

Transit Operators Committee Recommendation - 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		\$9,596,098		
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		\$2,303,064		
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		\$27,572,786		
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. 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.
		\$4,606,127	2028	
Subtotal		\$9,212,254		
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. 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.
		\$1,023,584	2028	
Subtotal		\$2,047,168		

Sponsor	Project Title	Amount Requested	Year	Description
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		\$10,619,682		
Washington State Ferries	System-wide ADA Preservation and Improvements (2027-28)	\$1,311,467	2027	<p>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:</p> <ul style="list-style-type: none"> •ADA-compliant electronic signage •Updated physical signage •Technologies to support Accessible Wayfinding •Detectable Warning Elements & Pathfinding •Hearing Loop Systems •Improved ADA Accessible galley seating •Improved ADA Accessible waiting areas •Powered Wheelchairs and Charging Stations •Non-powered wheelchairs •Improvements at Ticketing booths •Curb Cuts •Benches along walkways •Tactile maps/markings. <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>
		\$1,311,467	2028	
Subtotal		\$2,622,934		
Equity Total		\$63,973,986		