Central Puget Sound Region Transit Landscape

Agencies provide mobility to a variety of geographic areas:

- Countywide (2)
- Urban portions of counties and corridors (2)
- Citywide (1)
- Regional transit overlaying urban parts of multiple counties (1)
### Key Regional Transit Characteristics (2018)

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Sound Transit</td>
<td>3,106,000</td>
<td>$2.22 billion</td>
</tr>
<tr>
<td>King County Metro</td>
<td>2,149,970</td>
<td>$1.20 billion</td>
</tr>
<tr>
<td>Community Transit</td>
<td>789,241</td>
<td>$229 million</td>
</tr>
<tr>
<td>Pierce Transit</td>
<td>561,771</td>
<td>$181 million</td>
</tr>
<tr>
<td>Kitsap Transit</td>
<td>254,183</td>
<td>$78 million</td>
</tr>
<tr>
<td>Everett Transit</td>
<td>110,079</td>
<td>$28 million</td>
</tr>
<tr>
<td><strong>Regional Total</strong></td>
<td><strong>--</strong></td>
<td><strong>$3.94 billion</strong></td>
</tr>
</tbody>
</table>

Data Source: 2018 Transit Agency Profiles and 2018 Annual Database Revenue Sources, National Transit Database.
Service Typology | Definition
--- | ---
Frequent | Frequent service meeting minimum of 10-15 minutes headways throughout the day
Express | Faster transit trips, often during peak hours, with wider stop spacing
Local | Service providing coverage to areas not otherwise served by Frequent or supplementing Express service.
Flexible (see following slides) | Variety of services that address mobility needs of people through a pre-arranged trip appointments. Includes vanpools, demand response service, and variety of first-/last-mile services.
Transit Network Ridership by Regional Service Typology

Ridership for sample routes in each typology

King County Metro Average Ridership, 2018 Fall
- Frequent, 73%
- Express, 8%
- Local, 18%
- Flexible, 1%

Community Transit Average Ridership, 2017 October
- Frequent (Swift), 80%
- Local, 12%
- Express, 8%
- King County Metro Average Ridership, 2018 Fall
- Frequent, 80%
- Express, 8%
- Local, 12%
- King County Metro Average Ridership, 2018 Fall
- Frequent, 80%
- Express, 8%
- Local, 12%
- Flexible, 1%
Flexible Service

King County

Kingston Ride Fast Ferry Commuter

Purdy Connection

Kitsap County
Flexible Service (continued)
Revenue Sources for Central Puget Sound Transit

- **Sales Tax**
  Rates vary by geography

- **Farebox Revenue**
  Includes all modes

- **Federal Sources**
  FTA Programs
  Other DOT Grants

- **Motor Vehicle Excise Tax (MVET)**
  Sound Transit is only recipient

- **Other Local Sources**
  Property Taxes
  Other

- **Other Directly Generated Revenue**
  Park & Ride Revenue
  Advertising
  Sale/Disposal of Assets

- **State Sources**
  Regional Mobility Grants
  Other State Transportation Funds

**Total Capital & Operating Revenues:** $3.94 billion

- **Sales Tax, 58%**
- **Farebox, 10%**
- **MVET, 8%**
- **Other Directly Generated, 5%**
- **Other Local, 6%**
- **State, 3%**

Data Source: 2018 Annual Database Revenue Sources, National Transit Database.
Regional Revenue Before & After I-695

1999
Total Capital & Operating Revenues: $1.17 billion

Prior to I-695:

• **Sales Tax was 42% of Total Revenues**
• **MVET was 16% of Total Revenues**

2018
Total Capital & Operating Revenues: $3.94 billion

Peer Transit Agency Revenue Sources

**Portland, OR**
- **Farebox**: 19%
- **Federal**: 20%
- **State**: 1%
- **Other Directly Generated**: 4%
- **Other Local**: 56%

**Chicago, IL**
- **Farebox**: 32%
- **Other Local**: 9%
- **Other Directly Generated**: 3%
- **Federal**: 15%
- **State**: 17%

**San Francisco, CA**
- **Farebox**: 39%
- **Other Local**: 12%
- **Other Directly Generated**: 8%
- **Federal**: 9%
- **State**: 8%

| Data Source: 2018 Annual Database Revenue Sources, National Transit Database. |

<table>
<thead>
<tr>
<th><strong>TOTAL REVENUE</strong></th>
<th><strong>RIDERSHIP</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Portland, OR</strong></td>
<td>$639,893,392</td>
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<tr>
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<td>97,033,281</td>
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<tr>
<td><strong>Chicago, IL</strong></td>
<td>$1,861,180,779</td>
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<td>468,067,963</td>
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<tr>
<td><strong>San Francisco, CA</strong></td>
<td>$1,224,267,111</td>
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<tr>
<td></td>
<td>129,044,343</td>
</tr>
</tbody>
</table>
**MODES**
- Commuter Bus
- Commuter Rail
- Light Rail
- Streetcar (Tacoma Link)

**REVENUE HOURS**
994,177

**RIDERSHIP**
48,188,694

**SALES TAX RATE**
1.4%

**FUNDING BY SOURCE**
Total Capital & Operating Revenues: $2.22 billion

- **Sales Tax, 60%**
- **MVET, 15%**
- **Federal, 8%**
- **State, 4%**
- **Farebox, 4%**
- **Other Directly Generated, 2%**
- **Other Local, 7%**

Data Source: 2018 Transit Agency Profiles and 2018 Annual Database Revenue Sources, National Transit Database.
<table>
<thead>
<tr>
<th>MODES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus (Fixed Route &amp; Deviated)</td>
</tr>
<tr>
<td>Trolleybus</td>
</tr>
<tr>
<td>Streetcar</td>
</tr>
<tr>
<td>Demand Response</td>
</tr>
<tr>
<td>Demand Response Taxi</td>
</tr>
<tr>
<td>Vanpooling</td>
</tr>
<tr>
<td>Ferryboat (Passenger Only)</td>
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<table>
<thead>
<tr>
<th>REVENUE HOURS</th>
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<td>4,929,459</td>
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<td>129,054,197</td>
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<table>
<thead>
<tr>
<th>SALES TAX RATE</th>
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<tr>
<td>0.9%</td>
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</table>

<table>
<thead>
<tr>
<th>FUNDING BY SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Capital &amp; Operating Revenues: $1.20 billion</td>
</tr>
</tbody>
</table>

- Farebox, 20%
- Federal, 13%
- Sales Tax, 51%
- State, 2%
- Other Directly Generated, 7%
- Other Local, 7%

Data Source: 2018 Transit Agency Profiles and 2018 Annual Database Revenue Sources, National Transit Database.
<table>
<thead>
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<tbody>
<tr>
<td>Bus (Fixed Route)</td>
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<tr>
<td>Commuter Bus</td>
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<td>Demand Response</td>
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<tr>
<td>Vanpooling</td>
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<table>
<thead>
<tr>
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<td>758,520</td>
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<table>
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<td>10,647,554</td>
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<td>1.2%</td>
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<th>FUNDING BY SOURCE</th>
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<tbody>
<tr>
<td>Total Capital &amp; Operating Revenues: $229 million</td>
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</tbody>
</table>

- Sales Tax, 63%
- Farebox, 14%
- Federal, 12%
- Other Directly Generated, 6%
- State, 5%
- Total Capital & Operating Revenues: $229 million

Data Source: 2018 Transit Agency Profiles and 2018 Annual Database Revenue Sources, National Transit Database.
<table>
<thead>
<tr>
<th>MODES</th>
<th>Bus (Fixed Route)</th>
<th>Demand Response</th>
<th>Vanpooling</th>
</tr>
</thead>
<tbody>
<tr>
<td>REVENUE HOURS</td>
<td>738,916</td>
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<tr>
<td>RIDERSHIP</td>
<td>9,737,856</td>
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<tr>
<td>SALES TAX RATE</td>
<td>0.6%</td>
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</tr>
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</table>

<table>
<thead>
<tr>
<th>FUNDING BY SOURCE</th>
<th>Total Capital &amp; Operating Revenues: $181 million</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Sales Tax, 48%</td>
</tr>
<tr>
<td></td>
<td>Other Directly Generated, 29%</td>
</tr>
<tr>
<td></td>
<td>Farebox, 13%</td>
</tr>
<tr>
<td></td>
<td>Other Local, 1%</td>
</tr>
<tr>
<td></td>
<td>Federal, 7%</td>
</tr>
<tr>
<td></td>
<td>State, 2%</td>
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Data Source: 2018 Transit Agency Profiles and 2018 Annual Database Revenue Sources, National Transit Database.
<table>
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<td>Ferryboat (Passenger Only)</td>
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<table>
<thead>
<tr>
<th><strong>REVENUE HOURS</strong></th>
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<tbody>
<tr>
<td>256,815</td>
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<table>
<thead>
<tr>
<th><strong>RIDERSHIP</strong></th>
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<tbody>
<tr>
<td>3,828,754</td>
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<tr>
<th><strong>SALES TAX RATE</strong></th>
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</thead>
<tbody>
<tr>
<td>0.8%</td>
</tr>
</tbody>
</table>

**FUNDING BY SOURCE**

Total Capital & Operating Revenues: $78 million

- **Sales Tax, 74%**
- **Other Directly Generated, 2%**
- **State, 7%**
- **Federal, 8%**
- **Farebox, 9%**

Data Source: 2018 Transit Agency Profiles and 2018 Annual Database Revenue Sources, National Transit Database.
### Modes
- Bus (Fixed Route)
- Demand Response

### Revenue Hours
155,921

### Ridership
1,929,323

### Sales Tax Rate
0.6%

### Funding by Source
Total Capital & Operating Revenues: $28 million

- Sales Tax, 67%
- Federal, 19%
- State, 4%
- Other Directly Generated, 5%
- Farebox, 5%

Data Source: 2018 Transit Agency Profiles and 2018 Annual Database Revenue Sources, National Transit Database.
Federal Funding Sources for Transit

FTA funds managed by PSRC:

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

Additional federal transit funding:

- FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
- FTA 5311 Formula Grants for Rural Areas & Tribal Transit Formula Grants
- FTA discretionary programs, including Capital Investment Grants
- FHWA CMAQ and STBG
- US DOT discretionary programs, including BUILD Grants
Eligible Uses for FTA Funds Managed by PSRC

5307 Urbanized Area

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

5337 State of Good Repair

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

5339 Bus and Bus Facilities

• Replace, rehabilitate and purchase buses, vans, and related equipment
• Construct bus-related facilities
FTA Funding Operating Expense Eligibility

• 5307 Urbanized Area funding can be used for operating assistance in small UZAs (less than 200,000 population)

• Since the passage of MAP-21 in 2012, agencies in large UZAs can use 5307 funding for operations if they operate 100 or fewer buses, with limits on the share of the total apportionment (50-75%).

• 5307 and other FTA funding sources can be used for other specified operating expenses:
  • Services for seniors and persons with disabilities
  • Commute trips for low-income users
  • Services in rural areas and Indian Reservations
  • Expenses following emergencies or major disasters
FTA Funding Overview

**Project Selection**
- PSRC programs projects into TIP using funding estimates.

**FTA Apportionments**
- FTA releases actual funding amounts by program for UZAs.

**Adjustments Process**
- Agencies revise programmed projects based on actual funding.
How FTA Funds Come into the Region (STE UZA)

Transit Agency Operating & Service Data
FTA uses transit data as self-reported in the National Transit Database (NTD)

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

- Earned Share Distribution
- Regional Competition
- Set-Asides
PSRC Funding Distribution Process

FTA Funds for PSRC to Distribute

- Marysville UZA
- Seattle-Tacoma-Everett UZA
- Bremerton UZA

Regional
- Preservation Set-Aside
- Regional Competition
- Earned Share

External Transit
# Formula Components of FTA Grants

## 5307 Urbanized Area:
- Population
- Population Density
- Low-Income Population
- 5340 Growing States Earning
- Non-fixed Guideway VRMs
- Non-fixed Guideway Incentive
- Fixed Guideway VRMs
- Fixed Guideway DRMs
- Fixed Guideway Incentive

## 5339 Bus and Bus Facilities:
- Population
- Population Density
- Non-fixed Guideway VRMs
- Non-fixed Guideway Incentive

## 5337 HIMB:
- HIMB VRMs
- HIMB DRMs

## 5337 HIFG:
- HIFG VRMs
- HIFG DRMs
- 2011 Earnings Proportion
FFY2020 FTA Funding by Project Type

- Preventive Maintenance, 39%
- Vehicle/Equipment Purchases, 40%
- Service/Facility Expansion, 19%
- Administration, 1%
- Operations, 1%
Thank you.

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