>Bremerton UZA Total</b>		<b>\$10,975,714</b>			

**Marysville UZA**

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Community Transit	Marysville UZA Transit Operations 2027-28	\$1,456,973	2027	5307	This is a TIP bucket project which contains Community Transit's 2027 & 2028 FTA funds for transit bus service benefiting the Marysville UZA. The amount of federal funding available will provide approximately 23,312 hours of Fixed Route bus service.
		\$1,456,973	2028	5307	
	Subtotal	<b>\$2,913,946</b>			
Community Transit	Preventive Maintenance 2027-2028	\$1,000,000	2027	5307	This is a TIP bucket project which contains Community Transit's 2027 & 2028 FTA funds for Preventive Maintenance operating grants. Preventive Maintenance covers a range of possible work types to preserve and maintain vehicle and non vehicle assets including servicing, repairs, inspection and administration. The cumulative number of hours of preventive maintenance provided by this project is estimated to be 12,500.
		\$1,000,000	2028	5307	
	Subtotal	<b>\$2,000,000</b>			
Community Transit	Zero Emissions Transit Revenue Vehicles 2027-2028	\$279,070	2027	5339	Purchase approximately 21 Zero Emissions Transit Revenue Vehicles and associated charging equipment/infrastructure for Replacement of buses that have exceeded their useful life or for Expansion of service. About 14 vehicles with 5307 earned share funds; 2 vehicles with 5339 funds and 5 with 5337 funds that will operate on HOV lanes. See STE UZA rows below.
		\$279,070	2028	5339	
	Subtotal	<b>\$558,140</b>			
<b>Marysville UZA Total</b>		<b>\$5,472,086</b>			



Seattle-Tacoma-Everett Urbanized Area (UZA)

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Community Transit	Zero Emissions Transit Revenue Vehicles 2027-2028	\$8,279,597	2027	5307	Purchase approximately 21 Zero Emissions Transit Revenue Vehicles and associated charging equipment/infrastructure for Replacement of buses that have exceeded their useful life or for Expansion of service. About 14 vehicles with 5307 earned share funds; 2 vehicles with 5339 funds and 5 with 5337 funds that will operate on HOV lanes. See MAR UZA rows above.
		\$8,279,597	2028	5307	
		\$3,370,853	2027	5337 HIMB	
		\$3,370,853	2028	5337 HIMB	
		\$807,714	2027	5339	
	Subtotal	<b>\$24,916,328</b>			
Everett Transit	Transit Maintenance Facility Design	\$868,762	2027	5307	Additional PE/Design funding for a new transit maintenance facility. This facility will primarily service electric vehicles as Everett Transit works toward having an all-electric fixed route fleet. The paratransit fleet and service vehicle fleet are planned for conversion to electric vehicles as well. The existing maintenance shop is nearing the end of its life and is not designed to service a large fleet of electric vehicles.
		\$868,762	2028	5307	
	Subtotal	<b>\$1,737,524</b>			
Everett Transit	2027-2028 Passenger Amenities: Public Address System for Everett Station	\$84,750	2027	5339	This project will fund the purchase and installation of a stand-alone public address (PA) system for Everett Station. The PA system will be used by transit staff to provide customer alerts.
		\$84,750	2028	5339	
	Subtotal	<b>\$169,500</b>			
Intercity Transit	<i>Not yet programmed</i>	\$2,106,440	2027	5307	<i>TBD</i>
		\$2,106,440	2028	5307	
		\$205,502	2027	5339	
		\$205,502	2028	5339	
	Subtotal	<b>\$4,623,884</b>			
King County Metro	Broad Street Traction Power Substation Switchgear	\$595,902	2027	5337 HIFG	The Broad Street Traction Power Substation project will include the replacement of the DC switchgear of Broad St Traction Power Substation, including (13) DC Breakers and Tie, DC Relay and Controls, SAS Cabinet and HMI, Demolition of existing systems. Scope refinement may occur upon completion of a Targeted Condition Assessment anticipated to be completed by 2023 under Metro's Condition Assessment Program.
	Subtotal	<b>\$595,902</b>			
King County Metro	Bus Acquisitions 2027-2028	\$25,841,625	2027	5307	Replacement of King County Metro's existing fleet of 40-ft. and 60-ft diesel electric hybrid coaches with battery electric or other zero emission technology buses. Approximately 300 buses will be purchased.
		\$37,017,934	2028	5307	
		\$9,699,110	2027	5337 HIMB	
		\$9,699,110	2028	5337 HIMB	
		\$3,431,551	2027	5339	
		\$3,431,551	2028	5339	
	Subtotal	<b>\$89,120,881</b>			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
King County Metro	Marine Vessel Maintenance 2027-2028	\$1,200,000	2027	5337 HIFG	This is a TIP bucket project that contains the Ferry District's tasks over time to provide for facility and vessel maintenance costs, labor, annual inspection/dry dock, routine maintenance repair/parts, contract replacement vessels, and contract repair service. The federal funding represents 80 percent of the total budget for this activity during the time period.
		\$1,200,000	2028		
	Subtotal	<b>\$2,400,000</b>			
King County Metro	Trolley Bus Acquisition 2027-2028	\$11,176,309	2027	5307	This project funds the expansion of King County Metro's existing fleet of trolley buses. Approximately 20 trolley buses will be purchased.
	Subtotal	<b>\$11,176,309</b>			
King County Metro	Trolley Overhead Switches 2027-2028	\$500,000	2028	5337 HIFG	This program supports the maintenance, repair, and replacement of the trolley switches infrastructure. Approximately 5 to 15 overhead switches and ancillary hardware will be replaced.
	Subtotal	<b>\$500,000</b>			
King County Metro	Trolley Poles 2027-2028	\$804,000	2028	5337 HIFG	This program supports the maintenance and repair of the trolley bus system by replacing trolley poles. Approximately 80-100 poles will be replaced annually.
	Subtotal	<b>\$804,000</b>			
King County Metro	Trolley System Transit Asset Maintenance 2027-2028	\$5,000,000	2027	5337 HIFG	This project provides for Metro's trolley system asset management program in order to achieve and maintain the transit network in a state of good repair (SGR). Depending on the number and complexity of projects utilizing this funding, the federal amount could represent a range from 20 to 80 percent of the overall budget for this activity.
		\$5,000,000	2028	5337 HIFG	
	Subtotal	<b>\$10,000,000</b>			
King County Metro	Trolley Vehicle Maintenance 2027-2028	\$2,480,764	2027	5337 HIFG	This is a TIP bucket project that contains King County Metro Transit's FTA funded preventive maintenance of transit-related electric trolley vehicles, equipment and facilities. The project contains the annual program of maintenance work on Metro's fleet of approximately 174 electric trolley buses and infrastructure at Metro's Atlantic operating base and other facilities that are necessary for the maintenance and operations of Metro trolley service. The primary use of the funds is for staff costs for Preventive Maintenance activities on electric trolley buses. Depending on the amount of federal funds programmed, the federal amount could represent from 50 to 70 percent of the annual budget for this activity.
		\$2,441,764	2028	5337 HIFG	
	Subtotal	<b>\$4,922,528</b>			
King County Metro	Vehicle, Equipment and Facilities Maintenance 2027-2028	\$8,000,000	2027	5307	This is a TIP bucket project that contains King County Metro Transit's FTA funded preventative maintenance of transit-related vehicles, equipment, and facilities. The project contains the annual program of maintenance work on Metro's fleet of approximately 1,400 buses, vanpool fleet, and seven operating bases and other facilities that are necessary for the maintenance and operations of Metro service. The primary use of the funds is for staff costs for Preventive Maintenance activities on buses. Depending on the amount of federal funds programmed, the federal amount could represent from 20-50 percent of the annual budget for this activity.
		\$8,000,000	2028	5307	
	Subtotal	<b>\$16,000,000</b>			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
King County Metro	Not yet programmed	\$22,238,102	2027	5337 HIFG	TBD
		\$21,569,004	2028	5337 HIFG	
	Subtotal	<b>\$43,807,106</b>			
Kitsap Transit	Fast Ferry Docking Facility - Seattle	\$1,298,221	2027	5307	Additional design funding for a new fast ferry docking facility in downtown Seattle. Facility will have a minimum of 4 berths, passenger facility uplands, bicycle storage and electric vessel infrastructure. The concept is to locate the facility in a place that has room to grow into a regional facility once other jurisdictions embrace fast ferry services. ROW acquisition is expected to begin within the next three years. See BRE UZA rows above.
		\$1,298,221	2028	5307	
		\$30,026	2027	5337 HIFG	
		\$30,026	2028	5337 HIFG	
	Subtotal	<b>\$2,656,494</b>			
Kitsap Transit	West Bremerton Transit Center & Hydrogen Fueling Facility	\$30,935	2027	5339	Construction funding to develop the Transit Center presently operated by Kitsap Transit near the SR3 Corridor located at the intersection of Bruenn Avenue and Burwell Street in Bremerton, Washington. Once developed the West Bremerton Transit Center/Hydrogen Fueling Station/Park & Ride will include approximately five (5) bus berths, pedestrian canopies, a comfort station, a hydrogen fueling facility, and a park & ride accommodating at least 210 vehicles. Additional pedestrian features will include sidewalks/crosswalks, lights, cameras, and bicycle storage to enhance safety and security. See BRE UZA rows above.
		\$30,935	2028	5339	
	Subtotal	<b>\$61,870</b>			
Pierce Transit	ADA Operating Services 2027-2028	\$1,323,449	2027	5307	This project will utilize FTA Section 5307 Earned Share funding to support Pierce Transit's ADA Paratransit services in Pierce County and will provide approximately 74,395 revenue service hours for 2027-2028.
		\$1,323,449	2028	5307	
	Subtotal	<b>\$2,646,898</b>			
Pierce Transit	Clean Fuels Bus Replacement 2027-2028	\$5,022,064	2027	5307	Pierce Transit will purchase and replace approximately eleven (11) 40-foot transit revenue buses that have exceeded their useful life or nearing the end of their useful life. Using FY2027 and FY2028 Earned Share funds, 9 buses will be procured with 5307 funds, 1 bus with 5337 HIMB funds, and 1 bus with 5339 funds.
		\$4,428,668	2028	5307	
		\$174,406	2027	5337 HIMB	
		\$174,406	2028	5337 HIMB	
		\$598,150	2027	5339	
		\$598,150	2028	5339	
	Subtotal	<b>\$10,995,844</b>			
Pierce Transit	Preventative Maintenance 2027-2028	\$1,109,472	2027	5307	This is a TIP bucket project that contains Pierce Transit's FTA-funded ongoing preventative maintenance activities for its vehicle fleet and facilities. Preventative Maintenance covers a range of work to cost-effectively preserve and extend an asset. Typical work includes performance of inspections and maintenance for facilities and associated equipment, appliances, and furnishings; performance of vehicle inspections and routine maintenance, including associated maintenance labor, parts, and supplies. The federal funds represent 4% of the overall maintenance and operations budget for this work.
		\$1,702,868	2028	5307	
	Subtotal	<b>\$2,812,340</b>			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Seattle	Monorail System Maintenance 2027-2028	\$209,983	2027	5307	This is a TIP bucket project which contains the Seattle Center Monorail's FTA funded major maintenance grants to support the system which began service in 1962. The Monorail System includes two monorail trains (a total of 8 vehicles), two stations, maintenance facility, and the elevated fixed guideway and supports. The work is part of the ongoing Transit Asset Management Plan (TAMP)/Capital and Major Maintenance Plan (CMMP) for the Seattle Center Monorail. The 2027-2028 funds will be used primarily to fund refurbishment and major maintenance projects related to the trains, train-related wayside systems, stations, and elevated guideway. Federal funds represent 80% of the total budget.
		\$209,983	2028	5307	
		\$561,724	2027	5337 HIFG	
		\$561,724	2028	5337 HIFG	
	Subtotal	<b>\$1,543,414</b>			
Skagit Transit	<i>Not yet programmed</i>	\$371,256	2027	5307	TBD
		\$371,256	2028	5307	
		\$36,219	2027	5339	
		\$36,219	2028	5339	
	Subtotal	<b>\$814,950</b>			
Sound Transit	Operations and Maintenance Facility South	\$27,347,691	2027	5307	This project will construct and operate a light rail operations and maintenance facility in its South Corridor (OMF South). The facility would meet agency needs for an expanded fleet of light rail vehicles (LRVs). OMF South would be used to store, maintain, and deploy a minimum of 144 LRVs for daily service. OMF South would include three primary buildings: the Operations and Maintenance Facility (OMF) building, Maintenance of Way (MOW) building, and the Link System-Wide Storage building.
		\$27,347,691	2028		
	Subtotal	<b>\$54,695,382</b>			
Sound Transit	Regional Express Bus Program (2027-2028)	\$9,470,946	2027	5337 HIMB	This bucket project will include the purchase of replacement buses and the performance of preventive maintenance services - including possible midlife overhauls - for ST's express bus program serving Snohomish, King, and Pierce Counties. The funds will be used to maintain a fleet of approximately 319 buses in a state of good repair and upkeep of bus related facilities to preserve and extend functionality and serviceability of these assets. The 2027-2028 FTA 5337 HIMB funds will pay for preventive maintenance work. The 2027-2028 FTA 5339 funds will procure approximately two buses to replace buses that have reached the end of their useful life.
		\$9,470,946	2028	5337 HIMB	
		\$1,257,576	2027	5339	
		\$1,257,576	2028	5339	
	Subtotal	<b>\$21,457,044</b>			
Sound Transit	Sounder and Link State of Good Repair 2027-2028	\$24,998,492	2027	5337 HIFG	This is a TIP bucket project providing state of good repair/preventative maintenance for Sounder commuter rail and Link light rail rolling stock to extend the life and ensure continued performance of these assets. Sounder includes a current active fleet of 81 locomotives and cab/coach cars and Link light rail active fleet currently includes 65 vehicles. The project includes FTA 5337 HIFG funds (approximately 8% of the overall combined annual budget within the TIP timeframe) to be expended over the span of FFY's 2027-2028 and will provide for labor and fringe costs incurred for engineering maintenance of vehicles, transit way, related structures and supporting maintenance facilities, as well as administrative support of these activities.
		\$24,998,492	2028	5337 HIFG	
	Subtotal	<b>\$49,996,984</b>			
Washington State Ferries	Vessel Preventive Maintenance (2027-2028)	\$12,403,630	2027	5307	This is a TIP bucket project that contains tasks over time to allow WSF vessels to perform to the end of their useful life including vessel maintenance costs, labor, annual inspection/dry dock, routine maintenance repair/parts, and contract repair service.
		\$2,483,233	2028	5307	
		\$12,403,630	2027	5337 HIFG	
		\$4,860,299	2028	5337 HIFG	
	Subtotal	<b>\$32,150,792</b>			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Washington State Ferries	System-wide ADA Preservation and Improvements (2027-28)	\$2,377,066	2027	5307	This overall project with funding totaling \$25 million is expected to make progress in preserving and improving the ADA community's ability to travel on the Washington State Ferry System and is expected to be provided in \$5 million increments (state biennia) and will make complete projects that work toward addressing the total ADA needs. Please refer to Attachment B for more project details.
	Subtotal	<b>\$2,377,066</b>			
	<b>STE UZA Earned Share Total</b>	<b>\$392,983,040</b>			
	<b>Grand Total, All UZAs</b>	<b>\$409,430,840</b>			

**Attachment B: Project Submittals for PSRC's 2027-2028 FTA Equity Formula Funding**

Sponsor	Project Title	Amount Requested	Year	Description
Community Transit	Equity Focused Bus Stop Rehabilitation 2027-2028	\$4,798,049	2027	Rehabilitate and improve up to 100 Community Transit bus stops in Snohomish County's Equity Focus Areas (EFAs) and/or benefiting Equity Populations as selected utilizing a process that specifically prioritizes those stops with the greatest benefit to EFAs. Project will specifically improve equitable outcomes by investing in bus stop renovations that will enhance accessibility, comfort, safety and service reliability at bus stops used most frequently by Equity Populations. These improvements will include amenities, sidewalk access upgrades and other stop site improvements including speed and reliability enhancements. Work could include adding shelters or seating, enhancing accessible boarding/alighting surfaces, adding or upgrading accessible sidewalks and bulb-outs within 150 feet of the stop and adding or enhancing lighting and other safety and security improvements.
		\$4,798,049	2028	
	Subtotal	<b>\$9,596,098</b>		
Everett Transit	2027-2028 Vehicle Preventive Maintenance	\$1,151,532	2027	This project is for preventive maintenance work on the agency's fleet of fixed route and paratransit vehicles. In addition to routine maintenance, preventive maintenance is critical for checking safety components such as brakes, ADA securements, stop annunciators, HVAC filtering, and more. This work also includes service on electric vehicles as it is expected that the majority of Everett Transit's fixed-route fleet will be electric by 2025. Everett Transit has a significant quantity of older vehicles that are still in service, with some dating as far back as 2002. Our remaining diesel buses are an average of 17 years old, which is well past FTA's 12-year useful life benchmark. Based on 2023 data, there were 243 road calls for system failures on Everett Transit's fixed-route and paratransit buses. Of the total failures, 191 were considered major that took the buses completely out of service. In 2023, a total of 26 buses were down for over 30 days while awaiting repairs. All 32 census tracts served by Everett Transit's fixed-route service are considered to contain at least one of PSRC's equity demographic groups. This project supports approximately 9,000 labor hours annually.  In addition, the bus manufacturer Proterra filed for bankruptcy in 2023. Everett Transit owns 9 Proterra electric buses, and 10 cabinet chargers. With the legal hold-ups of this bankruptcy, ET has come to an impasse regarding parts and support for these buses and corresponding chargers. Despite these buses only being 4-6 years old, they are unable to be repaired for the foreseeable future. As such, 3 of ET's 9 Proterra buses have been completely out of service since December 2023, and the cabinet chargers have no technical support from the company who purchased Proterra's charging line. In turn, this loss reduces the dependability of our diesel and diesel-hybrid fleet, which now has an even higher demand for preventive maintenance and requires more frequent repairs. Without these equity funds, Everett Transit would not be able to maintain its older diesel and diesel-hybrid vehicles which would result in reduced service. Without the ability to maintain and repair the fleet with this funding, our equity populations would not be served.
		\$1,151,532	2028	
	Subtotal	<b>\$2,303,064</b>		
King County Metro	RapidRide R Line	\$13,786,393	2027	King County Metro will design and construct a new bus rapid transit (BRT)/RapidRide corridor along Rainier Ave S. The project will include a number of elements which may include business access and transit (BAT) lanes or exclusive transit-only lanes, signal modifications, channelization changes, transit signal priority (TSP), supporting bicycle and pedestrian infrastructure, enhanced stations and stops, real-time arrival information, lighting, and wayfinding. This scope includes design of the entire corridor and construction of the corridor from 4th Ave & Jackson to Rainier Avenue & Bayview.  The project supports EFA populations above the regional average living and working along the corridor, similar to Metro's "Priority Populations" which is used to establish and evaluate route target service levels. The project reduces disparities in access to transit, safety and levels of service. Per PSRC's adopted policies, this project is adding Equity funds to a previously awarded phase. The opportunity to use the PSRC's Equity Grant program funding has enabled Metro to not seek funding from the FTA's Small Starts program. The use of the Equity Grant program funding for the RapidRide R Line allows Metro to more efficiently and at lower cost than using the FTA Small Starts program implement the project. Based on Metro's experience not using the FTA's Small Starts funding can provide cost savings of between \$8 and \$9 million dollars and allow us to implement the project up to two years earlier. The RapidRide R Line is currently in early design and as the projects moves forward it is anticipated that cost will change. To implement the project Metro anticipates using the exception policy to requesting additional Equity funding be allocated to the project as the implementation costs become better defined in the later stages of the projects design. This action is similar to what would have occurred if Small Starts funding has been requested as the Small Starts program allows the sponsoring agency the ability to request a funding increase as costs are more defined prior to construction.
		\$13,786,393	2028	
	Subtotal	<b>\$27,572,786</b>		

Sponsor	Project Title	Amount Requested	Year	Description
Pierce Transit	Shuttle Revenue Vehicle Replacement 2027-2028	\$4,606,127	2027	Pierce Transit will purchase approximately 36 shuttle revenue vehicles to replace rolling stock at the end or reaching the end of its useful life for Pierce Transit's ADA Paratransit service. ADA shuttles increase mobility and accessibility for people with disabilities and serve as connecting points to other public transportation systems around the region. Without reliable door-to-door transportation service, the mobility challenges experienced by our passengers with disabilities would be nearly impossible to overcome. Moreover, the rides are critical to ensuring that no barriers prevent our ADA clients from getting to and from medical appointments, work, or accessing banking services and supermarkets with affordable/good-quality fresh food.
		\$4,606,127	2028	The Equity funds are needed as currently there are no other identified funds that will be used for the shuttle vehicle replacements. If Pierce Transit moves other resources to cover the cost of this project, other projects will also experience significant delays due to being underfunded. If Pierce Transit would not perform its ADA services optimally with new shuttle vehicles, then Pierce Transit will experience a loss in income from its ridership.
Subtotal		<b>\$9,212,254</b>		
Seattle	Maintenance for the First Hill Streetcar Line (2027-2028)	\$1,023,584	2027	This project includes 5307 funds for vehicle and facility preventive maintenance, corrective maintenance, expected vehicle overhauls and other defects as may occur in the 2027-2028 timeframe for the First Hill Streetcar line, which serves PSRC's defined Equity Focus Area communities. Typical work includes routine inspections and maintenance of track, landscaping, overhead contact system, power substations, platform and maintenance facilities, and streetcars. In addition to the typical maintenance work required, the First Hill Streetcar line is ageing and will need more intensive maintenance in future years such as core vehicle and track component repairs in order to keep service reliable. For instance, First Hill Streetcar has seen deteriorating levels of service due to ongoing battery failures and will be conducting an overhaul of the streetcar batteries in 2027-2028 to retrofit an improved cooling system that is critical to the reliability of the unit and streetcar's ability to provide consistent service. The overhaul of 16 batteries will involve the removal and rebuild of each unit separately to preserve service while the overhaul is performed and to ensure long term service reliability once the project is completed. Additionally, enhanced lighting at shelters has been added to First Hill Streetcar shelters in the past five years as part of implementing Seattle's Transportation Equity Framework that requires additional maintenance, repairs, and replacements. Federal funds represent 19% of the total budget.
		\$1,023,584	2028	The Equity funds are needed as there are no other funding sources available to complete these intensive maintenance needs and budget challenges are projected to continue as the city experiences revenue losses from multiple sources. Without this work being completed, the First Hill Streetcar will have fewer vehicles available to provide service for EFA neighborhoods and frequency could be degraded. The Equity funding will directly prevent a loss in service reliability.
Subtotal		<b>\$2,047,168</b>		
Sound Transit	Regional Express Bus Program (2027-2028)	\$5,309,841	2027	This project will include the purchase of replacement buses for ST's express bus program serving Snohomish, King, and Pierce Counties. The 2027-2028 FTA 5307 equity funds will be used to purchase approximately nine high-capacity transit buses. ST needs to replace 40-ft buses that have exceeded their useful life with new, high capacity double decker buses that have 45 more seats per bus. Double decker buses are needed to relieve over-crowding on some of ST Express's busiest routes such as Route 594 which serves higher percentages of minority and low-income populations.
		\$5,309,841	2028	
Subtotal		<b>\$10,619,682</b>		
Washington State Ferries	System-wide ADA Preservation and Improvements (2027-28)	\$1,311,467	2027	Washington State Ferries is required to preserve and improve its infrastructure which includes assets that assist our passengers with disabilities. It is estimated that our total ADA needs to accomplish this exceed \$50 million. This overall project with funding totaling \$25 million is expected to make progress in preserving and improving the ADA community's ability to travel on the Washington State Ferry System and is expected to be provided in \$5 million increments (state biennia) and will make complete projects that work toward addressing the total ADA needs. One of the initial steps will be for WSF to assess the ADA needs. The result of this assessment will be a list of prioritized deficiencies, including location specific details. This information will be used to generate projects to address the deficiencies within the available funding levels. Washington State Ferries has several projects that can be accomplished to address some deficiencies concurrent with the assessment. These deficiencies were identified from various sources such as complaints from our passengers, WSF Directors, WSF employees operating the ferry system and others. These projects include but are not limited to:
		\$1,311,467	2028	<ul style="list-style-type: none"> <li>•ADA-compliant electronic signage</li> <li>•Updated physical signage</li> <li>•Technologies to support Accessible Wayfinding</li> <li>•Detectable Warning Elements &amp; Pathfinding</li> <li>•Hearing Loop Systems</li> <li>•Improved ADA Accessible galley seating</li> <li>•Improved ADA Accessible waiting areas</li> <li>•Powered Wheelchairs and Charging Stations</li> <li>•Non-powered wheelchairs</li> <li>•Improvements at Ticketing booths</li> <li>•Curb Cuts</li> <li>•Benches along walkways</li> <li>•Tactile maps/markings.</li> </ul> <p>Projects will be deployed at terminals and on vessels within the Seattle-Tacoma-Everett UZA and consistent with the PSRC Project Selection Resource Map which identifies broad swaths of Persons with Disabilities above the regional average in locations served by WSF Terminals and routes including in King, Snohomish, Pierce and Kitsap counties. The Equity funds will be applied to this project in increments for new investments per the overall project budget.</p>
Subtotal		<b>\$2,622,934</b>		
<b>Equity Total</b>		<b>\$63,973,986</b>		





# Puget Sound Regional Council

## **ACTION ITEM**

June 25, 2024

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

**FROM:** Kelly McGourty, Director of Transportation Planning

**SUBJECT: Recommend Approval of the 2024 Annual Adjustment of PSRC's Federal Transit Administration (FTA) Funds**

In April, PSRC was notified of our region's final allocation of federal fiscal year (FFY) 2024 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 \$80.6 million available for distribution.

### Background

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.

PSRC originally distributed 2024 FTA funds to projects as part of the 2020 project selection process. At that time, the regional portion of funding was distributed via a regional competition and a preservation set-aside. As of 2023, regional funds are now distributed via an equity formula allocation; as such, any additional regional funds as part of the current adjustment process are distributed via the equity formula.

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.



## Recommendation

At the June 26 meeting, the TOC will be asked to provide a recommendation to the Transportation Policy Board on PSRC's 2024 FTA annual adjustments. Per board direction, as part of this recommendation the committee is asked to review the equity formula submittals for consistency with the purpose and intent of this funding, per the adopted criteria and project tracking policies.

The following attachments are provided:

- Attachment A provides information on PSRC's 2024 FTA annual adjustments process, including an itemization of funding adjustments within each UZA by agency and funding source, as well as by the distribution categories.
- Attachment B identifies the recommended funding adjustments to each agency and project.
- As part of the FFY 2024 adjustments process, Community Transit, Intercity Transit, Sound Transit and Washington State Ferries are requesting redistributions of their currently programmed 2024 earned share funding between projects. More detailed information about these requests can be found in Attachment C.
- Attachment D provides additional background information on how the projects proposed by the external transit agencies for the equity funding adjustments conform to the adopted policies.

PSRC staff reviewed all project submittals to affirm each project meets state, federal and regional eligibility requirements. For the equity formula project submittals, staff worked with each sponsor to confirm their projects meet the intent of the distribution policies. PSRC has also affirmed the projects submitted by the external transit agencies adhere to the adopted policies and confirmed the use of the funds will support service into the region.

For additional information, please contact Kelly McGourty at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org) or 206-971-3601.

### Attachments:

- A: PSRC 2024 FTA Annual Adjustments Process
- B: 2024 PSRC FTA Adjustments - Project Changes
- C: 2024 FTA Redistribution Requests
- D: 2024 Equity Formula Adjustments

# PSRC 2024 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 and the current [Project Tracking Policies for PSRC’s Federal Funds](#).

**IMPORTANT NOTE:** *The following tables have been updated to reflect the final 2024 Earned Share funding amounts for all agencies.*

**Table 1: PSRC FTA 5307, 5337 & 5339 Funding Apportionments for FFY 2024**

Table 1 shows the 2024 FTA full-year funding apportionments, published by the FTA on April 4, 2024. The UZAs received their 2024 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	\$5,459,479	\$3,482,647	\$138,430,271	<b>\$147,372,397</b>
5337 HIFG	\$506,413	\$0	\$86,450,529	<b>\$86,956,942</b>
5337 HIMB	\$0	\$0	\$29,254,307	<b>\$29,254,307</b>
5339	\$436,664	\$308,397	\$8,804,637	<b>\$9,549,698</b>
<b>Total</b>	<b>\$6,402,556</b>	<b>\$3,791,044</b>	<b>\$262,939,744</b>	<b>\$273,133,344</b>

**Table 2: Bremerton and Marysville UZAs – Overall Adjustments of FFY 2024 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 2024.

<b>Bremerton UZA</b>			
<b>Funding Source</b>	<b>Programmed</b>	<b>Final 2024 Amount</b>	<b>Adjustment</b>
5307	\$3,451,170	\$5,434,479	\$1,983,309
5307 - PSRC Work Program	\$25,000	\$25,000	\$0
5337 HIFG	\$276,029	\$506,413	\$230,384
5339	\$296,550	\$436,664	\$140,114
<b>Total</b>	<b>\$4,048,749</b>	<b>\$6,402,556</b>	<b>\$2,353,807</b>

<b>Marysville UZA</b>			
<b>Funding Source</b>	<b>Programmed</b>	<b>Final 2024 Amount</b>	<b>Adjustment</b>
5307	\$2,037,078	\$3,467,647	\$1,430,569
5307 - PSRC Work Program	\$15,000	\$15,000	\$0
5339	\$247,923	\$308,397	\$60,474
<b>Total</b>	<b>\$2,300,001</b>	<b>\$3,791,044</b>	<b>\$1,491,043</b>

The following five tables include information on PSRC’s FTA funds for the STE UZA based on the 2024 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 2024**

Table 3a identifies the currently programmed funds by source for each agency, their final earned share amounts, and any necessary adjustments. *NOTES: 1) These tables 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 work directly with these agencies to identify their final 2024 earnings by source. 2) Per adopted agency policy, external agencies do not receive STE UZA minimum floor adjustments.*

		Agency	Currently Programmed for 2024	Final 2024 Earned Share	Minimum Floor	Total Earned Share and Min. Floor for 2024	Adjustment
5307	Community Transit		\$6,293,931	\$7,663,407		\$7,663,407	\$1,369,476
	Everett Transit		\$1,270,898	\$1,047,061	\$224,619	\$1,271,680	\$782
	Intercity Transit		\$1,779,354	\$1,822,705		\$1,822,705	\$43,351
	King County Metro		\$36,626,936	\$44,670,594		\$44,670,594	\$8,043,658
	Kitsap Transit (STE UZA Earned Share only)		\$358,324	\$2,406,777		\$2,406,777	\$2,048,453
	Pierce County Ferry Operations		\$331,682	\$486,863	\$0	\$486,863	\$155,181
	Pierce Transit		\$5,107,546	\$6,953,273		\$6,953,273	\$1,845,727
	City of Seattle		\$781,948	\$302,827	\$339,138	\$641,965	(\$139,983)
	Skagit Transit		\$0	\$244,093		\$244,093	\$244,093
	Sound Transit		\$22,297,584	\$31,059,108		\$31,059,108	\$8,761,524
	Washington State Ferries		\$4,434,846	\$6,541,327		\$6,541,327	\$2,106,481
	<b>5307 Earned Share Subtotals</b>			<b>\$79,283,049</b>	<b>\$103,198,035</b>	<b>\$563,757</b>	<b>\$103,761,792</b>
5337 HIFG	King County Metro		\$25,673,709	\$39,578,202		\$39,578,202	\$13,904,493
	Kitsap Transit (STE UZA Earned Share only)		\$20,503	\$93,076		\$93,076	\$72,573
	Pierce County Ferry Operations		\$0	\$1,125,179		\$1,125,179	\$1,125,179
	City of Seattle		\$593,051	\$733,491		\$733,491	\$140,440
	Sound Transit		\$19,272,104	\$31,904,377		\$31,904,377	\$12,632,273
	Washington State Ferries		\$7,636,112	\$13,016,203		\$13,016,203	\$5,380,091
	<b>5337 HIFG Earned Share Subtotals</b>			<b>\$53,195,479</b>	<b>\$86,450,528</b>	<b>\$0</b>	<b>\$86,450,528</b>
5337 HIMB	Community Transit		\$2,284,408	\$4,803,905		\$4,803,905	\$2,519,497
	King County Metro		\$8,038,793	\$10,890,288		\$10,890,288	\$2,851,495
	Pierce Transit		\$79,548	\$399,902		\$399,902	\$320,354
	Sound Transit		\$8,105,425	\$13,160,210		\$13,160,210	\$5,054,785
	<b>5337 HIMB Earned Share Subtotals</b>			<b>\$18,508,174</b>	<b>\$29,254,305</b>	<b>\$0</b>	<b>\$29,254,305</b>
5339	Community Transit		\$869,171	\$759,533		\$759,533	(\$109,638)
	Everett Transit		\$104,102	\$103,776		\$103,776	(\$326)
	Intercity Transit		\$245,631	\$180,651		\$180,651	(\$64,980)
	King County Metro		\$3,819,168	\$3,244,392		\$3,244,392	(\$574,776)
	Kitsap Transit (STE UZA Earned Share only)		\$48,309	\$27,822		\$27,822	(\$20,487)
	Pierce Transit		\$705,322	\$689,150		\$689,150	(\$16,172)
	Skagit Transit		\$0	\$24,192		\$24,192	\$24,192
	Sound Transit		\$1,430,970	\$1,016,951		\$1,016,951	(\$414,019)
	<b>5339 Earned Share Subtotals</b>			<b>\$7,222,673</b>	<b>\$6,046,468</b>	<b>\$0</b>	<b>\$6,046,468</b>
<b>Earned Share Totals</b>			<b>\$158,209,375</b>	<b>\$224,949,336</b>	<b>\$563,757</b>	<b>\$225,513,093</b>	<b>\$67,303,718</b>

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

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

**Table 3b: Minimum Floor Calculation and Amount for FFY 2024**

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 FFY 2024 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 FFY 2024 earned share funds. Please note that FFY 2024 will be the last year for the minimum floor set-aside.

Minimum Floor Amount				
	5307	5337 (HIFG & HIMB)	5339	Total
STE Earned Share Funding	\$ 103,343,230	\$ 115,704,835	\$ 6,060,858	\$ 225,108,923
One Percent of Funding	\$ 1,033,432	\$ 1,157,048	\$ 60,609	\$ 2,251,089

Minimum Floor Amount by Agency						
Agency	Earned Share - Before Minimum Floor				Minimum Floor Amount*	Difference (Minimum Floor Adjustment)
	5307	5337	5339	Total		
Everett Transit	\$ 1,047,061	\$ -	\$ 103,776	\$ 1,150,837	\$ 1,375,456	\$ 224,619
City of Seattle	\$ 302,827	\$ 733,491	\$ -	\$ 1,036,318	\$ 1,375,456	\$ 339,138
Pierce County Ferry Operations**	\$ 486,863	\$ 1,125,179	\$ -	\$ 1,612,042	\$ 1,375,456	\$ -
				<b>Total</b>		<b>\$ 563,757</b>

\* 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 FFY2024.

**Table 3c: FTA Regional Funds and Net Adjustments for FFY 2024**

Per the recently updated FTA funding distribution methodology, any additional regional funds received for 2024 will be distributed using the Equity Formula. However, because the 2024 funds were originally distributed under the former methodology, a portion of these funds will first be used for projects that were awarded minimum floor set-aside, preservation set-aside and FTA regional competitive funds from the 2020 project selection process.

Table 3c identifies the amount of additional regional competitive funds remaining after funds are taken from the regional pot for the preservation set-aside, minimum floor adjustment and previously awarded regional competitive projects.

Regional Fund Source	Final 2024 Amounts	Previous Regional Competitive	Minimum Floor	Preservation Set-aside	5311 Agency Funds ^	Additional Regional for Equity
5307	\$33,877,040	(\$10,913,546)	(\$563,757)	(\$11,567,513)	\$159,584	\$10,991,809
5339	\$2,743,779					\$2,743,779
<b>Totals</b>	<b>\$36,620,819</b>					<b>\$13,735,587</b>

^ Please see FFY2024 Dissagregation Tool for further explanation of this funding amount.

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 2024**

Table 3d identifies the funds provided through PSRC’s FTA preservation set aside and the adjustments for 2024. 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 2024 and the amount that each will receive based on their share of the 2024 earned share funds.

	Agency	Preservation Funds Currently Programmed for 2024	Share by Agency	Total 2024 Earned Share Funds	Share by Agency	Total to be Received per 2024 Earned Share	Adjustment
Preservation	Community Transit	\$704,416	6.09%	\$13,226,845	6.01%	\$694,988	(\$9,428)
	Everett Transit	\$63,992	0.55%	\$1,150,837	0.52%	\$60,469	(\$3,523)
	King County Metro	\$5,529,357	47.80%	\$98,383,476	44.69%	\$5,169,439	(\$359,918)
	Pierce County Ferry Operations*	\$61,088	0.53%	\$1,612,042	0.73%	\$84,703	\$23,615
	Pierce Transit	\$439,346	3.80%	\$8,042,325	3.65%	\$422,574	(\$16,772)
	City of Seattle	\$58,763	0.51%	\$1,036,318	0.47%	\$54,452	(\$4,311)
	Sound Transit	\$3,810,528	32.94%	\$77,140,646	35.04%	\$4,053,261	\$242,733
	Washington State Ferries	\$900,023	7.78%	\$19,557,530	8.88%	\$1,027,626	\$127,603
	<b>Totals</b>	<b>\$11,567,513</b>	<b>100%</b>	<b>\$220,150,022</b>	<b>100%</b>	<b>\$11,567,513</b>	<b>(\$0)</b>

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

**Table 3e: Equity Formula Funds and Net Adjustments for FFY 2024**

As noted, the FFY 2024 funds were originally awarded to projects under the previous distribution methodology. Starting with the 2023 Annual Adjustments process, additional regional funds are distributed to projects using the Equity Formula. Because some regional funds were already awarded using the old methodology, the additional funds will first go to previously awarded projects, with the remaining funds then distributed using the Equity Formula.

Table 3e shows how the additional FFY 2024 regional funds will be distributed to qualifying agencies under the Equity Formula distribution. As shown on Table 3e, some FFY2024 funds were already programmed to projects using the Equity Formula as part of the 2023 Annual Adjustments process, so the funds going to each agency will first be adjusted by those currently programmed amounts.

	Currently Programmed for 2024	Equity Formula Share	Final 2024 Amounts	Adjustments
Community Transit	\$481,067	15.0%	\$2,060,338	\$1,579,271
Everett Transit	\$115,456	3.6%	\$494,481	\$379,025
King County Metro	\$1,382,264	43.1%	\$5,920,038	\$4,537,774
Pierce County Ferry System	\$0	0.3%	\$41,207	\$41,207
Pierce Transit	\$461,824	14.1%	\$1,936,718	\$1,474,894
City of Seattle	\$102,628	3.2%	\$439,539	\$336,911
Sound Transit	\$532,380	16.6%	\$2,280,107	\$1,747,727
Washington State Ferries	\$131,492	4.1%	\$563,159	\$431,667
<b>Totals</b>	<b>\$3,207,111</b>	<b>100%</b>	<b>\$13,735,587</b>	<b>\$10,528,476</b>

**Table 3f: STE UZA PSRC FTA Funds with Overall Adjustments for FFY 2024**

Table 3f provides an overview of all the funding changes needed for the STE UZA for PSRC's 5307, 5337, and 5339 FTA funds for FFY 2024.

<b>Seattle-Tacoma-Everett (STE) UZA</b>			
Funding Source	Programmed	Final 2024 Amount	Adjustment
<b>Earned Share</b> (including minimum floor, excluding 5311 agency amounts)			
5307 (earned share only)	\$80,326,366	\$103,761,793	\$23,435,427
5307 - PSRC Work Program	\$1,210,000	\$1,210,000	\$0
5337 HIFG	\$53,195,479	\$86,450,529	\$33,255,050
5337 HIMB	\$18,508,174	\$29,254,306	\$10,746,132
5339	\$7,222,673	\$6,046,468	(\$1,176,205)
Subtotal	\$160,462,692	\$226,723,096	\$66,260,404
<b>Preservation Set Aside</b>			
5307 (preservation set-aside only)	\$11,567,514	\$11,567,514	\$0
Subtotal	\$11,567,514	\$11,567,514	\$0
<b>Previous Regional Competitive Awards</b>			
5307 (regional competitive only)	\$10,913,546	\$10,913,546	\$0
Subtotal	\$10,913,546	\$10,913,546	\$0
<b>Remaining Regional Funds for Equity Formula Distribution</b> (including 5311 agency amounts, excluding minimum floor, preservation set-aside, regional competitive)			
5307 (equity formula only)	\$3,207,111	\$10,991,809	\$7,784,698
5339	\$0	\$2,743,779	\$2,743,779
Subtotal	\$3,207,111	\$13,735,587	\$10,528,476
<b>STE UZA Total</b>	<b>\$186,150,863</b>	<b>\$262,939,744</b>	<b>\$76,788,881</b>

**Table 4: PSRC FTA Funds with Overall Adjustments for FFY 2024**

Table 4 provides a summary of the final overall adjustment amounts for all fund sources for each UZA in FFY 2024. Slight differences between the funding amounts in the tables above and the published apportionments (Table 1) are due to rounding and will be corrected as part of agency project adjustments.

<b>Total FFY 2024 FTA Funds</b>			
	<b>Programmed</b>	<b>Final 2024 Amount</b>	<b>Adjustment</b>
Bremerton UZA	\$4,048,749	\$6,402,556	\$2,353,807
Marysville UZA	\$2,300,001	\$3,791,044	\$1,491,043
STE UZA	\$186,150,863	\$262,939,744	\$76,788,881
<b>Total FFY 2023 FTA funds</b>	<b>\$192,499,613</b>	<b>\$273,133,344</b>	<b>\$80,633,731</b>

**Table 5: 2024 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 2024 funding adjustments will be applied. PSRC will correspond individually with each jurisdiction regarding how the adjustments process will apply to its currently programmed projects.

<b>Bremerton UZA</b>				
<b>Project ID</b>	<b>Sponsor</b>	<b>Project</b>	<b>Source</b>	<b>Programmed</b>
KT-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
<b>Total</b>				<b>\$4,048,749</b>

<b>Marysville UZA</b>				
<b>Project ID</b>	<b>Sponsor</b>	<b>Project</b>	<b>Source</b>	<b>Programmed</b>
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
<b>Total</b>				<b>\$2,300,001</b>



Seattle-Tacoma-Everett UZA - Earned Share				
Project ID	Sponsor	Project	Source	Programmed
<b>5307 Funds</b>				
CT-71	Community Transit	Transit Revenue Vehicles 2023-2024	5307	\$6,293,931
ET-52	Everett Transit	2023-2024 Vehicle Preventive Maintenance	5307	\$1,270,898
IT-11	Intercity Transit	FY 2024 Replacement Fixed Route Coaches	5307	\$559,354
IT-12	Intercity Transit	FY 24 Capital Preventive Maintenance	5307	\$320,000
IT-13	Intercity Transit	FY 2024 Vanpool Vans	5307	\$900,000
MET-238	King County Metro	King County Metro Bus Acquisition 2023-2024	5307	\$8,059,424
MET-253	King County Metro	Vehicle, Equipment and Facilities Maintenance 2021-2024	5307	\$28,567,512
KT-67	Kitsap Transit	Bus and OTR Coach Purchase (23-24)	5307	\$358,324
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
PSRC-24	PSRC	Regional Transportation Planning and Programming, FY24-25	5307	\$1,210,000
SEA-238	City of Seattle	Monorail System Maintenance 2023-2024	5307	\$430,129
SEA-239	City of Seattle	Seattle Streetcar System Maintenance 2023-2024	5307	\$351,819
RTA-95	Sound Transit	Downtown Redmond Link Extension	5307	\$22,297,584
WSF-118	Washington State Ferries	Vessel Preservation and Improvement (2023- 2024)	5307	\$4,434,846
			<b>Subtotal</b>	<b>\$81,536,366</b>
<b>5337 HIFG Funds</b>				
MET-216	King County Metro	Atlantic Base Pavement Replacement	5337 HIFG	\$8,084,329
MET-243	King County Metro	Trolley System Transit Asset Management 2023-2024	5337 HIFG	\$3,261,942
MET-246	King County Metro	Vessel Maintenance 2023-2024	5337 HIFG	\$900,000
MET-259	King County Metro	Trolley Energy Storage System Replacement	5337 HIFG	\$1,665,000
MET-270	King County Metro	Atlantic Base Substation Replacement	5337 HIFG	\$6,957,438
MET-272	King County Metro	Pier 48 Gangway Replacement	5337 HIFG	\$4,805,000
KT-65	Kitsap Transit	Passenger Only Ferry Terminal Improvements (23-24)	5337 HIFG	\$20,503
SEA-238	City of 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
			<b>Subtotal</b>	<b>\$53,195,479</b>
<b>5337 HIMB Funds</b>				
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
			<b>Subtotal</b>	<b>\$18,508,174</b>
<b>5339 Funds</b>				
CT-71	Community Transit	Transit Revenue Vehicles 2023-2024	5339	\$869,171
ET-50	Everett Transit	2024 Electronic Signage (Passenger Amenities)	5339	\$104,102
IT-11	Intercity Transit	FY 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
			<b>Subtotal</b>	<b>\$7,222,673</b>
<b>Total STE UZA Earned Share</b>				<b>\$160,462,692</b>

Seattle-Tacoma-Everett UZA - Regional Competition				
Project ID	Sponsor	Project	Source	Programmed
KT-66	Kitsap Transit	POF Terminal Docking Facility on the Seattle Waterfront	5307	\$2,500,000
MET-241	King County Metro	South King County Corridor Speed and Reliability Improvements	5307	\$2,913,000
MET-255	King County Metro	Route 36 Speed and Reliability Corridor Improvements	5307	\$2,449,000
SEA-260	City of Seattle	Seattle Center Monorail Station Reconfiguration	5307	\$3,051,546
<b>Total</b>				<b>\$10,913,546</b>

Seattle-Tacoma-Everett UZA - Equity Formula Distribution				
Project ID	Sponsor	Project	Source	Programmed
CT-80	Community Transit	Zero Emissions Transit Revenue Vehicles 2023-2026	5307	\$481,067
ET-52	Everett Transit	2023-2024 Vehicle Preventive Maintenance	5307	\$115,456
MET-260	King County Metro	Rapid Ride I Line	5307	\$1,382,264
PT-180	Pierce Transit	Shuttle Revenue Vehicles 23 24	5307	\$461,824
SEA-271	City of Seattle	Aurora Avenue N Safety & Transit Access Improvements	5307	\$102,628
RTA-100	Sound Transit	I-405 Bus Rapid Transit	5307	\$532,380
WSF-124	Washington State Ferries	System-wide ADA Preservation and Improvements	5307	\$131,492
<b>Total</b>				<b>\$3,207,111</b>

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-48	Everett Transit	2024 Everett Station Preventive Maintenance	5307	\$63,992
MET-238	King County Metro	King County Metro Bus Acquisition 2023-2024	5307	\$5,529,358
PT-175	Pierce Transit	Clean Fuels Bus Replacement Expansion 2023-24	5307	\$500,434
SEA-239	City of 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
<b>Total</b>				<b>\$11,567,514</b>

**Total STE UZA \$186,150,863**

**Grand Total 2024 FTA Funds Programmed \$192,499,613**

## ATTACHMENT B: 2024 PSRC FTA Adjustments - Project Changes

Bremerton UZA							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Kitsap Transit	KT-62	SR 16 Park & Ride	5307	\$ 3,451,170	\$ 1,983,309	\$ -	\$ 5,434,479
			5339	\$ 296,550	\$ 140,114	\$ -	\$ 436,664
	KT-65	Passenger Only Ferry Terminal Improvements (23-24)	5337	\$ 276,029	\$ 230,384	\$ -	\$ 506,413
			<b>Total</b>	<b>\$ 4,023,749</b>	<b>\$ 2,353,807</b>	<b>\$ -</b>	<b>\$ 6,377,556</b>
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-76	Preventive Maintenance 2023-2024	5307	\$ -	\$ 1,430,569	\$ -	\$ 1,430,569
	CT-77	Facilities Rehab, Renovation & Maint	5339	\$ -	\$ 60,474	\$ 247,923	\$ 308,397
			<b>Total</b>	<b>\$ 2,285,001</b>	<b>\$ 1,491,043</b>	<b>\$ -</b>	<b>\$ 3,776,044</b>
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	\$ -	\$ (6,293,931)	\$ -
			5337 HIMB	\$ 2,284,408	\$ -	\$ (2,284,408)	\$ -
			5339	\$ 869,171	\$ (109,638)	\$ (759,533)	\$ -
	CT-77	Facilities Rehabilitation, Renovation & Maintenance	5307	\$ -	\$ 1,369,476	\$ 6,293,931	\$ 7,663,407
			5337 HIMB	\$ -	\$ 2,519,497	\$ 2,284,408	\$ 4,803,905
			5339	\$ -	\$ -	\$ 759,533	\$ 759,533
			<b>Community Transit Totals</b>	<b>\$ 9,447,510</b>	<b>\$ 3,779,335</b>	<b>\$ -</b>	<b>\$ 13,226,845</b>
Everett Transit	ET-50	2024 Electronic Signage (Passenger Amenities)	5339	\$ 104,102	\$ (326)	\$ -	\$ 103,776
	ET-52	2023-2024 Vehicle Preventive Maintenance	5307	\$ 1,270,898	\$ -	\$ -	\$ 1,270,898
	ET-48	2024 Everett Station Preventive Maintenance	5307	\$ -	\$ 782	\$ -	\$ 782
			<b>Everett Transit Totals</b>	<b>\$ 1,375,000</b>	<b>\$ 456</b>	<b>\$ -</b>	<b>\$ 1,374,674</b>
Intercity Transit	IT-6	Pattison MOA Base Rehabilitation and Expansion	5307	\$ 1,779,354	\$ 43,351	\$ 1,779,354	\$ 3,602,059
			5339	\$ 245,631	\$ (64,980)	\$ 245,631	\$ 426,282
	IT-11	FY 2024 Replacement Fixed Route Coaches	5307	\$ 559,354	\$ -	\$ (559,354)	\$ -
			5339	\$ 245,631	\$ -	\$ (245,631)	\$ -
	IT-13	FY 2024 Vanpool Vans	5307	\$ 900,000	\$ -	\$ (900,000)	\$ -
			<b>Intercity Transit Totals</b>	<b>\$ 4,049,970</b>	<b>\$ (21,629)</b>	<b>\$ -</b>	<b>\$ 4,028,341</b>

King County Metro	MET-238	King County Metro Bus Acquisition 2023-2024	5307	\$ 8,059,424	\$ 8,043,658	\$ -	\$ 16,103,082
			5337 HIMB	\$ 8,038,793	\$ 2,851,495	\$ -	\$ 10,890,288
			5339	\$ 3,819,168	\$ (574,776)	\$ -	\$ 3,244,392
	MET-253	Vehicle, Equipment and Facilities Maintenance 2021-2024	5307	\$ 28,567,512	\$ -	\$ -	\$ 28,567,512
	MET-216	Atlantic Base Pavement Replacement	5337 HIFG	\$ 8,084,329	\$ -	\$ -	\$ 8,084,329
	MET-243	Trolley System Transit Asset Management 2023-2024	5337 HIFG	\$ 3,261,942	\$ -	\$ -	\$ 3,261,942
	MET-246	Vessel Maintenance 2023-2024	5337 HIFG	\$ 900,000	\$ -	\$ -	\$ 900,000
	MET-259	Trolley Energy Storage System Replacement	5337 HIFG	\$ 1,665,000	\$ -	\$ -	\$ 1,665,000
	MET-270	Atlantic Base Substation Replacement	5337 HIFG	\$ 6,957,438	\$ -	\$ -	\$ 6,957,438
MET-272	Pier 48 Gangway Replacement	5337 HIFG	\$ 4,805,000	\$ -	\$ -	\$ 4,805,000	
tbd	tbd	5337 HIFG	\$ -	\$ 13,904,493	\$ -	\$ 13,904,493	
<b>King County Metro Totals</b>				<b>\$ 74,158,606</b>	<b>\$ 24,224,870</b>	<b>\$ -</b>	<b>\$ 98,383,476</b>
Kitsap Transit	KT-62	SR 16 Park & Ride	5307	\$ 358,324	\$ 2,048,453	\$ -	\$ 2,406,777
	KT-65	Passenger Only Ferry Terminal Improvements (23-24)	5337 HIFG	\$ 20,503	\$ 72,573	\$ -	\$ 93,076
	KT-67	Bus and OTR Coach Purchase (23-24)	5339	\$ 48,309	\$ (20,487)	\$ -	\$ 27,822
<b>Kitsap Transit Totals</b>				<b>\$ 427,136</b>	<b>\$ 2,100,539</b>	<b>\$ -</b>	<b>\$ 2,527,675</b>
Pierce Transit	PT-174	ADA Service 2023-24	5307	\$ 698,298	\$ -	\$ -	\$ 698,298
			5307	\$ 5,784,247	\$ 3,126,087	\$ -	\$ 8,910,334
	PT-175	Clean Fuels Bus Replacement Expansion 2023-24	5337 HIMB	\$ 79,548	\$ 320,354	\$ -	\$ 399,902
			5339	\$ 705,322	\$ (16,172)	\$ -	\$ 689,150
<b>Pierce Transit Totals</b>				<b>\$ 7,267,415</b>	<b>\$ 3,430,269</b>	<b>\$ -</b>	<b>\$ 10,697,684</b>
City of Seattle	SEA-238	Monorail System Maintenance 2023-2024	5307	\$ 430,129	\$ (139,983)	\$ -	\$ 8,910,334
			5337 HIFG	\$ 593,051	\$ 140,440	\$ -	\$ 399,902
	SEA-239	Seattle Streetcar System Maintenance 2023-2024	5307	\$ 351,819	\$ -	\$ -	\$ 689,150
<b>City of Seattle Totals</b>				<b>\$ 1,374,999</b>	<b>\$ 457</b>	<b>\$ -</b>	<b>\$ 9,999,386</b>
Skagit Transit	SKA-4	Skagit Transit Maintenance Operations and Administration Facility	5307	\$ -	\$ 244,093	\$ -	\$ 244,093
			5339	\$ -	\$ 24,192	\$ -	\$ 24,192
<b>Skagit Transit Totals</b>				<b>\$ -</b>	<b>\$ 268,285</b>	<b>\$ -</b>	<b>\$ 268,285</b>
Sound Transit	RTA-95	Downtown Redmond Link Extension	5307	\$ 22,297,584	\$ 8,498,181	\$ -	\$ 30,795,765
			5337 HIMB	\$ 8,105,425	\$ 5,054,785	\$ -	\$ 13,160,210
	RTA-106	Regional Express Bus Program	5339	\$ 1,430,970	\$ (414,019)	\$ -	\$ 1,016,951
	RTA-107	Souder and Link State of Good Repair	5337 HIFG	\$ 19,272,104	\$ 12,632,273	\$ -	\$ 31,904,377
	RTA-114	At-Grade Safety Enhancements	5307	\$ -	\$ 263,343	\$ -	\$ 263,343
<b>Sound Transit Totals</b>				<b>\$ 51,106,083</b>	<b>\$ 26,034,563</b>	<b>\$ -</b>	<b>\$ 77,140,646</b>
Washington State Ferries	WSF-118	System-wide Vessel Preservation & Improvement (23-24)	5307	\$ 4,434,846	\$ -	\$ (2,742,945)	\$ 1,691,901
			5337	\$ 7,636,112	\$ 6,505,269	\$ -	\$ 14,141,381
	WSF-124	System-wide ADA Preservation & Improvement	5307	\$ -	\$ 981,302	\$ 2,742,945	\$ 3,724,247
<b>Washington State Ferries Totals</b>				<b>\$ 12,070,958</b>	<b>\$ 7,486,571</b>	<b>\$ -</b>	<b>\$ 19,557,529</b>

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	\$ (9,428)	\$ (694,988)	\$ -
	CT-77	Facilities Rehab, Renovation & Maint	5307	\$ -	\$ -	\$ 694,988	\$ 694,988
Everett Transit	ET-48	2024 Everett Station Preventive Maint.	5307	\$ 63,992	\$ -	\$ -	\$ 63,992
	ET-52	2023-2024 Vehicle Preventive Maintenance	5307	\$ -	\$ (3,523)		\$ (3,523)
King County	MET-253	Vehicle, Equipment and Facilities Maintenance 2021-2024	5307	\$ 5,529,358	\$ (359,918)	\$ -	\$ 5,169,440
Pierce Transit	PT-175	Clean Fuels Bus Replacement Expansion 2023-2024	5307	\$ 500,434	\$ 6,843	\$ -	\$ 507,277
City of Seattle	SEA-239	Seattle Streetcar System Maintenance 2023-2024	5307	\$ 58,763	\$ (4,311)	\$ -	\$ 54,452
Sound Transit	RTA-106	Regional Express Bus Program (2023-2024)	5307	\$ 3,810,528	\$ -	\$ (3,810,528)	\$ -
	RTA-107	Souder and Link State of Good Repair	5307	\$ -	\$ 242,733	\$ 3,810,528	\$ 4,053,261
Washington State Ferries	WSF-118	Vessel Preservation & Improvement (23-24)	5307	\$ 900,023	\$ 127,603	\$ -	\$ 1,027,626
<b>Total</b>				<b>\$ 11,567,514</b>	<b>\$ (1)</b>	<b>\$ -</b>	<b>\$ 11,567,513</b>

Seattle-Tacoma-Everett - Equity Formula Distribution							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-80	Zero Emissions Transit Revenue Vehicles 2023-2026	5307	\$ 481,067	\$ 1,579,271	\$ -	\$ 2,060,338
Everett Transit	ET-52	2023-2024 Vehicle Preventive Maintenance	5307	\$ 115,456	\$ 379,025	\$ -	\$ 494,481
King County	MET-260	Rapid Ride I Line	5307	\$ 1,382,264	\$ -	\$ -	\$ 1,382,264
	MET-238	King County Metro Bus Acquisition 2023-2024	5307	\$ -	\$ 4,537,774	\$ -	\$ 4,537,774
Pierce Transit	PT-180	Shuttle Revenue Vehicles 2023-2024	5307	\$ 461,824	\$ 1,516,101	\$ -	\$ 1,977,925
City of Seattle	SEA-271	Aurora Avenue N Safety & Transit Access Improvements	5307	\$ 102,628	\$ -	\$ -	\$ 102,628
	SEA-200	Madison Corridor Bus Rapid Transit	5307	\$ -	\$ 336,911		\$ 336,911
Sound Transit	RTA-100	I-405 Bus Rapid Transit	5307	\$ 532,280	\$ 0	\$ -	\$ 532,280
	RTA-114	At-Grade Safety Enhancements	5307	\$ -	\$ 1,747,727	\$ -	\$ 1,747,727
Washington State Ferries	WSF-124	Systemwide ADA Preservation and Improvements	5307	\$ 131,492	\$ 431,667		\$ 563,159
<b>Total</b>				<b>\$ 3,207,011</b>	<b>\$ 10,528,476</b>	<b>\$ -</b>	<b>\$ 13,735,487</b>

**STE UZA Totals \$ 176,052,202 \$ 77,832,191 \$ - \$ 262,507,541**

## **ATTACHMENT C: 2024 FTA REDISTRIBUTION REQUESTS**

### **COMMUNITY TRANSIT**

Community Transit requests to redistribute funds from its “Transit Revenue Vehicles 2023-2024” project to its “Facilities, Rehabilitation, Renovation and Maintenance” project.

Since April 2020 when the FY24 funding estimates were programmed, CT’s bus order plans have changed due to both pandemic related service reductions and their response to an increased state and regional emphasis on converting to zero emissions vehicles. This transfer of funds is needed to support the facility improvements necessary to operate zero emissions vehicles. The facility project will begin in 2024 and can utilize the FY24 funding efficiently. All of the bus order funding will now come from the new TIP project # CT-80 for Zero Emissions vehicle purchases. This project includes mostly FY25-26 funding that will be better timed for these orders.

### **INTERCITY TRANSIT**

Intercity Transit requests to redistribute funds from its “Replacement Fixed Route Coaches,” “Capital Preventive Maintenance” and “Vanpool Vans” projects to the Pattison MOA Base Rehabilitation and Expansion project.

The three donor projects were identified in 2018 and represented the first time IT had been asked to program future projects as an External Earned Share agency. These were initially placeholder “bucket” projects and were anticipated for future adjustment. These “bucket” projects will continue but have been updated to reflect the FY 24 redistribution request over the original 2021 -2022 period. Following the initial future project allocation in 2018, IT received additional FTA competitive awards allowing all phases of the Pattison Base Project to advance. Pattison Base is a high priority project and cost increases have continued to impact the estimated cost. With this adjustment, PSRC's total participation will be at approximately 22% of the total project

### **SOUND TRANSIT**

Sound Transit requests to redistribute funds from its “Regional Express Bus Program (2023-2024)” project to its “Sounder and Link State of Good Repair (2023-2024)” project.

The Regional Express Bus Program project is delayed and ST will backfill local funds to maintain the scope. The Sounder and Link State of Good Repair project is able to use the FY2024 funds more quickly.

## WASHINGTON STATE FERRIES

Washington State Ferries requests to redistribute funds from its “Systemwide Vessel Preservation and Improvement” project to its “Systemwide ADA Preservation and Improvement” project.

There is an overall increase of funding to the Systemwide Vessel Preservation and Improvement project from 5339, but a redistribution of 5307 funding to the Systemwide ADA Preservation and Improvement project. The impact to the preservation project budget is minimal, and the ADA project is a priority for WSF.

**ATTACHMENT D: 2024 EQUITY FORMULA ADJUSTMENTS**

Agency	Project Title	Amount	Response
Community Transit	Zero Emissions Transit Revenue Vehicles 2023-2026	\$1,579,271	Additional funds to existing project: The additional funding will add one additional bus to the project for use on Swift BRT Gold Line expansion service benefiting Equity Focus Areas & Populations. The new total for the Equity funds portion of CT-80 will be increased from 9 to 10 buses total. The Swift BRT Gold Line will be Community Transit's first Swift BRT Line to exclusively use zero emissions buses. Adding an additional bus to the service mix will help to increase overall efficiency and reliability for Gold Line service and help us to reduce late or dropped service due to range and charging issues.
Everett Transit	2023-2024 Vehicle Preventive Maintenance	\$379,025	Modest amount of additional funds to an existing project already approved for Equity funding - consistent with adopted policies.
King County Metro	King County Metro Bus Acquisition 2023-2024	\$4,537,774	Additional funds to existing project, but new to Equity funds: The additional Equity funding will be used to assist in acquiring electric buses that will operate out of Metro's South Base Campus to replace diesel hybrid buses. The buses that will be acquired with this funding will allow Metro to provide reliable and safe service to the identified equity focus populations located in South King County. Metro's South Base Campus will have the first bases capable of supporting the battery electric buses operations. The Equity funding will help Metro replace these buses that have reached the end of their useful life and for which maintenance parts are becoming more difficult to acquire. Lack of needed maintenance parts has led to buses being held out of service reducing reliability on the routes operated out of our South Campus Base. The 26 routes that operate out of the South Campus Bases provide services to some of the highest populations of equity focus areas in King County. The use of these funds will allow Metro to maintain reliable and safe transit services to the identified equity focus populations which will allow them to access jobs and services.
Pierce Transit	Shuttle Revenue Vehicles 2023-2024	\$1,516,101	Additional funds to existing project: The Equity funds are needed as currently there are no other identified funds that will be used for the shuttle vehicle replacements. If Pierce Transit moves other resources to cover the cost of this project, other projects will also experience significant delays due to being underfunded. If Pierce Transit would not perform its ADA services optimally with new shuttle vehicles, then Pierce Transit will experience a loss in income from its ridership.
Seattle	Madison Corridor Bus Rapid Transit	\$336,911	Modest amount of additional funds to an existing project, but new to Equity funds: The project serves all six EFA populations at a higher level than the regional average. The project will provide direct, faster and more frequent high-capacity service to jobs and services.
Sound Transit	At-Grade Safety Enhancements	\$1,747,727	New equity project: This project will provide safety improvements for existing at-grade stations and pedestrian crossings in the Rainier Valley and SODO sections of the Link 1 Line alignment. All 6 EFA populations are above the regional average along this corridor.
Washington State Ferries	Systemwide ADA Preservation and Improvements	\$431,667	Modest amount of additional funds to an existing project already approved for Equity funding - consistent with adopted policies.



## **INFORMATION ITEM: UPDATE OF THE TRANSIT OPERATORS COMMITTEE (TOC) OPERATING PROCEDURES**

**BACKGROUND:** The TOC reviewed updates to its operating procedures at its March and April committee meetings. Feedback provided at the March meeting was incorporated into an updated draft that was presented at the April 24, 2024 TOC meeting.

At the April 24<sup>th</sup> meeting, TOC members asked a couple of questions about finalizing the operating procedures document and addressing meeting summary approval. Staff committed to providing a follow-up at the next meeting. In addition, it was noted that the Special Needs Transportation Committee, currently a subcommittee of TOC, will be retained as a standing subcommittee.

This summary provides follow-ups on these topics.

### **Updates to TOC Operating Procedures and Replies to Committee Member Inquiries**

1. **Standing Subcommittee:** The April 24, 2024 TOC Operating Procedures have been updated to account for the Special Needs Transportation Committee (SNTC), with reference to this standing subcommittee under “Membership and Membership Responsibilities” section, and under “Subcommittees” section of the Operating Procedures. Please note: The SNTC operating procedures are under review and likely to be finalized at the July meeting of that committee. If the name of the committee changes, staff will update that name in the TOC Operating Procedures.
2. **Inquiry related to committee action on operating procedures:** At the April 24<sup>th</sup> meeting, TOC members asked about the process for approving committee operating procedures updates. PSRC staff revisited this question and determined that under circumstances where there are substantive updates to membership of the TOC (or other committees that are being retained), then PSRC would ask the committee should take an action, whether that be coming to consensus or a formal vote. Since this update to the TOC operating procedures did not make any substantive changes to membership on TOC, PSRC is considering the changes as complete. The operating procedures have been updated on the [TOC web page](#).
3. **Meeting Summary actions:** At the April 24<sup>th</sup> meeting, TOC members also asked if meeting summaries need to be approved by formal vote. Each committee can decide upon how it addresses meeting summaries. PSRC staff will work with TOC leadership to identify a path forward for ensuring accurate summaries of past meetings are finalized.

The [TOC webpage](#) has been updated to include the revised name and the [operating procedures link](#), as described above. Please review the operating procedures at your earliest convenience.

**Contact:** For questions about the TOC operating procedures, please contact Gil Cerise at [gcerise@psrc.org](mailto:gcerise@psrc.org) or (206) 971-3053.