

2023 Public Transportation Mobility Report

WSDOT PUBLIC TRANSPORTATION DIVISION



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HIGHLIGHTS

WSDOT's Public Transportation Division publishes the Public Transportation Mobility Report annually. The report compiles stories from work completed by WSDOT's Public Transportation Division and its partners to implement state legislative and budget direction.

Stories in this edition of the report include:

- Through grant programs, projects, and adaptive planning, WSDOT can make fundamental changes that will benefit hundreds of thousands of our state's most vulnerable residents (p. 6).
- In the 2023-2025 biennium, the state Special Needs and Rural Mobility competitive grant programs will provide \$48.9 million for 92 new and ongoing projects around the state. These grant programs helped leverage \$20.7 million from other funding sources. Projects funded by these grants support people with special needs and limited access to public transportation services in small cities, in rural communities, and on reservations across the state (p. 10).
- The state Regional Mobility Grant program will provide more than \$76 million in the 2023-2025 biennium for 39 projects to explore innovative ways to reduce congestion and improve connectivity between counties and regional population centers. In 2023, Regional Mobility projects in their fourth year of operation reduced nearly 2.9 million single-occupancy vehicle miles traveled and removed more than 380,000 single-occupancy vehicle trips from the state's transportation system (p. 23).
- With 2023-2025 biennium funding, the state's Green Transportation Capital Grant program will provide \$50.5 million to 11 transit agencies in rural and urban areas across Washington. These funds increase transit agencies' use of zero-emissions buses. Replacing just a single diesel bus with a zero-emissions bus will prevent more than 2.4 million pounds of carbon emissions across the 12-year lifespan of a typical bus (p. 33).
- For the 2023-2025 biennium, the Legislature provided \$38 million for the State Buses and Bus Facilities program to fund 16 new projects in rural and urban areas across the state. These projects will help transit agencies keep buses on the road as well as build, renovate, and retrofit their facilities (p. 40).
- WSDOT interviewed 28 partners in 22 counties across Washington through the Grants Program Advisory Consultation. Results from those interviews are helping improve WSDOT's grant application evaluation process and ensure that equity and inclusion are a part of all the agency's public transportation grant programs (p. 44).

- WSDOT and its partners published the Washington State Public Transportation Plan in 2016. It's now time to update the plan to account for major shifts in the public transportation sector, from population growth across the state to the COVID-19 pandemic and the passage of the Climate Commitment Act and Move Ahead Washington. To update the plan, WSDOT's Public Transportation Division is first reaching out to community-based organizations and coalitions representing historically underserved communities (p. 46).
- The Transportation Demand Management Technical Committee and WSDOT are updating resources and working to expand the highly successful Commute Trip Reduction Program for the 2020s and beyond. Nearly 59 percent of employees surveyed at commute trip reduction-affected worksite chose alternatives to driving alone for their commute, 55 percent higher than the state average and 89 percent higher than the national average (p. 48).
- The State Agency Commute Trip Reduction Program collaborates with the Thurston Regional Planning Council, Washington State Office of Financial Management, and State Agency Commute Trip Reduction Advisory Group to encourage state employees to use commute alternatives to driving alone to work. This partnership worked for the past two years to update resources for its state agency partners and develop a new Joint Comprehensive Commute Trip Reduction Plan (p. 56).
- WSDOT's Public Transportation, Active Transportation, Regional Transit Coordination, and Management of Mobility divisions continue to work with their partners to expand Washington's integrated multimodal transportation system by implementing Complete Streets, developing parking innovations, providing planning guidance, aligning goals and priorities, and integrating transit and demand-management strategies with land-use plans (p. 58).

INTRODUCTION

WSDOT's Public Transportation Division publishes the Public Transportation Mobility Report annually.

This edition of the report fulfills requirements in:

- [RCW 47.66.100](#)
- [RCW 47.66.030](#)
- [The 2023-2025 State Transportation Budget \(ESHB 1125 – 2023\)](#)
- [RCW 47.66.120](#)
- [RCW 47.66.130](#)
- [RCW 47.66.080](#)
- [RCW 47.06.110](#)
- [RCW 70A.15.4060](#)
- [RCW 70A.15.4100](#)
- [RCW 47.01.330](#)



Many public transportation projects in Washington are funded in part through cap-and-invest revenues under the Climate Commitment Act (CCA). In this year's Public Transportation Mobility Report, projects receiving CCA revenues are noted with the "Funded by Washington's Climate Commitment Act" emblem or "CCA funded" in parentheses.

The 2023 Public Transportation Mobility Report highlights the programs, projects, and adaptive planning WSDOT and its partners use to make fundamental changes that will benefit hundreds of thousands of our state's most vulnerable residents.

This report provides updates on WSDOT's public transportation grants for the Special Needs, Rural Mobility, Regional Mobility, Green Transportation Capital, and the new State Buses and Bus Facilities programs. Also included are WSDOT's efforts to engage a diverse group of stakeholders statewide in a biennial evaluation of those programs.

Additionally, the report details WSDOT's efforts as it prepares to update the Statewide State Public Transportation Plan, first by engaging with historically underserved communities.

This year's report also gives an update on the State Commute Trip Reduction Program, Transportation Demand Management Technical Committee, and State Agency Commute Trip Reduction Program as they work to update commute trip reduction for the 2020s and beyond.

Finally, the report documents WSDOT's Public Transportation, Active Transportation, Regional Transit Coordination, and Management of Mobility divisions and their partners' efforts to reimagine Washington's transportation system through Complete Streets and other integrated multimodal solutions.

About WSDOT's Public Transportation Division

WSDOT's Public Transportation Division envisions a transportation system in Washington that makes lives and communities better. To turn this vision into reality, the division works with its partners to make transportation safe, accessible, and equitable.

The division supports programs and projects that connect large and small communities, as well as those that provide access to all people in Washington. The division provides its support through grant administration, planning, community engagement, policy development, technical assistance, and training.

Each of the programs and projects that the division supports builds on, makes safe, and sustains Washington's integrated multimodal transportation system.

PUBLIC TRANSPORTATION'S ROLE IN ACCESS AND MOBILITY FOR ALL

With a landmark \$3 billion investment through the Move Ahead Washington transportation funding package, state funding for public transportation is on the rise in Washington.

What's more, requirements under the Climate Commitment Act (CCA) and Healthy Environment for All (HEAL) Act propel much of the funding through Move Ahead Washington toward improving access and mobility for vulnerable populations in overburdened communities.

Achieving the goal of access and mobility for all—especially for those who haven't been afforded these benefits in the past—requires a fundamental shift in how WSDOT plans for and builds Washington's integrated multimodal transportation system.

Move Ahead Washington represents a new era for Washington's investment in an integrated multimodal transportation system, one where public transportation plays a key role in ensuring access and mobility for all.

WSDOT's Public Transportation Division went right to work making this vision a reality. For the 2023-2025 biennium, the division awarded around \$660 million in state funds for public transportation for 14 different grant programs. Recipients of the grants include transit agencies, nonprofits, tribes, counties, cities, and transportation demand management implementers across Washington.

Bolstering public transportation partners' operations, capital investments, and transportation demand management programming with this funding is a huge step forward. But Washington needs broader, transportation-system-wide improvements to ensure that everyone in the state—regardless of race, age, disability status, geography, and income level—can get where they need to go.

New studies to guide WSDOT's vision in the 2020s and beyond

WSDOT's vision is that Washington travelers have a safe, sustainable, and integrated multimodal transportation system. Findings from new studies published in 2023 have highlighted focus areas for WSDOT to achieve that vision:

- [Nondriver Study](#) (Joint Transportation Committee): identifies nondrivers in Washington and details the effects of being a nondriver in their lives.
- [Frequent Transit Service Study](#) (WSDOT): examines frequencies of fixed-route transit available to people across the state. Also identifies data gaps that prevent WSDOT from providing transit access.
- [Unmet Needs Study](#) (WSDOT): quantifies the number of households not taking trips (and number of forgone trips) due to lack of public transportation access, and the effect these forgone trips have on households.

Each study expands on issues in Washington's transportation system that WSDOT knew existed. But given the scale and breadth of the results, they produced findings that the agency can't unsee – perhaps this the most telling of all:

There is a problem with equity and mobility in Washington state.

Equitable mobility: an urgent need

Data in the three studies helps illustrate the equity and mobility problem. In Washington:

- 10 percent (more than 700,000) of people live in poverty – more than the populations of Bellevue, Vancouver, and Spokane combined.
- 34 percent (nearly 997,000 households) fall below the Asset Limited, Income Constrained, Employed (ALICE) threshold (ALICE households earn more than the federal poverty level, but not enough to afford the basics where they live).
- 500,000 people over 16 don't have a driver's license.
- 45 percent of nondrivers will skip going somewhere or be late because of transportation issues.
- 270,000 mobility-challenged households are in areas with limited public transportation.
- 29 million trips are skipped due to transportation issues.

Combining this quantitative data with qualitative interviews, common findings emerge across the studies:

- Public transportation services don't exist everywhere and aren't adequate anywhere.
- Access to transportation services and ease of use varies based on a rider's race, age, disability status, geography, and income level.
- Vulnerable populations are disproportionately affected by transportation burdens.

Even with new state funding through Move Ahead Washington, there's a systemic issue that funding alone cannot address: If you can't get to a public transportation service, you can't use it.

The studies reveal that one barrier alone can stop someone from taking a trip – not just on public transportation, but skipping an entire trip to somewhere they need to be. A barrier can look like a missing or poorly constructed sidewalk, one scheduled bus trip an hour instead of two, no money for bus fare, geographic isolation, and a number of other challenging factors.

Transportation access gaps: a tax on time and quality of life

What is the significance of 29 million annual skipped trips? What does this look like in real life?

It's a senior citizen deciding to skip a doctor's visit, letting a relatively medical minor issue become worse as time goes by – all because they don't have affordable mobility options to get to a medical facility.

It's an adult learner choosing not to attend night school because they can't get a ride home in the late evening, keeping them from advancing their career because the bus doesn't run late enough.

It's a parent not pursuing a job opportunity that would have made their home a dual-income household because they don't have a reliable way to get their child to daycare.

Many households at or below the ALICE threshold either don't have cars, have fewer cars than working people in the household, or don't drive because of a disability. These households often find themselves caught in a transportation access gap.

Transportation access gaps are like a tax on time and quality of life. Folks experiencing these gaps have less access to opportunity through employment or education, poorer health outcomes, and fewer opportunities to engage with their communities.

And this isn't just a problem for the now; it's a problem for the future: the [Institute for Child Success](#) has [shown](#) underinvestment and subsequent lack of public transportation actively limits the opportunity of children to improve their quality of life.

Imagine for a moment, a parent with two young children ages 4 and 6 just finishing up grocery shopping, only to find they missed their hourly bus by five minutes. This trio now faces the prospect of waiting for close to an hour, groceries in tow, for the next bus. Weather conditions and bus stop amenities can turn an unpleasant situation into a dangerous one. Is there a place to get out of the hot sun? Is there shelter against the wind? Is there lighting to provide safety and comfort as the sun starts to set? And even in favorable conditions, is there a place for the little ones to sit and rest their legs as they wait?

TRUE STORIES OF TRANSPORTATION ACCESS GAPS:

Nancy, Grays Harbor County

Nancy shared her story with [Disability Rights Washington](#) as part of the organization's [Transportation Access for Everyone Storymap](#).

Nancy lives on the Wishkah River north of Aberdeen with her two adult sons, both of whom have disabilities.

Nancy is losing her vision and no longer drives. She and her sons all rely on Grays Harbor Transit paratransit. They live on the edge of the service boundary and worry that if funding was cut, they would lose reliable transportation access.

While there is a service that provides rides to her medical appointments, Nancy can't use it because she can't bring her sons with her and can't leave them home alone.



Nancy and her sons in Wishkah.
(Photo courtesy of the Disability Mobility Initiative.)

Multimodal integration: solutions in reach

Given these findings, it bears repeating that public transportation is an essential service. When public transportation is done well, it benefits all people in Washington by increasing independence and autonomy, improving quality of life, and allowing folks more time to spend doing the things they enjoy or being with the people they care about and care for.

Still, public transportation is only one part of an integrated multimodal transportation system designed to close transportation access gaps. The Nondriver, Frequent Transit Service, and Unmet Needs studies combine to identify tangible solutions that address transportation access gaps across the state:

- Improvements to mobility require not only adequate resources but coordination between all levels of government, as well as adaptive planning.
- Closing transportation gaps requires coordination between the Legislature, WSDOT, metropolitan and regional transportation planning organizations, counties, and cities to prioritize and target infrastructure barriers that create gaps for nondrivers.
- Critical access to the integrated multimodal transportation system requires numerous forms of mobility in addition to fixed-route public transportation, such as demand response, paratransit, walking, biking, and rolling.

What does this integrated multimodal transportation system look like? It starts to take shape like this:

- Reduced fares or fare-free rides on transit for low-income people statewide.
- Affordable, hourly public transportation trips between every city with a population over 10,000.
- Increased demand-response service.
- Evening, night, and weekend public transportation service.
- Increased biking and walking paths as well as transit-friendly roadways, all safely connecting the first and last mile of a public transportation trip.
- Jobs and affordable housing located together with easy access to public transportation.

- Multimodal improvements included in project descriptions and cost estimates for every proposed roadway expansion and maintenance project.

This list isn't something public transportation providers can tackle alone, even with increased funding. Providers are often left out of the loop when we add lane miles or improve a roadway facility, or when we put in a new apartment complex or stand up a new shopping center. This list is about the conversations we have about growth and development as communities and a state, and how closing transportation access gaps should be front and center in those conversations.

WSDOT can make fundamental changes that will benefit hundreds of thousands of our state's most vulnerable residents. The grant programs, projects, studies, and planning efforts featured in this report help support the agency to make these changes.

As WSDOT continues to develop a stronger understanding of mobility needs across the state, the agency will incorporate its findings and recommendations in the forthcoming Statewide Public Transportation Plan Update.

Read more about the Statewide Public Transportation Plan Update on p. 46.

TRUE STORIES OF TRANSPORTATION ACCESS GAPS:

Cody, Chewelah

Cody also shared his story in the Transportation Access for Everyone Storymap.

To get to Spokane or Colville for work or play, Cody rides the Rural Resources bus. The bus runs once a day, leaving Chewelah at 7:15 a.m. and returning at 4:30 p.m. There's also no weekend service.

That limited schedule reduces the kinds of jobs Cody can have and isn't convenient if he needs to run an errand. If he needed to head out on the bus in the morning, he'd have to wait all day for a trip home!

While WSDOT's Travel Washington Gold Line bus runs through Chewelah twice a day, it can cost almost \$50 for a round-trip. Because of the price, Cody can't afford to ride the Gold Line regularly.

If Cody had more affordable and frequent bus options, he'd be able to have dinner with his family, visit his friends in Spokane and go to the movies, or just hang out. He dreams of bus coming every 30 minutes and of train stations in rural towns so he can get from Colville all the way to Seattle in a day.

Cody is just one of the nearly 500,000 people in the Washington who don't drive who are facing these kinds of transportation access gaps as a day-to-day reality.



Cody in Chewelah.

(Photo courtesy of the Disability Mobility Initiative.)

SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS

The Special Needs and Rural Mobility grant programs support people with special needs and limited access to public transportation services. These programs provide funding for transit agencies and nonprofit public transportation providers in small cities, reservations, and rural communities.

Without this grant funding, many of Washington’s most isolated communities would remain unserved by public transportation.

For the 2023-2025 biennium, the Legislature provided \$35.6 million for the competitive Special Needs Grant Program and \$16 million for the competitive Rural Mobility Grant Program, allowing WSDOT to fund 92 new and ongoing projects across the state.

WSDOT’s Public Transportation Division administers the Special Needs and Rural Mobility Grant programs through competitive and formula distribution processes as part of the Consolidated Grant Program.

The Consolidated Grant Program awards funding to provide public transportation services within and between rural communities, as well as between cities.

The program’s grantees use the funding to bolster service and purchase new buses and other equipment to provide public transportation in rural communities, especially to seniors and persons with disabilities.

About 80 percent of program funding goes to operations and creating access to medical appointments and jobs for people who couldn’t otherwise make these trips.

[More information about the Special Needs and Rural Mobility grant programs as administered through the Consolidated Grant program](#)

Making Special Needs and Rural Mobility Grant programs investments go further

WSDOT’s Public Transportation Division administers the Special Needs and Rural Mobility Grant programs through the Consolidated Grant Program and its mix of state and federal funds.

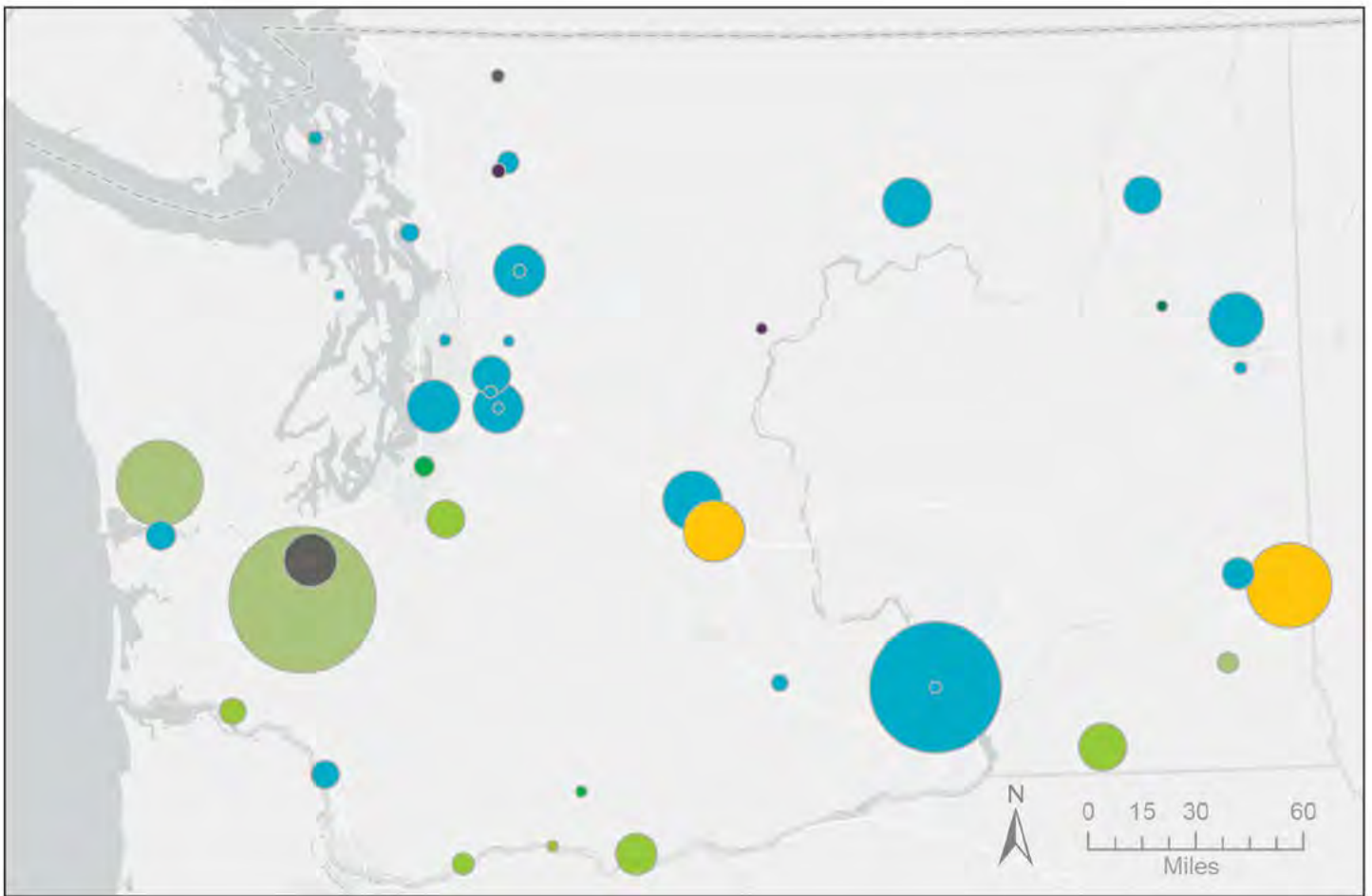
Consolidating state and federal dollars under one program allows the division to help grantees meet federal match requirements with state funds and vice versa. This lets the division provide more and larger grants to organizations across the state.

In the 2023-2025 biennium, competitive Special Needs and Rural Mobility Grant program funds account for around 47 percent and 23 percent of the competitive funds awarded through the Consolidated Grant Program, respectively.

Grant program	2023-2025 funds (in millions)	2023-2025 biennium percentage of Consolidated Grant Program
Competitive Special Needs	\$35.6	47%
Competitive Rural Mobility	\$16	23%
Other Consolidated Grant Sources	\$20.7	30%

2023-2025 Special Needs and Rural Mobility grant program investments

This map illustrates investments in the competitive Special Needs and Rural Mobility Grant programs for the 2023-2025 biennium.



Agency Type

- City Government
- County Government
- Nonprofit
- Planning Organization
- Special District
- Transit Agency - Rural
- Transit Agency - Small Urban
- Tribe

Funding Received

- 34,392
- 2,805,640
- 5,576,880
- 8,348,130

Special Needs and Rural Mobility grant programs project highlights

Below is a selection of Special Needs and Rural Mobility Grant projects from around the state that support transit agencies and nonprofit public transportation providers in small cities and rural communities and on reservations. Hear from them in their own words.

Pierce County Human Services: Beyond the Borders

Around 46 percent of Pierce County residents live in unincorporated areas without access to public transportation. [Beyond the Borders](#) formed in 2003 as a partnership between Pierce Transit and Pierce County Human Services to close this transportation gap and connect folks living in rural, unincorporated areas to Pierce Transit routes and the places they need to be.

Beyond the Borders provides three connector bus routes: Sumner to Bonney Lake, Orting to South Hill/Puyallup, and South Hill to Spanaway. The connector routes deviate up to a mile to pick up riders by request. Beyond the Borders also offers door-to-door, demand-response service for those who don't live near a connector route.

Eligible riders for Beyond the Borders service include people with disabilities, seniors 65 years and older, veterans, youth 12-17 years old, people with low income, and people who live or travel outside the Pierce Transit service area. The service connects riders to Pierce Transit fixed-route buses and shuttles, Sound Transit, King County Metro, and other transportation services in the region.

Beyond the Borders riders come from all walks of life. The service averages 16,000 rides for more than 350 riders per year. In 2022, Beyond the Borders reached its highest ridership, offering 19,661 rides!

“Going through my dialysis treatments is hard enough and Beyond the Borders reduces the stress I feel when going to these appointments. I appreciate what the company does for me, and it helps make my life much easier.”

– Ronald G., Spanaway



Penny with Beyond the Borders assists a rider.

Around 70 percent of Beyond the Borders riders use the service for commuting, including adults with developmental disabilities who wouldn't be able to keep their jobs without this transportation and riders with low incomes who wouldn't otherwise be able to afford the commute to work. Outside getting to work, riders also use Beyond the Borders for travel to essential services: the service provides trips to meal-site programs at local senior centers, food banks, social service appointments, and medical appointments not covered by Medicaid.

One of the communities that relies on Beyond the Borders is the [Orting Veteran's Village](#), a tiny-house village for veterans experiencing homelessness. By providing transportation access to jobs, social services, and healthcare, Beyond the Borders helps the village achieve its mission of encouraging personal growth and promoting access to the care and services that veteran heroes need. Beyond the Borders estimated it would deliver around 80 rides a month for residents of the village – but the final count for 2022 was 1,690! Last year Beyond the Borders and the [Orting Village route received a Pierce County Standing Ovation Award](#) for outstanding innovation and effective government programs that support the community.

In the 2021-2023 biennium, the Special Needs and Rural Mobility grant programs contributed \$552,510 and \$136,793 respectively to Beyond the Borders, about 33 percent of the project cost.

"I had to get my leg amputated and am now in a wheelchair. [Beyond the Borders] drivers always help push me into the facility – they are so helpful and very nice."

– Gayle B., Graham



Beyond the Borders' Daeveene May helps a resident of Orting Tiny Village understand the ins-and-outs of the transportation service.

Columbia County Public Transportation and David Ocampo: installing bus shelters in the city of Dayton

This is a story of grit and determination to deliver safe, accessible public transportation by any means.

Columbia County Public Transportation General Manager David Ocampo feels that bus-stop accessibility is the responsibility of all transit agencies, and that transit agencies should work directly with their municipalities, communities, and businesses on bus stop improvements. For David and the rest of Columbia County Public Transportation's staff of 13, nowhere was this truer than the small town of Dayton on US 12, which had only one bus shelter that the city acquired way back in 2004.

With a single shelter in Dayton, most of Columbia County Public Transportation riders didn't have a designated place to wait for the bus. What's more, the agency serves a high percentage of people 55 and older, many of whom have disabilities. New bus

shelters would improve safety for these riders by providing safe, accessible, well-marked places to wait for the bus out of the elements. The shelters would also be a low-barrier, low-tech way to communicate with folks who aren't on social media or have limited access to phone or email by providing a place to display flyers and information about the agency's services.

David had a goal of putting in eight new bus shelters in Dayton, spread out along Columbia County Public Transportation's most popular pick-up areas. He applied for and was awarded Rural Mobility Grant Program funding for the project in May 2021. What happened between then and June 2023 shows the sheer dedication of David and the entire Columbia County Public Transportation staff.

Early on, pandemic-era supply chain disruptions caused an aluminum shortage, spiking prices of bus shelters. This forced Columbia County Public Transportation to scale down the project to four shelters. And even with scaling, the shelters would take a long time to be delivered.



David Ocampo is the general manager of Columbia County Public Transportation and is more than willing to roll up his sleeves and get down to work.



David Ocampo, Mark Haney, Ivan Macedo, and Megan Schmidt of Columbia County Public Transportation putting in some real elbow grease with the new Dayton shelters.

Then, in November 2021, David was diagnosed with acute lymphoblastic leukemia and underwent chemotherapy and radiation treatment to prepare for a stem cell transplant. He worked remotely from Seattle for eight months while undergoing treatment.

But David's wasn't the only recovery his staff had to plan for. One driver/dispatcher was diagnosed with lung cancer and underwent surgery in March 2022. Another driver had a heart attack and had surgery in May 2022. For a staff of 13, three folks out is a lot to make up for. Columbia County Public Transportation had to shift responsibilities and put projects on hold to accommodate their recoveries.

Back at work in July 2022—and with the shelters finally delivered after a long wait—David knew it was time to literally dig in and get the work done. His savvy team decided to save on funds and time by installing the shelters themselves – including David himself! The first stop took eight hours to install, but the pace quickened, and the team worked its way down to four hours per stop.

Through their sweat equity, David and the whole Columbia County Public Transportation team exemplify public service and a dedication to access for all.

The Rural Mobility Grant Program contributed \$60,000 in the 2021-2023 biennium for Columbia County Public Transportation's project to install bus shelters in the city of Dayton, 80 percent of the project cost.

Link Transit: Transportation Reimbursement Intercommunity Program

Rural populations throughout Chelan and Douglas counties experience significant gaps in public transportation. Link Transit's [Transportation Reimbursement Intercommunity Program](#) (TRIP-Link) addresses this gap through community volunteer service.

Through TRIP-Link, friends and neighbors help provide transportation with personal vehicles to essential services for senior citizens and people with disabilities. The volunteer program addresses a crucial 38 percent of Link Transit's service who aren't covered by paratransit services. Since June 2023, the program



**Transportation
Reimbursement
Intercommunity
Program**



A Volunteer Driver program
partnership with



&



*A different type of volunteer driver service,
serving Chelan and most of Douglas Counties*

Connecting our communities.



**Transportation
Reimbursement
Intercommunity
Program**



***Un diferente tipo de servicio de
chofer voluntario, sirviendo el
condado de Chelan y mayoría
del condado de Douglas.***



&



has expanded to include Bridgeport, Mansfield, and other areas in Douglas County. TRIP-Link also helps serve more than 68,000 residents outside of Link Transit's current service boundary.

While initially focused on senior citizens and persons with disabilities living in rural areas, TRIP-Link has expanded its eligibility criteria to people who:

- Don't own a personal vehicle.
- Need to get to employment or school.
- Can't drive themselves.
- Are medically compromised.
- May miss medical appointments.
- Can't get groceries.

Eligible people for TRIP-Link who live outside Link Transit's service area now have easy access to essential, community, and transportation services. Riders pay volunteers providing this service and are reimbursed mileage through payment, removing the cost and need for volunteer training and recruitment.

Link Transit contracts with [Trancare](#) to administer and operate TRIP-Link. The program provides vital support to those in rural communities who need it most. Riders also have the option to use the mileage they receive in conjunction with transportation available within Link Transit's service area, further supporting rural residents with flexible service.

The Rural Mobility Grant Program is contributing \$142,500 in the 2023-2025 biennium for TRIP-link, about 95 percent of the project cost.



Homage Senior Services: Transportation Outreach Program and Darrington to Arlington mid-day route

Expanding transportation services is a common way to address transportation gaps in rural areas. But what if residents don't know how to use the services? [Homage Senior Services](#) is addressing this awareness gap in rural Snohomish County by educating and training senior citizens and people with disabilities in transportation resources available to them.

Senior citizens and people with disabilities, especially those in rural areas, face daily barriers to accessing essential services such as healthcare. Homage believes that transportation access should not be one of those barriers.

Homage's [Transportation Assistance Program](#) (TAP) not only provides transportation services – outreach around the program gives people living in rural areas in the Snohomish County and Puget Sound region the critical knowledge and support they need to access underused transportation resources.

“For one man, it was life or death, as he needed multiple dialysis sessions each week, and TAP ensures he is at each one. A developmentally disabled rider shared [that] this transportation means he can have a job. Those of us with our own transportation really take this for granted.”

– Juli Rose, senior director of government-funded programs at Homage



A group enjoys a ride on a Homage TAP bus for their weekly lunch with friends.

Outreach around TAP helps to support [Snotrac](#) and several human service non-profit agencies. Coordination between this coalition and multiple agencies helped identify transportation needs, build relations, and make the project a reality. Snotrac also addresses the rural transportation gap between Snohomish and Skagit counties, helping provide a critical service to individuals in underserved areas.

This impactful, life-changing work supports and enhances all transportation options in the county, connects with other counties in the region, and provides information to social-service organizations.

Brad's story captures the positive effects of Homage's TAP. At 18, a motorcycle crash paralyzed Brad from the waist down. He regained independence with support from TAP, and after years of recovery, he can do things no one thought he'd be able to do again. He found employment and freedom thanks to TAP and his supporters. Today, he enjoys getting out and doesn't let his disability define his life. Brad is a fighter!

But, again, Homage doesn't just educate folks about transportation options in their area. The nonprofit also provides for the transportation needs of more than 25,000 people and gives them access to healthcare and community services.

As an example, Homage partnered with the [Sauk-Suiattle Indian Tribe](#) for the [Darrington to Arlington mid-day route](#), an important addition to support underserved populations who need access to medical appointments and basic services. Homage is currently working with the Sauk-Suiattle Indian Tribe to use their combined funding to offer service more frequently each week.

The Special Needs Grant Program is contributing \$116,382 in the 2023-2025 biennium for Homage's TAP, about 95 percent of the project cost.

And the Special Needs Grant Program is integral to Homage's services overall: in the 2023-2025 biennium, the grant program is contributing \$1,446,188 (75 percent of the project cost) to sustain Homage's TAP. Another \$372,229 (CCA funded) (89 percent of the project cost) from the grant program is dedicated to expanding TAP and \$161,372 (74 percent of the project cost) will help them perform outreach for TAP. Finally, the grant program is contributing \$605,000 (95 percent of the project cost) for Homage's work on the Darrington to Arlington mid-day route.

Thurston Regional Planning Council: ruralTRANSIT

rT seeks to reduce barriers for rural residents by providing route-deviated, on-demand services to areas outside Intercity Transit's service area and the Thurston County urban hub. In some areas, rT is the only public transportation service available, providing essential connections to transit hubs like Tumwater and Centralia. This allows folks from Bucoda, Grand Mound, Rochester, the Chehalis Tribe, Tenino, Rainier, and now Yelm to travel to nearby communities and transit services.

rT is more than just a bus service; for many, it's a lifeline to jobs, training, childcare, and medical services. The familiarity and reliability of the service and its drivers provide riders with independence and breaks the pattern of social isolation, a major issue of poverty and aging exacerbated by the COVID-19 pandemic. As just one of many examples, rT is an essential service for the Rochester Organization for Families (ROOF). Many of the ROOF's program participants, especially kids, use rT to access social services provided by the organization.

"(rT) provides such an important service to those of us without working cars. You definitely saved my job."

- RT customer



rT closing the gap between rural communities in Thurston County.

“The ROOF summer program depends greatly on (rT). Without the bus, most of the children in our program would not be able to attend. Many families we serve only have one vehicle, which makes getting kids to and from the program difficult if the other parent needs the car to get to work each day.”

– Rochester Organization for Families, rT customer

rT’s newly expanded service was shaped in large part by the voices of its drivers and riders. The expanded weekday service includes a new route to Yelm from Rainier, a new midday route, a new stop and, soon, Saturday service. Finding enough drivers to cover the new days and times of this expansion is the only hold-up, a problem on which rT staff and contractors are working diligently to find a solution.

Once established, the Saturday service will increase access to shopping and time spent with friends and family, as well as expand job opportunities for weekend employment shifts. It will also give rural residents the freedom and opportunity to engage in seasonal festivals, bazaars, and recreational opportunities offered by even the smallest rural Thurston County communities.

The Rural Mobility Grant Program is integral to sustaining and expanding rT’s services: in the 2023-2025 biennium, the program is contributing \$1,818,871 (90 percent of the project cost) and an additional \$885,221 (94 percent of the project cost) to expand rT.

Entrust Community Services: door-to-door special needs services

Entrust Community Services has offices across Yakima County, offering programs for employment services, educational training, community access for everyone with a disability; and stabilization services to people experiencing homelessness. And with partial funding through the Special Needs Grant Program, Entrust also provides door-to-door transportation services to and from employment and social sites for people with disabilities.

Entrust transports more than 80 people each day to and from work and social and recreation programs. Without Entrust, most of these folks would be unable to get to work or play an active role in their community. Entrust Case Aid Jordan knows firsthand the benefits the transportation access Entrust provides, noting that a bridge closure in rural Mabton means it takes 45 minutes to get to a client’s home. Without Entrust’s transportation services, the agency’s other services would be unavailable to this client while the bridge remained closed.

Case managers at Entrust note that transportation services sustain and increase participation in the agency’s other programs. In just one example, providing transportation to students in Entrust’s high school transition program nearly doubled the program’s enrollment.

In the communities Entrust serves, people with disabilities often don’t drive but still need to get to work. If they live outside a transit agency’s service area or work at hours when transit services don’t run, getting to work is nearly impossible. Entrust’s services are supported by contracts with various state and local entities that provide funding for eligible individuals and families. This enables the agency to offer services at a

“Some of our clients are “way out” – rural Wapato, Buena, and Mabton. Currently, the bridge that provides direct access to Mabton is closed for a year. Because of the bridge closure, it takes us 45 minutes to get to this client’s home. [Entrust’s other services] would be unavailable for this client for a year if we couldn’t provide transportation.”

– Jordan, Entrust case manager, Sunnyside



Ernesto and Jon use Entrust's transportation services to get to work and play an active role in their communities.

very low or no cost to qualified individuals or families. Case manager Liana from Yakima knows the benefit that cost-effective services offer, noting that even small savings on bus rides each week helps Entrust's clients provides access to activities in their community.

The Paratransit Special Needs Grant Program contributed \$427,882 (67 percent the project cost) in the 2021-2023 biennium and will contribute \$461,982 (69 percent the project cost) in the 2023-2025 biennium for Entrust Community Services' door-to-door special needs services.

Mid-Columbia Economic Development District: Gorge Regional Transit Network inclusive outreach and education

Through its Gorge Regional Transit Network inclusive outreach and education project, Mid-Columbia Economic Development District will fund a position for a part-time travel trainer who will develop and implement innovative outreach activities to increase awareness and confidence in using the regional transit system.

“Door-to-Door transportation allows our people to save money on transportation. Their funds are very limited, and even saving a \$4-\$12 a week on bus rides helps them to afford more enriching and community inclusion activities.”

*- Liana,
Entrust case manager, Yakima*

The project supports the Gorge TransLink Alliance partnership made up of five public transportation providers working together to serve a rural, bi-state region. With significant service expansion, the partnership is focused on making residents in rural Klickitat and Skamania counties aware of transit service availability.

The new part-time travel trainer will work with organizations to create engaging outreach strategies that focus on reaching older adults, low-income residents, resident seasonal farm workers, people with limited English proficiency, people with disabilities, veterans, and the Native American population living at the in-lieu and treaty access fishing sites. The trainer also meets an essential need by assisting

those who require dial-a-ride or other special services by coordinating with regional public transportation providers to get more service to more people.

The travel trainer will not only teach riders to use the transit system, but also how to access bus stops by walking, rolling, or other modes. The Mid-Columbia Economic Development District has partnered with an ADA transit-to-recreation accessibility project in the Gorge and will leverage this ongoing project to expand outreach and education to southwest Washington public transit providers.

The Rural Mobility is contributing \$77,000 to Mid-Columbia Economic Development District's Gorge Regional Transit Network inclusive outreach and education project, 55 percent of the project cost.



A rider gets ready to board Mt. Adams Public Transportation Services (MATS). MATS is part of the Gorge TransLink Alliance, supported by Gorge Regional Transit Network inclusive outreach and education.

REGIONAL MOBILITY GRANT PROGRAM

The Regional Mobility Grant Program supports local efforts to reduce transportation delay and improve connectivity between counties and regional population centers.

For the 2023-2025 biennium, the Legislature provided more than \$76 million in state funding for 39 new and ongoing Regional Mobility Grant Program projects across the state.

WSDOT’s Public Transportation Division administers the Regional Mobility Grant Program. In addition to funding capital construction projects such as new transit centers and park and ride lots, the grant program supports WSDOT’s public transportation partners’ efforts to:

- Purchase vehicles.
- Add routes or increase the frequency of service.
- Implement innovative ways to reduce transportation congestion.

[More information about the Regional Mobility Grant Program](#)

Regional Mobility Grant Program performance

Regional Mobility Grant Program projects deliver performance for years after grantees complete them. The table below provides a rollup of statewide vehicle miles traveled and vehicle trip reductions for the first and fourth year after their projects are operationally complete (Year 1 and Year 4, respectively). The table includes projects beginning in the 2013-2015 biennium through calendar year 2023.

Projects begin performance reporting in Year 1, after they are operationally complete. To compare the program’s performance estimates to the program’s actual performance, the Public Transportation Division has included only projects that reported results for Year 1 or Year 4 to the program’s estimate for performance.

Note that several factors outside of these projects’ control affect vehicle miles traveled and vehicle trip reductions, including gas prices, construction, and population changes. The Public Transportation Division continues to evaluate its underlying assumptions for estimated vehicle miles traveled and vehicle trip reductions considering these and other factors.

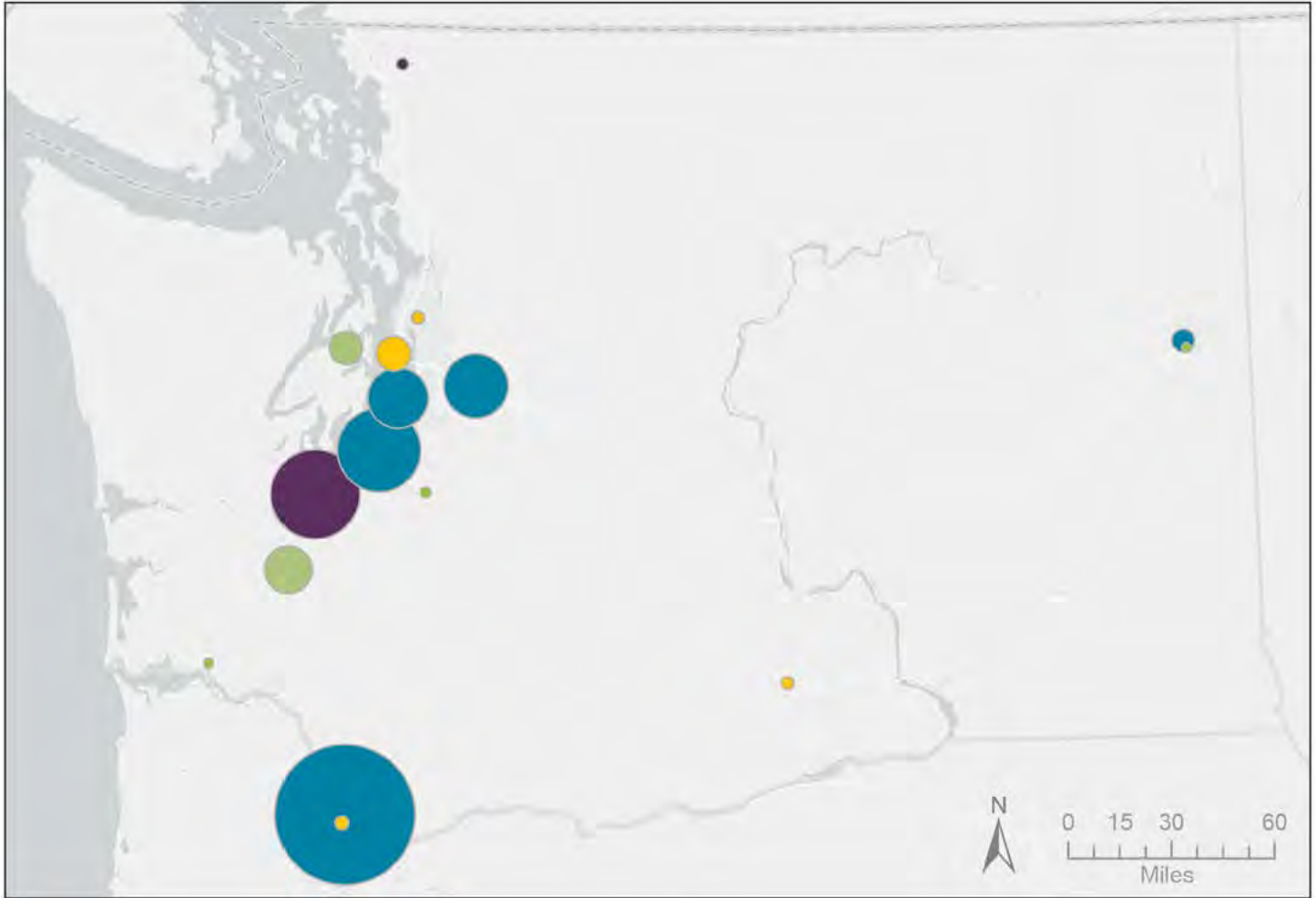
Additionally, the performance data in the tables below includes effects from the COVID-19 pandemic.

Estimated reduction in vehicle miles traveled		Actual reduction in vehicle miles traveled	
Year 1	Year 4	Year 1	Year 4
29,220,168	15,673,047	17,650,732 (60.4%)	15,312,222 (98%)

Estimated reduction in vehicle trips		Actual reduction in vehicle trips	
Year 1	Year 4	Year 1	Year 4
5,210,433	1,038,873	2,933,555 (56.3%)	1,357,681 (131%)

2023-2025 Regional Mobility Grant Program investments

This map illustrates investments in the Regional Mobility Grant Program for the 2023-2025 biennium.



Agency Type

- City Government
- County Government
- Transit Agency - Large Urban
- Transit Agency - Rural
- Transit Agency - Small Urban

Funding Received

- 200,000
- 4,133,330
- 8,066,670
- 12,000,000

Regional Mobility Grant Program project highlights

This selection of Regional Mobility Grant Program projects from around the state demonstrates how they reduce transportation delay and improve connectivity between Washington's counties and regional population centers.

King County Metro: Eastlake layover facility

King County Metro is constructing the Eastlake layover facility in north downtown Seattle to serve downtown, South Lake Union, and other regional markets. The facility will be located between Eastlake Avenue and I-5, just north of Republican Street. It has space for up to 12 buses and includes both off-street and on-street layover space. The buses using this facility serve as many as eight routes.

Bus layovers are times built into bus schedules for much-needed driver breaks. Without strategically located layover facilities, buses head out from a transit agency's base, increasing costs as they drive to the start of a route without passengers. With layover facilities, buses start out closer to the route, and the transit agency can reinvest the operational savings into more revenue service hours.

The need for facilities like the Eastlake layover continues to grow with the demand for transit increasing. Downtown Seattle has added more than 26,000 jobs since 2010, with an additional 50,000 jobs and 22,000 new housing units predicted in 2024. In South Lake Union, housing units increased 161 percent from 2000 to 2010 with nearly 21,000 jobs in the area today. Due to all this growth, a lot of folks are choosing transit for their commute: out of other transportation options like walking, biking, and driving, transit use increased from 42 percent in 2010 to 45 percent in 2014.

And King County Metro wants to make room for those other options, especially walking and biking. Unlike on-street layover locations, the Eastlake layover facility won't be in the way of new active streetscapes and bike lanes.

The Eastlake layover facility will also help King County Metro realize the agency's future service plans. The facility allows Metro to invest around 20,000 additional service hours on the routes that will use the facility, carrying about 600,000 additional passengers per year.

In the 2017-2019 biennium, the Regional Mobility Grant Program contributed more than \$8 million for King County Metro's Eastlake layover facility, 80 percent of the project cost.



Eastlake Layover Facility design rendering, looking south from intersection of Eastlake Ave. E, Roy St., and Lakeview Blvd.

“The world is looking to Washington for solutions, the world is looking to Spokane, and by gum, we are providing both.”

– Governor Jay Inslee at the City Line ribbon cutting

“Our driver was very helpful and polite. He encouraged us to ask questions and he gave informative answers.”

“The map is super-cool and I wish all buses would implement that.”

“I love the live map.”

“It’s very quiet, calming interior lighting and colors.”

“I liked the easier step onto the bus. I have a bum knee.”

“City Line was an amazing experience.”

– feedback from City Line riders

Spokane Transit: City Line

On July 15, 2023, Spokane Transit welcomed riders aboard the City Line. A project 10 years in the making, the City Line connects 6 miles between downtown and the Spokane Community College Transit Center using a fleet of battery-electric buses.

For students, office workers, and folks just enjoying Spokane’s downtown, the City Line offers a zero-emissions option to very quickly get where they need to go. With a modern streetcar-like experience featuring near-level boarding, digital displays, and a host of other features, the City Line runs every 15 minutes, 17 hours a day, nearly every day of the week.

But the City Line isn’t just a convenience. It increases access for historically underserved communities. Five of the six census tracts served by the City Line exceed the total population of People Of Color of the census tracts that Spokane Transit serves as a whole. And all the census tracts served by the City Line exceed the total percentage of households with low-income of all the census tracts that the entire agency serves.

As Spokane’s first bus-rapid-transit line, Spokane Transit projects the City Line to carry around 900,000 passengers annually. And, with City Line’s zero-emissions, battery-electric buses, the benefit to the community is only increased: between the City Line and Spokane Transit’s forthcoming



A battery-electric City Line bus ready for service!



Folks aboard the City Line on opening day.

second bus-rapid transit line (the Monroe-Regal line), the agency expects its buses to travel more than 877,000 service miles to deliver more than 105,000 vehicle trips annually. Electrifying the two lines will reduce Spokane Transit's diesel use by about 185,000 gallons annually, preventing 2,600 tons of greenhouse-gas emissions.

The Regional Mobility Grant Program contributed \$2.2 million over the 2015-17 and 2019-2021 biennia the City Line, nine percent of the project cost.

City of Cle Elum: park and ride

Accessing services can be difficult and time-consuming in rural areas, making driving alone an appealing option for rural residents. The City of Cle Elum aims to reduce this common commute option in Kittitas County with its new park and ride.

The city designed its park and ride on Railroad Avenue and plans to reduce drive-alone commutes by providing parking for carpooling, vanpooling, and transit. The new location also offers non-motorized transportation equipment and facilities, giving travelers multimodal options.

With about 1,850 residents, the city is building the new park and ride to support a community experiencing a transportation gap. Almost 40 percent of residents are low-income, more than 16 percent are seniors, and more than 10 percent have a disability. With the new park and ride, the city will remove multiple barriers for individuals who need access to services the most.

The park and ride addresses the need to support transportation inside Kittitas County and beyond. In a community of rural locations, residents with low incomes, and limited seasonal jobs, the park and ride allows folks living in and outside the county to connect with urban centers and critical services. Commuters who'll use the park and ride include those traveling from Kittitas County to Yakima and King counties, and those outside Kittitas County traveling from the Liberty and Teanaway areas.

The park and ride includes 38 parking spaces, two handicapped access spaces, three electric-vehicle charging stations, two long-term parking spaces, a designated transit vehicle loading and unloading area,

a bus shelter, bicycle racks, ADA sidewalks, and a new bulb-out. New parking spaces also support parking and transportation not addressed by the Airporter Shuttle and Hopesource.

The Regional Mobility Grant Program contributed \$633,416 in the 2021-2023 biennium for the City of Cle Elum's park and ride, 80 percent of the project cost.

Whatcom Smart Trips

Driving your car alone is an attractive option for many people, but through education and encouragement, [Whatcom Smart Trips](#) changes this behavior. Smart Trips has a long history of success in reducing single-occupancy trips in Whatcom County since its launch in July 2006. The program's success has had such an effect that multiple cities and organizations have requested to learn about its strategies.

Smart Trips uses online trip diaries, incentives, emergency rides home, targeted outreach, and successful campaigns to educate and encourage Whatcom County residents to explore available transportation options. The program provides these tools and incentives through employers, schools, senior centers, and community groups to increase walking, biking, and transit trips. Smart Trips is also made possible through partnerships, existing infrastructure, and transit service.



Kids reading a map of Bellingham during the Smart Trips Adventure Camp.

“Smart Trips’ weeklong summer camp was empowering, informative, economical, and safe. The focus on walking and biking during the first few days really helped my daughter connect safe routes with streets and trails that she hadn’t been aware of before. By the end, she felt confident in planning outings with friends and loved her newfound freedom to travel around Bellingham.”

– Kelly D., parent of camper



Kids reading a Whatcom Transportation Authority Transit Guide while riding a bus in Bellingham.

“I just wanted to tell you that Aaron has successfully taken the bus solo to go see the movies and it has given him a confidence boost and some independence! This is such a cool program, and I will be sending my daughter in a few years. Also, thank you for your help with him!”

*– Shasta D.,
parent of a camper on
the autism spectrum*

Since its launch, Smart Trips has gained 16,452 participants who have logged 2.9 million trips totaling 46 million miles. [That’s 7 million dollars saved and 193 trips to the moon.](#)

In a collaboration between the Whatcom Council of Governments, Whatcom Transportation Authority, the City of Bellingham, local school districts, and employers, Smart Trips has led a successful path towards helping residents save money, reduce their carbon footprint, and stay healthy.

Smart Trips’ communications and education will also support historically marginalized communities of Whatcom County in collaboration with Whatcom Council of Governments and Whatcom Transportation. This support is critical for lower-income populations, as bicycle and transit transportation options are more accessible. Smart Trips will also use materials to educate youth at schools with lower-income populations in collaboration with the City of Bellingham.

The Regional Mobility Grant Program will contribute \$848,771 over the 2023-2025 and 2025-2027 biennia for Whatcom Smart Trips, 45 percent of the project cost.

Clallam Transit: Strait Shot service expansion success story

Clallam Transit started Route 123—better known as the Strait Shot—in the summer of 2017. Running along US 101 to and from Port Angeles and the Bainbridge Island Ferry Terminal, the Strait Shot was an immediate success, and customers were soon asking for more service along the route. With connections to Kitsap Transit, Jefferson Transit, Washington State Ferries, and Coho Ferry allowing access to Seattle and ferry services to Victoria, BC, it's no wonder the Strait Shot's riders loved the service.

In 2019, Clallam Transit conducted an extensive survey to gauge customer satisfaction and find out what the most desired improvements to the Strait Shot could be. While folks expressed overwhelming support for the route in the survey (99.7 percent said they'd recommend the service to others), most wanted an additional midday trip on weekdays and Saturdays, as well as an additional trip on Sundays.

Based on the survey results, Clallam Transit applied for and were awarded a Regional Mobility Grant for service expansion.



The Strait Shot's service map.

"Changed the way we travel from Seattle Airport to Sequim. We love the Strait Shot bus."

"Love it, fantastic drivers, don't change a thing, great addition to county, gets us using buses, helpful for college students to go home."

"To visit my parents, they would have had to drive from Sequim to Bainbridge to pick me up. This route is invaluable in allowing me to visit regularly. This service is fantastic and could only get more useful with more buses."

"The Strait Shot is the best idea Clallam Transit ever devised. It is a jewel to the public."

- comments from the 2019 Strait Shot survey



Strait Shot buses customized with artwork from local artists.

The additional service was well-received, and Clallam Transit has the ridership numbers prove it. Ridership on the route for the first six months of operation in 2018 was 4,849 – but for the first six months of 2023 after the midday service was added, ridership shot up to 7,613. And in June 2023, the Strait Shot had its highest ridership month to date, transporting 1,641 passengers.

One of the biggest benefits of the Strait Shot is that it allows riders to leave a car and travel to and from the Olympic Peninsula without experiencing long ferry lines. With the Strait Shot, getting to the peninsula is more feasible than ever, replacing what used to be a long, complicated, four-bus trip. All Strait Shot buses are wheelchair-accessible and allow people with disabilities to easily travel to and from the region.

The route also provides easy access to many popular destinations, including trails in the region.

Prior to the Regional Mobility Grant award, with the help of WSDOT Public Transportation division staff, Clallam Transit applied and was awarded a \$1.6 million federal grant in 2019 that allowed the agency to purchase three heavy-duty buses exclusively for the Strait Shot route. The buses are restroom-equipped—a necessity for a two-hour bus ride—and have overhead luggage racks and underbelly compartments for more luggage and bicycles. And perhaps their coolest feature: Clallam Transit has customized the buses with artwork from local artists, adding to the route’s appeal and helping to get community members excited about the service.

The Regional Mobility grant is contributing \$486,000 over the 2021-2023 and 2023-2025 biennia for Strait Shot service expansion, 80 percent of the project cost.

City of Mabton: park and ride improvements

With a population of a little under 2,000 nestled on the eastern edge of the Yakama Indian Reservation, Mabton is a hub for travel to commerce centers along SR 22 and I-82 like Sunnyside, Grandview, and Prosser. But with only one park and ride lot—itself in need of modernization to make it a more safe and secure area to park vehicles—folks living in Mabton often found themselves commuting long distances to work, healthcare facilities, shopping, and other necessities.

What’s more, without a bus pull-out at the park and ride for ease of access, People for People (a nonprofit providing public transportation services in the area) could only stop at a small parking lot at Mabton’s Blue Sky Market. This meant people didn’t have a good place to park vehicles and finish their commute on People for People and other public transportation services.

With a Regional Mobility Grant, Mabton is modernizing its park and ride to give folks the access they need to use public transportation. The project includes a bus pull-out/pull-in for ease of access, 20 new parking stalls (including two ADA-compliant stalls), and a sidewalk/curb with ADA-accessible curb ramps.

There are many benefits to the new lot:

- Having visible transportation alternatives available to the public increases economic benefit for local businesses and wineries that can also use the lot as a pickup point for their customers.
- Locating the lot on SR 22 near the city center allows access to hiking and biking areas like the Lower Yakima Valley Pathway.
- Adding public transportation access features to the lot makes it possible for other public transportation providers like Yakima Nation’s Pahto Public Passage to serve the area and creates a wider range of access to population centers.

Of equally high importance, though: with a low- to moderate-income level of 68.1 percent, meeting alternative transportation needs is vitally important to Mabton. Low-cost alternatives like the park and ride provide travel alternatives to folks with lower incomes and reduces fuel and maintenance costs of personal-vehicle use.



Modernization underway at Mabton’s park and ride.

The Regional Mobility Grant Program contributed \$193,000 in the 2021-2023 biennia for the City of Mabton's park and ride improvements, 80 percent of the project cost.

C-TRAN: Highway 99 Bus Rapid Transit

The Vine on Highway 99 will bring faster, more efficient, and more reliable transit service to one of Clark County's most important corridors. It's the third segment of The Vine, C-TRAN's bus-rapid-transit network, and a Regional Mobility Grant is helping to make it happen.

The new 9-mile-long Vine segment will connect the Vancouver waterfront to downtown Vancouver, Hazel Dell, Salmon Creek, and Washington State University-Vancouver along Highway 99. It will build on the success of C-TRAN's first two bus-rapid-transit projects: The Vine on Fourth Plain (opened in 2017) and The Vine on Mill Plain (opening this fall).

With the new segment, not only can riders get a one-seat ride through the Highway 99 corridor, but

the bus-rapid-transit line will reduce travel time and accommodate future growth. And the value of the project is more than just the service itself: since The Vine first opened on Vancouver's Fourth Plain corridor, more than 2,000 new housing units and \$250 million in new development on that corridor have followed. C-TRAN expects similar success on Highway 99. Along with improved transit service, walking, biking, or rolling will become safer with pedestrian improvements along one of the highest crash corridors in Clark County.

The Vine on Highway 99 will operate every 15 minutes for most of the day seven days per week, with improved speeds and reliability. The travel-time savings from the project will be reinvested in a longer span of service and additional weekend service, creating more access for more people.

The Regional Mobility Grant Program will contribute \$12 million in the 2023-2025 biennia for Highway 99 Bus Rapid Transit, 23 percent of the project cost.



The Vine at Vancouver, WA's Turtle Place.

Green Transportation Capital Grant Program project highlights

This selection of Green Transportation Capital Grant Program projects in rural and urban areas around the state will reduce the carbon intensity of the Washington transportation system.



Pierce Transit: Commerce Street electric bus opportunity charging

With in-the-field opportunity charging in place at the downtown Tacoma Commerce Street transit center, Pierce Transit is on the road to serving its 31 fixed routes with electric buses. A 2021-2023 Green Transportation Capital grant helped fund the new infrastructure.

Opportunity charging (also called “on-route charging” or “fast charging”) allows battery-electric buses to charge while in service rather than doing so after returning to a bus base. Buses stop and charge for a short time at locations along the route with high-power (i.e., plug-in, pantograph, wireless) chargers. Opportunity charging gives battery-electric buses the boost they need to complete routes and return for a full charge at a base.

With charging capacity for 12 buses at headquarters (funded in part by a [2019-2021 Green Transportation Capital Grant](#)) plus in-the-field opportunity charging at the Commerce Street transit center, Pierce Transit’s buses will travel more than 506,000 miles to deliver more than 810,000 passenger trips annually. Over a 12-year lifespan, each electric bus can:

- Eliminate 1,690 tons of carbon dioxide.
- Eliminate 10 tons of nitrogen oxide.
- Eliminate 350 pounds of diesel particulate matter.

Pierce Transit’s push for cleaner transportation is as much about cleaner urban air as it is mitigating climate change. Communities of Color and low-income neighborhoods in urban Pierce County face high health risks due to poor air quality specifically related to particulate-matter emissions. Each time Pierce



In-the-field opportunity charging at Commerce Street transit center.

Transit replaces a diesel bus with an electric bus, it has an entirely positive effect on urban air quality because the agency’s buses operate primarily in urban areas.

The Green Transportation Capital Grant Program contributed \$585,200 in the 2021-2023 biennium for the Commerce Street opportunity charging project, about 80 percent of the project cost.



Spokane Transit: fleet electrification

After installing chargers and electrifying the Monroe-Regal and City lines with [Green Transportation Capital Grants in the 2019-2021 and 2021-2023 biennia](#), Spokane Transit is continuing its drive to reduce emissions by replacing six diesel buses with battery-electric buses.

There are numerous benefits to replacing the aging diesel buses. For one, Spokane Transit riders are



Charging up one of Spokane Transit's battery-electric buses.

"[Spokane Transit's] commitment to fleet electrification brings us closer to a sustainable transportation model. With every electric vehicle that joins the fleet, we are charging into a future where innovation meets environmental responsibility. This journey sparks not only excitement, but also a powerful change toward a greener horizon."

*– Brandon Ropez-Betty,
chief operations officer,
Spokane Transit*

always commenting on how much they enjoy riding battery-electric buses simply based on their "coolness," a factor that may entice single-occupancy drivers out of their cars when they see the buses around town.

But it's not just folks switching from their cars to the cool new buses that'll generate emissions reductions. Spokane Transit projects that the new battery-electric buses will cut the agency's annual diesel consumption by more than 978,000 gallons and annual greenhouse-gas emissions by nearly 10,000 tons.

The clean and quiet buses will also help address air and noise pollution in the neighborhoods they serve in the north Spokane and the lower South Hill areas. Many of these neighborhoods are home to historically marginalized communities negatively affected by air and noise pollution from past transportation projects.

The Green Transportation Capital Grant Program is contributing more than \$4.9 million in the 2023-2025 biennium for Spokane Transit's fleet electrification, 79 percent of the project cost.



Link Transit: engineering for battery-electric bus charging

Vehicles running on diesel and gas produce harmful carbon emissions that contribute to the damaging effects of climate change. Link Transit's fleet of battery-electric buses is an effective solution that helps reduce harmful emissions in the community and combat the climate crisis.

Link Transit's electric-bus fleet will expand with the procurement of three new electric buses. This recent acquisition is part of Link Transit's broader goal of replacing all urban diesel buses with battery-electric buses. In total, 11 new electric buses were delivered in mid-2023, bringing Link Transit's total to 23 in its fleet. Link Transit's large fleet of electric buses allows them to serve the Wenatchee and East Wenatchee urban area with carbon-free and cost-effective transportation.

A Green Transportation Capital grant is helping Link design new parking, charging, operations, and maintenance facilities for its green fleet.

To charge this growing fleet of electric buses while on the run, Link Transit has installed three in-ground wireless (inductive) chargers at Columbia Station, the main transit center in Wenatchee, and one charger at the Willkommen park and ride in Leavenworth. An additional charger is under construction at a revamped park and ride in East Wenatchee. These chargers allow the batteries to receive a short burst of electricity frequently throughout the day to maintain a high state of charge.

Altogether, the 23 electric buses will reduce carbon emissions by 1,646 metric tons per year compared to diesel buses. Moving away from diesel buses also reduces operating and maintenance costs by about 50 cents per mile—a savings of about \$23,000 per bus each year. Over the 12- to 15-year life span of a vehicle, the savings in fuel far outweigh the additional cost of a battery-electric bus. Another benefit to electric buses is insulation from diesel price fluctuation. For the most part, the cost of electricity is fixed, whereas diesel prices may vary widely. This fixed price allows Link Transit to better adhere to a fuel budget and direct savings towards additional service or vehicle purchases.



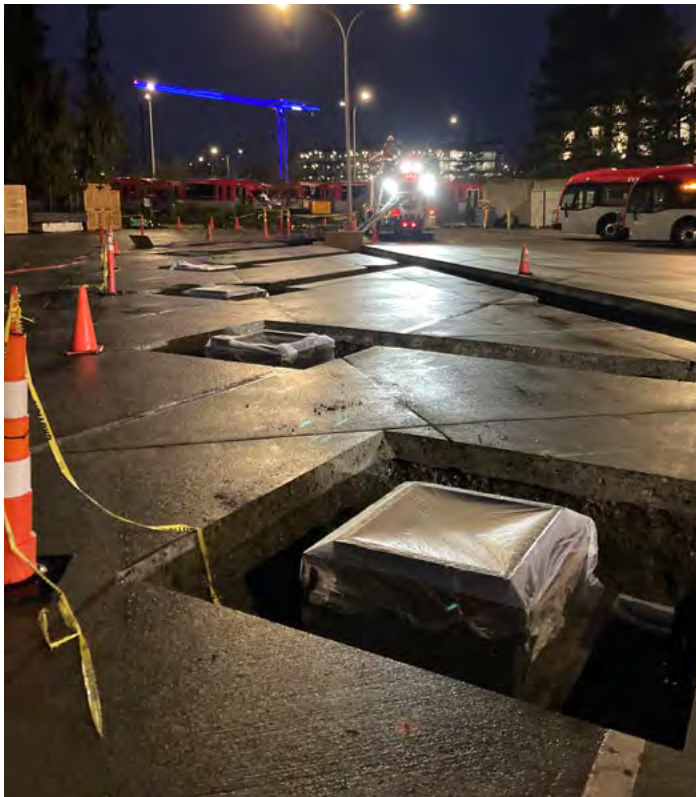
Link's growing fleet of battery-electric buses.

Additionally, Link Transit enjoys the benefits of inexpensive and locally generated hydropower at a cost of about \$0.025 per kilowatt. To further reduce costs while also providing redundancy, Link Transit is exploring battery wayside storage, giving them the ability to download power from the electric grid at off-peak times and use this stored energy to recharge the batteries at any time of day.

The Green Transportation Capital Grant Program is contributing \$300,000 in the 2023-2025 biennium for Link Transit's engineering for battery-electric-bus charging, 80 percent of the project cost.

Everett Transit: induction charging infrastructure

As the climate crisis intensifies, cities look to reduce their carbon footprint and enact meaningful change. In Everett, greenhouse-gas emissions threaten the vitality, livability, and prosperity of the community. To combat these effects, Everett Transit is undertaking an inductive-charging infrastructure project, a step in reducing the city's greenhouse-gas emissions.



New inductive charging infrastructure under construction.

This project is part of [City of Everett's Climate Action Plan](#), adopted in 2020. With this plan in place, the city will reduce greenhouse-gas emissions 50 percent by 2030 and ultimately achieve carbon neutrality by 2050.

In support of the climate action plan, Everett Transit's project will design, engineer, and install inductive chargers and enroute charging stations. New inductive-charging infrastructure will support all 10 of the new battery-electric buses in Everett's fixed-route fleet. Future replacement buses will include both inductive charging and cabinet charging to ensure efficiency.

Inductive charging will enhance efficiency in Everett Transit's fixed-route fleet by allowing buses to charge en route at strategic layover locations. These chargers will further support Everett Transit's goal to convert its fixed-route fleet to electric by 2028. Each electric bus replacing a diesel bus reduces 230,000 pounds of harmful greenhouse-gas emissions per year, drastically shrinking Everett Transit's carbon footprint. Inductive chargers and enroute charging stations will also demonstrate the effectiveness of large electric vehicles in the community, provide electric-bus service to all routes, and extend daily service hours.

This effort is made possible in cooperation with the Snohomish County Public Utility District, an integral partnership to the success and long-term goals of the fleet-conversion plan.

The Green Transportation Capital Grant Program contributed \$96,000 in the 2021-2023 biennium and will contribute \$1.8 million in the 2023-2025 biennium for Everett Transit's induction charging infrastructure, 80 percent of the project cost.



Jefferson Transit Authority: bus electrification

A new battery-electric bus is coming to Jefferson Transit Authority that will provide fixed-route service in east Jefferson County.

Jefferson Transit Authority is committed to reducing greenhouse-gas emissions and using new, zero-emission technology whenever possible. The agency

is replacing a 35-foot-long diesel bus with a new battery-electric bus alongside a new charging pedestal and transformer. The new battery-electric bus will improve air quality and reduce noise pollution.

Jefferson Transit's ultimate goal is to replace at least two of its nine diesel buses operating daily, fixed-route service. The result of the replacements? A 22-percent reduction in tailpipe emission every day!

The Green Transportation Capital Grant Program is contributing \$1 million in the 2023-2025 biennium for Jefferson Transit's bus electrification, 80 percent of the project cost.

Twin Transit: Exit 68 e-Transit Station

Through implementation of innovative, green-infused technology, Twin Transit continues to revitalize the southwest Washington region and more effectively serve communities in need. The construction of the new Exit 68 e-Transit Station, located in Chehalis at



Installing new infrastructure for battery-electric buses.

the I-5/Exit 68 and US 12 East intersection, will help get Twin Transit on the road to accomplishing this mission.

The Exit 68 e-Transit Station will replicate the [Mellen Street e-Transit Station](#) model and will include intermodal connectivity including electric-car charging, bicycle and pedestrian access, and visual enhancements. This location will also provide a parking area for carpool vehicles, a bus pull-out to pick up and drop off passengers, and a transit island with ADA-accessible pathways.

The Exit 68 e-Transit Station is a key component of Twin Transit's Zero-Emission Rapid Transit Hub, consisting of strategically located transit stations connected by zero-emission bus service. The Exit 68 station will link surrounding rural communities east of the Twin Cities with limited transit access to education and employment opportunities such as Mossyrock, Salkum, and Morton.

Through outreach efforts, this project has been met with overwhelmingly positive feedback. US 12 East is a heavily trafficked corridor that doesn't provide multimodal access. The implementation of this e-Transit station will provide a safe and accessible site for those traveling on Twin Transit services or those stopping to charge their electric vehicle. This station will be a direct transfer point for folks traveling on Twin Transit express routes to Kelso and Olympia.

As a whole, the Twin Transit's Zero-Emission Rapid Transit Hub will bring sustainable, carbon-free mass transit to Centralia, Chehalis, Winlock, Toledo, Napavine, and the I-5 corridor south of Chehalis to Kelso/Longview and north to Tumwater/Olympia. The e-Transit model will significantly reduce Twin Transit's carbon footprint, air pollution, and traffic congestion while stimulating economic development and linking underserved communities with dependable, efficient, and reliable transportation services.

The Green Transportation Capital Grant Program contributed more than \$2.1 million in the 2021-2023 biennium for Twin Transit's Exit 68 e-Transit Station as well as the purchase of two battery-electric buses, 80 percent of the project cost.

STATE BUSES AND BUS FACILITIES GRANT PROGRAM

The Legislature established the new State Buses and Bus Facilities Grant Program in its 2022 session as a part of the Move Ahead Washington transportation funding Packaged.

For the 2023-2025 biennium, the Legislature provided \$38 million for 16 new State Buses and Bus Facilities projects in rural and urban areas across the state.

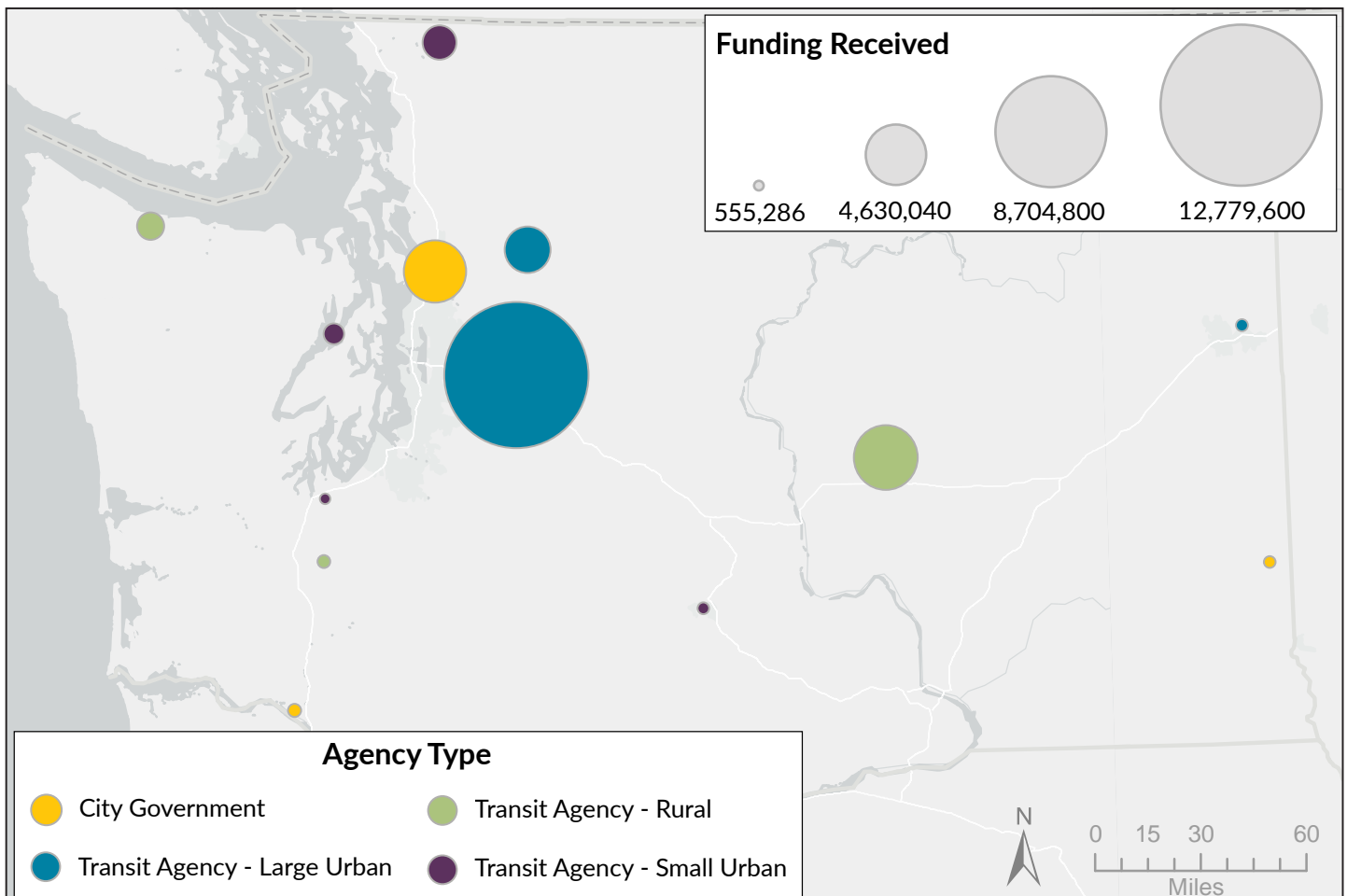
WSDOT's Public Transportation Division administers the State Buses and Bus Facilities Grant program. This program provides funding to transit agencies for:

- Replacing, expanding, rehabilitating, and purchasing transit rolling stock.
- Constructing, modifying, or rehabilitating transit facilities.
- Adapting to technological change or innovation through the retrofitting of transit rolling stock and facilities.

[More about the State Buses and Bus Facilities Grant Program](#)

2023-2025 State Buses and Bus Facilities Grant Program investments

This map illustrates investments in the State Buses and Bus Facilities Grant Program for the 2023-2025 biennium.



State Buses and Bus Facilities Grant Program project highlights

This selection of Buses and Bus Facilities Grant Program projects are helping agencies across the state keep their buses on the road as well as build, rehabilitate, and retrofit their transit facilities.



Grant Transit Authority: maintenance facility expansion and added equipment for transitioning to a zero-emissions fleet

Grant Transit Authority is getting infrastructure and equipment in place as the agency transitions its fleet to zero-emissions in the coming decade. A State Buses and Bus Facilities Grant is helping them get the work done.

Grant Transit Authority built its current maintenance facility in 2010. At the time, the agency limited the size of the facility to half of the original plan because of funding constraints. However, the agency held onto its Phase II plans to expand the facility as other

funding opportunities became available. Now, with new battery-electric buses in 2023, expansion is top-of-mind and shovel-ready.

The current maintenance facility has very limited space (only two bus bays), already presenting a challenge to maintaining an aging fleet. Many Grant Transit Authority buses that come out of service for repair require major work and can occupy one bus bay for days at a time, leaving them with only one bay to perform regular maintenance and services on other vehicles.

Phase II construction on the maintenance facility will allow for two more bus bays for maintaining a mixed fleet of vehicles as Grant Transit Authority makes the transition to a zero-emission fleet. The agency will install battery-electric-bus chargers inside of the facility and prepare the facility for maintaining hydrogen-fuel-cell vehicles. Phase II also includes installation of an explosion-proof electrical and ventilation system for added safety and assistance with heating and cooling throughout, as well as an in-ground lift. Phase II also makes the workspace a little more comfortable, moving the maintenance and facilities manager's office that is currently attached to the electrical room.



Rendering of Grant Transit Authority maintenance facility expansion.

Ahead of the facility expansion project and equipment purchases required for maintaining and transitioning to a zero-emissions fleet, Grant Transit Authority hired a planning consultant to help develop an official zero-emission-fleet transition plan to bolster the agency's existing fleet electrification plan. In the plans, the agency affirms its vested interest in efforts to improve air quality and reduce noise pollution in the communities it serves by reducing greenhouse-gas emissions from public transportation. This means replacing 10 diesel and/or propane buses with zero-emission buses by 2029, leading to reductions of 773.4 pounds of carbon dioxide and 100.4 pounds of particulates per diesel bus annually.

The construction plans also include planning for the future, such as the ability to add solar panels to the top of the new addition and the ability to construct a solar farm as Grant Transit Authority continues down the path of zero emissions.

The State Buses and Bus Facilities Grant Program is contributing over \$5.7 in the 2023-2025 biennium for the Grant Transit Authority's facility expansion and added equipment for transitioning to a zero-emissions fleet, 80 percent of the project cost.



Whatcom Transportation Authority: retrofitting a fixed-route fleet with automatic passenger counters

Ridership data is critical in providing decision-makers with the information they need to address transportation gaps and identify areas for improvement. That's why the Whatcom Transportation Authority is retrofitting its fixed-route fleet of buses with automatic passenger counters.

In-person surveys are staff-intensive, costly, and time-consuming. This outdated method of gathering important data can lead to incomplete and limited datasets, hindering decision-making.

Automatic passenger counters provide Whatcom Transit Authority with precise boarding, alighting, and load data. This data could improve the agency's ability

to plan equitable, efficient, timely, and attractive service for the Whatcom County community. Transit planning and decision-making will also benefit from accurate and complete data.

New automatic passenger counter data could also enable Whatcom Transit Authority to consolidate bus stops, improve travel times, and increase the efficiency of its service. Furthermore, accurate data could allow the agency to fine-tune bus service on key corridors and determine the accessibility needs of specific stops.

This data also supports projects beyond Whatcom Transit Authority. Data given to jurisdictional partners will help inform city and county infrastructure improvements. Additionally, accurate data will support the improvement of city and county transportation services for the community.

The State Buses and Bus Facilities Grant Program is contributing \$640,000 in the 2023-2025 biennium for Whatcom Transportation Authority to retrofit its fixed-route fleet with automatic passenger counters, 80 percent of the project cost.



Community Transit: Lynnwood Transit Center RideStore remodel and expansion

Lynnwood Transit Center serves 4,000 customers daily through Sound Transit and Community Transit bus services. At its heart lies the RideStore, a passenger hub offering information, assistance, and customer service. With a State Buses and Bus Facilities grant, Community Transit is remodeling and expanding the RideStore.

With the RideStore at capacity, Community Transit will grow and remodel with a focus on expanded capacity for walk-in customers, ADA accessibility, and updated technology to ensure safety and security. Expanding and modernizing the RideStore creates better access to effective transportation, especially transit-dependent riders.

Sound Transit's Link Light Rail expansion from Northgate and Community Transit's third bus-rapid-transit line will both launch in 2024. A pedestrian study currently underway seeks to understand the surge of customers expected. Preliminary estimates expect an increase to 14,000 customers per day, a 250-percent increase over current pedestrian traffic. Remodeling and expanding the RideStore will contribute to meeting Community Transit's safety and state-of-good-repair goals.

The State Buses and Bus Facilities Grant Program is contributing more than \$3.8 million in the 2023-2025 biennium for Community Transit to remodel and expand the RideStore, 75 percent of the project cost.



Artist rendering of the remodeled and expanded RideStore.

“When light rail comes to Lynnwood, people will have many new options for traveling in and around Snohomish County and beyond. The integration of light rail and buses at Lynnwood Transit Center will be transformational for people who want fast and seamless access from getting to work and visiting family and friends to shopping and attending sporting events. A transformed Community Transit customer service hub, the RideStore, will be critical in helping riders plan their trips so they can make the most of our public transit services.”

*– Lynnwood Mayor
Christine Frizzell*

GRANTS PROGRAM ADVISORY CONSULTATION

Since 2005, WSDOT has engaged a diverse group of statewide stakeholders in a biennial evaluation of public transportation grant programs (RCW 47.66.080). Called the Grants Program Advisory Consultation, the purpose of this outreach effort is to advise WSDOT on policy and process improvements for its public transportation grant programs.

During the 2023-2024 Grants Program Advisory Consultation, WSDOT's Public Transportation Division will engage stakeholders to:

- Identify opportunities for improvement and recommend two or three actions to improve the division's grant processes.
- Improve the inclusiveness and accessibility of grant applications and include diverse reviewers during evaluation of applications.
- Enhance interaction, trust, and transparency between the division and its grant customers and partners.

To date, stakeholders have prioritized the following improvement ideas for the division's grant programs:

- Consider reducing local match options for small projects, such as small vehicle capital projects.
- Have the grant balance displayed on the dashboard in the Grants Management System without having to open a claim to check the balance.
- Make the Grants Management System more user-friendly.
- Enhance tribal coordination guidance.

The Public Transportation Division began the 2023-2024 Grants Program Advisory Consultation with internal planning and the creation of a cross-functional team to review past consultations and identify previous input from stakeholders that will influence grant-program improvements for the 2025-2027 biennium.

To kick off the 2023-2024 consultation, division staff conducted 28 interviews in June 2023 with grant customers and partners. The interviews were a chance to provide input on Public Transportation Division grant programs and processes.

Interviewees included a broad range of grant-eligible agencies and organizations from 22 counties across the state. Interviewees represented rural, small urban, large urban areas; the nonprofit sector; and tribal and county governments. Each of the organizations interviewed received funding from a variety of grant program funding sources.

Key 2023-2024 consultation interview findings

WSDOT received the following feedback during the 2023-2024 consultation interviews:

Resources

- Make the Grants Management System more user-friendly.
- Provide more easily accessible resources to learn more about grants and find answers to questions.
 - In particular, provide more guides, reference sheets, samples, and clear directions on where resources are located.
- Increase guidance on tribal coordination requirements.

Communications

- Increase the number of Public Transportation Division grant announcements and notifications.
- Target grant communications to reach a broader audience.

Grant funding

- Provide clearer explanations of grant funding sources and amounts available.
- Provide clearer explanations of eligibility requirements for each funding source.

Continued 2023-2024 consultation process

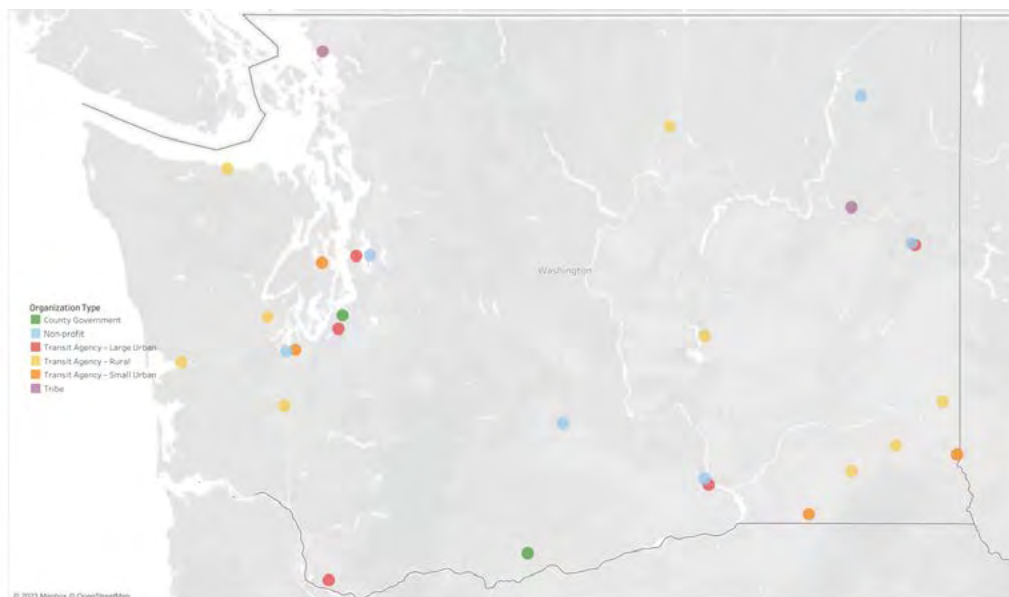
Public Transportation Division staff held a 90-minute, hands-on 2023-2024 consultation session at the Washington State Public Transportation Conference in August 2023. The conference was attended by transit agencies, community-based organizations, transportation advocates, and transit stakeholders from across the state.

Session participants engaged in interactive, small-group discussions to identify and prioritize actionable improvements to the grant programs. WSDOT will implement the top two or three ideas determined by feasibility and resources.

During the session, the following ideas were most highly prioritized:

- Consider reducing local match options for small projects, such as small vehicle capital projects.
- Have the grant balance displayed on the dashboard in the Grants Management System without having to open a claim to check the balance.
- Make the Grants Management System more user-friendly.
- Enhance tribal coordination guidance.

The Public Transportation Division will continue to reach out to its grant customers and partners as the division implements improvements for the 2025-2027 grant cycle.



*WSDOT 2023-2024
Grants Program Advisory
Consultation interviewees
from across the state.*

UPDATING THE STATEWIDE PUBLIC TRANSPORTATION PLAN

WSDOT published the [Washington State Public Transportation Plan](#) in 2016.

The plan established a 20-year vision that all transportation partners in Washington state will work together to provide a system of diverse and integrated public transportation options.

In 2023, WSDOT's Public Transportation Division kicked off early engagement to update the 2016 plan.

This round of engagement focuses on reaching out to community-based organizations and coalitions representing historically underserved communities.

Engaging historically underserved communities first

WSDOT has begun early engagement for the Statewide Public Transportation Plan. The agency puts a key focus in this round of engagement on reaching organizations and coalitions representing historically underserved communities, especially those not well-engaged in the development of the 2016 plan.

WSDOT planned this early engagement in line with the agency's anti-racism policy for diversity, equity, and inclusion in planning:

"As the steward of the statewide multimodal transportation system... WSDOT is deeply committed to actively combatting racism and strengthening its anti-racist, diversity, equity, and inclusion efforts to guarantee that our state's multimodal transportation system serves all Washingtonians...as an agency, we acknowledge and learn from the past and commit to a better future by listening, learning, and taking action to combat racism."

Put simply, the message to potential new partners is that WSDOT recognizes its part in past systemic racial injustice. The agency is here to listen to, learn from, and work alongside partners to combat racism now and into the future.

Through the end of 2024, WSDOT is reaching out to community-based organizations and coalitions representing historically underserved communities to understand how the agency should structure community engagement for the updated plan so that it is respectful of communities and effectively incorporates community feedback.

Focusing the plan on recent changes

The Statewide Public Transportation Plan moves Washington toward a more integrated, multimodal transportation system that meets the needs of growing and thriving communities.

The Statewide Public Transportation Plan guides public transportation priorities, planning, and investments in Washington for the next 20 years. By incorporating this guidance into WSDOT's broader [Washington Transportation Plan: 2040 and Beyond](#), the Statewide Public Transportation Plan helps the state achieve its transportation system policy goals of economic vitality, preservation, safety, mobility, environment and health, and stewardship ([RCW 47.04.280](#)). WSDOT works with communities to develop a new Public Transportation Plan

about every 20 years. But 20 years is a long time, and a lot of changes can happen along the way. Just to name a few:

- Population growth
- Technological advancements
- A focus on zero-emissions transportation
- The COVID-19 pandemic
- A renewed push for environmental and social justice
- A shift to telework
- Landmark state and federal investments in public transportation

WSDOT needs to update the plan every now and then to adapt with a changing transportation sector.

Additionally, since the publication of the 2016 Washington State Public Transportation Plan, WSDOT's Public Transportation Division, WSDOT modal planners, and transportation partners across the state have published numerous new and updated plans and studies. Examples include:

- Washington Transportation Plan: 2040 and Beyond (WSDOT)
- Statewide Active Transportation Plan (WSDOT)
- Statewide Human Services Transportation Plan (WSDOT)
- Local coordinated public transit - human services transportation plans (regional and metropolitan planning organizations)
- Transit development plans (transit agencies)
- Zero-emission fleet transition plans (transit agencies)
- Frequent Transit Service Study (WSDOT)
- Unmet Needs Study (WSDOT)
- Nondriver Study (Joint Transportation Committee)
- Aviation System Plan Update (WSDOT)

- Washington State Ferries Long Range Plan (WSDOT)
- Amtrak Cascades Service Development Plan (WSDOT)
- Ultra-High Speed Rail Study (WSDOT)
- I-5 Study (WSDOT)
- Sound Transit Link Light Rail system expansion planning

These plans and studies address changes affecting the public transportation sector. WSDOT will use these and other plans and studies to inform the upcoming statewide public transportation planning process.

Understanding planning at WSDOT

WSDOT's plans help to guide decisions, such as where and what to build and how much to invest. Some plans focus on one mode of transportation; others are multimodal, addressing the many ways people travel.

In the Washington Transportation Plan: 2040 and Beyond, the statewide planning process isn't a straight line with one plan directing another to take action. Instead, it can be thought of as a puzzle, with multiple partners providing pieces that, together, form the overall planning process.

WSDOT and its state, regional, and local partners agree on the need for an integrated process based on collaboration with one another and the public to arrive at planning and investment decisions.

Next steps

WSDOT will use what it learns through its early engagement to design an inclusive community engagement plan that guides the Public Transportation Plan update process. The engagement plan and other portions of the planning process will be ready by early 2024.

STATE COMMUTE TRIP REDUCTION PROGRAM

Fast-moving, fundamental changes in the commute landscape have created a need to make innovative and sustainable updates to WSDOT's Commute Trip Reduction Program.

Through the hard work of its local and regional partners, the program continues a legacy of improving transportation system performance by encouraging folks to commute to work using sustainable modes of transportation or by eliminating a commute trip altogether through telework and compressed schedules.

To set the program up for success in the 2020s and beyond, the state and its partners are updating plans, improving tools, and supporting increased investment to bring program benefits to more people in Washington.

What follows are some of the updates on the work of the State Commute Trip Reduction Program, the Transportation Demand Management Technical Committee, and their partners.

Commute trip reduction in action: implementer stories from the field

Local and regional commute trip reduction implementers across the state use Commute Trip Reduction Program funding to encourage folks to commute to work using public transportation, vanpool, carpool, biking, walking, or by eliminating a commute trip altogether through telework and compressed schedules. These are just a few of their stories.

City of Bellevue

City of Bellevue offers mini-grants to commute trip reduction-affected companies.

With its mini-grant in 2022, a local hospital installed "transit screens" throughout the facility. The screens allow employees, patients, and visitors access to real-time traffic and transit information and more.

In the same year, another company in a remote part of Bellevue used its mini-grant to purchase a fleet of e-bikes. Post-Covid, food was no longer available onsite nor at any location near the company. Now staff can check out the e-bikes to get to lunch, meetings, and more. E-bike ridership is up, and a significant number of additional cars are off the road!

Kitsap Transit

Since January 2022, Kitsap Transit has worked with City of Bainbridge Island, Kitsap Mental Health Services, Sage Manufacturing, Bainbridge Island Chamber of Commerce, and the Port of Bremerton to host 10 employer events highlighting vanpool services. At the events, employees learned about the benefits of vanpooling and how to engage other employees on vanpooling.

To sustain vanpool educational awareness, Kitsap Transit and a marketing firm also developed a vanpool awareness campaign that includes social media assets, collateral materials, t-shirt design, and short vanpool videos. The campaign also included raffle drawings for 10 e-bikes and a grand prize weekend getaway to further energize employee interest in vanpools.

Kitsap Transit's vanpool incentives targeted new vanpool riders, rider recruiters, and worksite employee transportation coordinators. By the numbers, vanpool incentives participation resulted in:

- 37 new rider recruiters
- 96 new vanpool riders
- 22,243 single-occupancy-vehicle trips reduced
- 803,711 vehicle-miles-traveled reduced
- 810 metric tons of CO2 reduced



Kitsap Transit's employer events and vanpool awareness campaign got folks excited about vanpooling!

City of Seattle

In the 2021-2023 biennium, City of Seattle worked with Amazon and Commute Seattle to produce a case study, [Active Transportation at Amazon](#). Amazon shared the study in a post on its official [LinkedIn page](#) with its 32 million followers. The post received more than 280 likes and several comments and reposts.

In the same time period, City of Seattle (with partner Commute Seattle) produced a [commute trip reduction Power BI dashboard](#) that allows Seattle's commute trip reduction-affected worksites to compare program offerings with those of its industry peers and commute trip reduction-affected worksites in their neighborhood.



Amazon

32,171,876 followers

3mo



Seattle Amazonians: Did you know we've built an extensive subsidized transit program with many commuting options for employees?

In addition to world-class bike cages, locker rooms, and e-bike charging stalls, we also have a partnership with local e-bike companies to offer employees access to alternative transportation.

[Commute Seattle](#) talks about how we're making it possible for people to bike, walk, roll, and take transit! <https://lnkd.in/e2MHWRM5>



Amazon's LinkedIn post about commuting options for employees.

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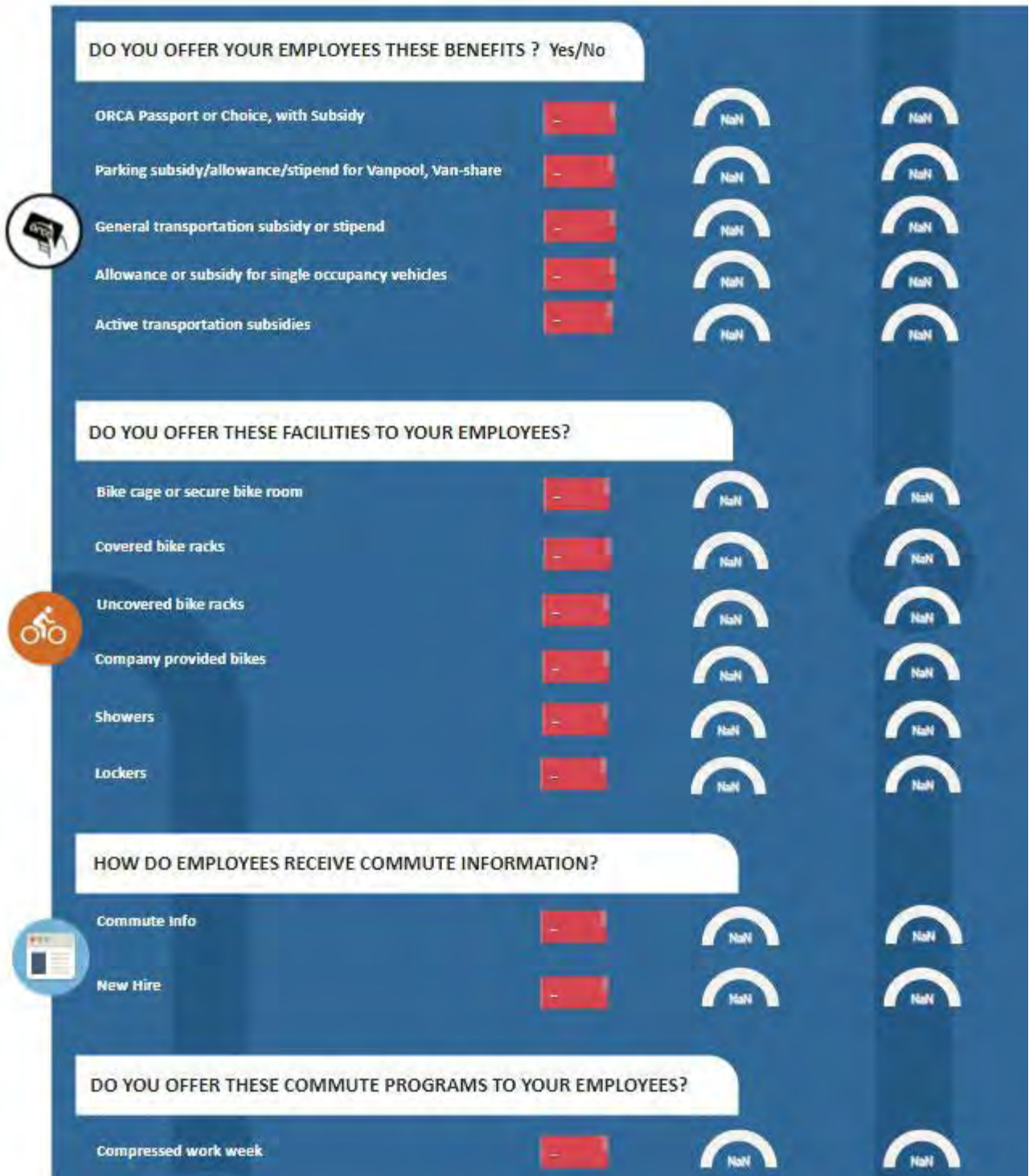
Company Name

Network Group/Neighborhood

Industry

% of Employers offering this benefits in your Network group

% of Employers offering this benefits in your Industry group



Commuter Seattle's commute trip reduction Power BI dashboard.

Continued program performance

The Transportation Demand Management Technical Committee and WSDOT's Commute Trip Reduction Program began their work in 1991 with the goals of improving air quality, increasing oil independence, conserving natural resources, and reducing greenhouse-gas emissions.

To achieve these goals, the committee and program work with cities, counties, and regions to help businesses encourage their employees to commute to work riding public transportation or by vanpooling, carpooling, biking, walking, or eliminating a commute trip altogether through telework and compressed schedules.

In the chart below, Of the nearly 190,000 employees working at commute trip reduction-affected worksites who took the commute trip reduction survey July 1, 2021-June 30, 2023, 59 percent chose alternatives to driving alone for their commute. This is 55 percent higher than the state average (38 percent in 2021), and 89 percent higher than the national average (32 percent in 2021).

These employees also reduced more than 40 percent of single-occupancy-vehicle-equivalent vehicle miles traveled per employee per day compared to the baseline numbers for the program in 2007-2008 (10.9 to 6.4, respectively). When applied to the more than 600,000 employees in the Commute Trip Reduction Program, this reduction equates to more than 50 million fewer gallons of fuel used each year, saving

commuters nearly \$200 million. This also leads to an annual reduction of more than 450,000 metric tons in greenhouse gas emissions.

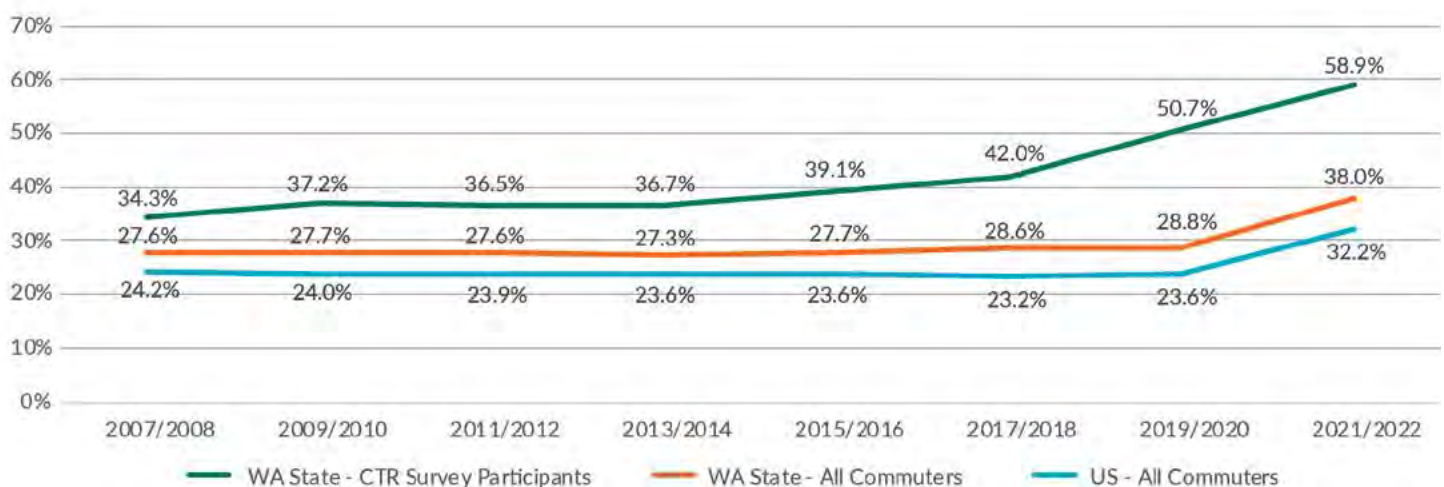
Additionally, the cars left at home by commute trip reduction-affected employees every weekday represents about one lane of bumper-to-bumper traffic stretching 125 miles, equivalent to the distance from Bellingham to Tacoma or the Tri-Cities to Cle Elum.

Local commute trip reduction programs work by focusing on enabling and incentivizing employees to ride the bus, rideshare, walk, bicycle, or telework. And over the years, local programs have delivered results. The programs have:

- Boosted transit ridership through widespread availability of employer-sponsored transit passes.
- Created thousands of employer-supported vanpools.
- Expanded the use of compressed work schedules, flex schedules, and telework.

While the Commute Trip Reduction Program focuses on large employers and commute trips, the law also provides discretion to local jurisdictions to expand their reach. Several jurisdictions, including Redmond, Seattle, Snohomish County, Spokane, Tacoma, Tukwila, Vancouver, Whatcom County, and Yakima, delivered trip reduction services to additional employers and travelers. Examples include efforts to reach employers with fewer workers and non-traditional commute hours and people traveling for education, health care, and other non-commute purposes.

Non-drive-alone trip rate



Updating commute trip reduction for the 2020s and beyond

New survey platform and improved equity data

Apart from the U.S. Census, Washington’s commute trip reduction survey is one of the most comprehensive sources of commute data in the nation. Up to 330,000 people take the survey each two-year survey cycle and provide information that local and state agencies and employers use to enhance transportation system efficiency.

To better reflect today’s commute landscape and enhance program performance measurement, the Commute Trip Reduction Program developed new survey questions. The introduction of new questions also follows the implementation of a new survey tool to streamline surveying processes for Commute Trip Reduction Program administrators, commute trip reduction-affected employees, and Washington state.

Additionally, in the past, commute trip reduction worksites were unable to gather information necessary for equity analysis. Equity analysis requires specific demographic information (i.e., race, income, age, gender, disability status). Updates to the state-provided survey tool allow jurisdictions and worksites the option to collect this data.

To further address gaps in equity data collection, the Commute Trip Reduction Program is sponsoring a [commute trip reduction equity study](#) aimed at understanding how and to what extent the existing Commute Trip Reduction Program benefits vulnerable. A report on the research project is targeted for spring 2025.

Draft state plan

From 2022-2023, the Transportation Demand Management Technical Committee worked to develop the [draft 2025-2029 State Commute Trip Reduction Plan](#), an update of the [2019-2023 Transportation Demand Management Strategic Plan](#). The committee published the draft plan in July 2023.

Social and environmental changes influenced the draft 2025-2029 State Commute Trip Reduction Plan goals, targets, outcomes, and actions. These include:

- Changes in commuting practices and employer expectations due to the COVID-19 pandemic.
- Evolving technologies.
- Increased resources for the Commute Trip Reduction Program.

The draft 2025-2029 State Commute Trip Reduction Plan updates and enhances the outcomes in the 2019-2023 Transportation Demand Management Strategic Plan.

The commute trip reduction planning cycle.



The new list of outcomes:

- Improve delivery of commute trip reduction programs.
- Expand the commute trip reduction market to address equity.
- Produce more useful transportation behavior data.
- Expand investment and service to advance equity and environmental justice.
- Respond to shifting mobility patterns.
- Reduce greenhouse-gas emissions.

The new state plan will act as guidance for local and regional commute trip reduction implementers as they develop their commute trip reduction plans. The Transportation Demand Management Technical Committee and WSDOT will incorporate ideas from local and regional commute trip reduction plans into the draft state plan in 2024, distribute the final draft plan for public review in early 2025, and publish the state plan in mid-2025.

Updating local and regional plans

Commute trip reduction-affected regions, cities, towns, and counties are updating their commute trip reduction plans for 2025-2029. These planning efforts will spur conversations about the role of transportation demand management in transportation system performance and health.

The Commute Trip Reduction Program released [planning guidance for 2025-2029 local and regional plans](#) in summer 2023.

These plans will, for the first time, require consideration of equity as described in the HEAL Act and CCA. The plans will consider equity in the context of the commute trip reduction law, which focuses on peak-hour commute trips to worksites with more than 100 employees in designated urban locations.

The Commute Trip Reduction Program also expects changes in telework rates and use of hybrid work schedules to influence the development of new local and regional plans.

Building on existing funding and expanding the reach of commute trip reduction

First program budget increase in 20 years

New funding from the Move Ahead Washington transportation package provided the first state funding increase for commute trip reduction since around 2003. This allows nine counties and 55 cities throughout the state to reinvigorate their commute trip reduction efforts.

WSDOT worked with commute trip reduction jurisdictions, implementers, and other key stakeholders through an iterative process from January-May 2023 to draft a new commute trip reduction budget formula for the funding increase.

Encouraging the Legislature to continue the commute trip reduction tax credit

The purpose of the commute trip reduction tax credit is to reduce traffic congestion, energy use, and automobile-related air pollution through employer-based programs that encourage commute alternatives to single-occupancy-vehicle travel during peak traffic periods. The tax credit reimburses employers up to \$100,000 for subsidizing their employees' commutes. The total tax credit is capped at \$2.75 million and expires in July 2024.

The Transportation Demand Management Technical Committee and the Joint Legislative Audit and Review Committee recommend that the Legislature continue the commute trip reduction tax credit with modifications to further reduce single-occupancy-vehicle travel or provide tax relief to employers providing financial incentives for commute alternatives.

Supporting the Mobility Partnerships Grant Proposal

The proposed [Mobility Partnerships Grant](#) is a \$25 million-per-biennium grant program to support mobility solutions for historically underserved and rural communities. The Transportation Demand Management Technical Committee, transit agencies, other mobility

providers, and 350 diverse participants across the state helped develop and support the proposal.

Under the proposed grant program, public and private entities would establish mobility partnerships to engage communities in identifying mobility gaps, developing plans to address the gaps, and delivering projects to address those gaps.

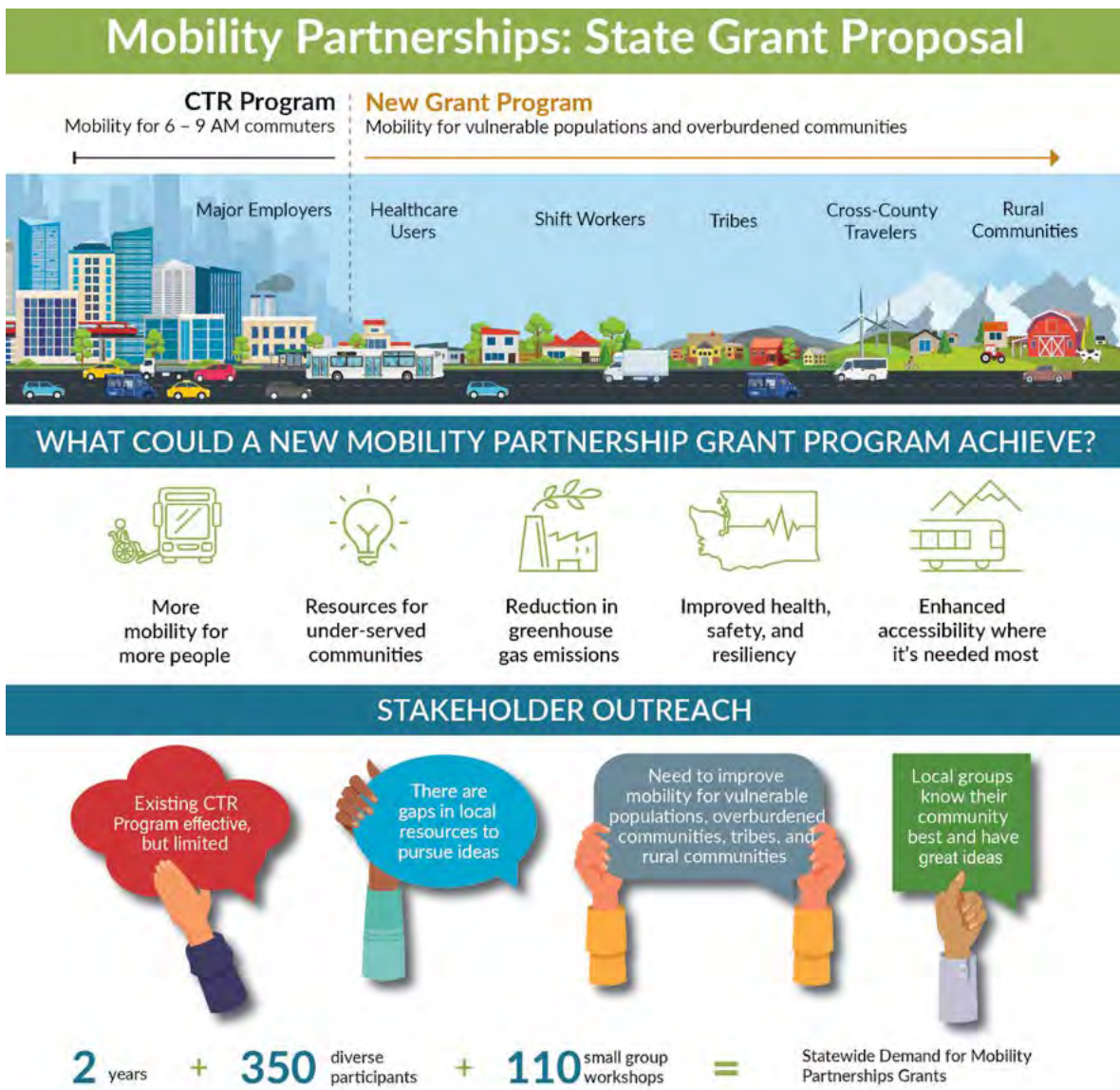
These mobility partnerships would best know the needs of their community and would be in the ideal position to provide fast, local, and more equitable mobility solutions for people who need access to health care, jobs, education, food, medicine, and family.

Mobility partnerships would create local capacity to develop mobility solutions for places and populations

that lack transportation options. These solutions support broader transportation goals including greenhouse-gas-emission reduction, health, safety, resiliency, and accessibility.

The Mobility Partnerships Grant would provide administrative, planning, and program funds to local organizations who want to form mobility partnerships. The grant would be a mix of ongoing formula and competitive funding for pilot and start-up projects and complement existing federal and state programs (e.g., state Rural Mobility, Commute Trip Reduction, Regional Mobility grant program; state transit tiered list; Federal Transit Administration Section 5310 and 5311 programs; Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality grants).

The Mobility Partnerships state grant program proposal



STATE AGENCY COMMUTE TRIP REDUCTION PROGRAM

In 2009, the Legislature directed state agencies to take the lead in reducing congestion, vehicle miles traveled, and energy consumption (RCW 70A.15.4100).

WSDOT established the State Agency Commute Trip Reduction Program to foster this work.

The State Agency Commute Trip Reduction Program encourages state agency employees to use commute alternatives to driving alone to work. These include carpool, vanpool, transit, walking, biking, flexible work hours, and telework.

The COVID-19 pandemic forced an unprecedented increase in telework. At many state agencies, employees continue to work from home at high rates.

To carry out its work and support the shift to telework, the program collaborates with the Thurston Regional Planning Council, Washington State Office of Financial Management, and State Agency Commute Trip Reduction Board.

State Agency Commute Trip Reduction Program partners

Thurston Regional Planning Council

The Thurston Regional Planning Council is the local transportation planning organization that administers commute trip reduction for state agencies in Thurston County.

Thurston Regional Planning Council continues to help state agencies in their support for teleworking and other sustainable commute options for their employees.

Office of Financial Management

[Building a Modern Work Environment \(Executive Order 16-07\)](#) is the Governor's initiative designed to help state agencies identify, experiment with, and adopt innovative ways to support business by modernizing the physical environment, providing greater workplace flexibility, and enabling a more mobile workforce.

As non-essential state employees shifted to working from home during COVID-19 pandemic, the Office of Financial Management recognized the need for updated guidance and tools for state agencies to manage a remote workforce.

The Office of Financial Management continues to work with agency leadership to develop and finalize policy guidance, templates, and tools that address many of the operational changes related to widespread remote work. Many of these resources are available online.

The State Human Resources Division hopes to benefit from the growth of telework seen during the pandemic. The division would like to sustain the positive aspects of telework without reducing services to the public or increasing costs. The benefits of telework include:

- Better work/life balance for employees
- Reduced emissions
- Lower traffic volumes
- Decreased demands on parking resources
- More operational resilience in the face of emergencies
- Increased employee recruitment and retention

State Agency Commute Trip Reduction Board

The State Agency Commute Trip Reduction Board is composed of representatives from state agencies, transit agencies, Thurston Regional Planning Council, and institutions of higher learning. The group refines policy for the State Agency Commute Trip Reduction Program, determines best practices, and provides direction for commute trip reduction to state agencies.

Updates to program resources

New program website

The pandemic changed the commute trip reduction landscape. In response to these impacts, WSDOT updated the [Commute Trip Reduction for Washington State Agencies website](#) by streamlining and improving information. It's now easier and faster to access commute trip reduction program information and resources, including the new Joint Comprehensive Commute Trip Reduction Plan.

New Joint Comprehensive Commute Trip Reduction Plan

The [Joint Comprehensive Commute Trip Reduction Plan](#) guides state agencies in developing effective commute trip reduction programs and policies, as well as meet state requirements.

In 2023, the State Agency Commute Trip Reduction Board updated the plan. Changes include updates to:

- Financial subsidies that state agencies can offer with the intent to achieve agency commute trip reduction goals.
- Statewide commute trip reduction drive-alone-rate goal, which is now 60 percent.

After the board updated the plan, WSDOT Public Transportation Division staff requested and reviewed state agency commute trip reduction policies or procedures to ensure compliance and consistency. To date, 70 out of 73 agencies (96 percent) submitted either their commute trip reduction policy or program for WSDOT's review and feedback. Three state agencies don't have approved commute trip reduction policies. WSDOT will continue to work with Washington State Human Rights Commission, Washington State Board for Community and Technical Colleges, and Washington Secretary of State Corporations Division to reach compliance.

Additionally, staff collected and analyzed commute trip reduction program fiscal year 2022 and 2023 expenditures for 48 state agencies. Those state agencies had expenditures totaling \$563,414 in fiscal year 2022 and \$511,386 in fiscal year 2023, for a 2021-2023 biennium total of \$1,074,800. A detailed report is in Appendix F.

Through analysis of the expenditure data, staff believe there could be accounting errors in how agencies are coding the expenditures. Staff contacted three state agencies and advised them to revise their financial coding to produce more accurate and consistent data. Staff plan to include more accurate commute trip reduction program expenditures in the 2025 Public Transportation Mobility Report.

Overall, this work has created a re-engagement and increased awareness of the importance of commute trip reduction.

Programs that support state agency commute trip reduction

STAR Pass

The State Agency Rider (STAR) Pass gives state employees unlimited fare-free rides on any Mason Transit, Intercity Transit, or Grays Harbor Transit bus, including dial-a-lift service. Employees can use the pass for work-related or personal travel.

Currently, Mason Transit, Intercity Transit, and Grays Harbor Transit are fare-free, so a STAR pass isn't required for a ride. If this changes in the future, employees will still be able to use a STAR pass for fare-free service.

ORCA for State Agencies

Beginning in 2017, all state workers stationed in King County became eligible to receive an ORCA transit pass as a benefit of employment to counter the

higher cost of living. State agencies encourage their employees to use these passes for commute trips and other travel.

In 2019, the Legislature extended the ORCA for State Agencies Program to employees stationed in Pierce and Snohomish counties and included \$50 that can be used for a vanpooling subsidy.

SAFE Ride

The State Agency Free Emergency (SAFE) Ride Program is available to state employees who work in King, Snohomish, Pierce, Thurston, and Spokane counties and ride the bus, carpool, vanpool, walk, or bike to work.

If an employee comes to work by bus, carpool, vanpool, walking, or bicycling and has an emergency occur during work hours (i.e., family illness, unexpected overtime, missed ride), SAFE Ride pays for a ride home.

REIMAGINING WASHINGTON'S TRANSPORTATION SYSTEM THROUGH COMPLETE STREETS AND OTHER INTEGRATED MULTIMODAL SOLUTIONS

Move Ahead Washington secures a 16-year, \$17 billion investment to build the state's integrated multimodal transportation system.

One piece of Move Ahead Washington with significant transformative potential is the Complete Streets requirement, which applies to any transportation project costing more than \$500,000 (ESSB 5974 - 2021-2022 Sec. 418(1)(d)).

[Complete Streets](#) is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists, and transit riders.

Move Ahead Washington's Complete Streets requirement states, as of July 1, 2022, that WSDOT must:

"Plan, design, and construct facilities providing context sensitive solutions that contribute to network connectivity and safety for pedestrians, bicyclists, and people accessing public transportation and other modal connections, such facilities to include Americans with Disabilities Act accessible sidewalks or shared-use paths, bicyclist facilities, and crossings as needed to integrate the state route into the local network." (ESSB 5974 - 2021-2022 Sec. 418(1)(d))

Since that date, WSDOT developed a process for Complete Streets implementation on projects across the state. Working within its geographic regions and with external partners, WSDOT screened nearly 700 preservation projects and found that about 40 percent meet Complete Streets eligibility criteria. These projects are located throughout the state in both urban and rural areas, with many in overburdened or historically disadvantaged communities.

Once WSDOT deems projects eligible, the agency's planners assess the existing conditions for gaps in active transportation networks; work with engineering teams to identify feasible options for accommodating pedestrians and cyclists; and conduct outreach with jurisdictions, communities, and other critical partners.

Working with communities is an integral part of the WSDOT Complete Streets process. Traditional community planning efforts such as comprehensive plan updates, corridor studies, and project feasibility studies can all inform the Complete Streets process. The goal is to design and implement facilities that meet the community's needs and provide safe, accessible options for the roadway's most vulnerable users. Some of the first projects considered under the Complete Streets requirements are nearing the completion of the pre-design phase. In the years ahead, construction will begin on other WSDOT Complete Streets projects.

The following sections contain updates from WSDOT's Active Transportation, Management of Mobility, Regional Transit Coordination, and Public Transportation divisions about multimodal solutions underway with WSDOT and its public transportation partners.

Continued work through the park-and-ride program

Park-and-ride lots throughout the state encourage transit use. The lots make it easier for people to access transit service and enable more efficient transit service. Many of WSDOT's 350 park-and-ride lots are maintained by the transit agencies that serve them.

Demand for park-and-ride lots and travel demand in general have changed since the COVID-19 pandemic. WSDOT expects further changes with the opening of Sound Transit's Link light rail extensions over the next several years.

A significant portion of Sound Transit's existing and future Link light rail system is co-located with WSDOT highways, and parking facilities are being built with many of Sound Transit's stations. As a result, WSDOT's Regional Transit Coordination Division is adjusting to shifts in park-and-ride demand by transferring property, repurposing property and, in some cases, reducing park and ride facility size. Before taking any of these actions, the division will:

- Research the original funding source for the park-and-ride lot.
- Research any remaining obligations tied to the park-and-ride lot.
- Manage any existing agreements related to operation and maintenance of the park-and-ride lot.
- Lease or transfer the property if the division determines the park and ride lot is surplus.

The division anticipates the Mountlake Terrace Transit Center in Snohomish County, which Sound Transit used for station construction staging, will be transferred to Sound Transit with the opening of the Lynnwood Link Extension. Similarly, the Lynnwood Transit Center in Snohomish County, also leased to Sound Transit for staging light rail construction equipment, will be transferred to Sound Transit.

The Federal Way/South 320th Street park and ride in King County will be used to support a fish passage project, a Sound Transit project, and a City of Federal Way project.

Changes such as these will reduce maintenance costs, increase security, reduce the oversupply of parking, and allow Sound Transit to manage parking more consistently throughout its system.

Working together to remove barriers and connect communities

WSDOT's Regional Transit Coordination and Management of Mobility divisions continue to collaborate with Sound Transit, King County Metro, and Community Transit on station area planning, corridor planning, Complete Streets planning, and high-capacity project implementation. This includes light rail and bus-rapid-transit projects that use or affect WSDOT facilities and are central to the Puget Sound Regional Council's long-term growth plan, [VISION 2050](#).

The central goal of VISION 2050 is to develop jobs and housing in corridors served by high-capacity transit. Local jurisdictions and transit agencies in the Puget Sound region are making plans and investments to support this regional goal.

In 2021, the Regional Transit Coordination and Management of Mobility divisions began the Removing Highway Barriers to High-Capacity Transit Station Access Project to improve multimodal access to high-capacity transit stations on and adjacent to WSDOT facilities.

The project leverages regional investments in high-capacity transit and the need to address barriers on the state highway system to accessing transit by active transportation. Project goals included:

- Outlining national best practices and strategies for implementation.
- Developing design policy recommendations and language for high-capacity transit station areas for [WSDOT's Design Manual](#).

Early internal conversations at WSDOT and externally with the Puget Sound Regional Council, Sound Transit, King County Metro, and others about the project provided useful feedback. While the work initially focused on the central Puget Sound region, the project team documented lessons WSDOT could then apply statewide.

The project builds on the [Statewide Active Transportation Plan](#) and complements WSDOT's Complete Streets initiative and Frequent Transit Service Study.

The project report outlines all project findings and recommendations. Supporting appendices outline key takeaways from the project's external engagement and a national best practices literature review, including publications from peer and research agencies that examine active transportation access to high-capacity transit. Three high-level technical memos summarize project recommendations by topic.

WSDOT is identifying next steps to incorporate recommendations into ongoing work. To this end, summary report Appendix C: Design Reference Guide for Active Transportation Access to High-Capacity Transit was designed as a living document for continued development and refining recommendations on specific design policies related to improving active transportation access to transit to the Design Manual.

Integrating transit and demand management strategies with land-use plans

Multimodal integration and demand management have become an important ways WSDOT shows the agency's values of safety and sustainability. The agency's Regional Transit Coordination and Management of Mobility divisions focus on urban corridors and systems where multimodal integration is critical to safety and efficiency. Some examples of work the divisions were involved with from 2022-2023:

- Sound Transit is transferring property the agency no longer needs for light rail station construction to affordable housing developers near the existing U District Station and future Lynnwood Transit Center and Overlake Village stations.

- Sound Transit is assessing Everett Link Extension station options for how they will serve future development at other locations, such as Ash Way.
- WSDOT is working with Sound Transit and other parties to build additional interstate and state highway overcrossings to connect communities and stations.

Engaging all to build an integrated multimodal transportation system

The Management of Mobility Division conducts corridor planning studies, facilitates the SnoKing Complete Streets team, conducts Complete Streets planning, and engages partners to address multimodal needs. The following are brief descriptions of some of the division's ongoing studies and efforts.

Corridor studies

Management of Mobility, in collaboration with WSDOT's Northwest Region Traffic Operations, Program Development, Communications and other offices, conducts corridor studies to develop recommendations for addressing multimodal gaps and safety. For the 2023-2025 biennium, these studies include:

- [SR 202 Corridor Study](#) (completed fall 2022).
- [SR 516 Covington Targeted Corridor Study](#) (scheduled for completion spring 2024).
- [SR 99 Targeted Corridor Study](#) (scheduled for completion spring 2025).

The studies focus on active transportation accessibility and safety. Study scopes include:

- Data compiling to better understand corridor context and needs.
- Identification of near- and mid-term strategies to address needs.
- Community engagement.
- Development of high-level scope and cost estimates to pursue future grant funding for full design.
- Documentation and recommended strategies.

SR 202 Corridor Study

In fall 2022, the Management of Mobility Division completed the SR 202 Corridor Study. The study's recommended concepts reflect performance gaps on the corridor related to safety, bicycle and pedestrian user needs, and multimodal access. The concepts are limited to near- and mid-term timeframes (i.e., 6-12 years) and don't include long-range (i.e., 20 years) improvement concepts.

The concept development in this study incorporated appropriate near-term (i.e., 0-6 year) [Transportation System Management and Operations](#) strategies to address existing performance gaps at key SR 202 intersections and segments. Because they were outside the scope of this study, WSDOT didn't consider strategic capacity additions on this section of SR 202.

WSDOT will work with local stakeholders to incorporate study findings and recommendations into the update of local and regional plans where appropriate.

WSDOT will also continue to work with the Fall City Community Association and community members to address potential roundabout concepts and options at the west end of downtown Fall City. WSDOT will need to conduct the analysis and assessment of a potential roundabout at either the intersection of SR 202 and 334th Avenue Southeast or further west at the intersection of SR 202 and 332nd Avenue Southeast at a subsequent design stage. The analysis and assessment will also be the subject of an intersection control evaluation. Intersection control evaluation occurs at the project design phase and is beyond the scope of the preliminary SR 202 Corridor Study.

WSDOT and its partners will need additional funding for design and construction of the SR 202 Corridor Study's recommended strategies. The near-term, immediate funding needs are to complete design for key study strategies, such as the following in Fall City:

- Compact roundabout improvement at the Preston and Fall City Road intersection.
- Separated pedestrian-bike lane on the north side of SR 202.
- Southeast 42nd Street and 334th Place intersection improvements.

SR 516 Targeted Corridor Study

The City of Covington sought to improve north-south local connections that intersect with SR 516 between Covington Way SE and 168th Place SE. The city's [comprehensive plan](#) projects that most major intersections along the corridor would be operating at level of service D or worse by 2035 without operational improvements.

Covington received funding to make operational improvements at the intersection of SR 516 and Covington Way Southeast. The project development process requires an intersection control evaluation to determine the most suitable intersection control type. This presented an opportunity to evaluate the corridor more holistically by expanding the evaluation to four adjacent intersections to explore opportunities to improve safety and operations along the corridor.

The WSDOT SR 516 Targeted Corridor study will also assess multimodal, access, safety, and environmental needs for SR 516 from Covington Way SE to 168th Place SE. The study team has analyzed key intersections and developed strategies and concepts to improve operations, safety performance, and accessibility for all corridor users.

To support these outcomes, the study team sought community input in fall 2022 to better understand transportation needs and priorities. The study team will conduct a second outreach phase in fall 2023 to share the concept development process and the recommended concept based on community feedback and data analysis. The study team also prepared preliminary cost estimates to assist in seeking funds for implementing the study recommendations.

SR 99 Targeted Corridor Study

WSDOT is working on the SR 99 pre-design study as part of the SR 99 Targeted Corridor Study. The pre-design study focuses on SR 99 in unincorporated Snohomish County from 168th Street Southwest to Airport Road. SR 99 is one of Snohomish County's most important multimodal corridors, but it lacks transit and active transportation facilities.

In late 2022, the study kicked off with one-on-one meetings with key partners and an online open house to capture community transportation needs

and priorities. In winter 2022-2023, WSDOT paused the study to better incorporate plans for a bus-rapid-transit lane and the new Complete Streets requirement. In spring 2023, funding for the bus-rapid-transit portion was shifted to a future biennium, which necessitated a rewrite of the scope of work.

The study is relaunching in fall 2023 with a focus on developing a Complete Streets vision that meets WSDOT Complete Streets requirements by incorporating multimodal safety improvements and the future bus-rapid-transit lane. WSDOT anticipates the next phase of community engagement in winter and spring 2024.

Regional and statewide studies

SR 167 Master Plan

The [SR 167 Master Plan Planning and Environmental Linkages Study](#) used an integrated approach to transportation planning by considering the community, surrounding lands, and the natural and built systems to help identify transportation projects and investments that would address existing issues of mobility and connectivity. It also helped align these projects and investments with projected development patterns included in the Puget Sound Regional Council's regional growth strategy.

WSDOT developed the SR 167 Master Plan Planning and Environmental Linkages Study and overall master planning process using data analysis and the involvement of three committees: the technical advisory committee, equity advisory committee, and policy advisory committee. WSDOT engaged the advisory committees during every step of the process: from developing the vision, goals, and metrics to a multistep scenario planning process to the development of a recommendation. The final study recommendation, finalized in June 2023, incorporates data analysis, feedback from the committees, and feedback gathered from summer 2022 outreach efforts (e.g., online open houses, events, co-creation workshops).

The study's community engagement plan prioritized input from vulnerable and overburdened communities, with the goal of elevating the voices of people

frequently overlooked in planning processes. The goal also included centering infrastructure improvements on community members who need them the most. The study's equity advisory committee, consisting of representatives from community-based organizations, focused on environmental justice and transportation. The committee's work was integral to centering equity in the overall planning process and the final recommendation. The committee and other equity partners emphasized transit investments as a key need. The recommendation included the following transit investments:

- Planned transit services envisioned in transit agency partners' long-range plans, including 20 new or enhanced transit routes; more night and weekend service; and new, on-demand transit services with a focus on equity priority areas and employment areas that aren't served by fixed-route transit.
- A new bus-rapid-transit service that leverages the express toll lane system.
- Increased Sounder South commuter rail service, including evening and weekend service.

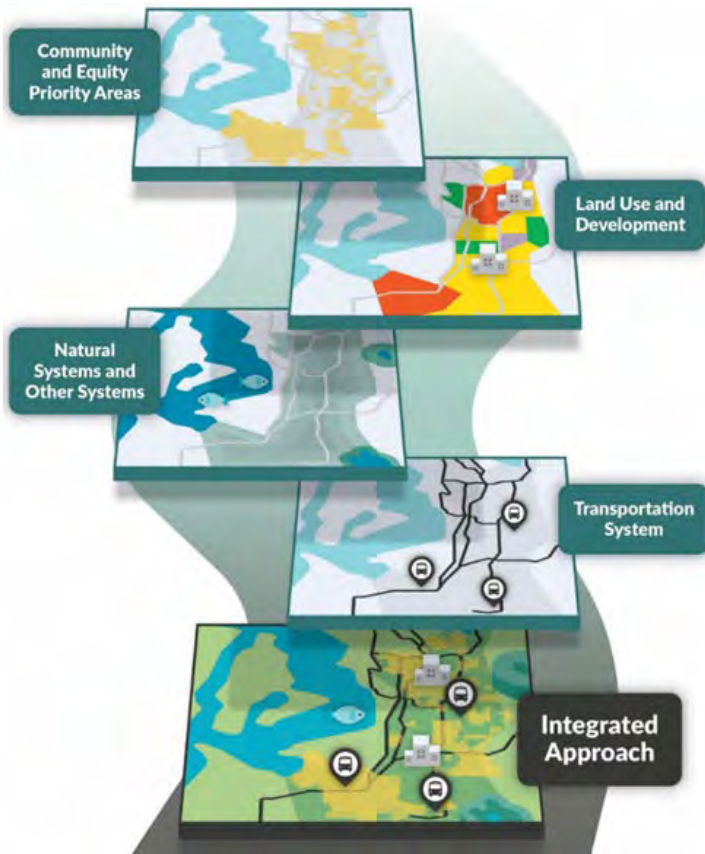
The next step is a SR 167 implementation plan that continues coordination with partner agencies, transit agencies, and corridor stakeholders (including equity representation) to develop a prioritized phasing and funding strategy to implement the SR 167 vision. Efforts are underway to coordinate with King County Metro, Pierce Transit, and Sound Transit.

U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary planning grant

WSDOT was awarded a \$5 million RAISE planning grant to develop a toolkit for reconnecting communities and removing barriers in Seattle (\$1 million of grant funding) and Spokane (\$4 million of grant funding) on the I-90 corridor. FHWA and WSDOT will execute the grant agreement in late 2023.

In Seattle, WSDOT will coordinate with City of Seattle, Sound Transit, King County Metro, and the community to develop near-, mid-, and long-term recommendations at the Rainier Avenue and I-90 ramps.

An integrated approach to transportation planning.



The objective for Seattle's \$1 million portion of the grant is that the agency and community collaborate to develop transportation improvements critical to improving Link light rail station access via transfer, walk, and roll. The goal is to reduce bicycle and pedestrian levels of traffic stress and support the evolution of Rainier Avenue South into a more multimodal corridor and improve neighborhood connectivity.

The awarded project focuses specifically on the new Judkins Park Station at I-90 on Rainier Avenue S and is projected to open between by 2026 with 3,000 daily boardings. In 2018, the Seattle Department of Transportation completed the [Judkins Park Station Access Study](#), which included urban design, zoning, and transportation recommendations.

WSDOT's Active Transportation Division secured \$2 million in match for the portion of the RAISE grant from the Sandy Williams Connecting Communities Program, which made funds available in August 2023 with a signed project summary. Ahead of executing the RAISE grant agreement in late 2023, the FHWA

has given WSDOT an advanced construction agreement to allow work to begin.

For Spokane's \$4 million portion of the grant, the scope of work is community collaboration to identify the best type, size, and location for a new connection across I-90, expected to be a land bridge. More than a bike-pedestrian bridge, the vision for the facility is that it be a catalyst for community connection that will replace vehicle trips with more active transportation for local and regional trips. Work will begin in 2024 to generate a 90 percent design. WSDOT is providing \$4 million in match for this portion of the grant.

Complete Streets

WSDOT's Management of Mobility Division has participated extensively in WSDOT's new Complete Streets initiative as required by the Move Ahead Washington funding package (ESSB 5974 - 2021-2022 Sec. 418(1)(d)). Division staff have been involved in the statewide Complete Streets leadership group and have worked to establish policies and guidance to help guide the new Complete Streets process.

Management of Mobility Staff have also led Northwest Region's Snohomish and King County Complete Streets regional team. This team is responsible for screening and evaluating projects based on the new Complete Streets criteria and working with Northwest Region and Mega Programs project teams to ensure that projects are compliant with new Complete Streets requirements. Management of Mobility is currently working on the following projects:

- SR 900 – Martin Luther King Jr. Way South corridor improvements
- SR 525 – Mukilteo Bridge replacement
- SR 529 – Snohomish River Bridge painter
- US 2 – Westbound Trestle Pre-National Environment Policy Act project
- SR 203/124th Street vicinity to US 2 – paving with exception
- SR 518/SR 99 – pre-design
- SR 522 – Paradise Road project

Additional information on the SR 900 and SR 525 projects is below.

SR 900 – Martin Luther King Jr. Way South corridor improvements

WSDOT completed [SR 900 - Martin Luther King Jr. Way South Corridor Study](#) in June 2023. The study incorporates WSDOT's Complete Streets policies and community input to develop a corridor vision. The study assessed multimodal safety and access as well as environmental needs on SR 900 between 57th Avenue South and South 135th Street. The study's final report documented the community's vision and identified improvements based on extensive outreach and coordination with community members and partner agencies.

WSDOT's study team developed recommendations with improvements implemented in phases. WSDOT intends to improve pedestrian and bicycle connectivity and access, safety performance, and intersection operations. The phases are below:

- Phase A:
 - Shared-use path with a buffer on the north side of SR 900.
 - New pedestrian crossing in the vicinity of the Creston Point Apartments.
 - New traffic signal at the intersection of SR 900 and South 133rd Street.
- Phase B:
 - Roundabout with community focal point at the intersection of SR 900/South 129th Street.
- Phase C:
 - Buffered sidewalk on the south side of SR 900.

With the completion of the corridor study, the project has advanced into the pre-design stage. This project is subject to WSDOT's Complete Streets requirements and will build on the work done in the corridor study to ensure that context-appropriate active transportation facilities are provided. WSDOT will refine the improvements proposed in the SR 900 corridor study during pre-design. While this project is currently only funded through pre-design, WSDOT is pursuing funding for later project stages including right-of-way acquisition and preliminary engineering.

SR 525 – Mukilteo Bridge replacement

This project will replace an existing bridge over Burlington Northern and Santa Fe railroad tracks in the vicinity of the Mukilteo waterfront and ferry terminal. The project will incorporate WSDOT's Complete Streets policies and is also expected to be one of the first WSDOT projects subject to the environmental justice assessments components of the HEAL Act. Extensive engagement with community members and partner agencies will take place throughout the project.

The location of this bridge and lack of alternative railroad crossing routes make it a critical link for pedestrians, bicyclists, ferry passengers, and waterfront commerce. This project seeks to enhance this connection by providing a high-quality multimodal connection between the Mukilteo waterfront and the SR 525 corridor and the Mukilteo community to the south. The project is in the pre-design phase of its development.

Other planning efforts

The Management of Mobility Division continues to participate in various modal planning efforts, including:

Modal plans

- [Washington State Plan for Electric Vehicle Infrastructure Deployment](#)
- [WSDOT 2019 State Rail Plan Update](#)
- [WSDOT Active Transportation Plan Update](#)

Freight committees

- [Puget Sound Regional Council Freight Advisory Committee](#)
- [Seattle Department of Transportation Freight Advisory Board](#)

APPENDIX A: REPORTING REQUIREMENTS MATRIXES

The 2023 Public Transportation Mobility Report fulfills numerous reporting requirements. WSDOT’s Public Transportation Division combined these reporting requirements because of their similar programmatic priorities. Presenting these topics

side by side also allows the division to link them to WSDOT’s vision and goals, as well as the goals of the Washington State Public Transportation Plan.

The following matrices identify the requirements fulfilled by this report.

Requirements in RCW and budget proviso

Reporting requirement	Public Transportation Mobility Report
RCW 47.01.330(5), Office of transit mobility.	Reimagining Washington’s transportation system through Complete Streets and other integrated multimodal solutions (p. 58) and other sections throughout the 2023 Public Transportation Mobility Report. Note: See the matrix on p. 67 for more information.
RCW 47.06.110(6), Public transportation plan.	Updating the Statewide Public Transportation Plan (p. 46).
RCW 47.66.030(3), Regional mobility grants.	Regional Mobility Grant Program (p. 23) and Appendix C (p. 80).
RCW 47.66.080, Grant programs examination.	Grants Program Advisory Consultation (p. 44).
RCW 47.66.100(3), Rural mobility grant program.	Special Needs and Rural Mobility grant programs (p. 10) and Appendix B (p. 68).
RCW 47.66.120(4), Green transportation capital grant program.	Green Transportation Capital Grant Program (p. 33) and Appendix D (p. 90).
RCW 47.66.130(4), Buses and bus facilities grant program.	State Buses and Bus Facilities Grant Program (p. 40) and Appendix E (p. 91).
RCW 70A.15.4060(6), Transportation demand management—Commute trip reduction board.	State Commute Trip Reduction Program (p. 48).
RCW 70A.15.4100(6), Transportation demand management—State agencies—Joint comprehensive commute trip reduction plan—Reports.	State Agency Commute Trip Reduction Program (p. 56)
ESHB 1125 - 2023, Sec. 221(5)(a), 2023-2025 Transportation Budget.	Regional Mobility Grant Program (p. 23) and Appendix C (p. 80).

Specific requirements in RCW 47.01.330, Office of Transit Mobility

The 2005 Legislature directed WSDOT to establish an Office of Transit Mobility (RCW 47.01.330), with two goals:

- Facilitate connection and coordination of transit services and planning.
- Maximize public transportation’s opportunities for improving the efficiency of transportation corridors.

WSDOT uses its existing organizational structure to fulfil the goals of the office. WSDOT’s Public Transportation, Regional Transit Coordination, and Management of Mobility divisions incorporate the goals into their ongoing work by focusing on multimodal solutions within WSDOT and with the agency’s public transportation partners.

The Legislature also identified duties and reporting requirements for the office. The 2023 Public Transportation Mobility Report addresses these requirements in the following sections:

Requirements in RCW and Office of Transit Mobility

RCW 47.01.330, Office of transit mobility	Public Transportation Mobility Report
(2)(a) Developing a statewide strategic plan that creates common goals for transit agencies and reduces competing plans for cross-jurisdictional service.	Updating the Washington State Public Transportation Plan, (p. 46).
(2)(b) Developing a park and ride lot program.	Continued work through the park-and-ride program (p. 59).
(2)(c) Encouraging long-range transit planning.	Updating the Statewide Public Transportation Plan (p. 46).
(2)(d) Providing public transportation expertise to improve linkages between regional transportation planning organizations and transit agencies.	Working together to remove barriers and connect communities (p. 59).
(2)(e) Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals	State Commute Trip Reduction Program (p. 48).
(2)(f) Recommending 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.	Integrating transit and demand management strategies with land-use plans (p. 60).
(2)(g) Producing recommendations for the public transportation section of the Washington Transportation Plan.	Updating the Statewide Public Transportation Plan (p. 46).
(2)(h) Participating in all aspects of corridor planning, including freight planning, ferry system planning, and passenger rail planning.	Engaging all to build an integrated multimodal transportation system (p. 60).
(4) The Office of Transit Mobility shall establish measurable performance objectives for evaluating the success of its initiatives and progress toward accomplishing the overall goals of the office.	WSDOT has incorporated performance objectives for the office into existing Public Transportation Division performance measures (c.f., Appendix C: Regional Mobility Grant Program project performance and prioritized list (p. 80)).

APPENDIX B: SPECIAL NEEDS AND RURAL MOBILITY PROJECT INVESTMENTS

The projects in this table are receiving competitive Special Needs and Rural Mobility grant programs funding in the 2023-2025 biennium.

Special Needs and Rural Mobility project investments

Grantee	Type of organization	Service area	Project title	Special Needs Transportation		Rural Mobility		Other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant share
				Grant funds	Percent grant share	Grant funds	Percent grant share	Grant funds	Percent grant share		
Catholic Community Services of King County	Nonprofit	King County	Volunteer Transportation Program	\$111,576	34%	-	-	-	-	\$328,609	34%
Central Transit (CCA funded)	Transit agency - rural	Kittitas County	Central Transit's Fixed Route and ADA Demand Response Operations	-	-	\$1,065,000	27%	\$1,965,000	50%	\$3,930,000	77%
COAST Public Transportation (CCA funded)	Nonprofit	Asotin, Garfield, Spokane and Whitman counties	Demand-Response and Deviated Fixed Route Public Transportation Services	\$999,214	55%	-	-	-	-	\$1,830,694	55%
COAST Public Transportation (CCA funded)	Nonprofit	Asotin, Garfield, Spokane and Whitman counties	ADA Replacement Vehicles.	\$384,680	80%	-	-	-	-	\$480,854	80%
Coastal CAP (CCA funded)	Nonprofit	Grays Harbor and Pacific counties	Driven To Opportunity Grays Harbor/Pacific Counties	\$676,524	90%	-	-	-	-	\$751,694	90%
Coastal CAP	Nonprofit	Grays Harbor and Pacific counties	Grays Harbor DTO ADA/Van replacement	-	-	\$232,200	100%	-	-	\$232,200	100%
Coastal CAP (CCA funded)	Nonprofit	Mason and Thurston counties	Thurston/Mason County ADA/Van Replacement	\$95,000	95%	-	-	-	-	\$100,000	95%
Coastal CAP (CCA funded)	Nonprofit	Mason and Thurston counties	Thurston/Mason County Driven to Opportunity	\$375,058	90%	-	-	-	-	\$416,731	90%
Columbia Area Transit	Transit agency - rural	Klickitat County	Summer Weekend White Salmon/Bingen - Hood River Fixed Route Service	-	-	\$25,093	80%	-	-	\$31,366	80%
Columbia Area Transit	Transit agency - rural	Skamania County	Seasonal Dog Mountain Shuttle	-	-	\$48,000	80%	-	-	\$60,000	80%
Columbia County Public Transportation	Transit agency - rural	Columbia, Garfield and Walla Walla counties	CCPT Sustain Demand Response Service	-	-	\$780,834	25%	\$1,561,666	50%	\$3,123,333	75%
Community Action of Skagit County	Nonprofit	Skagit County	Special Needs Mobility Management Project	\$48,938	69%	-	-	-	-	\$71,008	69%
Community Action of Skagit County (CCA funded)	Nonprofit	Skagit County	Community Action of Skagit County - Operating Grant	\$304,890	67%	-	-	-	-	\$457,335	67%

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Transportation		Rural Mobility		Other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant share
				Grant funds	Percent grant share	Grant funds	Percent grant share	Grant funds	Percent grant share		
Community Action of Skagit County (CCA funded)	Nonprofit	Skagit County	Community Action of Skagit County - Capital Grant	\$424,710	83%	-	-	-	-	\$509,710	83%
Community In Motion (CCA funded)	Nonprofit	Clark County	Employment Transportation Program	\$511,501	90%	-	-	-	-	\$568,334	90%
Community in Motion (CCA funded)	Nonprofit	Cowlitz and Wahkiakum counties	Reserve-A-Ride (Cowlitz & Wahkiakum Counties)	\$697,499	80%	-	-	-	-	\$872,499	80%
Community in Motion (CCA funded)	Nonprofit	Clark County	Reserve-A-Ride (Clark County)	\$855,411	80%	-	-	-	-	\$1,069,411	80%
Community in Motion (CCA funded)	Nonprofit	Clark County	North County Shuttle Service	\$465,100	80%	-	-	-	-	\$584,100	80%
ECHHO Ecumenical Christian Helping Hands Organization	Nonprofit	Jefferson County	ECHHO Jefferson County 2023-2025	\$34,392	11%	-	-	-	-	\$319,492	11%
Entrust Community Services	Nonprofit	Yakima County	Door-to-door Special Needs Services	\$461,982	69%	-	-	-	-	\$670,000	69%
Garfield County Transportation Authority	Transit agency - rural	Garfield County	Operating Assistance to Sustain Demand Response Service for Garfield County Transportation Authority	-	-	\$680,900	80%	-	-	\$848,900	80%
Grays Harbor Transit	Transit agency - rural	Grays Harbor, Lewis, Pacific and Thurston counties	ADA Vehicle Replacement	-	-	\$663,200	11%	\$3,992,800	69%	\$5,820,000	80%
Homage Senior Services	Nonprofit	Snohomish County	Sustain Transportation Assistance Program (TAP)	\$1,446,188	75%	-	-	-	-	\$1,932,460	75%
Homage Senior Services	Nonprofit	Snohomish County	Pay Your Pal (PYP)	\$83,308	63%	-	-	-	-	\$131,308	63%
Homage Senior Services	Nonprofit	Snohomish County	Expand Transportation Assistance Program (TAP)	\$372,229	89%	-	-	-	-	\$418,383	89%
Homage Senior Services (CCA funded)	Nonprofit	Island, King and Snohomish counties	Transportation Assistance Program (TAP) Outreach	\$116,382	87%	-	-	-	-	\$134,382	87%
Homage Senior Services	Nonprofit	Snohomish County	Deviated Fixed Route from Darrington to Smokey Point	\$605,000	95%	-	-	-	-	\$637,000	95%
Hopelink (CCA funded)	Nonprofit	King, Pierce and Snohomish counties	Regional Alliance for Resilient and Equitable Transportation (RARET)	\$191,282	71%	-	-	-	-	\$267,548	71%
Hopesource	Nonprofit	Kittitas County	Replace 3 Light-Duty vehicles	\$200,767	95%	-	-	-	-	\$211,750	100%
Hopesource	Nonprofit	Kittitas County	Replace 2 Connector Commuter Buses	-	-	\$232,200	100%	-	-	\$232,200	100%
HopeSource	Nonprofit	Kittitas County	Kittitas County Connector Operations	-	-	\$274,975	30%	\$459,023	50%	\$918,048	80%

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Transportation		Rural Mobility		Other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant share
				Grant funds	Percent grant share	Grant funds	Percent grant share	Grant funds	Percent grant share		
HopeSource (CCA funded)	Nonprofit	Kittitas County	HopeSource Dial-A-Ride	\$1,880,367	90%	-	-	-	-	\$2,097,525	90%
Klickitat County Senior Services (CCA funded)	County government	Klickitat County	Replacement Vehicles for DAR and Fixed Route Service	\$424,800	80%	-	-	-	-	\$531,000	80%
Klickitat County Senior Services	County government	Klickitat County	Mt. Adams Express Fixed Route	-	-	\$554,768	78%	-	-	\$714,768	78%
Klickitat County Senior Services	County government	Klickitat County	Dial-a-Ride Services	\$980,756	49%	-	-	-	-	\$1,995,756	49%
Link Transit	Transit agency - small urban	Chelan and Douglas counties	Transportation Reimbursement Intercommunity Program (TRIP-Link)	-	-	\$142,500	95%	-	-	\$150,000	95%
Lower Columbia CAP	Nonprofit	Cowlitz and Clark counties	Replace 2 ADA accessible light-duty cutaway vehicles	\$123,200	100%	-	-	-	-	\$123,200	100%
Lower Columbia CAP	Nonprofit	Clark and Cowlitz counties	Connecting the I-5 Corridor	-	-	\$969,750	90%	-	-	\$1,083,230	90%
Lower Columbia CAP	Nonprofit	Clark and Cowlitz counties	Connecting the I-5 Corridor - Capital Vehicle Replacements	\$200,000	80%	-	-	-	-	\$250,000	80%
Mid-Columbia Economic Development District	City government	Klickitat and Skamania counties	Gorge Regional Transit Network: Inclusive Outreach and Education Project	-	-	\$77,000	55%	-	-	\$139,000	55%
Mid-Columbia Economic Development District	City government	Klickitat and Skamania counties	Gorge Regional Transit Network: Implementation Planning	-	-	\$50,000	33%	-	-	\$150,000	33%
Mt. Si Senior Center	Nonprofit	King and Snohomish counties	Mt. Si Senior Center - SVT - Expansion to Weekend Svc.	-	-	\$450,000	32%	\$227,088	16%	\$1,413,408	48%
Mt. Si Senior Center (CCA funded)	Nonprofit	King and Snohomish counties	Mt. Si Senior Center - Sustain Snoqualmie Valley Transportation	\$1,110,971	35%	-	-	-	-	\$3,188,971	35%
Northshore Senior Center (CCA funded)	Nonprofit	King County	Northshore Senior Center Transportation	\$130,370	14%	-	-	-	-	\$953,370	14%
Okanogan County Transportation & Nutrition	Nonprofit	Okanogan County	Bus Replacements	\$428,624	80%	-	-	-	-	\$535,830	80%
Okanogan County Transportation & Nutrition (CCA funded)	Nonprofit	Okanogan County	Sustain Okanogan County Demand Response	\$1,096,874	68%	-	-	-	-	\$1,613,054	68%
Okanogan County Transportation & Nutrition	Nonprofit	Okanogan County	Sustain Commuter Routes	-	-	\$946,890	88%	-	-	\$1,076,015	88%
People For People	Nonprofit	Adams, Benton and Franklin counties	Special Needs Transportation for Adam, Benton, and Franklin Counties	\$287,321	90%	-	-	-	-	\$319,246	90%

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Transportation		Rural Mobility		Other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant share
				Grant funds	Percent grant share	Grant funds	Percent grant share	Grant funds	Percent grant share		
People For People	Nonprofit	Benton and Franklin counties	Mobility Management Preservation for Benton and Franklin Counties	-	-	\$15,863	10%	\$126,901	80%	\$158,627	90%
People For People	Nonprofit	Adams, Grant and Lincoln counties	Mobility Management Preservation For Adams, Grant, and Lincoln Counties	\$170,613	90%	-	-	-	-	\$189,570	90%
People For People	Nonprofit	Yakima County	Mobility Management Preservation for Yakima County	\$153,329	80%	-	-	-	-	\$191,661	80%
People For People	Nonprofit	Adams, Benton, Chelan, Douglas, Franklin, Grant, Lincoln and Spokane counties	Adams, Grant, and Lincoln Counties - Preservation of Rural Special Needs Transportation	\$3,308,293	88%	-	-	-	-	\$3,759,424	88%
People For People	Nonprofit	Yakima County	Yakima County Preservation of Rural Special Needs Transportation	\$3,394,974	88%	-	-	-	-	\$3,857,925	88%
People for People	Nonprofit	Yakima County	Replace 3 Vehicles to Sustain Special Needs Transportation for Yakima County	-	-	\$29,212	100%	-	-	\$29,212	100%
Pierce County Human Services	County government	Pierce County	Beyond the Borders	\$1,746,846	72%	-	-	-	-	\$2,410,878	72%
Puget Sound Educational Service District	School district	King and Pierce counties	Road to Independence	-	-	\$32,861	3%	\$643,139	50%	\$1,286,279	53%
Pullman Transit	Transit agency - rural	Whitman County	Fixed route service in Pullman	-	-	\$950,934	16%	\$2,992,026	50%	\$5,984,053	66%
Pullman Transit	Transit agency - rural	Whitman County	Fixed route service expansion to the Pullman-Moscow Regional Airport	-	-	\$586,780	90%	-	-	\$652,080	90%
Rural Resources Community Action	Nonprofit	Stevens County	Ferry County Deviated Fixed Route - Copy	-	-	\$182,410	95%	-	-	\$192,015	95%
Rural Resources Community Action	Nonprofit	Ferry, Pend Oreille, and Stevens Counties	Tri-County Operating DAR	\$1,131,569	90%	-	0%	-	-	\$1,258,069	90%
Rural Resources Community Action	Nonprofit	Ferry, Pend Oreille, and Stevens Counties	Commuter Route	-	-	\$460,438	90%	-	-	\$511,598	90%
San Juan County	County government	San Juan County	2023-2027 San Juan County Transportation Voucher Program	-	-	\$395,868	89%	-	-	\$445,868	89%
San Juan Islands Shuttle System	Nonprofit	San Juan County	Sustaining Operations of San Juan Islands Shuttle System dba/IslandRides	\$978,150	72%	-	-	-	-	\$1,363,075	72%
San Juan Islands Shuttle System	Nonprofit	San Juan County	Vehicles, IslandRides -3 Kia EV6+1 Chrysler WAV	\$308,750	95%	-	-	-	-	\$325,000	95%
Skagit Transit System	Transit agency - small urban	Skagit County	Community Engagement Coordinator	\$7,917	5%	-	0%	\$126,660	80%	\$158,326	85%

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Transportation		Rural Mobility		Other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant share
				Grant funds	Percent grant share	Grant funds	Percent grant share	Grant funds	Percent grant share		
Skagit Transit System (CCA funded)	Transit agency - small urban	Island, Skagit Snohomish and Whatcom counties	Northwest Washington regional public transportation study	-	-	\$160,000	80%	-	-	\$200,000	
Skamania County	County government	Clark, Klickitat and Skamania counties	Skamania County Vehicle Replacement	-	-	\$232,000	80%	-	-	\$290,000	80%
Skamania County Senior Services	County government	Clark and Skamania counties	Route Deviated Transit Service	-	-	\$217,856	74%	-	-	\$294,400	74%
Skamania County Senior Services	County government	Clark, Klickitat and Skamania Counties	Dial-A-Ride Service	-	-	\$317,824	95%	-	-	\$334,939	95%
Sound Generations	Nonprofit	King County	Hyde Shuttle	\$1,656,000	23%	-	-	\$437,007	6%	\$7,233,631	29%
Sound Generations (CCA funded)	Nonprofit	King County	Hyde Shuttle - Eastside	\$577,600	47%	-	-	-	-	\$1,226,145	47%
Special Mobility Services Inc.	Nonprofit	Adams and Lincoln counties	Replace 2 Light-Duty Vehicles	\$287,280	95%	-	-	-	-	\$302,400	95%
Special Mobility Services Inc.	Nonprofit	Spokane County	Newport Community Shuttle	-	-	\$104,906	30%	\$209,812	60%	\$349,687	90%
Special Mobility Services Inc. (CCA funded)	Nonprofit	Spokane County	Deer Park Dial-A-Ride and Community Shuttle	\$678,965	90%	-	-	-	-	\$754,406	90%
Special Mobility Services Inc.	Nonprofit	Adams, Lincoln and Spokane Counties	Davenport and Ritzville Community Shuttles	-	-	\$458,503	90%	-	-	\$509,448	90%
Special Mobility Services Inc.	Nonprofit	Spokane County	Spokane County Mobility Management Project - Copy	\$707,324	90%	-	-	-	-	\$785,915	90%
Special Mobility Services Inc. (CCA funded)	Nonprofit	Spokane County	Purchase Replacement Buses to Sustain Deer Park Services	\$324,000	90%	-	-	-	-	\$360,000	90%
Spokane Neighborhood Action Partners (CCA funded)	Nonprofit	Spokane County	Neighbors on the Go	\$211,885	51%	-	-	-	-	\$412,917	51%
Spokane Tribe	Tribal	Spokane and Stevens counties	Replace four (4) passenger vans	-	-	\$122,000	80%	-	-	\$152,000	80%
Stanwood Community & Senior Center	Nonprofit	Island and Snohomish counties	Snow Goose Transit Operations	\$584,986	89%	-	-	-	-	\$660,486	89%
The Arc of Tri-Cities (CCA funded)	Nonprofit	Benton and Franklin Counties	Demand Response Transportation Services	\$48,240	90%	-	-	-	-	\$53,600	90%
The Arc of Tri-Cities (CCA funded)	Nonprofit	Benton and Franklin counties	Continuing Operation of Community Van Service	\$85,689	90%	-	-	-	-	\$95,210	90%

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Transportation		Rural Mobility		Other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant share
				Grant funds	Percent grant share	Grant funds	Percent grant share	Grant funds	Percent grant share		
Thurston Regional Planning Council	Planning organization	Grays Harbor, Lewis and Thurston counties	Rural Transit (rT)	-	-	\$917,650	41%	\$1,112,580	50%	\$2,241,589	91%
Thurston Regional Planning Council	Planning organization	Grays Harbor, Lewis and Thurston counties	Expanded Rural Transit (rT)	-	-	\$941,176	94%	-	-	\$997,131	94%
Transportation Choices Coalition	Nonprofit	King, Pierce and Snohomish counties	Regional Mobility Survey for Priority Populations	\$80,000	80%	-	-	-	-	\$100,000	80%
Twin Transit	Transit agency - rural	Cowlitz, Lewis and Thurston counties	Fixed Route & Demand Response Staffing & Program Support	-	-	\$321,961	30%	\$536,600	50%	\$1,073,201	80%
Twin Transit	Transit agency - rural	Lewis County	Demand Response & Special Needs Service	-	-	\$290,884	11%	\$1,601,517	63%	\$2,547,718	74%
Twin Transit	Transit agency - rural	Cowlitz, Lewis and Thurston counties	Fixed Route & Deviated Service	-	-	\$1,052,943	12%	\$4,544,223	50%	\$9,088,447	62%
Wahkiakum on the Move	County government	Cowlitz, Pacific and Wahkiakum counties	Rural Bus Service	-	-	\$885,084	90%	-	-	\$983,427	90%
Wahkiakum on the Move	County government	Cowlitz, Pacific and Wahkiakum counties	Bus Replacement.	-	-	\$160,000	80%	-	-	\$200,000	80%
Whatcom Council of Governments	County government	Whatcom County	WCOG Mobility Management IV	-	-	\$26,111	10%	\$208,889	80%	\$261,111	90%
Workforce Snohomish	Non profit	Snohomish County	Snohomish County Transportation Coalition	\$203,280	74%	-	-	-	-	\$275,030	74%
Twin Transit	Transit agency - rural	Cowlitz, Lewis and Thurston counties	Fixed Route & Demand Response Staffing & Program Support	-	-	\$321,961	30%	\$536,600	50%	\$1,073,201	80%
Twin Transit	Transit agency - rural	Lewis County	Demand Response & Special Needs Service	-	-	\$290,884	11%	\$1,601,517	63%	\$2,547,718	74%
Twin Transit	Transit agency - rural	Cowlitz, Lewis and Thurston counties	Fixed Route & Deviated Service	-	-	\$1,052,943	12%	\$4,544,223	50%	\$9,088,447	62%
Wahkiakum on the Move	County government	Cowlitz, Pacific and Wahkiakum counties	Rural Bus Service	-	-	\$885,084	90%	-	-	\$983,427	90%
Wahkiakum on the Move	County government	Cowlitz, Pacific and Wahkiakum counties	Bus Replacement.	-	-	\$160,000	80%	-	-	\$200,000	80%
Whatcom Council of Governments	County government	Whatcom County	WCOG Mobility Management IV	-	-	\$26,111	10%	\$208,889	80%	\$261,111	90%

APPENDIX C: REGIONAL MOBILITY GRANT PROGRAM PROJECT PERFORMANCE AND PRIORITIZED LIST

Project performance

Regional Mobility Grant program projects deliver performance years after grantees complete them. The tables below show statewide vehicle miles traveled and vehicle trip reductions for the first and fourth year after projects are operationally complete

(Year 1 and Year 4, respectively). The table includes projects beginning in the 2013-2015 biennium through calendar year 2023.

Projects begin performance reporting in Year 1, after they are operationally complete. To compare the program's performance estimates to the program's actual performance, the Public Transportation Division

has included only the projects that reported results for Year 1 or Year 4 to the program's estimate for performance.

Note that several factors outside of these projects' control affect vehicle miles traveled and vehicle trip reductions, including gas prices, construction, and population changes. The Public Transportation

Division continues to evaluate its underlying assumptions for estimated vehicle miles traveled and vehicle trips reductions considering these and other factors.

Additionally, the performance data in the table below includes effects from the COVID-19 pandemic.

Regional Mobility Grant Program project performance


Biennium originally funded	Grantee name	Project title	Grant amount	Estimated total project cost	Percent total project cost	Completion date	Estimated reduction in vehicle miles traveled		Actual reduction in vehicle miles traveled				Estimated reduction in vehicle trips		Actual reduction in vehicle trips			
							Year 1	Year 4	Year 1	Year 2	Year 3	Year 4	Year 1	Year 4	Year 1	Year 2	Year 3	Year 4
2013-2015	Kitsap Transit	SR 305/Suquamish Way Intersection Improvements	\$2,326,000	\$3,076,000	75.6%	12/30/19	377,645	811,936	184,568	168,896			22,214	47,761	10,857	9,935		
2017-2019	King County Metro	Route 245 Corridor Speed and Reliability Improvement	\$2,192,000	\$2,740,000	80.0%	7/1/21	88,784	104,766	347,177				21,139	24,944	49,890			
2017-2019	Spokane Transit	West Plains Transit Center	\$7,049,841	\$9,145,059	77.1%	9/30/18	945,137	1,146,577	451,183	5,538,858	630,523	926,417	78,668	94,682	111,878	126,735	148,549	213,754
2017-2019	C-Tran	Diesel/Electric Hybrid Vehicle Purchase	\$5,812,993	\$11,346,140	51.2%	9/30/19	2,692,847	2,877,940	0	0			472,097	500,993	0	0		
2017-2019	City of Everett	Wireless Electric Bus Riverfront to Waterfront Connect	\$2,880,000	\$4,046,383	71.2%	7/23/19	533,715	768,315	176,649	244,810	188,812		140,760	199,410	45,641	64,424	46,841	
2017-2019	King County Metro	Routes 169 and 180 Renton to Auburn Transit Speed, Reliability and Service Improvements	\$8,193,259	\$12,863,618	63.7%	7/1/18	2,385,026	2,927,367	2,102,024	1,575,513	1,776,997	2,258,739	278,402	339,552	353,281	264,792	298,655	379,650
2017-2019	King County Metro	Route 101 Service Increase: Downtown Renton to/from Downtown Seattle	\$3,086,251	\$5,448,630	56.6%	3/1/18	2,250,423	2,704,129	2,177,876	1,499,733	937,600	1,019,951	288,583	345,296	217,931	194,747	124,480	134,774
2017-2019	King County Metro	Northgate Transit Center TOD - Access and Facility Imp	\$5,241,007	\$6,551,259	80.0%	8/1/21	6,950,039	10,678,559	371,533	107,967			1,654,771	2,542,517	42,705	12,410		
2017-2019	King County Metro	Link Station Integration	\$2,080,000	\$2,600,000	80.0%	6/20/21	1,008,218	1,072,968	450,072	541,619			132,660	141,180	59,220	71,266		
2017-2019	Kitsap Transit	Wheaton Way Transit Center	\$6,000,000	\$12,950,000	46.3%	12/1/19	461,153	485,881	372,798	621,694			164,017	172,126	128,551	214,377		

Table notes:

- Blue cells represent performance figures due in the future.
- Orange cells represent projects that have yet to report past performance.

Regional Mobility Grant Program project performance (continued)

Biennium originally funded	Grantee name	Project title	Grant amount	Estimated total project cost	Percent total project cost	Completion date	Estimated reduction in vehicle miles traveled		Actual reduction in vehicle miles traveled				Estimated reduction in vehicle trips		Actual reduction in vehicle trips			
							Year 1	Year 4	Year 1	Year 2	Year 3	Year 4	Year 1	Year 4	Year 1	Year 2	Year 3	Year 4
2017-2019	Klickitat County	Mt. Adams Express	\$800,000	\$1,000,000	80.0%	10/31/18	122,500	183,300	70,375	90,414	Service suspended	22,294	14,300	20,020	Service suspended	3,332	6,633	733
2017-2019	Lake Stevens	US2 Trestle HOV/ Transit Trestle Congestion Jump	\$1,822,000	\$2,622,475	69.5%	12/30/20	89,472	92,732	830,649	839,040			22,368	23,183	207,662	209,760		
2017-2019	Link Transit	Park and Ride	\$3,222,000	\$4,246,500	75.9%	6/30/19	442,435	659,593	0	0	2,697	1,194,208	37,310	54,950	0	0	19,487	55,830
2017-2019	Pullman	Increasing Capacity	\$530,000	\$662,502	80.0%	12/31/19	104,470	104,470	11,483	138,700	110,218		49,296	49,296	44,784	35,564	28,261	
2017-2019	Spokane Transit	Upriver Transit Center	\$3,000,000	\$5,000,000	60.0%	12/31/19	1,455,018	1,636,547	757,540	3,738,774			320,754	360,771	178,501	401,531		
2017-2019	Spokane Transit	Monroe/Regal High Performance Transit (HPT) Corridor Imp	\$3,925,000	\$7,215,444	54.4%	3/30/21	2,596,808	2,755,488	2,923,584				614,611	652,167	672,740			
2017-2019	Spokane Transit	Spokane Falls CC Transit Station	\$2,128,000	\$2,800,052	76.0%	12/31/19	330,247	350,427	127,197	367,346			77,399	82,129	29,933	84,064		
2017-2019	Yakima Transit	20 Transit Shelters	\$152,000	\$190,000	80.0%	6/30/19	278,782	295,846	270,419	143,203	124,773	155,579	61,582	65,351	59,735	31,633	27,562	34,367
2019-2021	C-Tran	Southbound I-5 Bus on Shoulder	\$4,900,000	\$6,125,000	80.0%	8/20/20	882,755	1,511,592	0	0			41,639	71,302	0	0		
2019-2021	City of Zillah	Teapot Dome Park and Ride	\$664,000	\$878,600	75.6%	6/1/20	562,912	600,439	150,176	150,176			15,600	16,640	4,160	4,160		
2019-2021	Intercity Transit	High Performance Corridor Service Implementation-Phase 1	\$3,084,000	\$4,335,000	71.1%	12/31/19	448,391	645,431	72,363	211,898	21,788		135,876	195,585	18,748	53,918	5,544	
2019-2021	Community Transit	Seaway, Swift, Swift II Green Line	\$37,600,000	\$75,724,000	49.7%	3/30/19	3,571,500	5,088,120	1,627,190	1,437,976	1,551,372		1,019,775	1,398,930	494,238	425,193	495,353	
2019-2021	Intercity Transit	Regional Business to Business Vanpool Program	\$414,987	\$518,734	80.0%	7/1/19	1,860,419	7,441,674	783,897	668,379	1,521,874	3,295,035	23,546	94,182	18,672	18,892	40,440	78,558
2019-2021	City of Tukwila	South King County Regional TDM for Centers & Corridors	\$160,000	\$200,000	80.0%	1/1/20	167,074	103,888	0	0	6,137		75,717	93,220	0	0	509	
2019-2021	City of Olympia	I-5/US 101 Practical Solutions: State Capitol Campus Transportation Demand Management - Mobile Work Project	\$160,000	\$200,000	80.0%	7/1/19	157,280	314,561	2,124,604	9,138,657	6,999,990	6,439,999	12,420	24,840	152,827	761,320	500,015	460,015
2019-2021	Skagit Transit	Commuter Bus Purchase	\$1,625,000	\$2,500,000	65.0%	4/2/20	2,386,800	2,684,825	927,656	1,306,722	1,747,940		70,200	78,965	27,284	38,433	51,410	
2021-2023	Clallam Transit	Straight Shot 123 Service Expansion	\$486,000	\$607,500	80.0%	9/30/21	377,929	472,410	418,513	736,730			5,792	7,240	6,414	11,291		

Table notes:
 Blue cells represent performance figures due in the future.

Prioritized project list

WSDOT Public Transportation Division presented the following lists to the Legislature in December 2022. Together, the lists make up the 2023-2025 Regional Mobility Grant Program prioritized project list.

In its 2023-2025 biennium transportation budget, the Legislature funded all four-year continuing projects and all new projects proposed for funding in the

prioritized list. The 2021-2023 contingency projects proposed for funding for the 2023-2025 biennium remain unfunded.

RCW 47.66.030(1)(a) requires WSDOT to submit the prioritized list annually. WSDOT has updated the list to align with the Transportation Executive Information System.

Four-year continuing projects

WSDOT placed four-year continuing projects that began in the 2021-2023 biennium and are making sufficient progress at the top of the prioritized list. The Legislature committed 2023-2025 biennium Regional Mobility Grant Program funding to 15 continuing projects from the 2021-2023 biennium.

Four-year continuing projects

Applicant	Project title	Legislative district(s)	Project type	2021-2023 funded	2023-2025 funded	Project total
Community Transit	Swift Bus Rapid Transit (BRT)	32	Capital construction	\$350,000	\$3,430,000	\$3,780,000
City of Seattle	RapidRide J Line	36, 43, 46	Capital construction	\$3,000,000	\$3,000,000	\$6,000,000
Clallam Transit	Strait Shot 123 Service Expansion	24	Operating	\$238,000	\$248,000	\$486,000
City of Shoreline	State Route 523 and I-5 Roundabouts	32, 46	Capital construction	\$2,200,000	2,800,000	\$5,000,000
City of Tukwila	Regional TDM for South King County	11, 33, 37, 47	TDM	\$336,000	\$336,000	\$672,000
Twin Transit	Twin Transit Southwest Washington e-Transit Corridor Regional Mobility Grant Application	20, 22	Operating, TDM	\$778,000	\$778,000	\$1,556,000
Spokane Transit Authority	I-90/Valley High-Performance Transit (HPT) Corridor Infrastructure	3, 4	Capital construction	614,000	\$6,886,000	\$7,500,000
Kitsap Transit	SR 16 Park and Ride	23	Capital construction	\$0	\$6,250,000	\$6,250,000
City of Bellevue	Bellevue TDM of the Future	5, 11, 34, 37, 41, 43, 45, 46, 48	TDM	\$350,000	\$250,000	\$600,000
Pierce Transit	Port of Tacoma Service	27	Operating	\$569,000	\$568,000	\$1,137,000
Skamania County	Skamania County Senior Services Regional Mobility Expansion Grant	14	Capital equipment, operating	\$326,000	\$118,000	\$444,000
Pierce Transit	Spanaway Transit Center Phase 2	28	Capital construction	\$0	\$7,100,000	\$7,100,000
Spokane Transit Authority	Sprague Line HPT Improvements	3, 4	Capital construction	\$840,000	\$2,060,000	\$2,900,000
City of Kirkland	108th Avenue NE Transit Queue Jumps - Phases 1 & 2	48	Capital construction	\$500,000	\$500,000	\$1,000,000
City of Seattle	Route 40 Transit Plus Multimodal Corridor	36, 43, 46	Capital construction	\$500,000	\$5,500,000	\$6,000,000
Totals				\$22,432,000	\$27,993,000	\$50,425,000

New projects

During the 2023-2025 biennium Regional Mobility Grant Program application cycle, WSDOT received 24 new grant applications requesting \$48,159,104 for the 2023-2025 biennium and \$38,936,914 for the 2025-2027 biennium.

WSDOT staff performed an initial assessment of the applications for completeness and reasonableness of performance estimates. WSDOT then used an independent evaluation panel that included subject matter experts in the fields of construction, capital

investment, transportation demand management, and operations to review eligible applications. The panel produced a prioritized list of projects for WSDOT.

WSDOT staff received the prioritized project list and didn't implement the two requirements for the 2023-2025 Regional Mobility Grant Program in [SSB 5165 Section 220\(5\)\(a\)](#) because none of the projects met the criteria:

1. Identify applicants who requested more than 25 percent of the total grant program. Reprioritize the

list so that a single applicant cannot be awarded more than 25 percent of the total grant program.

2. Reprioritize the list so that no more than 30 percent of the total grant program directly benefits or supports a single applicant. (A direct benefit or support is a tangible asset, such as a queue jump or park and ride lot. Also, an asset has a direct benefit if an entity other than the applicant will use the asset a majority of the time.)

New projects proposed for funding for the 2023-2025 biennium

The list below shows 24 new projects that WSDOT prioritized for funding in the 2023-2025 biennium. The Legislature funded all projects on the list in the 2023-2025 biennium transportation budget.

New projects proposed for funding for the 2023-2025 biennium

Applicant	Project title	Legislative district	Project type	2023-2025 unfunded	2025-2027 unfunded	Project total
Sound Transit	Stride BRT: Non-motorized Elements and Transit Signal Priority	1, 11, 21, 32, 33, 34, 41, 45, 46, 47, 48	Capital construction	\$4,818,281	\$3,771,986	\$8,590,267
C-TRAN	Highway 99 BRT Project	18, 49	Capital construction	\$12,000,000	\$0	\$12,000,000
Twin Transit	Lewis County to Cowlitz County Connector Service	20	Operating	\$864,186	\$797,956	\$1,662,142
Whatcom Transportation Authority	Whatcom Smart Trips	40, 42	TDM	\$439,971	\$408,800	\$848,771
Intercity Transit	Rear Door Boarding and Real-Time Passenger Information Deployments	2, 22, 28, 29, 35	Capital construction, TDM	\$1,211,221	\$0	\$1,211,221
Spokane Transit Authority	Argonne Station Park & Ride	3, 4, 6, 9	Capital construction	\$1,400,000	\$9,000,000	\$10,400,000
Pierce Transit	Pacific Avenue S/State Route 7: Roundabout at S. 96th Street to Support Stream BRT Corridor Project	25, 29	Capital construction	\$3,801,000	\$0	\$3,801,000
Spokane County	Commuter Revitalization Project	3, 4, 6, 7	TDM	\$212,678	\$212,678	\$425,356
City of Vancouver	Residential TDM Program	17, 18, 49	TDM	\$421,434	\$0	\$421,434
Pierce Transit	Pacific Avenue S/State Route 7 Roundabout at 121st Street S to Support Stream BRT	25, 29	Capital construction	\$2,296,670	\$0	\$2,296,670
King County Metro	ORCA Youth Access to Transit	1, 5, 12, 30, 31, 32, 33, 34, 36, 37, 41, 43, 44, 45, 47, 48	TDM	\$832,000	\$800,000	\$1,632,000
City of Seattle	N 130th St/Roosevelt Way NE/NE 125th St Multimodal Corridor Improvements	46	Capital construction	\$2,300,000	\$7,500,000	\$9,800,000
King County Metro	Southwest King County Transit Signal Priority	11, 33, 34, 37	Capital construction	\$399,268	\$1,388,760	\$1,788,028
King County Metro	ORCA Business Passport Ridership-Based Rebate Pilot	1, 5, 12, 30, 31, 32, 33, 34, 36, 37, 41, 43, 44, 45, 47, 48	TDM	\$2,350,400	\$2,060,000	\$4,410,400
King County Metro	Major Transit Spot Improvements	11, 43, 46	Capital construction	\$296,180	\$1,030,197	\$1,326,377
Pierce County Planning and Public Works	Reduce Regional Commute Trips with TDM Programs	2, 11, 25, 26, 27, 28, 29, 30, 31, 33, 37, 41, 47	TDM	\$292,000	\$0	\$292,000

New projects proposed for funding for the 2023-2025 biennium (continued)

Applicant	Project title	Legislative district	Project type	2023-2025 unfunded	2025-2027 unfunded	Project total
Pierce Transit	Puyallup Runner Service	25	Capital equipment, operating	\$774,360	\$1,056,737	\$1,831,097
Twin Transit	Lewis County Zero-Emission Transit Network Initiative	20	Capital equipment	\$2,772,480	\$0	\$2,772,480
King County Metro	Park-and-Ride Pedestrian & Bicycle Site Improvements	11, 32, 34, 41, 46	Capital equipment, construction, TDM	\$1,272,000	\$880,000	\$2,152,000
City of Bothell	Bothell Canyon Park Transportation Management Demand Program	1	TDM	\$333,334	\$266,666	\$600,000
City of Grandview	Wine Country Road Park and Ride	15	Capital construction	\$323,384	\$0	\$323,384
Wahkiakum County Health & Human Services/ Wahkiakum on the Move	Bus Replacement	19	Capital equipment	\$200,000	\$0	\$200,000
Kitsap Transit	SR 305 Day Road Park and Ride	26	Capital construction	\$2,355,700	\$5,653,680	\$8,009,380
Intercity Transit	Zero-Emission Hydrogen Demonstration Project	2, 22, 28, 29, 35	Capital equipment	\$6,192,557	\$4,109,454	\$10,302,011
Totals				\$48,159,104	\$38,936,914	\$87,096,018

2021-2023 contingency projects proposed for funding for the 2023-2025 biennium

The list below shows five 2021-2023 biennium contingency projects in ranked order that WSDOT proposed for partial funding for the 2023-2025

biennium with the remaining 2023-2025 program balance of \$1,526,896. These projects remain unfunded.

2021-2023 biennium contingency projects

Applicant	Project title	Legislative district	Project type	2021-2023 funded	2023-2025 unfunded	Project total
King County Metro (unfunded, although partial funds are available)	RapidRide I Line – Auburn Improvements	11, 33, 37, 47	Capital construction	\$0	\$9,000,000	\$9,000,000
King County Metro (unfunded)	On-Demand Feeder-to-Fixed Route Connections to Transit Program	11, 33, 37	Operating	\$0	\$2,886,500	\$2,886,500
King County Metro (unfunded)	South King County Corridor Speed and Reliability Improvements	30, 31, 33, 34, 47	Capital construction	\$0	\$2,400,000	\$2,400,000
King County Metro (unfunded)	Route 36 Speed & Reliability Corridor Improvements	11, 36, 37, 43	Capital construction	\$0	\$3,000,000	\$3,000,000
King County Metro (unfunded)	COVID-19 Recovery through TDM	1, 5, 11, 30, 31, 32, 33, 34, 36, 37, 41, 43, 45, 46, 47, 48	TDM	\$0	\$2,280,000	\$2,280,000
Totals				\$0	\$19,566,500	\$19,566,500

APPENDIX D: GREEN TRANSPORTATION CAPITAL GRANT PROGRAM PROJECTS

The table below shows 11 projects awarded nearly \$50.5 million in Green Transportation Capital Grant Program funding for the 2023-2025 biennium.

Green Transportation Capital Grant Program projects

Organization	County/counties	Project title	Award
Chelan Douglas Public Transportation Benefit Area (Link Transit) (CCA funded)	Chelan, Douglas	Complete urban bus fleet electrification	\$5,942,718
City of Everett (Everett Transit)	Snohomish	Electric buses	\$6,376,000
Intercity Transit (CCA funded)	Thurston	Intercity Transit Green Hydrogen Fuel-Cell-Electric Buses Demonstration Project	\$6,857,740
Jefferson Transit Authority (CCA funded)	Jefferson	E Bus application	\$1,000,000
King County Metro Transit (CCA funded)	King	Burien Transit Center layover charging infrastructure	\$4,974,311
King County Metro Transit (CCA funded)	King	Interim base electrification	\$7,000,000
King County Metro Transit (CCA funded)	King	South Annex base electrification	\$9,000,000
Kitsap County Public Transportation Benefit Area Authority (Kitsap Transit) (CCA funded)	Kitsap	Inductive charging infrastructure	\$3,840,000
Pierce County Public Transportation Benefit Area Corporation (Pierce Transit)	Pierce	Zero-emission grid expansion and resiliency planning implementation	\$450,000
Spokane Transit Authority (STA)	Spokane	2023 fleet electrification	\$4,950,000
Valley Transit (CCA funded)	Walla Walla	Zero-emission bus plan	\$80,000

APPENDIX E: STATE BUSES AND BUS FACILITIES GRANT PROGRAM PROJECTS

The table below shows 16 awarded \$38 million in new State Buses and Bus Facilities Grant Program funding for the 2023-2025 biennium.

State Buses and Bus Facilities Grant Program projects

Organization	County/ counties	Project description	Award
City of Everett (CCA funded)	Snohomish	2023-2025 State Bus and Bus Facilities Grant for electric buses	\$5,120,000
City of Longview (CCA funded)	Cowlitz	One low-floor hybrid replacement bus	\$653,600
City of Pullman (CCA funded)	Whitman	One battery-electric bus and charger to replace a 1990s diesel coach bus in Pullman	\$555,286
Clallam County Public Transportation Benefit Area (CCA funded)	Clallam	Four replacement, heavy-duty, clean-diesel buses	\$2,178,864
Grant County Public Transportation Benefit Area (CCA funded)	Grant	Phase II expansion of maintenance facility and added equipment	\$5,768,418
Intercity Transit (CCA funded)	Thurston	East Martin Way Gateway Station roundabout project	\$680,000
King County Metro Transit (CCA funded)	King	RapidRide G Line bus-rapid-transit bus acquisition	\$4,321,777
King County Metro Transit (CCA funded)	King	Interim base chargers and zero emissions fleet conversion	\$5,412,000
King County Metro Transit (CCA funded)	King	Metro Alternative Services bus replacement	\$3,045,777
Kitsap County Public Transportation Benefit Area Authority (CCA funded)	Kitsap	Inductive charging units for transit centers	\$1,412,558
Lewis Public Transportation Benefit Area (CCA funded)	Lewis	Zero-emission vehicle infrastructure and equipment	\$907,720
Snohomish County Public Transit Benefit Area Corp. (CCA funded)	Snohomish	RideStore remodel and expansion at Lynnwood Transit Center	\$3,840,000
Spokane Transit Authority (CCA funded)	Spokane	Fleck Center bus and van washer replacement	\$764,000
Whatcom Transportation Authority (CCA funded)	Whatcom	Retrofitting fixed-route fleet with automatic passenger counters	\$640,000
Whatcom Transportation Authority (CCA funded)	Whatcom	Route maintenance building and back-up power supply	\$1,940,000
Yakima Transit (CCA funded)	Yakima	Acquisition of new paratransit vehicles	\$760,000

APPENDIX F: STATE AGENCY COMMUTE TRIP REDUCTION PROGRAM EXPENDITURES

The table below shows State Agency Commute Trip Reduction Program incentive and subsidy expenditures for state agencies participating in the program.

State Agency Commute Trip Reduction Program expenditures

Agency	Fiscal year 2022	Fiscal year 2023	Total
Administrative Office of the Courts	\$1,334	\$1,334	\$2,669
Archaeology & Historic Preservation		\$426	\$426
Board of Industrial Insurance Appeals	\$30,213	\$20,088	\$50,301
Commission on Judicial Conduct	\$0	-	\$0
Consolidated Technology Services	-	\$0	\$0
Court of Appeals	\$3,297	\$3,297	\$6,593
Department of Agriculture	\$4,767	\$3,430	\$8,197
Department of Children, Youth, and Family	-	\$4,006	\$4,006
Department of Commerce	\$345	\$747	\$1,092
Department of Corrections	\$14,050	\$72,000	\$86,050
Department of Ecology	\$1,495	\$4,546	\$6,041
Department of Health	\$3,512	\$1,600	\$5,112
Department of Labor and Industries	\$1,406	\$11,492	\$12,897
Department of Licensing	\$12,851	\$14,545	\$27,397
Department of Natural Resources	-	\$648	\$648
Department of Retirement Systems	\$683	\$1,654	\$2,337
Department of Revenue	\$11,170	\$13,089	\$24,259
Department of Transportation	\$10,685	\$15,404	\$26,089
Department of Veterans Affairs	\$27,189	\$3,689	\$30,879
Dept of Financial Institutions	\$68	\$364	\$432
Dept of Social and Health Services	\$187,973	\$184,621	\$372,594
Employment Security Department	\$10,010	\$6,887	\$16,897
Freight Mobility Strategic Invest	\$120	-	\$120

State Agency Commute Trip Reduction Program expenditures (continued)

Agency	Fiscal year 2022	Fiscal year 2023	Total
House of Representatives	\$59,730	\$42,900	\$102,630
Joint Legislative Audit & Review Committee	\$2,013	\$1,980	\$3,993
Joint Legislative Systems Committee	\$36,073	\$32,241	\$68,314
Legislative Evaluation & Account Prog Comm	\$4,125	\$3,267	\$7,392
Law Enforcement Officers and Fire Fighters Plan 2 Retirement Board	\$4,890	\$4,161	\$9,051
Liquor and Cannabis Board	\$1,570	\$1,570	\$3,140
Office of Administrative Hearings	\$2,041	\$2,041	\$4,082
Office of Attorney General	\$15,953	\$16,707	\$32,659
Office of Financial Management	\$33,558	\$1,229	\$34,787
Office of Insurance Commissioner	\$3,376	\$5,056	\$8,432
Office of State Actuary	\$429	-	\$429
Office of State Auditor	\$14,000	-\$9,511	\$4,489
Office of State Treasurer	\$588	\$720	\$1,308
Office of the Governor	\$3,952	\$180	\$4,132
Office of the Secretary of State	\$5,000	-\$3,430	\$1,570
Recreation and Conservation Funding Board		\$218	\$218
Senate	\$35,376	\$24,830	\$60,206
State Investment Board	-	\$408	\$408
State Lottery Commission	\$132	\$12	\$144
Statute Law Committee	-	\$640	\$640
WA ST Criminal Justice Train Comm	\$320	\$120	\$440
Wash State Health Care Authority	\$1,006	\$688	\$1,695
Wash Traffic Safety Commission	\$76	\$155	\$231
Washington State Historical Society	-\$3,062	\$1,438	-\$1,623
Washington State Patrol	\$21,100	\$19,900	\$41,000
Total	\$563,414	\$511,386	\$1,074,800

ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act of 1990
ALICE	Asset limited, income constrained, employed
CCA	Washington State Climate Commitment Act
COVID-19	Coronavirus Disease 2019
ESHB	Engrossed Substitute House Bill
ESSB	Engrossed Substitute Senate Bill
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HEAL Act	Washington State Healthy Environment for All Act
I-	Interstate
OECR	WSDOT Office of Equity and Civil Rights
Power BI	Microsoft Power Business Intelligence
RCW	Revised Code of Washington
ROOF	Rochester Organization for Families
rT	Thurston Regional Planning Council Rural Transit
SAFE Ride	State Agency Free Emergency Ride Program
SR	State Route
STAR Pass	State Agency Rider Pass
RAISE	U.S. Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity Discretionary Planning Grant
WSDOT	Washington State Department of Transportation
TRIP-Link	Link Transit Transportation Reimbursement Intercommunity Program
TAP	Homage Transportation Assistance Program

WEBSITES FEATURED

RCW 47.66.100	https://app.leg.wa.gov/rcw/default.aspx?cite=47.66.100
RCW 47.66.030	https://app.leg.wa.gov/RCW/default.aspx?cite=47.66.030
ESHB 1125 - 2023	https://lawfilesxt.leg.wa.gov/biennium/2023-24/Pdf/Bills/Session%20Laws/House/1125-S.SL.pdf?q=20231114175045
RCW 47.66.120	https://app.leg.wa.gov/rcw/default.aspx?cite=47.66.120
RCW 47.66.130	https://app.leg.wa.gov/rcw/default.aspx?cite=47.66.130
RCW 47.66.080	https://app.leg.wa.gov/rcw/default.aspx?cite=47.66.080
RCW 47.06.110	https://app.leg.wa.gov/rcw/default.aspx?cite=47.06.110
RCW 70A.15.4060	https://apps.leg.wa.gov/rcw/default.aspx?cite=70A.15.4060
RCW 70A.15.4100	https://apps.leg.wa.gov/rcw/default.aspx?cite=70A.15.4100
RCW 47.01.330	https://app.leg.wa.gov/rcw/default.aspx?cite=47.01.330
Nondriver Study	https://leg.wa.gov/JTC/Pages/Nondrivers.aspx
Frequent Transit Service Study	https://wsdot.wa.gov/construction-planning/search-studies/frequent-transit-service-study
Unmet Needs Study	https://wsdot.wa.gov/construction-planning/search-studies/public-transportation-unmet-needs-study
Disability Rights Washington	https://www.disabilityrightswa.org/
Transportation Access for Everyone Storymap	https://www.disabilityrightswa.org/storymap/
Institute for Child Success has shown	https://www.instituteforchildsuccess.org/insufficient-public-transportation-decelerates-economic-mobility/
More information about the Special Needs and Rural Mobility grant programs as administered through the Consolidated Grant Program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/consolidated
Beyond the Borders	https://www.piercecountywa.gov/4856/Beyond-The-Borders
Orting Veteran's Village	https://www.quixotecommunities.org/orting-veterans-village.html

Websites featured (continued)

Orting Village route received a Pierce County Standing Ovation Award	https://youtu.be/bkUCUQV9Otg
Transportation Reimbursement Intercommunity Program	https://www.linktransit.com/services_and_programs/trip-link.php
Trancare	https://www.trancarerides.org/
Homage Senior Services	https://homage.org/
Transportation Assistance Program	https://homage.org/transportation/tap/
Snotrac	https://www.gosnotrac.org/
Sauk-Suiattle Indian Tribe	https://www.sauk-suiattle.com/
Darrington to Arlington mid-day route	https://homage.org/transportation-assistant-program-tap/
More information about the Regional Mobility Grant program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/regional-mobility
Whatcom Smart Trips	https://www.whatcomsmarttrips.org/
That's \$7 million saved and 193 trips to the moon	https://www.whatcomsmarttrips.org/news/program_implementation
More about the Green Transportation Capital Grant Program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/green-transportation-capital
2019-2021 Green Transportation Capital Grant	https://wsdot.wa.gov/sites/default/files/2022-11/2022-Public-Transportation-Mobility-Report.pdf#page=35
Green Transportation Capital Grants in the 2019-2021 and 2021-2023 biennia	https://wsdot.wa.gov/sites/default/files/2022-11/2022-Public-Transportation-Mobility-Report.pdf#page=36
City of Everett's Climate Action Plan	https://www.everettwa.gov/1782/Citys-Climate-Action-Strategy
Mellen Street e-Transit Station	https://wsdot.wa.gov/sites/default/files/2022-11/2022-Public-Transportation-Mobility-Report.pdf#page=37
zero-emission fleet transition plan	https://www.transit.dot.gov/funding/grants/zero-emission-fleet-transition-plan
More about the State Buses and Bus Facilities Grant Program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/state-buses-and-bus-facilities
Washington State Public Transportation Plan	https://wsdot.wa.gov/sites/default/files/2021-10/PT-Report-WashingtonStatePublicTransportationPlan-2016.pdf

Websites featured (continued)

Washington Transportation Plan: 2040 and Beyond	https://www.wtp2040andbeyond.com/
RCW 47.04.280	https://apps.leg.wa.gov/RCW/default.aspx?cite=47.04.280
Active Transportation at Amazon	https://www.commuteseattle.com/case-study-active-transportation-at-amazon/
post on its official LinkedIn company page	https://www.linkedin.com/posts/amazon_seattle-amazonians-did-you-know-weve-built-activity-7072603230081273859-smUF?utm_source=share&utm_medium=member_desktop
commute trip reduction Power BI dashboard	https://www.commuteseattle.com/ctr-power-bi-dashboard/
commute trip reduction equity study	https://tdmboard.com/wp-content/uploads/2023/07/2023.07.13_CTREquityStudyProjectBrief_DRAFT-OPT.pdf
draft 2025-2029 State Commute Trip Reduction Plan	https://tdmboard.com/wp-content/uploads/2023/07/07-13-2023_2023-2025-State_CTR-_Plan_DRAFT-OPT.pdf
2019-2023 Transportation Demand Management Strategic Plan	https://wsdot.wa.gov/sites/default/files/2021-10/PT-Report-TransportationDemandManagementStrategicPlan-2018.pdf
planning guidance for 2025-2029 local and regional plans	https://tdmboard.com/wp-content/uploads/2023/07/2023.07.28_CTR-Plan-Guidance-for-Cities_Counties-Release-1-DRAFT-OPT.pdf
Mobility Partnerships Grant	https://tdmboard.com/wp-content/uploads/2022/09/2022-09-12-WSDOT-Mobility-Partnerships-Flyer_FINAL.pdf
Building a Modern Work Environment (Executive Order 16-07)	https://ofm.wa.gov/facilities/modern-work-environment
Commute Trip Reduction for Washington State Agencies website	https://www.ctr.wa.gov/
Joint Comprehensive Commute Trip Reduction Plan	https://www.ctr.wa.gov/wp-content/uploads/2023/04/2023-03-07-Joint-Comprehensive-CTR-Plan-for-State-Agencies.pdf
VISION 2050	https://www.psrc.org/planning-2050/vision-2050
WSDOT's Design Manual	https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/design-manual
Statewide Active Transportation Plan	https://wsdot.wa.gov/travel/commute-choices/bike/plan
SR 202 Corridor Study	https://wsdot.wa.gov/construction-planning/search-studies/sr-202-corridor-studies

Websites featured (continued)

SR 516 Covington Targeted Corridor Study	https://wsdot.wa.gov/construction-planning/search-studies/sr-516-covington-targeted-study
SR 99 Targeted Corridor Study	https://wsdot.wa.gov/construction-planning/search-studies/sr-99-targeted-corridor-study
Transportation System Management and Operations	https://wsdot.wa.gov/engineering-standards/transportation-system-management-and-operations-tsmo
comprehensive plan	https://www.covingtonwa.gov/city_departments/communitydevelopment/strategiclongrangeplanning/comprehensiveplan.php
SR 167 Master Plan Planning and Environmental Linkages Study	https://wsdot.wa.gov/sites/default/files/2023-07/SR167-MasterPlan-PELStudy.pdf
Judkins Park Station Access Study	https://www.seattle.gov/transportation/projects-and-programs/programs/transportation-planning/judkins-park-station-access-study
SR 900 - Martin Luther King Jr. Way South Corridor Study	https://wsdot.wa.gov/construction-planning/search-studies/sr-900-martin-luther-king-jr-way-south-corridor-study
Washington State Plan for Electric Vehicle Infrastructure Deployment	https://wsdot.wa.gov/sites/default/files/2022-08/Electricvehicle-plan-infastructuredeployment.pdf
WSDOT 2019 State Rail Plan Update	https://engage.wsdot.wa.gov/state-rail-plan/
WSDOT Active Transportation Plan Update	https://www.wsdot.wa.gov/travel/commute-choices/bike/plan
Puget Sound Regional Council Freight Advisory Committee	https://www.psrc.org/committee/freight-advisory-committee
Seattle Department of Transportation Freight Advisory Board	https://www.seattle.gov/seattle-freight-advisory-board

ENGLISH

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

ESPAÑOL

Notificación de Título VI al Público

La política del Departamento de Transporte del Estado de Washington (Washington State Department of Transportation, WSDOT) es garantizar que ninguna persona, por motivos de raza, color u origen nacional, según lo dispuesto en el Título VI de la Ley de Derechos Civiles de 1964, sea excluida de la participación, se le nieguen los beneficios o se le discrimine de otro modo en cualquiera de sus programas y actividades. Cualquier persona que considere que se ha violado su protección del Título VI puede presentar una queja ante la Oficina de Equidad y Derechos Civiles (Office of Equity and Civil Rights, OECR) del WSDOT. Para obtener más información sobre los procedimientos de queja del Título VI o información sobre nuestras obligaciones contra la discriminación, comuníquese con el coordinador del Título VI de la OECR al (360) 705-7090.

Información de la Ley sobre Estadounidenses con Discapacidades (ADA, por sus siglas en inglés)

Este material puede estar disponible en un formato alternativo al enviar un correo electrónico a la Oficina de Equidad y Derechos Civiles a wsdotada@wsdot.wa.gov o llamando a la línea sin cargo 855-362-4ADA(4232). Personas sordas o con discapacidad auditiva pueden solicitar la misma información llamando al Washington State Relay al 711.

한국어 – KOREAN

제6조 관련 공지사항

워싱턴 주 교통부(WSDOT)는 1964년 민권법 타이틀 VI 규정에 따라, 누구도 인종, 피부색 또는 출신 국가를 근거로 본 부서의 모든 프로그램 및 활동에 대한 참여가 배제되거나 혜택이 거부되거나, 또는 달리 차별받지 않도록 하는 것을 정책으로 하고 있습니다. 타이틀 VI에 따른 그/그녀에 대한 보호 조항이 위반되었다고 생각된다면 누구든지 WSDOT의 평등 및 민권 사무국(OECR)에 민원을 제기할 수 있습니다. 타이틀 VI에 따른 민원 처리 절차에 관한 보다 자세한 정보 및/또는 본 부서의 차별금지 의무에 관한 정보를 원하신다면, (360) 705-7090으로 OECR의 타이틀 VI 담당자에게 연락해주시십시오.

미국 장애인법(ADA) 정보

본 자료는 또한 평등 및 민권 사무국에 이메일 wsdotada@wsdot.wa.gov 을 보내시거나 무료 전화 855-362-4ADA(4232)로 연락하셔서 대체 형식으로 받아보실 수 있습니다. 청각 장애인은 워싱턴주 중계 711로 전화하여 요청하실 수 있습니다.

русский – RUSSIAN

Раздел VI Общественное заявление

Политика Департамента транспорта штата Вашингтон (WSDOT) заключается в том, чтобы исключить любые случаи дискриминации по признаку расы, цвета кожи или национального происхождения, как это предусмотрено Разделом VI Закона о гражданских правах 1964 года, а также случаи недопущения участия, лишения льгот или другие формы дискриминации в рамках любой из своих программ и мероприятий. Любое лицо, которое считает, что его средства защиты в рамках раздела VI были нарушены, может подать жалобу в Ведомство по вопросам равенства и гражданских прав WSDOT (OECR). Для дополнительной информации о процедуре подачи жалобы на несоблюдение требований раздела VI, а также получения информации о наших обязательствах по борьбе с дискриминацией, пожалуйста, свяжитесь с координатором OECR по разделу VI по телефону (360) 705-7090.

Закон США о защите прав граждан с ограниченными возможностями (ADA)

Эту информацию можно получить в альтернативном формате, отправив электронное письмо в Ведомство по вопросам равенства и гражданских прав по адресу wsdotada@wsdot.wa.gov или позвонив по бесплатному телефону 855-362-4ADA(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.

tiếng Việt – VIETNAMESE

Thông báo Khoản VI dành cho công chúng

Chính sách của Sở Giao Thông Vận Tải Tiểu Bang Washington (WSDOT) là bảo đảm không để cho ai bị loại khỏi sự tham gia, bị từ khước quyền lợi, hoặc bị kỳ thị trong bất cứ chương trình hay hoạt động nào vì lý do chủng tộc, màu da, hoặc nguồn gốc quốc gia, theo như quy định trong Mục VI của Đạo Luật Dân Quyền năm 1964. Bất cứ ai tin rằng quyền bảo vệ trong Mục VI của họ bị vi phạm, đều có thể nộp đơn khiếu nại cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng (OECR) của WSDOT. Muốn biết thêm chi tiết liên quan đến thủ tục khiếu nại Mục VI và/hoặc chi tiết liên quan đến trách nhiệm không kỳ thị của chúng tôi, xin liên lạc với Phó Trí Viên Mục VI của OECR số (360) 705-7090.

Thông tin về Đạo luật Người Mỹ tàn tật (Americans with Disabilities Act, ADA)

Tài liệu này có thể thực hiện bằng một hình thức khác bằng cách email cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng wsdotada@wsdot.wa.gov hoặc gọi điện thoại miễn phí số, 855-362-4ADA(4232). Người điếc hoặc khiếm thính có thể yêu cầu bằng cách gọi cho Dịch vụ Tiếp âm Tiểu bang Washington theo số 711.

العربية – ARABIC

العنوان 6 إشعار للجماهير

تتمثل سياسة وزارة النقل في ولاية واشنطن (WSDOT) في ضمان عدم استبعاد أي شخص، على أساس العرق أو اللون أو الأصل القومي من المشاركة في أي من برامجها وأنشطتها أو الحرمان من الفوائد المتاحة بموجبها أو التعرض للتمييز فيها بخلاف ذلك، كما هو منصوص عليه في الباب السادس من قانون الحقوق المدنية لعام 1964 ويمكن لأي شخص يعتقد أنه تم انتهاك حقوقه التي يكفلها الباب السادس تقديم شكوى إلى مكتب المساواة والحقوق المدنية (OECR) التابع لوزارة النقل في ولاية واشنطن. للحصول على معلومات إضافية بشأن إجراءات الشكاوى وأو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى الاتصال بمنسق الباب السادس في مكتب المساواة والحقوق المدنية على الرقم (360) 705-7090.

معلومات قانون الأمريكيين ذوي الإعاقة (ADA)

يمكن توفير هذه المواد في تنسيق بديل عن طريق إرسال رسالة بريد إلكتروني إلى مكتب المساواة والحقوق المدنية على wsdotada@wsdot.wa.gov أو عن طريق الاتصال بالرقم المجاني: (4232) 855-362-4ADA يمكن للأشخاص الصم أو ضعاف السمع تقديم طلب عن طريق الاتصال بخدمة Washington State Relay على الرقم 711.

中文 – CHINESE

《权利法案》Title VI公告

<華盛頓州交通部(WSDOT)政策規定，按照《1964年民權法案》第六篇規定，確保無人因種族、膚色或國籍而被排除在WSDOT任何計畫和活動之外，被剝奪相關權益或以其他方式遭到歧視。如任何人認為其第六篇保護權益遭到侵犯，則可向WSDOT的公平和民權辦公室(OECR)提交投訴。如需關於第六篇投訴程式的更多資訊和/或關於我們非歧視義務的資訊，請聯絡OECR的第六篇協調員，電話(360) 705-7090。

《美国残疾人法案》(ADA)信息

可向公平和民權辦公室發送電子郵件wsdotada@wsdot.wa.gov或撥打免費電話 855-362-4ADA(4232)，以其他格式獲取此資料。听力丧失或听觉障碍人士可拨打711联系Washington州转接站。

Af-soomaaliga – SOMALI

Ciwaanka VI Ogeysiiska Dadweynaha

Waa siyaasada Waaxda Gaadiidka Gobolka Washington (WSDOT) in la xaqiijiyo in aan qofna, ayadoo la cuskanaayo sababo la xariira isir, midab, ama wadanku kasoo jeedo, sida ku qoran Title VI (Qodobka VI) ee Sharciga Xaquuqda Madaniga ah ah oo soo baxay 1964, laga saarin ka qaybgalka, loo diidin faa'iidooyinka, ama si kale loogu takoorin barnaamijyadeeda iyo shaqooyinkeeda. Qof kasta oo aaminsan in difaaciisa Title VI la jebiyay, ayaa cabasho u gudbin kara Xafiiska Sinaanta iyo Xaquuqda Madaniga ah (OECR) ee WSDOT. Si aad u hesho xog dheeraad ah oo ku saabsan hanaannada cabashada Title VI iyo/ama xogta la xariirta waajibaadkeena ka caagan takoorka, fadlan la xariir Iskuduwaha Title VI ee OECR oo aad ka wacayso (360) 705-7090.

Macluumaadka Xeerka Naafada Marykanka (ADA)

Agabkaan ayaad ku heli kartaa qaab kale adoo iimeel u diraaaya Xafiiska Sinaanta iyo Xaquuqda Madaniga ah oo aad ka helayso wsdotada@wsdot.wa.gov ama adoo wacaaya laynka bilaashka ah, 855-362-4ADA(4232). Dadka naafada maqalka ama maqalku ku adag yahay waxay ku codsan karaan wicitaanka Adeega Gudbinta Gobolka Washington 711.

Translation Services

If you have difficulty understanding English, you may, free of charge, request language assistance services by calling 360-705-7921 or email us at: PubTrans@wsdot.wa.gov

Español - Spanish

Servicios de traducción

Aviso a personas con dominio limitado del idioma inglés: Si usted tiene alguna dificultad en entender el idioma inglés, puede, sin costo alguno, solicitar asistencia lingüística con respecto a esta información llamando al 360-705-7921, o envíe un mensaje de correo electrónico a: PubTrans@wsdot.wa.gov

tiếng Việt-Vietnamese

các dịch vụ dịch thuật

Nếu quý vị không hiểu tiếng Anh, quý vị có thể yêu cầu dịch vụ trợ giúp ngôn ngữ, miễn phí, bằng cách gọi số 360-705-7921, hoặc email cho chúng tôi tại: PubTrans@wsdot.wa.gov

한국어-Korean

번역 서비스 영어로 소통하는 것이 불편하시다면 360-705-7921, 으로 전화하시거나 다음 이메일로 연락하셔서 무료 언어 지원 서비스를 요청하실 수 있습니다: PubTrans@wsdot.wa.gov

русский-Russian

Услуги перевода

Если вам трудно понимать английский язык, вы можете запросить бесплатные языковые услуги, позвонив по телефону 360-705-7921, или написав нам на электронную почту: PubTrans@wsdot.wa.gov

عُورَ لَأ - Arabic

عمچرتلا تامدخ

ديربال ربع انتلسارم وأمقرلاب لاصتال قى رط (360) 705-7921 ن عوىوغللال ددعاسملا تامدخ بلط ان اجم كنكممىف، ؤىزىلجنلا لا غلال م هف ي ف بوعص دجت تنك اذا!!
ي نورتك ل لا: PubTrans@wsdot.wa.gov

Af-soomaaliga - Somali

Adeegyada Turjumaada

Haddii ay kugu adag tahay inaad fahamtid Ingiriisida, waxaad, bilaash, ku codsan kartaa adeegyada caawimada luuqada adoo wacaaya 360-705-7921 ama iimayl noogu soo dir: PubTrans@wsdot.wa.gov

中文 - Chinese

翻译服务

如果您难以理解英文，则请致电：360-705-7921，或给我们发送电子邮件：PubTrans@wsdot.wa.gov，请求获取免费语言援助服务。



MORE INFORMATION

Jillian Nordstrom

PUBLIC TRANSPORTATION DIVISION

**Washington State Department
of Transportation**

360-705-7911

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