

# Appendix F

## Grant Opportunity Matrix

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## Kitsap Transit POF Business Plan and Long Range Strategy POF Grant Program Inventory

	Grant Program	Eligibility	Allowable Expenditures	Potential Yield	Assessment	Submit Date	Award Date	Cycle
FHWA	<p><b>Surface Transportation Program (STP)</b></p> <p>Reoccurring Revenue Source: NO. Dedicated POF Revenue: YES, based on needs of specific project.</p>	Awarded for projects that meet the federal definition of a transit project. <sup>1)</sup>	<p>Capital and cost-effective preventative maintenance.</p> <p>Ideal for terminals</p>	<p>Variable; allocated locally and regionally by statutory formula. Funds awarded on a competitive regional and county basis.</p> <p><b>Estimated Yield:</b> \$1M Every 3 years Larger awards possible if partner with King County</p>	<p><b>Overall Assessment</b> High probability for receiving a grant of \$1M or less</p> <p><b>Opportunities:</b></p> <ul style="list-style-type: none"> <li>Approach roadways for ferry terminals are eligible.</li> </ul> <p><b>Challenges:</b></p> <ul style="list-style-type: none"> <li>Allocated by population-based statutory formula.</li> <li>Does not fund operating expenses.</li> <li>May compete with other regional transportation or Kitsap Transit projects.</li> <li>Historically, smaller portions of STP funds have been allocated for ferry projects.</li> </ul>	2016	2018	Every three years
FHWA	<p><b>Construction of Ferry Boat and Ferry Terminal Facilities Program</b></p> <p>Reoccurring Revenue Source: YES. Dedicated POF Revenue: YES.</p>	Requires POF service be included in biennial National Census of Ferry Operators. <sup>2)</sup>	Design and construction of POF ferry vessels; design and acquisition of right-of-way, and construction of POF terminal facilities.	<p>Variable; funds allocated by statutory formula based on service and operating variables</p> <p><b>Estimated Yield:</b> \$3M every 3 years</p>	<p><b>Overall Assessment</b> Not eligible until 2020 due to need to establish NTD qualification.</p> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li></li> </ul> <p><b>Challenges:</b></p> <ul style="list-style-type: none"> <li>Service must be operational and included in National Census of Ferry Operators to be eligible for funding.</li> <li>Approach roadways for ferry terminals are not eligible. Does not fund operating expenses.</li> </ul>	2017	2020	

<sup>1</sup> As defined in Chapter 53 Title 49 U.S.C.

<sup>2</sup> 23 U.S.C. 147(d).

## Kitsap Transit POF Business Plan and Long Range Strategy POF Grant Program Inventory

Grant Program		Eligibility	Allowable Expenditures	Potential Yield	Assessment	Submit Date	Award Date	Cycle
FHWA	<p><b>Congestion Mitigation and Air Quality (CMAQ) Program</b></p> <p>Reoccurring Revenue Source: NO.. Dedicated POF Revenue: NO.</p>	<p>Kitsap Transit is not eligible due to boundaries of regional non-attainment area.<sup>3</sup></p> <p>Kitsap could become eligible if they partner with a King County agency</p>	<p>Transportation projects and programs that serve to reduce traffic congestion and improve air quality.</p>	<p>Variable, funds allocated by statutory formula and awarded on a competitive basis in King, Snohomish and Pierce Counties.</p>	<p><b>Opportunities:</b></p> <ul style="list-style-type: none"> <li>• Can be used to fund both capital costs and limited operating costs for eligible new or expanded transit service.</li> <li>• Does not require any special legislative authority or public vote.</li> </ul> <p><b>Challenges:</b></p> <ul style="list-style-type: none"> <li>• Kitsap Transit not eligible for CMAQ funds at this time.</li> </ul>			
FTA	<p><b>Section 5307, Urbanized Area Formula Grant Program</b></p> <p>Reoccurring Revenue Source: YES. Dedicated POF Revenue: Yes if dedicated Ferry District</p>	<p>Designated small and large urbanized areas.<sup>4</sup></p>	<p>Capital; limited operating allowed for small urbanized areas or for large urbanized areas operating less than 100 peak fixed-route vehicles.</p>	<p>Low; funds likely dedicated to addressing needs for existing services.</p> <p>Estimated Yield: Unknown</p>	<p><b>Overall Assessment</b></p> <p>These grant funds are traditionally reserved for bus transit.</p> <p><b>Opportunities:</b></p> <ul style="list-style-type: none"> <li>• May be used to offset operating costs.</li> <li>• Impending reclassification to a large urbanized area likely to increase available funds.</li> </ul> <p><b>Challenges:</b></p> <ul style="list-style-type: none"> <li>• As a currently designated small urbanized area, new POF service will not increase funds distributed based on population-based formula.</li> <li>• Will directly compete with other Kitsap Transit projects and identified needs.</li> </ul>			

<sup>3</sup> 2014 Policy Framework for PSRC's Federal Funds.

<sup>4</sup> 49 U.S.C. 5307.

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	Grant Program	Eligibility	Allowable Expenditures	Potential Yield	Assessment	Submit Date	Award Date	Cycle
FTA	<p><b>Capital Investments Grant Program - Small Starts (also Very Small Starts)</b></p> <p>Reoccurring Revenue Source: NO. Dedicated POF Revenue: Yes, based on needs for specific project.</p> <p>Very Small Starts for awards up to \$25M</p>	<p>Funds awarded on a competitive basis to local governments and public agencies.<sup>5</sup></p> <p>POF qualifies as a fixed guideway system</p>	Capital costs of providing new or expanded rail, bus rapid transit, and ferry systems	<p>High; funding for small starts projects may reach \$75 million.</p> <p><b>Estimated Yield: \$60M</b></p>	<p><b>Overall Assessment</b> High probability with support of Federal elected leaders</p> <p><b>Opportunities:</b></p> <ul style="list-style-type: none"> <li>• Potential to yield high revenue in compressed period</li> <li>• Simple alternatives analysis process.</li> <li>• Preliminary engineering and final design work is combined into one project development phase.</li> </ul> <p><b>Challenges:</b></p> <ul style="list-style-type: none"> <li>• May compete with other regional transit needs.</li> <li>• Local match is higher than other federal programs. (60%)</li> <li>• Does not fund operating expenses.</li> <li>• Project must be in PSRC's adopted long range transportation plan.</li> </ul>	August	Oct. following year	Annual
FTA	<p><b>Passenger Ferry Boat Discretionary Program</b></p> <p>For 2014 \$60M was distributed nation wide to 26 projects in 13 states.</p> <p>Reoccurring Revenue Source: NO. Dedicated POF Revenue: YES.</p>	Direct recipients of Section 5307 funds. <sup>6</sup>	Capital expansion replacement, or rehabilitation of ferries, terminals, and related infrastructure; related equipment.	<p>Variable, funds awarded on a competitive basis.</p> <p><b>Estimated Yield: \$100k annually after</b></p>	<p><b>Overall Assessment</b> Not eligible until 2020 due to need to establish NTD qualification.</p> <p><b>Opportunities:</b></p> <ul style="list-style-type: none"> <li>• Does not require any special legislative authority or public vote.</li> </ul> <p><b>Challenges:</b></p> <ul style="list-style-type: none"> <li>• Does not fund operating expenses, planning studies, or preventative maintenance.</li> </ul>	2019	2021	

<sup>5</sup> 49 U.S.C 5309.

<sup>6</sup> 49 U.S.C. 5307; FTA Passenger Ferry Grant Program webinar, September 11, 2013.

**Kitsap Transit POF Business Plan and Long Range Strategy  
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Grant Program		Eligibility	Allowable Expenditures	Potential Yield	Assessment	Submit Date	Award Date	Cycle
WSDOT	<p><b>Regional Mobility Grant Program</b></p> <p>Reoccurring Revenue Source: NO. Dedicated POF Revenue: YES, based on needs for specific regional mobility project.</p>	Awarded to local agencies on a competitive basis for projects that improve transit mobility and reduce congestions	Transit service, park and ride, equipment, some transit service to reduce congestion	Variable, funds awarded on a competitive basis. <b>Estimated Yield:</b> \$2.5 M for two biennium cycles	<p><b>Overall Assessment</b> <b>With the connection to Seattle, there is a high probability of investment for terminals as long as a good traffic reduction case is made.</b></p> <p><b>Opportunities:</b></p> <ul style="list-style-type: none"> <li>Targeted to new transit services that connect urban centers</li> </ul> <p><b>Challenges:</b></p> <ul style="list-style-type: none"> <li>May directly compete with other Kitsap Transit projects and identified needs. (Ferry District might make the application more competitive?)</li> </ul>	Nov 2016 2018 2020	July 2017 2019 2021	Bi-ennial
WSDOT	<p><b>Consolidated Grant Program</b></p> <p>Competitive grant program for FTA sections 5310, 5311, 5316 and 5317 grants and State Rural Mobility grants administered by WSDOT.</p> <p>Reoccurring Revenue Source: NO. Dedicated POF Revenue: YES, based on needs for specific regional mobility project.</p>	Awarded to local agencies on a competitive basis	Capital, operating, and administrative expenses	Variable, funds awarded on a competitive basis <b>Estimated Yield:</b> \$2M each biennium	<p><b>Overall Assessment:</b> <b>Strong likelihood of award for 5311 funds if partner with the others on the Olympic Peninsula</b></p> <p><b>Opportunities:</b></p> <ul style="list-style-type: none"> <li>For public transportation projects that meet the needs of rural communities.</li> </ul> <p><b>Challenges:</b></p> <ul style="list-style-type: none"> <li>May compete with other regional transit needs.</li> </ul>	Nov 2016 2019 2021	July 2018 2021 2023	Bi-ennial

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	Grant Program	Eligibility	Allowable Expenditures	Potential Yield	Assessment	Submit Date	Award Date	Cycle
U.S. DOT	<p><b>Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program</b></p> <p>Reoccurring Revenue Source: NO. Dedicated POF Revenue: YES, based on needs for specific project.</p>	Direct funding to any public entity. <sup>7</sup>	Road, rail, transit, and port capital projects that promise to achieve critical national objectives.	<p>High; intended to fund larger scale capital projects between \$10 and \$200 million.</p> <p>Estimated Yield: \$12-36 M</p>	<p><b>Overall Assessment</b> High probability with support of Federal elected leaders and the FTA regional office. A good case could be made for economic development and coordination with King County on air quality impacts.</p> <p><b>Opportunities:</b></p> <ul style="list-style-type: none"> <li>• Potential to yield high revenue.</li> <li>• Does not require any special legislative authority or public vote.</li> <li>• U.S. DOT is expanding the TIGER grant program budget significantly over the next four years.</li> </ul> <p><b>Challenges:</b></p> <ul style="list-style-type: none"> <li>• Does not fund operating expenses.</li> <li>• Annual funding maximums per state; must compete with other regional and state projects.</li> <li>• Highly competitive program with historical grant requests far exceeding allotted budget.</li> </ul>	<p>Pre May 1</p> <p>Final June 1</p>	???	Annual

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<sup>7</sup> U.S. DOT

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Wa DOE	<p><b>Clean Diesel Grants</b>                      Reoccurring Revenue Source: NO.                      Dedicated POF Revenue: YES, based on needs for specific project.</p>	Local governments, tribes, non-profits, private diesel powered fleets operating in Washington and local clean air agencies	Purchase and installation of clean diesel technology on heavy duty vehicles and equipment	Variable, funds awarded on a competitive basis  <b>Estimated Yield:</b> \$10k per vessel	<p><b>Overall Assessment</b>                      Relatively high probability but low yield</p> <p><b>Opportunities:</b></p> <ul style="list-style-type: none"> <li>• Have competed successfully in the past</li> <li>• Collaborate with Puget Sound Clean Air Agency</li> </ul> <p><b>Challenges:</b></p> <ul style="list-style-type: none"> <li>• Statewide competition</li> <li>• Small grant awards</li> </ul>	When funding becomes released at Federal Level	<b>Usually 8 months after the call.</b>	Bi-ennial