Transit in Washington State

Ridership
Service
Funding

Washington State Transportation Commission
July 20, 2022

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Executive Director
Washington State Transit Association
**Mission:** WSTA advances the value of public transit through public education and outreach, advocacy of positive and effective public policy and fostering the collaboration and professional development of public transit employees.

- Formed in 1981
- 31 Members from our largest member; King County Metro to our smallest member; Garfield County Public Transportation
- Combined WSTA members provided over 240 million annual boarding and have a combined service areas covering 86% of the state’s population.
Transit Challenges

COVID | Employment | Inflation

• It is important to remember the COVID-19 Pandemic is not over and we are still responding and recovering at the same time.

• Agencies struggle to keep service levels maintained as COVID continues to impact daily staffing levels.

• Agencies continue to miss trips due to staffing shortages

• Several agencies made permeant service changes to match staffing levels and build customer reliability in services.
Ridership Through COVID-19

March Weekday Combined Ridership of Select Transit Agencies

2.29 Gov. Inslee Declares State of Emergency

3.11 Gov. Inslee Bans Gatherings of 250+ in King, Pierce, Snohomish Counties

3.12 Gov. Inslee Closes Schools

3.16 Gov. Inslee Bans Gatherings of 50+ Statewide

3.23 Gov. Inslee Issues Stay Home, Stay Healthy Order

Ridership in the first 30 days
Ridership Through COVID-19

March – June Weekday Combined Ridership

- 71%

- 76%
April 23rd was the day ridership stopped declining

2.29 Gov. Inslee Declares State of Emergency
5.31 Gov. Inslee Issues Safe Start Proclamation

Ridership in the first 4 months
Ridership Today

Avg. Weekday Ridership - Statewide

% to Pre-covid levels

Month 2020 - Current

55.68%
Ridership Today

Avg. Weekday Ridership - Rural Transit Systems Only

Month: 2020 - Current

Effect of WSU summer Break
Ridership Today

Avg. Weekday Ridership - Small Urban Systems Only

Month: 2020 - Current

57.47%
Ridership Today
Avg. Weekday Ridership - Urban Systems

Month: 2020 - Current

Avg. Weekday Ridership:

- February: 100.00%
- January, May: 55.74%
- March, April, June: 50.00%
- July, August, September, October, November, December: 25.00%

% of pre-covid Levels

55.74%
Ridership Today

Avg. Weekday Ridership - Puget Sound Transit Agencies

55.68%
Service Levels

Preliminary % Services Levels to Pre-Pandemic as of June 30, 2022
Baseline Statewide Transit Funding Understanding

- Federal & State Sources are mostly competitive grants
- Local Source, ~70% Sales Tax & Fares
Sales Tax revenue fell by nearly 20% statewide and 25% in the Puget Sound in the beginning months of COVID.

Fares fell by 80-100% in the beginning months as agencies went zero fare.

Federal relief and recovery plan assist in keeping the doors open, **Not Expand.**

- $2.5 billion - CARES, CRESSA and ARPA
An additional $45 Billion authorized over 5 years.
Up to $108 billion for public transit over five years

- $69.9 B from Highway Trust Fund
- $21.25 B in Advance Appropriations
- $17 B in Authorized Appropriations

- New and increased funding for State of Good Repair, Low or No Emission, and CIG Grants
- Continues existing structure for FTA programs focused on urban, rural, and targeted populations

Click for more info
Pre-Move Ahead WA: Public Transit was just 2.4% of the Transportation State budget
Revenue Levels - Investment Packages

Connecting WA

- 4% Transit
- 2% Bike Ped
- 6% Multimodal

Move Ahead WA

- 18% Transit
- 7.6% Bike Ped
- 25.6% Multimodal
Revenue Levels - Move Ahead WA

State Investment in Public Transit Over Time

- Pre-Connecting
- Connecting WA
- Projected Move Ahead WA
## Revenue Levels - Move Ahead WA

<table>
<thead>
<tr>
<th>Transit Grant Program</th>
<th>Over 16 years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Support Grants - New</td>
<td>$1,450 Billion</td>
</tr>
<tr>
<td>Transit Projects – Plus Up</td>
<td>$269 Million</td>
</tr>
<tr>
<td>Tribal Transit Mobility Grants - New</td>
<td>$80 Million</td>
</tr>
<tr>
<td>Transit Coordination Grants – Plus Up</td>
<td>$5 Million</td>
</tr>
<tr>
<td>Special Needs Transit Grants - Plus Up</td>
<td>$600 Million</td>
</tr>
<tr>
<td>Bus and Bus Facility – New</td>
<td>$300 Million</td>
</tr>
<tr>
<td>Green Transit Grants – Plus Up</td>
<td>$300 Million</td>
</tr>
<tr>
<td>TDM/CTR</td>
<td>$25 Million</td>
</tr>
<tr>
<td><strong>Total Transit</strong></td>
<td><strong>$3.003 Billion</strong></td>
</tr>
</tbody>
</table>
### Revenue Levels - Move Ahead WA

<table>
<thead>
<tr>
<th>Grant Source</th>
<th>Program Plus-Up Over 8 Biennium's</th>
<th>Program Plus Up per Biennium</th>
<th>Projected Future Biennium Funding</th>
<th>21-'23 Pre-sup</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Needs Public Transit</td>
<td>$462,000,000</td>
<td>$57,750,000</td>
<td>$110,003,000</td>
<td>$52,253,000</td>
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<tr>
<td><em>Special Needs Non Profit/other (split - 77/23)</em></td>
<td>$138,000,000</td>
<td>$17,250,000</td>
<td>$32,818,000</td>
<td>$15,568,000</td>
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<tr>
<td>Regional Mobility Grant</td>
<td>$0</td>
<td>$0</td>
<td>$104,479,000</td>
<td>$104,479,000</td>
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<tr>
<td>Rural Mobility Grant</td>
<td>$0</td>
<td>$0</td>
<td>$33,168,000</td>
<td>$33,168,000</td>
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<tr>
<td>Green Transportation Grant Program</td>
<td>$300,000,000</td>
<td>$37,500,000</td>
<td>$58,732,625</td>
<td>$21,858,000</td>
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<tr>
<td>Vanpool Investment Program</td>
<td>$0</td>
<td>$0</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Tiered List/Transit Grants</td>
<td>$243,757,000</td>
<td>$30,469,625</td>
<td>$58,732,625</td>
<td>$28,263,000</td>
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<tr>
<td>Coordination Grants (PS only)</td>
<td>$5,000,000</td>
<td>$625,000</td>
<td>$625,000</td>
<td>$0</td>
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<tr>
<td>TDM/CTR</td>
<td>$25,000,000</td>
<td>$3,125,000</td>
<td>$10,373,000</td>
<td>$7,248,000</td>
</tr>
<tr>
<td>*New: Bus and Bus Facility Grant Program</td>
<td>$300,000,000</td>
<td>$37,500,000</td>
<td>$37,500,000</td>
<td>$0</td>
</tr>
<tr>
<td>*New: Transit Support Grants</td>
<td>$1,450,000,000</td>
<td>$181,250,000</td>
<td>$181,250,000</td>
<td>$0</td>
</tr>
<tr>
<td>*New: Tribal Transit Mobility Grants</td>
<td>$80,000,000</td>
<td>$10,000,000</td>
<td>$10,000,000</td>
<td>$0</td>
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<tr>
<td><strong>Totals</strong></td>
<td><strong>$3,003,757,000</strong></td>
<td><strong>$375,469,625</strong></td>
<td><strong>$640,306,625</strong></td>
<td><strong>$264,837,000</strong></td>
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</tbody>
</table>
Revenue Levels - Move Ahead WA

Bus and Bus Facility

• Modeled off the federal Bus and Bus Facilities Grant Program
• Transit agencies only
• Replace or expand transit vehicles
• Replace or expand transit facilities
• 35% Cap on awards
• WSDOT must incorporate environmental justice principals, environmental harm and overburdened communities, geographic diversity in grant selection process
Transit Support Grants

- $1.45 Billion over 16 years
- Formularized to transit agencies based on proportion of operating expenses as reported in the Public Transportation Summary
- Agencies must maintain or increase their local sales tax authority on or after 1/1/2022 to qualify
- Agencies must have a policy providing zero-fare to riders on all modes 18 years of age or younger
- No agency can receive more than 35% of funds
- Funds maybe used on operating or capital
Looking forward

• **Managing and Planning for Inflation**
  • Cost of labor, cost of vehicles, cost of construction materials means less growth, delays or cancelation of replacement and expansion.

• **Workforce Needs**
  • Lagging workforce hiring preventing agencies from bringing service levels back.

• **Implementing Move Ahead WA & IIJA**
  • The challenges of Inflation and lack of workforce will make it difficult to realize the vision of state and federal investments