
Transit Mobility Report

Report to the Legislature

December 22, 2016



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Solduc River Road, Clallam County – now Highway 101

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Introduction and Purpose

More and more, people in Washington are using alternatives to driving alone in order to gain access to jobs, goods, services, schools, and community activities. These alternatives are supported by public and private partners including local governments and transit agencies, intercity bus service providers, community transportation providers, transportation network companies, and state and federal agencies.

The purpose of this report is to provide updates on several public transportation mobility initiatives and to fulfill reporting requirements identified in the following state statutes:

- RCW 47.01.330 – Office of Transit Mobility
- RCW 47.66.030 – Regional Mobility Grants program
- RCW 47.66.100 – Rural Mobility Grant program

Public Transportation Division Overview

The Public Transportation Division (Division) in the Washington State Department of Transportation (WSDOT) provides leadership, support, and technical expertise to the statewide network of public transportation agencies and providers. Through the use of policy and planning, community engagement, grant management, and compliance oversight, the Division supports the safety and effectiveness of the public transportation system. The Division uses performance measures and data and evaluation to monitor trends, guide local and regional project development, and help determine future needs in public transportation.



Kittitas Park and Ride (I90 – exit 78) Completed October 2016

Office of Transit Mobility - (RCW 47.01.330)

State legislation in 2005 called for WSDOT to develop an Office of Transit Mobility (Office) to facilitate connection and coordination of transit services and planning, and to maximize opportunities to use public transportation to improve the efficiency of transportation corridors. The Division incorporated these goals into its ongoing work within its existing structures. The Division is focused on incorporation of multimodal integration across offices and divisions, such as how public transportation and transportation demand management are part of initial project planning through the design process. The statutorily mandated duties are identified in **bold** below.

- ***Develop a statewide strategic plan that creates common goals for transit agencies and reduces competing plans for cross-jurisdictional service***

Following an extensive planning and community engagement effort the Division published the [Washington State Public Transportation Plan](#) (WSPTP) in June of 2016. This plan, developed by WSDOT along with transportation agencies and service providers throughout Washington, is a blueprint to help guide decisions and integrate all modes of public transportation to better meet our needs over the next 20 years. The plan identifies the following five goals, each with strategies and near term actions:

- i. **THRIVING COMMUNITIES** – Cultivate thriving communities by supporting health, equity, prosperous economies, energy conservation, and a sustainable environment through transportation.
- ii. **ACCESS** – Provide and sustain transportation that allows people of all ages, abilities, and geographic locations to access jobs, goods, services, schools, and community activities.
- iii. **ADAPTIVE TRANSPORTATION CAPACITY** - Use new technologies and partnerships to make better use of existing transportation assets and meet changing customer needs.
- iv. **CUSTOMER EXPERIENCE** – Enhance everyone’s transportation experience by providing public transportation that is safe, seamless, pleasant, convenient, reliable, relevant, and understandable.
- v. **TRANSPORTATION SYSTEM GUARDIANSHIP** – Protect, conserve and manage Washington’s transportation assets in a manner that maximizes and sustains their value to the public, public transportation, and the statewide transportation system.

WSDOT and partners are now developing [action plans](#) to implement the near-term actions identified in the plan.

- ***Develop a Park and Ride program***

WSDOT’s park and ride program is multifaceted and includes compiling and sharing information, funding construction of new park and ride lots (through grants), entering into maintenance and operations agreements with local agencies (for WSDOT owned park and ride lots), and in some instances, constructing, managing, and maintaining the park and ride lots. The Division maintains a [map and list](#) of park and ride lots across the state, and a more detailed map of [park and ride lots in the greater Seattle area](#), including average occupancy rates. As demand grows for use of these lots, there is a need to further address the capacity of existing lots and how they are managed. Several options are being actively considered and pilot projects have explored the viability of certain strategies. For example, Sound Transit is implementing a permit program at their most popular park and ride lots to provide people that carpool with priority parking. As described below, WSDOT grants have funded a number of new park and ride lots across the state. Many transit agencies, along with WSDOT, are building partnerships to add new park and rides and increase capacity at existing lots. From asking churches and community centers to share lot space to working with developers and property owners to include park and rides under new residential and retail buildings, innovation is expanding the use of this demand management strategy.

- **Encourage long-range transit planning**

Each transit agency is required by law to complete a Transit Development Plans (TDPs - RCW 35.58.2795). These plans cover a 6-year period of time and are to be updated every year. In the Central Puget Sound area, transit agencies coordinate their plans through the Puget Sound Regional Council (PSRC) – a coordinating and planning agency focused in the areas of transportation, economic development, and growth management. Transit agencies within this regional area contribute to PSRC’s transportation planning efforts as well as creating their own plans, in order to best meet the needs of their individual service patrons. All TDPs are required to be filed with WSDOT.

Links to all the transit agencies’ transit development plans are listed for each agency [here](#).

Local Coordinated Public Transit - Human Services Transportation Plans (CTP-HSTPs) identify the transportation needs of people with disabilities, older adults, and people with low incomes in a particular area. These plans list unmet human transportation needs and service gaps (unserved and underserved areas), and identify strategies for filling the gaps. The plans focus on coordinating services among the public and human service transportation providers to maximize the use of limited transportation resources. CTP-HSTPs are updated every four years and are used to help prioritize needs.

WSDOT prepares a [statewide HSTP](#) to identify statewide human services transportation gaps, investigate best practices for planning and service delivery, and develop common strategies for improving access and enhancing mobility for target populations. These plans provide useful information for WSDOT planners including who provides transportation services in a given area, what human services transportation needs and gaps exist, and what strategies local communities have identified to address the greatest needs in their area.

- **Provide public transportation expertise to improve linkages between regional transportation planning organizations and transit agencies**

Transit agencies and other public transportation providers work closely with their Regional Transportation Planning Organization (RTPO), Metropolitan Planning Organization (MPO), and other planning organizations in order to have a coordinated service area, make sure services are getting to those in need, and to reduce duplication. The assistance provided by RTPOs, especially with small agencies with limited staff and planning resources, is invaluable. One example of this coordination is in the development of Human Services Transportation Plans (described above), which are prepared by the RTPOs, with the participation of relevant transit agencies. The RTPOs also have a role in prioritizing public transportation grant applications, often submitted by these local transit agencies. Per WSDOT policy, these grant applications must serve to meet a need identified in the HSTP prepared by the RTPO. These planning and project development requirements are one way that WSDOT promotes linkages between these entities. Another example is through the Commute Trip Reduction (CTR) program, where local jurisdictions, often in collaboration with the local transit agencies, develop their local CTR program, which must then be approved by the RTPO.

Public Transportation Division staff work regionally with transit agencies, community transportation providers, and other transportation partners to support and encourage linkages between agencies and their local or regional planning agencies. The relationships among all three entities helps accomplish short term projects and develop long-range plans on a local and regional basis.

- **Strengthen policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals**

There are many opportunities to strengthen policies for the inclusion of transit and transportation demand management within the transportation system. Below are several examples where this is done.

Practical Solutions: WSDOT delivers transportation plans, projects, and services using an approach called *Practical Solutions*. This approach focuses on the performance gaps that need to be addressed early in the planning process. There are eight stages in the lifecycle of transportation system development and the *Practical Solutions* approach applies throughout. Each stage has opportunities for the public to engage. Below is a visualization of the “process map.” WSDOT’s 2016 update to the *Community Engagement Plan* (currently available for public comment) explains how the public and agencies can most effectively engage during each of the stages along this continuum.

For example, during the “Identify Needs” and “Assess Alternative Strategies” periods of planning, transit providers and freight haulers who participate in the corridor level studies can help WSDOT identify current and future needs, and brainstorm solutions that work on and off network.



Corridor Sketch: The Division is one of many partners across WSDOT actively working to integrate investments that lead to better planning and programming throughout transportation corridors, where demand management, operational improvements, and highway capital investments are strategically part of the solution.

Secretary’s Executive Order E1096.00: On July 15, 2015, the Secretary of Transportation issued this executive order to direct and lead the agency toward being “...the best in providing a sustainable and integrated multimodal system.”¹ The purpose of this order is to provide clear guidance and expectations to employees in carrying out WSDOT transportation services, programs and projects in the implementation of WSDOT’s budget and strategic plan. In E1096.00, there are directions and expected behaviors linking to integrated and customer-focused outcomes. Within this policy, are specific directions on engaging partners and the community, to exercise *Practical Solutions* processes, reinforcing safety practices and promoting Washington small businesses.

Update to WSDOT Design Manual Chapter 1100: WSDOT updated the Design Manual to align with practical design and community engagement priorities as identified in the strategic plan *Results WSDOT*. Design Manual Chapter 1100 directs project managers to use performance-based approaches and engage with partner agencies, communities, and stakeholders. It also identifies how transit agencies and transit and freight operational issues are to be included in the scoping and project development process.

Examples of how the Division supports efforts related to Transportation Demand Management (TDM) in practice:

Regional Mobility Grant projects – listed later in this report – demonstrate many ways TDM concepts, policies, and financial commitments are part of the budgetary and programmatic efforts supported by the Division. Many of the projects recommended to the state legislature for funding are specifically for TDM (Interstate 90,

¹ WSDOT Secretary’s Executive Order E1096.00, July 15, 2015. Introduction.

for example), while others are focused on having corridors that focus on increasing people throughput (C-TRAN's Fourth Plain and Community Transit's Swift II Bus Rapid Transit projects). King County Metro's (KCM) Park and Ride Efficiency and Access project looks at how the park and ride services can better support utilization and access for transit riders.

Another example is the TDM work of KCM during the Alaskan Way Viaduct Program project. To keep people and goods moving during construction of the Alaskan Way Viaduct, WSDOT investments enhance transit and water taxi service, improve bus monitoring equipment, and provide transportation demand management (TDM) services.

Traffic mitigation techniques include a variety of strategies – such as signage, media announcements, social media promotion, increasing transit availability, promoting programs like Uber and Lyft, and other initiatives - a well-coordinated effort helps alleviate the traffic stress in areas with construction projects. Performance is gauged on a variety of factors, including ridership, utilization, capacity, and travel time.



Burlington Construction June 2016

- ***Recommend best practices to integrate transit and demand management strategies with regional and local land use plans in order to reduce traffic and improve mobility and access***

As described above, the *Practical Solutions* process brings into play consideration and integration of a strong multimodal transportation system. The Division – and its partners – are fully engaged in these processes at the state, regional, and local levels, supporting a transit orientation to development. An example of this is the work of the Division in support of Sound Transit. Division staff work closely with Sound Transit planners, Puget Sound Regional Council, and other partners to ensure land use regulations are followed and in alignment with regional plans.

Local Commute Trip Reduction (CTR) plans also must describe the link between CTR and land use, as exhibited in Washington Administrative Code (WAC) 468-63-040, requiring such plans. These plans are required when new CTR programs are put in place, or if changes are made to the current plan. The plans are reviewed by the CTR Board.

- ***Produce recommendations for the public transportation section of the Washington transportation plan***

The next Washington Transportation Plan will be finalized by December 2017. The Division has been actively involved in its development. Information gathered during an extensive community engagement process with the Division’s plan informs recommendations made to the Washington Transportation Plan. Division staff are currently helping identify areas of alignment between the two plans.

- ***Participate in corridor planning, including freight, ferry system, and passenger rail planning***

A recent letter was sent to all transit agencies from the Division’s director, Brian Lagerberg, identifying upcoming projects that transit agencies should be aware of in order to identify opportunities for engagement in early planning stages. The Division will continue this practice into the future. Other examples of this work include the efforts of Division staff to help in light rail station planning with Sound Transit, Division staff working with King County Metro to mitigate transit impacts during construction of the Alaska Way Viaduct and Seawall –including coordination and transit planning with Washington State Ferries, and service planning with the Travel Washington transportation providers, enabling connections to interstate transportation options including Amtrak, Northwest Trailways, Greyhound bus lines, SeaTac International Airport.

- ***Develop performance objectives related to initiatives in relation to overall goals of the office of transit mobility***

The Division incorporates performance objectives throughout many of its initiatives. Two examples include:

1. Regional Mobility Grant performance measures – Grant applicants are required to estimate the annual reduction in vehicle miles traveled (VMT) and vehicle trips (VT) that will result from their project when they submit their application for a grant. Division staff work with grantees who are awarded funds for their project to more fully delineate the measures and methodology of measuring performance. Grantees must then measure and report these for four years post completion of their project.
2. Summary of Public Transportation – This annual report presents a great deal of individual transit agency and statewide data related to VMT, VT, ridership, costs, revenues, and service information. The document is useful for seeing state-wide trends and system performance, giving the ability to identify service needs.

Regional Mobility Grant Program - (RCW 47.66.030)

The purpose of the Regional Mobility Grant program is to deliver mobility projects that are cost-effective, reduce travel delay for people and goods, improve connectivity between counties and regional population centers, and are consistent with local and regional transportation and land use plans. In the 2015-2017 biennium, over \$66 million in grants were provided to support 39 projects.

Awarded projects for 2015-2017

Organization	Project Title	Award
Ben Franklin Transit	Tulip Lane Park and Ride	\$200,000
City of Fife	Bus Shelter Installation	\$75,000
City of Kent	Kent Transit Center 1st Ave N Parking	\$272,000
City of Seattle	Rainier/Jackson Transit Priority Corridor Improvements	\$450,000
City of Shoreline	N 192nd St. to N 205th St BAT Lanes	\$200,000
City of Tacoma	Tacoma Link Expansion Phase 1	\$2,500,000
City of Tukwila	Urban Center Pedestrian Bridge	\$6,270,000
Community Transit	Mukilteo Park and Ride Plus	\$3,480,000
Community Transit	Seaway Transit Center Swift II BRT	\$3,000,000
C-TRAN	Fisher's Landing Transit Center South Parking Expansion	\$2,849,000
C-TRAN	Fourth Plain Bus Rapid Transit	\$2,700,000
Grant Transit Authority	GTA Multimodal Transit Center	\$1,598,000
Grays Harbor Transit	Run Cutting Software Purchase	\$56,000
Intercity Transit	Tumwater-DuPont-Lakewood Express Bus	\$1,375,000
Intercity Transit	Olympia-Seattle Express Bus	\$640,000
Jefferson Transit Authority	SR 20/Four Corners Road Park and Ride	\$1,040,000
King County Metro	I-405 Corridor Managing Demand	\$1,456,000
King County Metro	Rapid Ride F Line Service	\$1,547,000
King County Metro	I-90 Manage Demand	\$2,880,000
King County Metro	Route 245 Corridor Speed and Reliability Improvement	\$2,192,000
King County Metro	SR 522 and I-5 Operating	\$1,737,000
King County Metro	Park and Ride Efficiency and Access Project	\$1,040,000
Kitsap Transit	Poulsbo SR 305/3 Park and Ride	\$200,000

Organization	Project Title	Award
Kitsap Transit	SR 305 Interchange Imp.	\$2,025,000
Kittitas County	I-90 Exit 78 Park and Ride	\$223,000
Link Transit	Wenatchee Riverfront Shuttle	\$1,260,000
Mason County Transportation Authority	Regional Express Commuter Bus Service	\$1,317,000
Mason County Transportation Authority	Park and Ride Development	\$2,250,000
Pierce Transit	Route 1 Connections/Route 4 122th Street Peak Hour Service	\$2,321,000
Pierce Transit	SR 7/Pacific Avenue Peak Hour Service Expansion	\$1,264,000
Pullman Transit	Two, 40-foot Electric Hybrid Buses to Increase Capacity	\$1,056,000
Seattle DOT	Broadway Streetcar Extension	\$4,000,000
Seattle DOT	23rd Avenue Transit Improvements	\$700,000
Sound Transit	High Capacity Double Decker Bus Project	\$4,000,000
Sound Transit	Sumner Station Access Improvements	\$3,000,000
Spokane Transit Authority	West Plains Transit Center	\$1,740,000
Spokane Transit Authority	Central City Line	\$1,950,000
Town of Concrete	Silo Park and Superior Avenue Park and Ride Improvement	\$477,000
WSDOT	SR 525 Pedestrian Improvements	\$527,000
<i>Rounding to the nearest thousandth</i>		<i>\$383,000</i>
Total		\$66,250,000

Performance Measures of Regional Mobility Grants

The Division has strengthened its focus on data, evaluation, and performance, creating a team with specific skills to help public transportation agencies and programs better evaluate and measure project benefits. This allows the Division, as well as our partners to develop tools for evaluation, determine benchmarks, and use results to better support program decisions.

Starting with the 2009/2011 biennium, each recipient of Regional Mobility funds has/had a requirement to report on the performance of their project for four years after project completion. The following table shows the annual VMT and VT reductions realized as a result of the completion of each project. Those projects that are still being developed, built, or are underway -but not completed - do not have to report their performance measure progress at this time. They will be conveyed in future reports.

Performance of Regional Mobility Projects

Biennium Originally Funded	Grantee Name	Project Name	Grant Amount	Estimated Total Project Cost	Completion Date	Reduction in Vehicle Miles Traveled - Estimates		Reduction in Vehicle Miles Traveled - Actuals				Reduction in Vehicle Trips - Estimates		Reduction in Vehicle Trips - Actuals			
						Year 1	Year 4	Year 1	Year 2	Year 3	Year 4	Year 1	Year 4	Year 1	Year 2	Year 3	Year 4
2007-2009	Link Transit	North Wenatchee Park & Ride	\$752,400	\$836,000	7/11/2008		392,700						84,150				
2007-2009	City of Kenmore	SR-522 Multi-Modal Corridor Project - Phase II	\$1,800,000	\$23,112,168	12/3/2008		5,092,698						425,100				
2007-2009	Skagit Transit/Island Transit	Skagit / Island Commuter Express Connector Service to Everett Station	\$1,440,000	\$1,600,000	7/1/2009		5,030,955						143,403				
2007-2009	Community Transit	Swift Bus Rapid Transit - Transit Station	\$2,383,001	\$27,644,189	7/2/2009	4,243,430	8,036,800	4,572,638	6,698,710	6,729,816	6,709,181	642,944	803,680	692,824	1,014,956	1,121,636	1,118,197
2007-2009	C-Tran	I-5 Commuter Service Augmentation	\$590,000	\$759,000	7/15/2009		2,036,980						140,660				
2007-2009	Everett Transit	Swift Bus Rapid Transit - Northern Terminal at Everett Station	\$1,989,823	\$2,235,756	1/12/2010		8,036,800						803,680				
2007-2009	Kitsap Transit	Harper Park & Ride Expansion	\$2,400,000	\$6,936,865	6/30/2010	15,288,000	16,653,000	7,061,600	7,848,540	7,848,540	6,042,400	218,400	273,000	50,440	56,160	56,160	43,160
2007-2009	Sound Transit	Expand Commuter Rail Parking in Tacoma-Seattle Corridor	\$3,700,000	\$4,200,000	2/17/2011	4,772,040	7,283,640	4,638,088	5,492,032	6,446,440	6,814,808	148,200	226,200	144,040	170,560	200,200	211,640
2007-2009	Sound Transit	Construct Mountlake Terrace Freeway Station	\$5,000,000	\$30,545,000	3/17/2011	5,992,896	7,491,120	4,324,320	4,586,400	6,231,680	6,377,280	428,064	535,080	308,880	327,600	445,120	455,520
2007-2009	City of Seattle	Pike-Pine / Westlake Hub Regional Transit Corridor Improvements	\$3,230,000	\$3,650,000	6/30/2011		488,750						32,583				
2007-2009	Skagit Transit	Chuckanut Park & Ride	\$2,000,000	\$5,200,000	9/8/2011	2,821,000	5,642,000	1,696,630	1,997,537	1,914,250	2,216,500	91,000	182,000	54,730	64,437	61,750	71,500
2007-2009	City of Shoreline	Aurora Avenue N, N 165th Street to N 185th Street Business Access and Transit (BAT) Lanes	\$2,500,000	\$42,804,000	12/1/2011		1,420,000						171,500				
2007-2009	King County Metro	Pacific Highway South Transit Speed and Reliability Improvements	\$2,300,000	\$2,750,000	8/7/2013												
2009-2011	Skagit Transit Systems	South Mount Vernon Park & Ride	\$750,000	\$5,253,000	8/6/2010	2,886,600	5,772,000	1,539,200	2,058,680	2,289,560	2,789,800	78,000	156,000	40,040	55,640	61,880	75,400
2009-2011	City of Seattle	Rainier/Jackson Transit Priority Corridor Improvements	\$4,000,000	\$4,000,000	10/1/2010	861,193	803,054	861,193	803,054	1,410,834	1,781,475	366,501	323,006	366,501	323,006	571,188	721,245
2009-2011	Sound Transit	Sound Transit Express Bus Expansion - Snohomish to King County	\$4,496,768	\$8,348,109	1/26/2011	10,666,771	12,968,876	8,967,807	14,822,243	10,140,225	17,281,559	622,136	751,660	505,902	836,169	594,847	1,036,146
2009-2011	Community Transit	Double Decker Buses	\$2,880,000	\$19,204,000	6/30/2011	4,753,320	4,753,320	246,432	1,518,523	2,014,628	2,635,541	216,060	216,060	9,460	73,455	104,373	120,377
2009-2011	C-Tran	I-5 Express Commuter Service Augmentation (continuation)	\$578,496	\$784,996	6/30/2011	1,325,469	2,079,969	1,772,749	1,577,465	1,297,112	1,348,231	91,780	143,780	116,922	112,054	96,079	96,079
2009-2011	Island Transit	The Everett Connector*	\$1,624,000	\$2,030,000	6/30/2011	NA	NA	1,250,014	1,333,066	1,416,986	1,375,277	NA	NA	41,104	43,835	46,595	45,233
2009-2011	Clark County	Salmon Creek Interchange Park & Ride and Traffic Signal Coordination	\$3,400,000	\$8,700,000	12/31/2011	2,936,762	3,719,899	2,873,241	2,844,303	3,020,730		184,470	233,662	180,707	178,887	189,983	
2009-2011	City of Federal Way	Pacific Highway South HOV Lanes Phase IV (South 312th St to Dash Point Road)	\$1,300,000	\$21,280,000	12/31/2011	3,654,300	8,790,600	5,077,780	4,817,800	10,030,800	9,984,000	365,430	879,060	507,780	481,780	1,003,080	988,400
2009-2011	Everett Transit	Evergreen Swift Stations and TSP	\$3,630,000	\$4,537,000	1/31/2012	536,520	1,176,800					53,652	117,680				
2009-2011	Pierce Transit	Pacific Avenue Corridor Transit Signal Priority (TSP) Improvements	\$1,803,650	\$4,359,650	2/27/2012	486,576	1,081,779	486,576				52,275	116,220	52,275			
2009-2011	Sound Transit	Lakewood-Tacoma Commuter Rail (D to M Street New Track and Signal)	\$8,000,000	\$151,000,000	9/24/2012	12,376,000	20,332,000	3,633,240	3,879,552	5,454,280	5,887,440	364,000	598,000	106,860	114,104	160,420	173,160
2009-2011	City of Shoreline	Aurora Avenue N, N 185th St to N 192nd St Business Access and Transit Lanes	\$1,000,000	\$9,221,000	1/3/2013			Project was continued under "N 192nd St to N 205th St BAT Lanes" in 2011-2014 biennium below. Performance will be reported under that project.									
2009-2011	Intercity Transit	Hawks Prairie Park & Ride Lot	\$3,526,892	\$8,207,095	1/25/2013	5,205,900	5,467,200	1,098,331	2,158,137			155,400	163,200	32,786	64,422		

Biennium Originally Funded	Grantee Name	Project Name	Grant Amount	Estimated Total Project Cost	Completion Date	Reduction in Vehicle Miles Traveled - Estimates		Reduction in Vehicle Miles Traveled - Actuals				Reduction in Vehicle Trips - Estimates		Reduction in Vehicle Trips - Actuals			
						Year 1	Year 4	Year 1	Year 2	Year 3	Year 4	Year 1	Year 4	Year 1	Year 2	Year 3	Year 4
2009-2011	Community Transit	Swift Bus Rapid Transit Operations	\$5,000,000	\$20,822,900	6/30/2013	3,219,200	0	8,523,810	9,352,686			321,920	0	1,420,635	1,558,781		
2009-2011	City of Bothell	SR 522 West City Limits to NE 180th Stage 2A (91st Ave NE to West of 96th Ave NE)	\$2,100,000	\$6,000,000	4/29/2014	406,412	573,016	106,853				22,834	32,195	6,529			
2009-2011	King County Metro	Route 120 Transit Enhancement for Delridge Way/Ambaum Boulevard Corridor	\$2,233,699	\$6,780,000	8/26/2014	282,906	746,980	473,337	830,102			43,524	114,920	78,890	138,350		
2009-2011	King County Metro	Central Eastside Transit Service Improvement	\$4,173,187	\$5,216,484		466,180	953,500	1,001,941				57,200	117,000	257,270			
2009-2011	King County Metro	Southeast King County Connectors	\$4,194,340	\$6,048,928		777,904	1,555,808					101,009	202,018				
2011-2013	Seattle DOT	Northwest Market/45th St. Transit Priority Corridor Improvements	\$4,000,000	\$8,870,600	11/27/2012	638,260	657,600	574,671	598,487	626,954	800,077	206,336	206,336	279,712	300,837	319,241	436,562
2011-2013	Seattle DOT	King Street Station Restoration Project	\$1,250,000	\$2,825,632	4/24/2013	62,647	62,647	2,253,605	1,239,079			397	397	14,263	7,842		
2011-2013	City of Lakewood	Lakewood Station Connection	\$1,500,000	\$3,800,000	8/7/2013	1,770,000	1,930,000	172,321				44,200	48,300	4,680			
2011-2013	King County Metro	South Kirkland Park and Ride	\$1,025,000	\$7,275,000	9/17/2013	1,175,455	1,369,000	1,571,503				178,099	207,424	202,983			
2011-2013	Spokane Transit	Plaza Improvements - Wall Street Reconfiguration	\$1,233,006	\$1,690,000	10/25/2013	1,020,000	1,148,000	693,749	342,371			221,000	249,000	150,815	74,428		
2011-2013	City of Renton	Rainier Ave. S. Bus Access Transit Lanes	\$1,500,000	\$42,980,000	12/19/2013	339,686	367,175					44,115	47,685				
2011-2013	Skagit Transit	Alger Park and Ride	\$1,115,084	\$1,496,450	3/3/2014	120,120	240,240	283,920				8,580	17,160	20,280			
2011-2013	City of Tukwila	Tukwila Urban Center	\$4,735,000	\$7,527,000	6/29/2015	194,818	584,454	604,664				33,020	99,060	102,486			
2011-2013	Pierce Transit	112th and Pacific/SR 7 Transit Access Improvements	\$1,816,869	\$1,816,869	7/27/2015	506,977	728,384					126,744	182,096				
2011-2013	City of Shoreline	N 192nd St to N 205th St BAT Lanes	\$6,357,839	\$6,357,839		1,349,920	1,727,440					122,720	157,040				
2013-2015	Island Transit	Everett Connector*	\$439,210	\$709,563	9/1/2014	NA	NA	1,177,727	Service discontinued			NA	NA	38,727	Service discontinued		
2013-2015	Skagit Transit	Everett Connector*	\$500,790	\$633,800	9/1/2014	Funding was provided to two agencies to support connected service. Island Transit is reporting performance metrics for both projects.											
2013-2015	Yakima Transit	Firing Center Park and Ride	\$222,543	\$302,000	9/22/2014	1,297,468	1,652,735					28,600	38,480				
2013-2015	City of Ridgefield	Ridgefield Park and Ride	\$1,295,000	\$1,685,000	10/14/2014	835,244	1,044,056					36,608	45,760				
2013-2015	Sound Transit	Clean Green Fleet Replacement	\$5,000,000	\$7,000,000	1/29/2015	2,756,397	3,190,874	1,728,521				284,238	329,041	103,646			
2013-2015	Island Transit	Tri -County Connector*	\$1,613,200	\$2,584,345		NA	NA	3,721,996	1,479,830			NA	NA	148,428	88,116		
2013-2015	Skagit Transit	Tri -County Connector*	\$322,641	\$475,200		Funding was provided to three agencies to support connected service. Island Transit is reporting performance metrics for both projects.											
2013-2015	Whatcom Transit	Tri -County Connector*	\$364,159	\$510,272		Funding was provided to three agencies to support connected service. Island Transit is reporting performance metrics for both projects.											

The current requirement for post project reporting was fully implemented in the 2009-2011 biennium.
 Green highlighted cells represent projects that are up-to-date, with performance figures being due in the future.
 *These projects were directly appropriated funding by the state legislature outside of the application process and did not submit year 1 and year 4 estimates.

Rural Mobility Grant Program – (RCW 47.66.100)

The purpose of the Rural Mobility Grant program is to aid small cities and rural areas through the support of transit systems. The support is provided for areas not served, or underserved, by transit agencies. Fifty percent of the funds are non-competitive and the other fifty percent are competitively awarded.

Below is a breakdown of all recipients of Rural Mobility Grant funds whether they have been awarded non-competitive or competitive funding. A brief descriptive title of the project is also provided. The majority of the funding supports operations.

Tribal transit service is supported by the Rural Mobility Grant program. Ten tribes are funded for almost \$2.5 million for the current biennium (2015-2017).



2015-2017 Consolidated Grant Program	Project Title	Competitive			Formula		Total Formula	TOTAL
		Rural Mobility Competitive CURRENT LAW 2P6711	Rural Mobility Competitive NEW LAW 2P6713	Total Competitive	Rural Mobility Transit Formula/ Sales Tax Equalization CURRENT LAW 2P6712	Rural Mobility Transit Formula/ Sales Tax Equalization NEW LAW 2P6714		
Asotin County PTBA	Asotin Operating				\$18,767	\$37,389	\$56,156	\$56,156
Clallam Transit System	Replace Paratransit ADA-compliant Vehicles with consideration for Alternative Fuels		\$163,000	\$163,000	\$40,750		\$40,750	\$203,750
Clallam Transit System	Vehicles & Equipment Purchases				\$297,408	\$36,185	\$333,593	\$333,593
Coastal CAP	Driven to Opportunity	\$460,386		\$460,386				\$460,386
Columbia County Public Transportation	Operating Funds to Sustain Existing Demand Response Service	\$273,715		\$273,715				\$273,715
Cowlitz Indian Tribe	Rural Demand Response	\$250,000	\$84,453	\$334,453				\$334,453
Frontier Behavioral Health	Care Cars	\$95,592		\$95,592				\$95,592
Garfield County Transit	Commuter, Medicaid/ shopper, local and weekend service	\$280,467		\$280,467				\$280,467
Grays Harbor Trans. Authority	Sustain current levels of Fixed Route and Door to Door service and restore discontinued service.	\$460,266		\$460,266	\$1,301,365	\$125,239	\$1,426,604	\$1,886,870

2015-2017 Consolidated Grant Program	Project Title	Competitive			Formula		Total Formula	TOTAL
		Rural Mobility Competitive CURRENT LAW 2P6711	Rural Mobility Competitive NEW LAW 2P6713	Total Competitive	Rural Mobility Transit Formula/ Sales Tax Equalization CURRENT LAW 2P6712	Rural Mobility Transit Formula/ Sales Tax Equalization NEW LAW 2P6714		
Island Transit	Sustain fixed route and complimentary DAR service				\$2,980,000	\$261,980	\$3,241,980	\$3,241,980
Jamestown S'Klallam	Preserve Existing Jamestown Campus Route #50	\$138,432		\$138,432				\$138,432
Jefferson Transit	Operating Assistance-Project A: East Jefferson County Service				\$210,083	\$298,213	\$508,296	\$508,296
Jefferson Transit	Operating Assistance-Project B: West Jefferson Olympic Connection	\$13,649	\$12,864	\$26,513				\$26,513
Kalispel Tribe	Preservation - Kalispel Reservation-to-Spokane and lone (KRSI)	\$46,174	\$201,013	\$247,187				\$247,187
Kitsap Transit	Construction of North Base & Viking Way P&R				\$1,759,386	\$162,795	\$1,922,181	\$1,922,181
Klickitat County Senior Services	Continue to provide Klickitat County with existing Dial-a-Ride Service		\$78,000	\$78,000				\$78,000

2015-2017 Consolidated Grant Program	Project Title	Competitive		Total Competitive	Formula		Total Formula	TOTAL
		Rural Mobility Competitive CURRENT LAW 2P6711	Rural Mobility Competitive NEW LAW 2P6713		Rural Mobility Transit Formula/ Sales Tax Equalization CURRENT LAW 2P6712	Rural Mobility Transit Formula/ Sales Tax Equalization NEW LAW 2P6714		
Klickitat County Senior Services	Vehicle Replacement		\$56,000	\$56,000				\$56,000
Link Transit	Continuation of Upper Valley Demand Response Service	\$10,802		\$10,802				\$10,802
Lower Columbia Community Action Council	Connecting the I-5 Corridor: Vancouver to Longview to Castle Rock	\$269,059		\$269,059				\$269,059
Lummi Tribe	Lummi Nation Bus Stops (Capital)	\$48,000		\$48,000				\$48,000
Lummi Tribe	Lummi Transit Operation	\$450,000		\$450,000				\$450,000
Makah Tribe	Makah Operating Assistance	\$143,655		\$143,655				\$143,655
Makah Tribe-2013-15 Belated Claim	n/a		\$24,742	\$24,742				\$24,742
Mason Transit Authority	Sustained Demand Response	\$420,978		\$420,978	\$351,355		\$351,355	\$772,333
Mason Transit Authority	Sustain Regional Coordination				\$1,050,851	\$629,303	\$1,680,154	\$1,680,154
Mason Transit Authority	Sustain Zone and Fixed Route Deviated Service	\$84,035		\$84,035				\$84,035
NEW RTPO	Regional Mobility Management/	\$155,618		\$155,618				\$155,618

2015-2017 Consolidated Grant Program	Project Title	Competitive			Formula		Total Formula	TOTAL
		Rural Mobility Competitive CURRENT LAW 2P6711	Rural Mobility Competitive NEW LAW 2P6713	Total Competitive	Rural Mobility Transit Formula/ Sales Tax Equalization CURRENT LAW 2P6712	Rural Mobility Transit Formula/ Sales Tax Equalization NEW LAW 2P6714		
	Veterans Coordination							
Okanogan County Transit Authority	Dispatch Hardware and Software	\$149,082		\$149,082				\$149,082
Okanogan County Transit Authority	Bus Stop Signage & Shelters		\$57,734	\$57,734				\$57,734
Okanogan County Transit Authority	General Operating Assistance				\$218,022		\$218,022	\$218,022
Okanogan County Transportation & Nutrition	Okanogan Commuter Routes	\$152,808		\$152,808				\$152,808
Okanogan County Transportation & Nutrition	Preserve Okanogan County Door-to-Door Demand Response	\$120,000		\$120,000				\$120,000
Olympic CAP	Olympia CAP JARC Service	\$99,200		\$99,200				\$99,200
Pacific Transit	Rural Public Transportation Service-Fixed and Demand Response	\$149,096	\$250,000	\$399,096	\$168,834	\$12,812	\$181,646	\$580,742
Pacific Transit	Vehicle replacement Project to preserve existing services		\$52,987	\$52,987				\$52,987
People for People-Moses Lake	Adams, Grant & Lincoln Counties - Preservation of Rural Special Needs Transportation	\$114,688		\$114,688				\$114,688

2015-2017 Consolidated Grant Program	Project Title	Competitive			Formula		Total Formula	TOTAL
		Rural Mobility Competitive CURRENT LAW 2P6711	Rural Mobility Competitive NEW LAW 2P6713	Total Competitive	Rural Mobility Transit Formula/ Sales Tax Equalization CURRENT LAW 2P6712	Rural Mobility Transit Formula/ Sales Tax Equalization NEW LAW 2P6714		
People for People-Wenatchee	Community Connector Chelan, Douglas, and Grant Counties Fixed Route	\$183,540		\$183,540				\$183,540
People for People-Moses Lake	Lincoln County Community Connector Expansion Project	\$138,320		\$138,320				\$138,320
Puget Sound ESD	Key Peninsula School Bus Connects (KP-SBC)	\$25,000		\$25,000				\$25,000
Quinalt Indian Nation	Tribal Transit	\$100,000		\$100,000				\$100,000
Rural Resources	RRCA Commuter Route Kettle Falls, Colville and Chewelah	\$306,000		\$306,000				\$306,000
San Juan County	Mobility Manager		\$61,300	\$61,300				\$61,300
San Juan County	Transportation Voucher Program	\$90,000	\$30,000	\$120,000				\$120,000
Sauk-Suiattle Indian Tribe	Bus Service		\$119,325	\$119,325				\$119,325
Skamania County Senior Services	Maintain Dial a Ride Program for Skamania County	\$306,500		\$306,500				\$306,500
Skamania County Senior Services	Maintain the existing route Deviated Service between Skamania	\$222,880		\$222,880				\$222,880

2015-2017 Consolidated Grant Program	Project Title	Competitive			Formula		Total Formula	TOTAL
		Rural Mobility Competitive CURRENT LAW 2P6711	Rural Mobility Competitive NEW LAW 2P6713	Total Competitive	Rural Mobility Transit Formula/ Sales Tax Equalization CURRENT LAW 2P6712	Rural Mobility Transit Formula/ Sales Tax Equalization NEW LAW 2P6714		
	County and Fisher's Landing							
Special Mobility Services	Purchase one replacement and one expansion light-duty, cutaway bus to expand Deviated Fixed Route between Davenport and Spokane.		\$162,000	\$162,000				\$162,000
Special Mobility Services	Sustain North Spokane County Dial-a-Ride Service	\$370,000		\$370,000				\$370,000
Special Mobility Services	Continue Deviated Fixed Route between Newport and Spokane	\$195,000		\$195,000				\$195,000
Special Mobility Services	Continue Deviated Fixed Route Service between Davenport & Spokane & Ritzville & Spokane	\$324,153		\$324,153				\$324,153
Spokane Tribe	Acquisition of a new paratransit vehicle	\$41,249		\$41,249				\$41,249

2015-2017 Consolidated Grant Program	Project Title	Competitive			Formula		Total Formula	TOTAL
		Rural Mobility Competitive CURRENT LAW 2P6711	Rural Mobility Competitive NEW LAW 2P6713	Total Competitive	Rural Mobility Transit Formula/ Sales Tax Equalization CURRENT LAW 2P6712	Rural Mobility Transit Formula/ Sales Tax Equalization NEW LAW 2P6714		
Spokane Tribe	Moccasin Express Continued General Operations	\$529,500		\$529,500				\$529,500
Spokane Tribe	Moccasin Express Downtown Spokane Route	\$140,000		\$140,000				\$140,000
Squaxin Tribe	Operating Assistance for Squaxin Transit		\$31,909	\$31,909				\$31,909
Stillaguamish Transit	Demand Response Vehicle Replacement		\$52,000	\$52,000				\$52,000
Thurston Regional Planning Council	Rural & Tribal Transportation Program (RT)	\$450,075	\$71,000	\$521,075				\$521,075
Twin Transit	Capital assistance to purchase two (2) replacement light-duty gas-powered buses for ADA complementary paratransit service.		\$92,500	\$92,500				\$92,500

2015-2017 Consolidated Grant Program	Project Title	Competitive			Formula		Total Formula	TOTAL
		Rural Mobility Competitive CURRENT LAW 2P6711	Rural Mobility Competitive NEW LAW 2P6713	Total Competitive	Rural Mobility Transit Formula/ Sales Tax Equalization CURRENT LAW 2P6712	Rural Mobility Transit Formula/ Sales Tax Equalization NEW LAW 2P6714		
Twin Transit	General operating assistance to preserve existing Fixed Route and paratransit service in and around Centralia/ Chehalis.		\$100,000	\$100,000				\$100,000
Valley Transit	Demand Response and Route Deviated Transportation				\$103,179	\$155,084	\$258,263	\$258,263
Wahkiakum County Health & Human Services	Operations Grant	\$404,766		\$404,766				\$404,766
Yakima Transit	Yakima Transit - Yakima-Ellensburg Commuter Existing Project	\$68,994		\$68,994				\$68,994
Lummi Tribe-Placeholder for prior biennium invoice	Lummi Transit Operation	\$226,110		\$226,110				\$226,110
		\$8,507,789	\$1,700,827	\$10,208,616	\$8,500,000	\$1,719,000	\$10,219,000	\$20,427,616

