

2021 Public Transportation Mobility Report

WSDOT PUBLIC TRANSPORTATION DIVISION





CONTENTS

Highlights	4
Introduction	6
COVID-19, climate change and emerging technology	7
Special Needs and Rural Mobility grant programs	11
Regional Mobility Grant Program	36
Green Transportation Capital Grant Program	50
First Mile/Last Mile Connections Grant Program	56
Grants Program Advisory Consultation	60
Washington State Public Transportation Plan	62
Commuter Trip Reduction Program	65
State Agency Commuter Trip Reduction Program	68
Washington's integrated multimodal transportation system	72
Appendix A: 2021-2023 Regional Mobility Grant Program prioritized project list	78
Appendix B: Reporting requirements matrixes	86
Acronyms and abbreviations	88
Websites featured	89

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.

HIGHLIGHTS

Stories in this edition of the report include:

- Public transportation providers and transportation demand management practitioners are applying lessons as they're learned from the COVID-19 pandemic, climate change and emerging technology. Their work can help equitably mitigate the environmental impacts of transportation, reduce wear and tear on our roads, and minimize opportunities for exposure to COVID-19 (p. 7).
- In fiscal year 2021, the state Special Needs and Rural Mobility grant programs provided more than \$36 million for projects around the state and helped to leverage more than \$47 million from other funding sources. These projects support people with special needs and limited access to public transportation services in small cities, rural communities, and on reservations across the state (p. 11).
- The state Regional Mobility Grant Program will provide more than \$103 million in the 2021-2023 biennium for 48 projects to explore innovative ways to reduce congestion and improve connectivity between counties and regional population centers. In 2021, Regional Mobility projects in their fourth year of operation reduced nearly 87.4 million single-occupancy vehicle miles traveled and removed nearly 9.3 million single-occupancy vehicle trips from on the state's transportation system (p. 36).
- The state's Green Transportation Capital Grant Program will provide more than \$21 million to 10 transit agencies in rural and urban areas across Washington. The funding increases 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 over the 12-year lifespan of a typical bus (p. 50).
- Newly completed projects in Bellevue and Tacoma and a forthcoming Yakama Nation project were recipients of \$1 million awarded through the state's new First Mile/Last Mile Connections Grant Program in the 2019-2021 biennium to help people get to public transportation services (p. 56).

- WSDOT is engaging its partners through the Grants Program Advisory Consultation to improve the agency's grant application evaluation process and ensure that equity and inclusion are a part of all the agency's public transportation grant programs (p. 60).
- WSDOT and its partners continue to make progress in achieving the Washington State Public Transportation Plan's 20-year goals of cultivating thriving communities, providing and sustaining access to transportation, creating adaptive transportation capacity with new technologies and partnerships, enhancing the customer experience, and acting as transportation system guardians to maximize and sustain the system's value to the public (p. 62).
- The Transportation Demand Management Technical Committee, Executive Board, and WSDOT are taking steps to expand WSDOT's highly successful Commute Trip Reduction Program. Employees in commute trip reduction-affected worksites in Washington choose alternatives to driving alone for their commute to and from work at a rate more than double that of their peers nationwide (p. 65).
- 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. When Gov. Inslee implemented the Stay Home, Stay Healthy order in March 2020, those partners worked diligently to support the state's employees in an almost overnight transition to telework with updated policies and guidance (p. 68).
- WSDOT's Public 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 parking innovations, providing planning guidance, aligning goals and priorities, and integrating transit and demand-management strategies with land-use plans (p. 72).

WSDOT's Public Transportation Division publishes the Public Transportation Mobility Report annually. This edition of the report fulfills requirements in:

- [RCW 47.66.100\(3\)](#)
- [RCW 47.66.030\(3\)](#)
- [RCW 47.66.120\(4\)](#)
- 2021-2023 Transportation Budget ([SSB 5165 - 2021-22](#) Sect. 220 (5)(a) and (7)(b))
- [RCW 47.66.080](#)
- [RCW 47.06.110\(6\)](#)
- [RCW 70A.15.4060\(6\)](#)
- [RCW 70A.15.4100\(6\)](#)
- [RCW 47.01.330\(5\)](#)

INTRODUCTION

The 2021 Public Transportation Mobility Report presents stories from the field as public transportation providers and transportation demand management practitioners incorporate lessons learned from the ongoing COVID-19 pandemic and plan for the evolution of their services in a post-pandemic Washington.

The report provides updates for WSDOT's public transportation grant programs, including WSDOT's efforts to engage a diverse group of stakeholders statewide in a biennial evaluation of the programs. Grant programs in this report include:

- Special Needs
- Rural Mobility
- Regional Mobility
- Green Transportation Capital
- First Mile/Last Mile

The report also details WSDOT's ongoing effort to implement the Washington State Public Transportation Plan.

In this year's report, the Transportation Demand Management Technical Committee, Executive Board and WSDOT's Commute Trip Reduction Program draw on 30 years of performance to propose new emphasis areas for the program.

Additionally, the report documents the work of WSDOT's Public Transportation, Regional Transit Coordination, and Management of Mobility divisions to carry out the vision of Connecting Washington.

About WSDOT's Public Transportation Division

The mission of WSDOT's Public Transportation Division is to advance public transportation and transportation demand management with partners for a safer, more equitable Washington.

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

The programs and projects the division supports build and sustain Washington's integrated multimodal transportation system. This system allows people of all ages, abilities, and geographic locations to get to and from jobs, goods and services, and community activities.

Spurred by the COVID-19 pandemic, WSDOT led a series of workshops with public transportation partners.

Called “Rethinking Transit and Mobility,” the partners used the workshops to examine a question: how will public transportation and transportation demand management evolve to meet the needs of a post-pandemic Washington?

COVID-19, CLIMATE CHANGE, AND EMERGING TECHNOLOGY

WSDOT’s Rethinking Transit and Mobility workshops did just what they set out to do. The workshops helped identify emerging strategies for the future of public transportation and transportation demand management to respond to the combined effects COVID-19 pandemic, climate change, and emerging technology.

However, the fact remains: we are still in a pandemic.

For public transportation providers and transportation demand management practitioners that means developing and implementing solutions now, in the middle of it all.

Day in and day out since early 2020, public transportation providers have adapted to health and safety measures designed to protect drivers and passengers while keeping buses, cutaways, vans, trains, and ferries running.

For transportation demand management practitioners, a nearly immediate shift to telework for many office workers meant transitioning from merely encouraging telework to standardizing it.

Within months – in some cases, weeks – of Gov. Inslee’s Stay Home, Stay Healthy order, practitioners had crafted new policies, deployed new technology, and trained a huge workforce to collaborate and work remotely.

Providers and practitioners did all this to provide access to the jobs and services people need.

While this report discusses the major themes of the Rethinking Transit and Mobility workshops elsewhere (p. 73), this section focuses on the needs workshop participants identified to:

- Prioritize human services and equity in public transportation.
- Expand public transportation service.
- Deploy technology and mobility tools to promote access to services.

Prioritizing the riders who never stopped riding

The ongoing pandemic has changed public transportation across the country. In Washington state, the situation is no different. In adjusting to the different phases of the pandemic, public transportation providers experienced disruptions to service, staffing, day-to-day administration, cleaning, maintenance, and something else at the heart of their operations: ridership.



For the essential workforce, working from home was not an option – they never stopped using public transportation.

Overall, transit ridership dropped by 45 percent in 2020.¹ But the decline in ridership varies considerably for different groups of people. While public transportation providers are still trying to understand the causes of these differences, reports from the field suggest that public transportation was a lifeline for essential workers and people who depend on human services transportation.

For essential workers, working from home was not an option. Healthcare, childcare, and senior care providers; farm workers; grocery store clerks; mechanics; and construction workers – they never stopped using public transportation.

It’s the same for people who depend on human services transportation. These services are specifically designed to serve people with special transportation needs – people who, because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation.²

Although ridership and revenue fell when many people began working from home and commuting less, these two groups of riders – the essential workforce and

people that depend on human services transportation – still needed access to transportation for essential trips to jobs and services.

Public transportation providers sprang into action, tailoring their services to those who needed them most. As one example of a leaner approach, Community Transit made the most of its fleet during the pandemic. The agency continued its bus-rapid-transit service on highly traveled routes. At the same time, the agency brought smaller vehicles into service to accommodate social-distancing requirements on routes with less ridership.

Other transit agencies, such as Intercity Transit, implemented similar right-sizing strategies to free up paratransit buses, community vans and even vanpool vans so that they could provide on-demand rides or meal and prescription delivery.

¹ [WSDOT’s COVID-19 Multimodal Transportation System Performance Dashboard.](#)

² [RCW 81.66.010\(3\).](#)

To help providers address the constantly changing needs brought on by the pandemic, WSDOT provided increased and flexible funding. WSDOT has awarded more than \$116 million in combined Coronavirus Aid, Relief and Economic Security (CARES) Act and Coronavirus Response, Relief Supplemental Appropriations Act (CRRSAA), and American Rescue Plan Act (ARPA) funding, specifically for rural public transportation providers hit hard by the pandemic. WSDOT also allowed flexible spending in response to COVID-19 within its state Special Needs and Rural Mobility grants.³

Throughout the pandemic, public transportation did what it does best: provide access to the jobs and services people need. This was especially important in Washington's most rural communities.

Public transportation access is an asset and a lifeline in rural communities

More than 16 percent of Washington's population lives in a rural area.⁴ In most rural areas, centrally located services like medical facilities and grocery stores can be anywhere from 5 to 50 miles away. For people living in these communities who can't drive or don't have access to a vehicle, public transportation isn't an amenity; it's a necessity.

Since 1989,⁵ system reporting for transit agencies in Washington has emphasized ridership and passenger trips. As an example, three of the six operating indicators in the Summary of Public Transportation measure how quickly and cost-effectively an agency transports its passengers.^{6,7}

These operating indicators do not reflect the value of public transportation as a lifeline service. This is particularly evident in rural areas, where transit agencies, human services transportation providers, and tribal transportation providers serve remote populations between equally dispersed communities and services.

For WSDOT Consolidated Grant Program grantee Makah Public Transit, which serves the general public, elders, and disabled passengers throughout the Makah Reservation, quick and cost-effective

transport is secondary to access to lifeline services and jobs. The reservation is in Clallam County at the most northwestern tip of the Olympic Peninsula. One highway connects the reservation to the rest of the county and peninsula. The county's major commercial center, Port Angeles, is 75 miles east of the reservation; Forks is 60 miles south; and Seattle is 150 miles southeast and across the waters of the Puget Sound. The remoteness of the reservation and single roadway in and out are major obstacles to tribal members who need access to employment, education, and social and health services located away from the reservation in larger population centers.⁸

Rural access is the focus of Yakama Nation, a First Mile/Last Mile Innovations Grant Program grantee. With funding from the grant program, Yakama Nation is enhancing pedestrian safety around many of the 22 Pahto Public Passage bus stops. Many of their riders walk to rural bus stops along roadways with intersections that often lack pedestrian signals, crossings, lighting, or even pavement markings. As a result, Yakama Nation has the highest pedestrian fatality rate in the state.⁹

Simply put, access and safety are the top public transportation priorities for rural communities.

Transportation demand management is public transportation

How people use the transportation system is the primary focus of transportation demand management practitioners. The pandemic and technology rapidly accelerated the shift toward remote work.

³ See p. 11 for more information on WSDOT's Special Needs and Rural Mobility grant programs.

⁴ 2010 Census.

⁵ [HB 1438](#), 1989 Chap. 396, Sec. 2 (5).

⁶ [RCW 35.58.2796\(1\)\(c\)\(v\)](#).

⁷ See [Washington State Summary of Public Transportation](#) for public transit agency operating indicators.

⁸ See 2019 Public Transportation Mobility Report, p. 26 for more information about Makah Public Transit.

⁹ See p. 59 for more information on Yakama Nation's effort to enhance pedestrian facilities connecting to tribal transit.

This provided powerful proof of the connection between people's use of the transportation system and transportation system performance. Early in the pandemic traffic congestion vanished and telework skyrocketed. Telework rates remain high, but traffic congestion has gradually returned to pre-pandemic levels in many locations. What's behind this contradiction?

For many office workers, the pandemic caused a nearly immediate shift to a virtual workplace. With new, online meeting platforms and access to high-speed internet, many workers didn't have to travel to the office to get work done.

In addition, nearly every service performed face-to-face became in some sense digital. To free up space for COVID-19 patients and reduce physical contact at medical facilities, medical providers began offering telehealth appointments for nonemergency healthcare. Prescription, meal, and grocery delivery services expanded. Netflix, HBO Max, Hulu, and other streaming services have changed how we see the next big blockbuster. Social gatherings and school moved online.

Many people have adapted to and even prefer this new way of life. In one example, on the Statewide Engagement Survey conducted in October 2020, more than 50 percent of state employees expressed interest in teleworking for most of the work week (i.e., 3-4 days).¹⁰

Despite the massive increase in telework, peak-hour congestion is returning on many of the state's urban roadways. This is likely due to a combination of longstanding pent-up demand for travel during peak hours and a pandemic-driven drop in transit ridership.

Transportation demand management practitioners are addressing these trends in a few ways:

- Supporting telework and flexible work environments.
- Preparing to encourage a return to transit, vanpools, and other high-occupancy, low-impact modes after the pandemic subsides.
- Proposing expansion to transportation demand management programs that addresses mobility gaps for essential workers, people with special

transportation needs, rural areas, and congestion outside peak commute hours and locations.

This transportation demand management effort is occurring as a bill is coming due: WSDOT's annual maintenance and preservation shortfall to keep the state's transportation system in a state of good repair is nearly a billion dollars.¹¹ The state's aging infrastructure requires tough decisions about how to move a growing population despite continuing deterioration of the system. Transportation demand management provides opportunities to maintain mobility by making better use of the transportation systems and services we have while we address the state of good repair.

Moving forward

Since January 2021, experts from the Centers for Disease Control and Prevention, the World Health Organization, and drug companies like Pfizer and Moderna have warned that with virus variants and vaccine shortfalls, COVID-19 is here to stay.

Taken another way: the changes to our transportation system during the pandemic are lasting.

But there is a silver lining to the cloud of the pandemic. The lessons learned and progress made deploying more work-from-home options and delivery of goods and services can help mitigate the environmental impacts of transportation, reduce wear and tear on our roads, and minimize opportunities for exposure to COVID-19.

Public transportation providers and transportation demand management practitioners are at the forefront of this shift in how we think about work, health, play, travel, and entertainment during a pandemic and beyond.

¹⁰ See p. 68 for more information on state employee commute trip reduction.

¹¹ See Secretary of Transportation Roger Millar's [Return on Investment: Ideas for our transportation future and making that vision a reality](#) for more information.

The Special Needs and Rural Mobility grant programs support people with special needs and limited access to public transportation services by providing funding for transit systems 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 2021-2023 biennium, the Legislature provided more than \$67 million for the Special Needs Grant Program and more than \$33 million for the Rural Mobility Grant Program, allowing WSDOT to fund 108 projects across the state.

SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS

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 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 could not otherwise make these trips.

[More information about the Special Needs and Rural Mobility grant programs as administered through the Consolidated Grant Program, including 2021-2023 awards.](#)

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 systems and nonprofit public transportation providers in small cities and rural communities and on reservations. Hear from them in their own words:

Snoqualmie Valley Transportation

Snoqualmie Valley Transportation has operated since 2003. The nonprofit's ADA door-to-door and deviated-fixed-route services provide access to transit-dependent people, seniors, people with disabilities, and people with low incomes living in the Snoqualmie Valley area. It's a special-needs mobility service, but anyone (and their pets!) can ride.

Geographically, Snoqualmie Valley constitutes about a quarter of King County. Its central city (North Bend) is only 25 miles from Bellevue and 30 miles from Seattle, but those seem a world away without a car. For Snoqualmie Valley Transportation's frequent riders, travel to the big city is a non-starter – their biggest question is usually, "How do I get to the grocery store or my doctor?"

Living in a rural area without a car presents significant logistical barriers. The distance to "centrally located" human services can seem impossible to reach if you don't have transportation and "centrally located" means they are 5-20 miles away. Many of Snoqualmie Valley Transportation's transit-dependent riders face these challenges every day.

In sparsely populated and rural Snoqualmie Valley, large transit buses and fixed-route service don't make a lot of sense for ambulatory riders and people with special needs. It's impractical and an inefficient use of resources. In this corner of King County, they say, "Little cities, little buses."

Despite COVID-19 drastically reducing their rider counts, Snoqualmie Valley Transportation was still able to provide more than 35,000 rides in 2020. A large percentage of those riders have special transportation needs and/or low incomes – although many teenagers who prefer taking a bus over driving also ride.

In March 2020, Snoqualmie Valley Transportation was tasked by local senior centers with delivering meals. From March through December, Snoqualmie Valley Transportation delivered more than 7,100 meals to people who would not have been able to get to them any other way. For many of these seniors in isolation, the friendly drivers were the only people they'd see all day, some of whom took the time to write and send letters of gratitude and appreciation.

Snoqualmie Valley Transportation is an active member of many coalitions and human service groups, and they were instrumental in creating the Snoqualmie Valley Mobility Coalition along with Hopelink, valley businesses, municipalities, schools, and human and healthcare services.

The Special Needs Grant Program contributed \$1,029,000 in the 2019-2021 biennium for Snoqualmie Valley Transportation, about 38 percent of the project's cost.

The Arc of Tri-Cities: demand-response

The Arc of Tri-Cities is a nonprofit serving Benton and Franklin counties. The Arc promotes the rights of all people with intellectual and developmental disabilities by actively supporting full inclusion and participation in all aspects of the community throughout their lives. This agency's Paratransit/Special Needs-funded project provides demand response transportation services to their day program customers—people with developmental and intellectual disabilities—to access community services.

The Arc's grant-funded transportation exclusively serves the developmental and intellectual disabilities special needs community. Drivers for this service are trained, direct-service providers, able to respond to the customers' physical and emotional needs. This often eliminates the need for personal care assistants to accompany customers on their rides.

Some of the Arc's clients find themselves on the edge of paratransit eligibility, sometimes capable of using fixed-route transit but in need of a transportation partnership at others. The Arc specifically designed its demand-response services for the developmental and intellectual disabilities special needs community, regardless of paratransit eligibility.

The Arc also provides transportation outside Ben Franklin Transit's service area and regular hours of operation.

But it's really the customer stories about The Arc that articulate the life-changing benefit of their



Snoqualmie Valley Transportation serves the sparsely populated and rural Snoqualmie Valley area.



Photo description: The Arc of Tri-Cities serves the developmental and intellectual disabilities special needs community in Benton and Franklin counties exclusively. (photo taken pre-pandemic)

demand response services. Take Abby, a young woman with Autism who lives with her family in rural eastern Washington. Abby's link to the community is reliable, safe transportation. Since she's non-verbal, Abby's parents worry about her safety when she ventures out. Until recently, a second Arc staff member needed to ride along with her and serve as a personal care assistant. But Abby is becoming more self-reliant, and in September 2020 she rode without a personal care assistant for the very first time. Having access to reliable, caring transportation services from The Arc with drivers who look out for her has opened up her world.

Another customer, Greg, is a retired adult with a developmental delay and visual impairment. He lives on his own and strives to be as independent as possible. Greg lives in a busy area with a lot of traffic, so walking somewhere is not a safe option for him. However, he enjoys getting out of the house to attend programmed activities and social events, or even for a meal. It is important to Greg that he connects with friends and stays busy. He depends on familiarity to independently navigate his neighborhood and the wider community. Having access to transportation from The Arc focused on his needs (with drivers who laugh at his jokes) is essential for him.

The Paratransit/Special Needs grant program has funded for The Arc of Tri-Cities demand response since the 2017-2019 biennium. In the 2019-2021, the grant program contributed \$146,887 for The Arc of Tri-Cities demand response transportation services, about 93 percent of the project cost.

Wahkiakum County Health and Human Services: Wahkiakum on the Move expanded services

Wahkiakum on the Move is a partnership between Wahkiakum County Health and Human Services and Elochoman Valley Partners. This partnership provides bus service and medical transportation for residents from Wahkiakum County's rural communities such as Cathlamet, Skamokawa, and Rosburg. Wahkiakum on the Move offers riders the ability to travel from Pacific County through Wahkiakum to Cowlitz County. It makes connections with Pacific Transit and RiverCities Transit as well as Amtrak and Greyhound.

Many Wahkiakum County residents who live on fixed or low incomes pay disproportionately high amounts for transportation, often using personal vehicles to access services only available in larger cities.

To understand the choice to use personal vehicles rather than public transportation, Wahkiakum on the Move sought input about its services through local transit forums, surveys, rider comments, and engagement with local governments. Input showed that for community members to consistently choose public transportation options, routes should run between larger cities more often and local access should increase.

The message was clear: Wahkiakum on the Move needed to expand service.

In 2017 Wahkiakum County Health and Human Services increased Wahkiakum on the Move's services by adding a local route in Cathlamet, increasing the frequency of weekday regional service, and adding Saturday service to Longview. The expanded service has helped to reduce rural isolation, encourage economic development, increase access to educational and training opportunities, and improve access to regional resources and services.



Wahkiakum on the Move provides bus service and medical transportation for residents from Wahkiakum County's rural communities.

Having Elochoman Valley Partners as a collaborator on the service has also been a huge benefit for Wahkiakum on the Move. In fact, the service wouldn't exist without the partners.

Elochoman Valley Partners was originally formed as a self-employment service for clients of Wahkiakum Health and Human Services who were struggling to find work. With the help of an employment specialist, these clients identified needed tasks in the community that could support them in gaining employment. Starting with the operation of a local soda-vending machine and cutting and selling firewood, Elochoman Valley Partners expanded to janitorial services, landscaping, and a store of locally produced products: The Made in Wahkiakum store.

As they hired, Elochoman Valley Partners found that the lack of reliable transportation was a common barrier to employees. The partners worked with numerous organizations to propose a community bus service, for which county commissioners agreed to help fund the first transit vehicle. Elochoman Valley Partners became the employment avenue to hire drivers for the shuttle, The Made in Wahkiakum store became the dispatch office, and Wahkiakum on the Move was born.

The Rural Mobility Grant Program contributed \$595,800 in the 2019-2021 biennium for Wahkiakum on the Move's expanded services, 90 percent of the project's cost.

IslandRides

New to the Rural Mobility Grant Program for the 2021-2023 biennium, IslandRides is expanding its services and purchasing three electric cars to provide rides for seniors, people with disabilities and rural residents on three islands in San Juan County.

IslandRides is a nonprofit that began serving San Juan Island in 2013. Established by a retired veteran, IslandRides was originally designed to provide transportation to Friends and Neighbors, a program that matches seniors in need with younger volunteers who could check in regularly and assist with shopping, household chores, and errands. The nonprofit has grown over the past eight years, providing more than 30,000 trips to islanders without a car or who do not drive.

In September 2020, IslandRides expanded to Lopez Island. In June 2021, IslandRides added Orcas Island to its service area, home to nearly a third of the county's population. The addition allows IslandRides to provide efficient, on-demand transportation on San Juan County's three primary, ferry-served islands. IslandRides' non-emergency, door-to-door service transports islanders between their homes and same-island destinations for healthcare, therapy, shopping, or social needs.

Because San Juan County has no transit system, IslandRides fills an important gap for county residents. While the county has a reputation for being a vacation area, it also has the highest percentage of residents over 60 and the largest disparity between higher and lower incomes in Washington. Compounding the problems for these groups is the need to access services, such as medical appointments and other necessities.

IslandRides says, "No car, no problem!" The nonprofit's team of drivers on each island knows local roads, neighborhoods, and common destinations, and dispatchers individually coordinate safe, timely rides on demand.

Mireille, an 85-year-old widow living alone on Lopez Island, had two surgeries in the past year and is currently undergoing physical therapy. Although she is still able to drive, there are times when she doesn't

feel well enough to go it alone – and that’s when she calls IslandRides. She wrote the following after the cold weather set in last November:

“I needed to pick up a prescription from the pharmacy. It was raining, the wind was blowing, and I didn’t want to face going out. I called the IslandRides phone number, left a message for the volunteer driver to pick up and deliver my prescription from the pharmacy. I was impressed at how easy it was to get this great service. It was very efficiently executed!”

The Rural Mobility Grant Program will contribute \$540,540 in the 2021-2023 biennium for IslandRides, about 72 percent of the project’s cost.

Mason Transit: Dial-a-Ride

Mason Transit operates Dial-a-Ride, a fare-free, door-to-door, demand-response service within Mason County. Mason Transit designed the service for everyone: it’s available to anyone and has no eligibility requirements. Dial-a-Ride especially benefits older adults, people with disabilities, and people experiencing economic hardship.

During the COVID-19 pandemic, Mason Transit partnered with Meals on Wheels. As of publication, Mason Transit as an agency has delivered more than 9,700 meals since the pandemic began.

Dial-a-Ride was instrumental to the meal-delivery effort. Dial-a-Ride customer K. Williams reports, “I saw in the newspaper that they were having trouble finding drivers for the meals on wheels program. I was worried if we would be able to get our meals delivered or not and with COVID we were afraid to go to the store – my wife and I are both high-

“I needed to pick up a prescription from the pharmacy. It was raining, the wind was blowing, and I didn’t want to face going out. I called the IslandRides phone number, left a message for the volunteer driver to pick up and deliver my prescription from the pharmacy. I was impressed at how easy it was to get this great service. It was very efficiently executed!”

*Mireille,
Islandrides Customer*



IslandRides provide rides for seniors, people with disabilities and rural residents like Mireille on three islands in San Juan County.

“The next thing I know I have a Mason Transit van showing up at my house and we do not live close to town. They were always smiling, and we kept getting our meals like clockwork. Thank you, Mason Transit, for going above and beyond.”

*K. Williams,
Dial-a-Ride Customer*

risk. The next thing I know I have a Mason Transit van showing up at my house and we do not live close to town. They were always smiling, and we kept getting our meals like clockwork. Thank you, Mason Transit, for going above and beyond.”

During vaccination efforts, Dial-a-Ride again partnered with a local organization, Peninsula Community Health, to run a special COVID shuttle from a senior center in Belfair to the local vaccination clinic for more than 10 weeks. Through this partnership more than 3,000 underserved people were vaccinated. Dial-a-Ride driver Dan Sharp received the following commendation from the senior center: “Dan showed up every single week full of enthusiasm and concern for senior citizens and the underserved population of the county. He went above and beyond during the COVID-19 pandemic and worked tirelessly to calm people’s fears.”

At the same time, Mason Transit worked to improve Dial-a-Ride’s customer experience. Over the past year, the agency fostered relationships with assisted-living facilities in Mason County to ensure clients always get to appointments and back before Dial-a-Ride’s service ends for the evening.



Mason Transit Dial-a-Ride service was instrumental to the pandemic meal-delivery effort.

And in February 2021, Mason Transit launched the Ecolane mobile app. The app allows Dial-a-Ride users to conveniently schedule their own rides from a computer or mobile device. Users can still call Mason Transit's customer service line for Dial-A-Ride scheduling.

Dial-a-Ride's services are a proven asset to the Mason County community.

The Rural Mobility and Paratransit/Special Needs grant programs contributed \$548,391 (14 percent of the project's cost) and \$1,438,025 (37 percent of the project's cost), respectively, in the 2019-2021 biennium for Mason Transit's Dial-a-Ride service.

Columbia County Public Transportation: demand-response

The Rural Mobility and Paratransit/Special Needs grant programs are helping Columbia County Public Transportation sustain and expand its demand-response services.

Columbia County Public Transportation provides the only public demand-response transportation in Columbia County. This essential service allows residents of the highly rural county to access medical services, employment, educational opportunities, grocery shopping, and more.

Despite the hardships brought on by the COVID-19 pandemic, Columbia County Public Transportation continued to provide transportation to their community. This agency even decided to go fare-free

and provide even greater access to their services during these trying times. The increased access has proven to be so much of an asset that, as of writing, Columbia County Public Transportation is fare-free until further notice.

During the pandemic, Columbia County Public Transportation was also able to take advantage of federal funding flexibility. The transit agency partnered with the nonprofit community-action agency Blue Mountain Action Council to deliver meals and food boxes to some 60 residents in Columbia County each week.

Columbia County Public Transportation General Manager David Ocampo reports that many of the agency's passengers do not own or have access to a personal vehicle. The quick trip to the grocery store



Columbia County Public Transportation partnered with Blue Mountain Action Council to deliver meals and food boxes during the pandemic to Columbia County residents.



Mason Transit Dial-a-Ride driver Dan Sharp received recognition from the Mason Transit board for helping transport underserved people to a local COVID-19 vaccination clinic.



Despite the hardships brought on by the pandemic, Columbia County Public Transportation continued to provide transportation to their community.

“It has been very helpful to count on columbia county public transportation bringing me food boxes every week. I have used the bus system regularly, but due to covid, having the delivery system has helped me stay safe.”

*Martha,
Columbia County
Public Transportation
Passenger*

that many take for granted is a nearly impossible task. This was especially true during the pandemic. Martha, a passenger who has received meal deliveries from Columbia County Public Transportation, reports, “It has been very helpful to count on Columbia County Public Transportation bringing me food boxes every week. I have used the bus system regularly, but due to COVID, having the delivery system has helped me stay safe.”

During the 2019-2021 biennium, Columbia County Public Transportation put their funding to additional good use by expanding the services they offer to include weekend and evening hours. Saturday transit service has been especially popular and helped to increase the agency’s overall ridership.

The Rural Mobility and Paratransit/Special Needs grant programs have funded Columbia County Public Transportation demand-response services since the 2015-2017 biennium. In the 2019-2021 biennium, the Rural Mobility and Paratransit/Special Needs grant programs contributed \$762,405 (over 30 percent of the project’s cost) and \$316,425 (around 13 percent of the project’s cost), respectively, for the service.

Okanogan County Transportation and Nutrition: commuter routes

Okanogan County Transportation and Nutrition is a nonprofit dedicated to improving quality of life for seniors, people with disabilities, and the general public of Okanogan, Chelan, Douglas and Lincoln counties. A Rural Mobility Grant supports three of its commuter routes. These routes connect the outlying areas of the Okanogan County to the mid-county cities of Omak and Okanogan, where most of the county’s employers, educational opportunities, social services, medical services and shopping are located.

Geographically, Okanogan County is the third-largest county in the nation. It is extremely rural, with great distances and two mountain passes between communities. For county residents, many of whom have low incomes or special transportation needs and do not own reliable personal vehicles, the cost of finding a round-trip, 100-mile ride is prohibitive. Okanogan County Transportation and Nutrition’s commuter routes make scheduling transportation easier and cheaper.

Social-service agencies use Okanogan County Transportation and Nutrition’s commuter routes to get their clients to job training and employment counseling. The public and senior riders use the routes to access educational opportunities and healthcare facilities, as well as for personal needs such as shopping.

The Oroville to Tonasket and Okanogan to Pateros routes provide service Monday-Saturday. These two routes connect the north and south ends of Okanogan County to TranGo, the Okanogan’s transit system. A fare-free Coulee Dam route, which Okanogan County Transportation and Nutrition coordinates with the Confederated Tribes of the Colville

Reservation, provides service Monday-Friday from Okanogan to Coulee Dam and makes connections with transportation providers in neighboring counties. These connections include:

- People for People, which enables connections to Spokane.
- Grant Transit for travel to Moses Lake.
- The Travel Washington Apple Line for travel to Wenatchee.

All of Okanogan County Transportation and Nutrition’s buses are equipped with bicycle racks to accommodate cyclists. This agency also provides route-deviated service for up to three-quarters of a mile for pedestrians who request a pick-up.

During the pandemic, Okanogan County Transportation and Nutrition delivered meals to seniors throughout Okanogan County. Without the service, many seniors would have gone without regular meals.

In the 2019-2021 biennium, the Rural Mobility Grant Program contributed \$661,610 to Okanogan County Transportation and Nutrition’s commuter routes, 82 percent of the project’s cost.

Special Needs and Rural Mobility grant programs funding

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

In fiscal year 2021, Special Needs and Rural Mobility grant program funds accounted for 24 percent and 20 percent of the funds awarded through the Consolidated Grant Program, respectively.

Grant program	Fiscal year 2021 funds	Fiscal year 2021 percentage of Consolidated Grant Program
Special Needs Grant Program	\$19,810,209	24%
Rural Mobility Grant Program	\$17,071,472	20%
Other Consolidated Grant Program sources	\$47,510,046	56%
Total	\$84,391,727	

Table notes:

- Amounts in this table represent actual spent dollars under each grant program during state fiscal year 2021.
- The amount for “Other Consolidated Grant Program sources” includes CARES Act funding expenditures.



Okanogan County Transportation and Nutrition is a nonprofit dedicated to improving quality of life Okanogan, Chelan, Douglas and Lincoln county residents like Robert.

SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS

These projects received Special Needs and Rural Mobility grant programs funding (competitive and formula) in the 2019-2021 biennium, which includes fiscal year 2021. WSDOT will include projects funded in the 2021-2023 biennium in the 2022 Public Transportation Mobility Report to align with fiscal year reporting.

The table includes CARES Act distributions, administered by WSDOT.

Grantee	Project name	2019-2021 Special Needs Grant funding		2019-2021 Rural Mobility Grant funding		2019-2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
Asotin County Public Transportation Benefit Area	Special needs and general public transportation services	\$58,470	29%	\$143,729	71%	-	-	\$202,199	100%
Ben Franklin Transit	Vehicles and equipment	\$1,100,000	100%	-	-	-	-	\$1,100,000	100%
Ben Franklin Transit	Demand response service	\$2,803,161	100%	-	-	-	-	\$2,803,161	100%
Central Transit	Fixed route system	-	-	\$422,432	25%	\$419,068	25%	\$1,683,000	50%
Central Transit	CARES Act Related Operating Expenses	-	-	-	-	\$471,380	100%	\$471,380	100%
Central Transit	ADA paratransit	\$11,174	100%	-	-	-	-	\$11,174	100%
Central Washington Airporter, Inc.	CARES Act Related Operating Expenses	-	-	-	-	\$593,516	100%	\$593,516	100%
City of Selah	Dial-a-Ride service	\$13,235	67%	\$6,607	33%	-	-	\$19,842	100%
Clallam Transit System	Paratransit services	-	-	\$1,043,951	24%	\$599,329	13%	\$4,441,297	37%
Clallam Transit System	CARES Act Related Operating Expenses	-	-	-	-	\$4,428,176	100%	\$4,428,176	100%
Clallam Transit System	Replacement 35-foot buses	-	-	\$1,334,074	51%	\$626,294	24%	\$2,635,975	74%
Clallam Transit System	Five cutaway vehicles	\$508,595	100%	-	-	-	-	\$508,595	100%
Clallam Transit System	Sales Tax Equalization project	-	-	\$739,506	100%	-	-	\$739,506	100%
COAST Transportation	Demand response and deviated fixed route transportation services	\$555,440	47%	-	-	-	-	\$1,170,905	47%
Coastal Community Action Program	Driven To Opportunity Program	\$507,700	89%	-	-	-	-	\$571,700	89%

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SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)

Grantee	Project name	2019-2021 Special Needs Grant funding		2019-2021 Rural Mobility Grant funding		2019-2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
Coastal Community Action Program	One replacement minivan	\$22,196	80%	-	-	-	-	\$27,620	80%
Columbia County Public Transportation	Sustain demand response service	\$316,425	13%	\$669,190	28%	\$1,000,000	41%	\$2,409,940	82%
Columbia County Public Transportation	CARES Act Related Operating Expenses	-	-	-	-	\$702,110	100%	\$702,110	100%
Columbia County Public Transportation	Expanded demand response service	-	-	\$93,215	80%	-	-	\$116,518	80%
Community Transit	Demand response service	\$1,924,019	100%	-	-	-	-	\$1,924,019	100%
Cowlitz Indian Tribe	Demand response service	-	-	\$447,619	85%	-	-	\$526,611	85%
C-TRAN	C-VAN program	\$2,839,312	100%	-	-	-	-	\$2,839,312	100%
ECHHO	Volunteer Transportation Program	\$27,500	10%	-	-	-	-	\$268,024	10%
Entiat Valley Community Services	Transportation for Rural Immobilized Persons and Seniors Program	\$12,000	51%	-	-	-	-	\$23,749	51%
Entrust Community Services	Door-to-door special needs services	\$97,882	32%	-	-	-	-	\$305,900	32%
Everett Transit	Demand response service	\$1,565,765	100%	-	-	-	-	\$1,565,765	100%
Garfield County Transportation Authority	Sustain demand response service	\$39,336	10%	\$331,470	80%	-	-	\$411,802	90%
Garfield County Transportation Authority	CARES Act Related Operating Expenses	-	-	-	-	\$116,514	100%	\$116,514	100%
Garfield County Transportation Authority	One expansion cutaway	-	-	\$58,168	75%	-	-	\$77,558	75%
Grant Transit Authority	Paratransit and demand response service	\$228,123	34%	\$219,375	33%	\$219,375	33%	\$666,873	100%
Grant Transit Authority	CARES Act Related Operating Expenses	-	-	-	-	\$3,299,090	100%	\$3,299,090	100%
Grant Transit Authority	Three replacement cutaways	\$60,000	20%	-	-	\$240,000	80%	\$300,000	100%

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SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)

Grantee	Project name	2019-2021 Special Needs Grant funding		2019-2021 Rural Mobility Grant funding		2019-2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
Grant Transit Authority	Four paratransit cutaways	\$360,000	100%	-	-	-	-	\$360,000	100%
Grant Transit Authority	Two bus engines, two ancillary vehicles, and dispatch computers	\$99,746	100%	-	-	-	-	\$99,746	100%
Grays Harbor Transportation Authority	CARES Act Related Operating Expenses	-	-	-	-	\$4,698,268	100%	\$4,698,268	100%
Grays Harbor Transportation Authority	Fixed route and demand response services	\$258,481	1%	\$1,041,955	5%	\$1,500,000	8%	\$18,946,842	15%
Greyhound Lines, Inc.	CARES Act Related Operating Expenses	-	-	-	-	\$5,524,556	100%	\$5,524,556	100%
Homage Senior Services	Transportation Assistance Program	\$903,561	55%	-	-	\$103,655	6%	\$1,639,276	62%
HopeSource	Dial-A-Ride	-	-	\$485,000	35%	\$727,422	53%	\$1,359,425	90%
HopeSource	CARES Act Related Operating Expenses	-	-	-	-	\$693,550	100%	\$693,550	100%
HopeSource	Ellensburg-Cle Elum commuter services	\$492,571	80%	-	-	-	-	\$615,714	80%
HopeSource	Two expansion cutaways	\$151,378	90%	-	-	-	-	\$168,198	90%
Human Services Council	Employment Transportation Program	\$405,000	89%	-	-	-	-	\$455,056	89%
Human Services Council	Reserve-A-Ride (Clark County)	\$381,316	80%	-	-	-	-	\$476,645	80%
Intercity Transit	Paratransit services	\$2,280,850	100%	-	-	-	-	\$2,280,850	100%
Island Transit	North Sound Regional Connector	-	-	\$1,623,140	60%	\$694,654	25%	\$2,726,811	85%
Island Transit	Dial-A-Ride Services	\$1,255,744	100%	-	-	-	-	\$1,255,744	100%
Island Transit	Fixed route, deviated bus and vanpool services	-	-	\$4,287,327	100%	-	-	\$4,287,327	100%
Island Transit	CARES Act Related Operating Expenses	-	-	-	-	\$6,498,644	100%	\$6,498,644	100%
Island Transit	Route network analysis	-	-	\$50,000	50%	-	-	\$100,000	50%
Jamestown S'Klallam Tribe	Sustaining Jamestown Campus Route #50	-	-	\$161,028	90%	-	-	\$178,920	90%

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SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)

Grantee	Project name	2019-2021 Special Needs Grant funding		2019-2021 Rural Mobility Grant funding		2019-2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
Jefferson Transit Authority	CARES Act Related Operating Expenses	-	-	-	-	\$2,335,924	100%	\$2,335,924	100%
Jefferson Transit Authority	East Jefferson operating	\$283,362	4%	\$217,558	3%	\$2,173,692	28%	\$7,658,299	35%
King County Metro	Special needs transportation services	\$14,520,300	100%	-	-	-	-	\$14,520,300	100%
Kitsap Transit	Kitsap Transit Formula Project	\$2,631,863	42%	\$3,580,398	58%	-	-	\$6,212,281	100%
L.E.W.I.S. Mt. Hwy. Transit	Fixed route deviated transit services	\$688,675	90%	-	-	-	-	\$765,725	90%
Link Transit	Paratransit services	\$829,052	100%	-	-	-	-	\$829,052	100%
Lower Columbia Community Action Program	Connecting the I-5 corridor	\$567,185	89%	-	-	-	-	\$634,650	89%
Lower Columbia Community Action Program	Two replacement cutaways	\$123,200	80%	-	-	-	-	\$154,000	80%
Lower Elwha Klallam Tribe	One replacement 12-passenger van	-	-	\$34,970	83%	-	-	\$41,964	83%
Lummi Tribe of the Lummi Reservation	Fixed route services	-	-	\$706,860	67%	-	-	\$1,052,810	67%
Makah Tribal Council	Makah Public Transit operating service	-	-	\$164,593	50%	-	-	\$329,186	50%
Makah Tribal Council	Two replacement cutaways with bike racks	-	-	\$182,500	91%	-	-	\$200,750	91%
Mason Transit Authority	Regional connections	-	-	\$794,800	15%	\$1,067,040	21%	\$5,150,475	36%
Mason Transit Authority	Demand response	\$468,025	16%	\$548,391	19%	\$1,244,880	42%	\$2,957,926	76%
Mason Transit Authority	CARES Act Related Operating Expenses	-	-	-	-	\$3,768,900	100%	\$3,768,900	100%
Mason Transit Authority	One small Dial-A-Ride cutaway vehicle	-	-	\$176,650	100%	-	-	\$176,650	100%
Mason Transit Authority	Coach repairs	-	-	\$116,500	100%	-	-	\$116,500	100%
Mt. Adams Transportation	Dial-A-Ride Services	\$1,021,637	52%	-	-	-	-	\$1,952,539	52%
Mt. Adams Transportation	Four replacement minivans	\$219,200	80%	-	-	-	-	\$274,000	80%

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SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)

Grantee	Project name	2019-2021 Special Needs Grant funding		2019-2021 Rural Mobility Grant funding		2019-2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
Mt. Si Senior Center	Snoqualmie Valley Transportation	\$1,029,000	38%	-	-	-	-	\$2,679,691	38%
Northshore Senior Center	Inter-county special needs transportation	\$11,094	6%	-	-	\$110,935	56%	\$197,029	62%
Northwestern Stage Lines, Inc.	CARES Act Related Operating Expenses	-	-	-	-	\$500,167	100%	\$500,167	100%
Okanogan County Transportation and Nutrition	Door-to-door demand response service	-	-	\$941,713	68%	-	-	\$1,366,313	68%
Okanogan County Transportation and Nutrition	Rural commuter routes	\$661,610	82%	-	-	-	-	\$806,610	82%
Okanogan County Transportation and Nutrition	Three replacement and one expansion cutaway vehicles	\$259,938	79%	-	-	-	-	\$328,630	79%
Olympic Community Action Programs	West End Job Lift	\$128,475	66%	-	-	-	-	\$194,341	66%
Pacific Transit System	CARES Act Related Operating Expenses	-	-	-	-	\$824,644	100%	\$824,644	100%
Pacific Transit System	Rural fixed route service	\$123,010	6%	\$1,277,405	58%	-	-	\$2,199,330	64%
People For People	Community Connector	\$159,000	49%	-	-	\$148,540	50%	\$322,411	99%
People For People	CARES Act Related Operating Expenses	-	-	-	-	\$823,010	100%	\$823,010	100%
People For People	Rural Special Needs Transportation (Adams, Grant, and Lincoln counties)	\$925,624	42%	-	-	\$1,000,000	46%	\$2,188,209	88%
People For People	Mobility management expansion for Benton- and Franklin counties	-	-	\$138,024	95%	-	-	\$145,288	95%
Pierce Transit	Paratransit shuttle transportation services	\$4,399,880	100%	-	-	-	-	\$4,399,880	100%
Puget Sound Educational Service District	Key Peninsula School Bus Connects	-	-	\$110,000	54%	-	-	\$202,525	54%
Puget Sound Educational Service District	Road to Independence Van Program	\$510,000	41%	\$40,000	3%	-	-	\$1,255,436	44%

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SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)

Grantee	Project name	2019-2021 Special Needs Grant funding		2019-2021 Rural Mobility Grant funding		2019-2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
Pullman Transit	Dial-a-Ride service	\$105,134	5%	\$19,924	1%	\$628,186	30%	\$2,117,423	36%
Pullman Transit	CARES Act Related Operating Expenses	-	-	-	-	\$2,506,074	100%	\$2,506,074	100%
Pullman Transit	Dial-a-Ride van and wheelchair lifts	\$89,770	100%	-	-	-	-	\$89,770	100%
RiverCities Transit	Paratransit services	\$373,842	12%	-	-	\$625,867	19%	\$3,242,890	31%
Rural Resources Community Action	Demand response	\$1,211,713	76%	-	-	-	-	\$1,597,716	76%
Rural Resources Community Action	Commuter route	\$65,000	14%	\$325,818	72%	-	-	\$450,818	86%
Samish Indian Nation	Samish transit feasibility study	-	-	\$15,193	95%	-	-	\$15,992	95%
San Juan County	San Juan County Transportation Voucher Program	-	-	\$332,066	90%	-	-	\$366,966	90%
Sauk-Suiattle Indian Tribe	Fixed route services	-	-	\$482,564	92%	-	-	\$527,121	92%
Skagit Transit	Special needs paratransit services	\$93,331	100%	-	-	-	-	\$93,331	100%
Skagit Transit	Three replacement and three expansion cutaways	\$850,000	100%	-	-	-	-	\$850,000	100%
Skagit Transit	Upgrade existing interactive voice response system	\$110,500	100%	-	-	-	-	\$110,500	100%
Skamania County Senior Services	Dial-A-Ride service	-	-	\$320,804	55%	-	-	\$570,421	55%
Skamania County Senior Services	Route deviated service	-	-	\$198,939	75%	-	-	\$266,539	75%
Skamania County Senior Services	One replacement minivan and one replacement cutaway	-	-	\$96,915	80%	-	-	\$121,144	80%
Sound Generations	Hyde Shuttles	\$769,658	13%	-	-	\$1,000,000	17%	\$5,935,812	30%

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SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)

Grantee	Project name	2019-2021 Special Needs Grant funding		2019-2021 Rural Mobility Grant funding		2019-2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
Special Mobility Services	Deer Park Dial-A-Ride and Community Shuttle	\$439,665	90%	-	-	-	-	\$488,517	90%
Special Mobility Services	Davenport and Ritzville Community Shuttles	\$216,872	51%	\$164,379	39%	-	-	\$423,612	90%
Special Mobility Services	Newport Community Shuttle	\$243,000	90%	-	-	-	-	\$270,000	90%
Special Mobility Services	Expand Deer Park Community Shuttle	\$119,234	95%	-	-	-	-	\$125,509	95%
Spokane Transit Authority	Demand response paratransit transportation services	\$3,209,233	100%	-	-	-	-	\$3,209,233	100%
Spokane Tribe of Indians	Moccasin Express	-	-	\$750,000	69%	-	-	\$1,088,710	69%
Spokane Tribe of Indians	Two replacement cutaways	-	-	\$115,086	80%	-	-	\$143,858	80%
Squaxin Island Tribe	Squaxin Transit Program	-	-	\$199,500	50%	-	-	\$399,000	50%
Stanwood Community and Senior Center	North Snohomish County Transportation Coalition	\$50,000	94%	-	-	-	-	\$53,350	94%
The Arc of Tri-Cities	Sustain demand response transportation services	\$69,850	90%	-	-	-	-	\$77,612	90%
The Arc of Tri-Cities	Expand demand response transportation services	\$77,037	95%	-	-	-	-	\$81,092	95%
Thurston Regional Planning Council	Rural Transit Program	-	-	\$1,268,400	87%	-	-	\$1,458,400	87%
TranGO	CARES Act Related Operating Expenses	-	-	-	-	\$727,468	100%	\$727,468	100%
TranGO	Operating and special needs transportation services	\$48,381	9%	\$503,171	91%	-	-	\$551,552	100%
Twin Transit	CARES Act Related Operating Expenses	-	-	-	-	\$1,197,450	100%	\$1,197,450	100%
Twin Transit	Fixed route and paratransit service	\$528,512	11%	-	-	\$1,439,222	29%	\$4,941,111	40%
Valley Transit	ADA Operating	\$394,376	40%	\$584,259	60%	-	-	\$978,634	100%

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SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)

Grantee	Project name	2019-2021 Special Needs Grant funding		2019-2021 Rural Mobility Grant funding		2019-2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
Wahkiakum County Health and Human Services	Rural bus service	-	-	\$595,800	90%	-	-	\$662,000	90%
Whatcom Transportation Authority	Demand response services	\$1,933,421	100%	-	-	-	-	\$1,933,421	100%
Yakima Transit	Commuter operations assistance	-	-	\$72,373	8%	\$400,000	46%	\$874,373	54%
Yakima Transit	Demand response service	\$283,962	100%	-	-	-	-	\$283,962	100%
Yakima Valley Conference of Governments	Yakima County regional transit feasibility study	-	-	\$50,000	83%	-	-	\$60,000	83%

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

For the 2021-2023 biennium, the Legislature provided more than \$103 million in state funding for 48 new and ongoing Regional Mobility Grant Program projects across the state.

REGIONAL MOBILITY GRANT PROGRAM

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 Regional Mobility 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 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.

City of Tukwila: regional transportation demand management for South King County

Over the next two biennia, the City of Tukwila aims to reduce over 500,000 vehicle trips and 8,000,000 vehicle miles travelled on some of Washington's most congested corridors through a transportation demand management program.

Continuing employment and residential growth in the central Puget Sound area is straining the transportation system. Travel demand is increasing as housing prices rise and residents move further away from job centers, from Seattle to South King County and beyond.

Much of South King County is characterized by auto-oriented development. With a system of highways and fragmented sidewalks, getting to where you need to go can be difficult. Choosing to ride transit can also be a challenge since regional manufacturing and industrial areas have limited transit service that often doesn't run late or early enough to accommodate shift work.

Over the coming years, the City of Tukwila's transportation demand management program seeks to better define South King County's transportation system. The program will help identify transportation solutions and address the specific needs faced of residents, workers, and employers in the area. This includes:

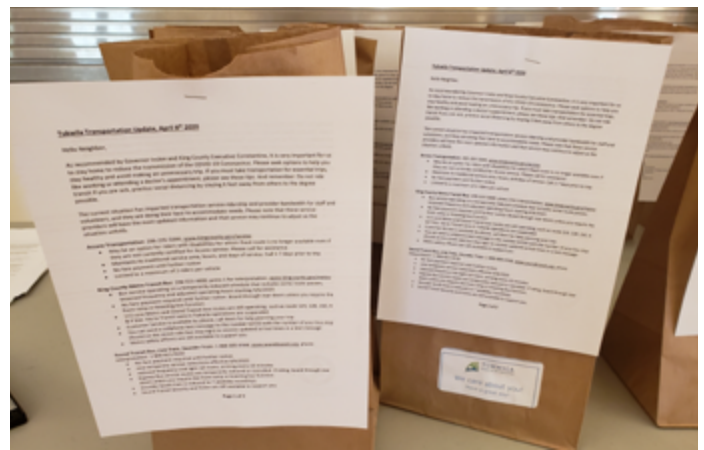
- Educating residents and workers, especially newcomers to the area, to help them access existing transit services.

- Encouraging residents and workers to use transit, active transportation, telecommuting, carpooling, and new mobility services for both work and non-work trips.
- Improving walking and rolling safety and connections to transit by distributing safety gear and installing amenities like bike racks.
- Promoting first- and last-mile connections to transit.

Residents of South King County may face challenges to finding employment and meeting basic needs due to systemic barriers and a lack of access to resources. Communities in Tukwila experience lower incomes, less educational attainment, higher rates of chronic disease and illness, and higher percentage of need for human services assistance when compared to the rest of King County. Tukwila is also home to many immigrant and refugee communities. These communities benefit most from transportation demand management services that support them in finding ways of getting around other than driving alone.

Tukwila’s transportation demand management program has shifted work in the COVID-19 pandemic from in-person outreach to alternative methods to reach people. The work has included:

- Partnering with Renton Technical College so students can now access One Regional Card for All (ORCA) cards via the school’s food pantry program. College staff have access to training videos about the transportation options available to students and a handout with transportation information tailored to the college.
- Creating a transportation info sheet attached to meals delivered to Tukwila seniors.
- Leveraging King County’s SchoolPool program to create a map of free meal pick-up locations to



In the COVID-19 pandemic, Tukwila’s transportation demand management program created a transportation info sheet to attach to meals delivered to Tukwila seniors.



Tukwila’s transportation demand management program partnered with Renton Technical College so students can access ORCA cards via the school’s food pantry. (photo taken outside of indoor mask mandate)

help families access food. The majority of Tukwila students qualify for free or reduced-cost lunch, so access to food was a concern when students stopped going to school at the onset of the pandemic.

The Regional Mobility Grant Program will contribute a total of \$672,000 in the 2021-2023 and 2023-2025 biennia for regional transportation demand management in South King County, about 80 percent of the project cost.

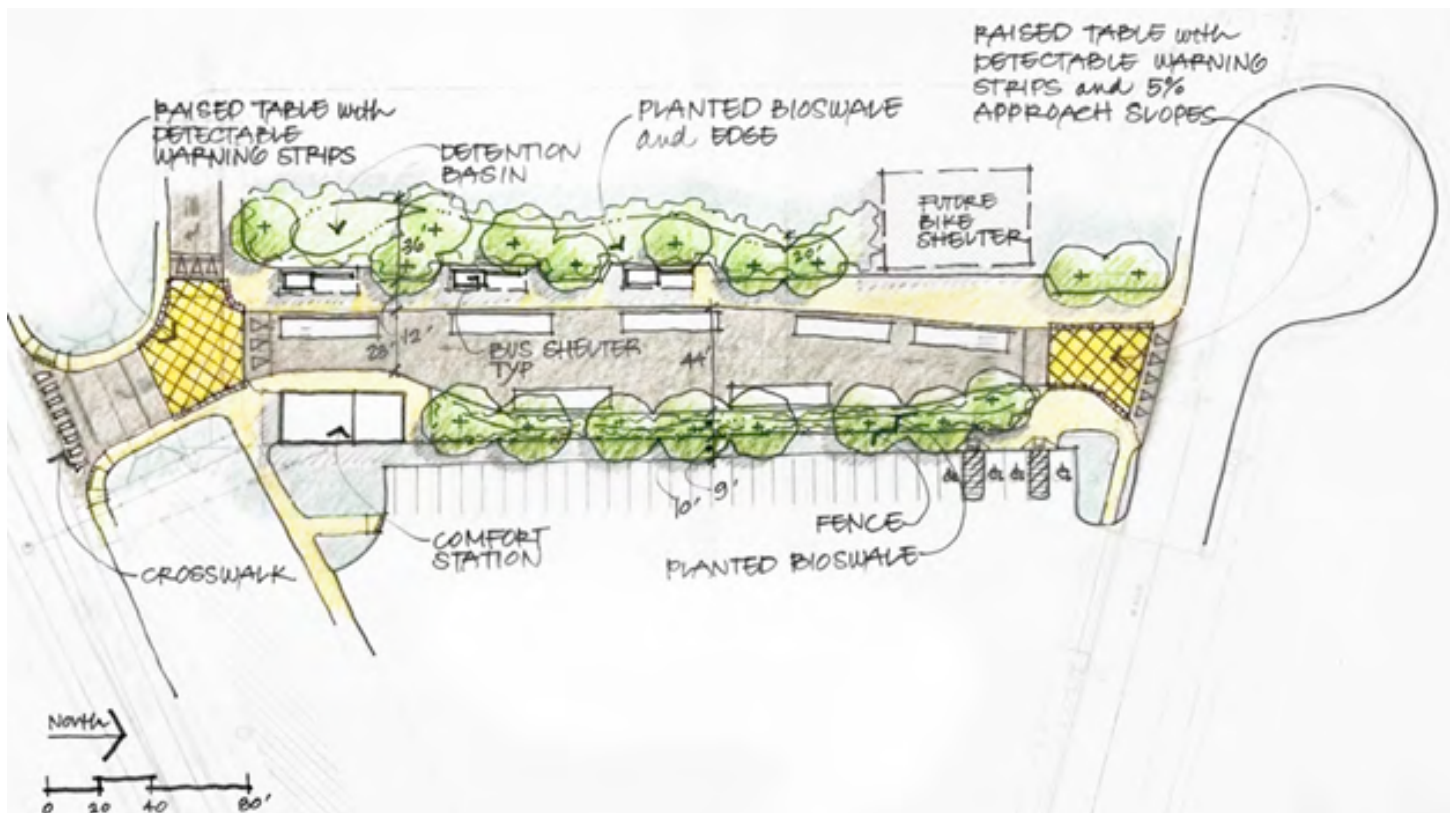
Ben Franklin Transit: downtown Pasco, Queensgate/Duportail and west Pasco multimodal hubs

In 2017, Pasco outpaced Bellevue and even Seattle as the fastest-growing city in Washington, gaining nearly 8,000 residents in a five-year period for a 12 percent growth rate. To accommodate approximately 50,000 new residents by 2040, the City of Pasco announced in 2018 that it would expand its urban growth boundaries by up to 11 square miles.

Much of the population of west Pasco travels daily between Pasco and the rest the Tri-Cities (Richland and Kennewick) via the I-182 bridge. As the population of the Tri-Cities grows, congestion on the bridge will increase. Ben Franklin Transit is building a series of multimodal hubs to provide travelers with alternative transportation options and ease current and projected congestion:

- **Downtown Pasco** – transit center with a small park and ride component and plans for adjacent transit-oriented development in the future.
- **Queensgate/Duportail (Richland)** – transit center planned next to existing underutilized park and ride.
- **West Pasco** – transit center with park and ride component and adjacent small-vehicle maintenance facility.

All hubs will have a space for regional transportation providers to connect with Ben Franklin Transit’s network. The agency will also install pedestrian and bicycle amenities at the hubs.



Ben Franklin Transit’s Queensgate/Duportail transit center will help address a lack of public transportation facilities around the I-182 bridge.

These hubs help address a lack of public transportation facilities around the I-182 bridge. Pedestrian and bicycle features at the hubs will also improve connectivity and first- and last-mile connections in commercial and residential areas adjacent to the bridge.

The hubs also help address transportation equity issues in the communities they'll serve. The current demographics around the hubs are at or above the area average for marginalized and low-income populations.

Current transportation options in the area are limited to two Ben Franklin Transit fixed routes, which run every hour or half-hour. Neither route provides direct connections to downtown Pasco or east Pasco. This lack of direct, regional connection via fixed-route transit is a considerable mobility barrier to the project area's population.

Ultimately the hubs enhance transit accessibility and efficiency by creating areas accessible by foot and other alternative modes of transportation. Ben Franklin Transit is also planning these hubs in areas that will act as gateways to smaller communities within the Tri-Cities and surrounding region:

- The downtown Pasco hub will act as a terminus for local, crosstown routes in Pasco and extend and increase service to east Pasco and, possibly, Walla Walla County in the future.
- The Queensgate hub allows for better local service in west Richland and more efficient service to the outlying communities of Benton City and Prosser.
- The west Pasco hub will provide an opportunity for an improved local fixed-route network in Pasco. It will also act as a transportation hub for the Pasco's planned Broadmoor development, a rapidly growing area northwest of the current city limits.

The Regional Mobility Grant Program will contribute a total of \$8,704,000 in the 2019-2021 and 2021-2023 biennia for Ben Franklin Transit's multimodal hubs, about 80 percent of the combined cost of the projects.

King County Metro: Sound Transit Link station integration

King County Metro is improving the experience for its riders who transfer from buses to Sound Transit Link Light Rail. Metro's Regional Mobility Grant-funded station integration project builds new bus shelters, improves pedestrian and ADA access, and installs next-bus-arrival and enhanced-wayfinding signs within a quarter mile of four Northgate Link Light Rail stations opening in October 2021:

- Capitol Hill
- University of Washington
- University District
- Roosevelt Station

King County Metro developed the project in cooperation with Sound Transit and the City of Seattle to be delivered in time for the Northgate Link Light Rail opening.



King County Metro's Sound Transit Link station integration offers an improved bus stop environment.

With the four stations in operation by 2025, nearly 24,000 daily passenger trips are forecasted at the bus stops surrounding the stations, an increase of nearly 50 percent. The project's improvements increase passenger capacities, provide wayfinding and schedule information, and improve access for customers at and near the stations.

The project will help meet increased daily passenger demand and peak-period bus and light-rail rider transfer surges, maximize system ridership, and reduce vehicle miles traveled throughout the region. The project also removes barriers to transportation access by improving the transit-waiting environment and facilitating more seamless and reliable transfers. Barriers to the waiting environment affect peoples' ability and willingness to use public transit. This is especially true for people with disabilities and limited English proficiency.

The improved bus stop environment provides enhanced amenities such as:

- Benches and six new shelters.
- Standardized rider information, including integrated wayfinding.
- Eleven new real-time arrival information signs with ePaper monitors.
- Improved pedestrian circulation between bus stops and the light rail stations.
- Additional pedestrian-scaled lighting for improved rider safety.

The project also supports a mix of housing and employment near key transit activity centers. It also makes efficient use of the region's transportation infrastructure and service investments along the I-5 north corridor. By providing increased passenger capacity and improved transfer access to light rail by bus, the project will help decrease the single-occupancy-vehicle access to the regional rail system, increasing person throughput within an already constrained system.

The Regional Mobility Grant Program contributed a total of \$2,080,000 for King County Metro's Sound Transit Link Station Integration over the 2017-2019 and 2019-2021 biennia, about 80 percent of the combined cost of the project.

Spokane Transit: Spokane Community College Transit Center

Spokane Transit relocated and expanded the existing transit center at Spokane Community College. The project is complete and the new Spokane Community College Transit Center¹² has served riders since December 2019.

The Spokane Community College Transit Center project included real-time signage, an upgraded traffic signal, an operations and customer support building, additional in-service bus capacity, approximately 300 linear feet of layover staging areas, and improved pedestrian connections. The project also included infrastructure for future charging stations for Spokane Transit's battery-electric fleet. The Spokane Community College Transit Center will also serve as the eastern terminus for the future addition of Spokane Transit's first bus rapid-transit project, the City Line, projected to carry around 900,000 passengers annually.

The Spokane Community College Transit Center is a significant regional transit hub in Spokane Transit's network. Five bus routes serving the cities of Spokane, Spokane Valley, and Millwood, as well as areas of unincorporated Spokane County, converge on the center.

Prior to the project, a congested, narrow boarding platform in a busy parking lot was all that accommodated an average of 9,880 weekly riders. Additionally, to get to the former transit center on foot, pedestrians approaching from the west had no legal crossing point for nearly half a mile on East Greene Street. Many riders would illegally—and unsafely—jaywalk rather than walk the to the nearest crosswalk.

Buses also departed the former transit center via an unsignalized intersection at East Ermina Avenue onto North Greene Street, a four-lane, 35-mile-per-hour roadway. Multiple accidents—some involving transit vehicles—occurred at this intersection. Congestion from poor signal timing also caused buses to get off-schedule during peak hours. This resulted in increased travel times, poor reliability, and missed connections for riders.

¹² Not to be confused with Spokane Falls Community College Transit Station (see the 2020 Public Transportation Mobility Report, p. 35).



Spokane Transit's relocated and expanded Spokane Community College Transit Center provides enhanced customer amenities and improved rider safety.

The new Spokane Community College Transit Center provides additional customer boarding and waiting areas and a substantial layover and staging area for transit vehicles. Additionally, the new transit center provides a designated space for coach operator recovery and convenience as well as public restrooms. The project also included upgrades to the signal at North Sycamore Lane and East Mission Avenue—the new ingress/egress to the transit center—that provide further reliability for customers using the transit center.

The Regional Mobility Grant Program contributed around \$2.6 million in the 2017-2019 and 2019-2021 biennia for the Spokane Community College Transit Center, about 60 percent of the project cost.

C-TRAN: Mill Plain bus rapid transit

C-TRAN's Mill Plain Bus Rapid Transit project will connect a 10-mile corridor between Turtle Place Transit Station in downtown Vancouver with a future transit center near Clark College at Columbia Tech Center.

Like The Vine, C-TRAN's current bus rapid-transit service, the Mill Plain service will have specially designed and branded stations and vehicles and transit-priority elements. The Mill Plain service will include:

- Thirty-seven stations.
- A new, nine-bay Mill Plain Transit Center.

- Modifications to the existing Turtle Place Transit Station.
- Transit-signal-priority upgrades.
- Transit priority treatments (i.e., business-access-and-transit lanes and queue jumps).
- Fiber installation and upgrades throughout the corridor.

Mill Plain Boulevard has four of the 10 busiest intersections in southwest Washington. Currently, C-TRAN Route 37 provides service along Mill Plain Boulevard. During peak hours, transit travel times on Route 37 between each end of the corridor are typically 45-55 minutes – about twice as long as that of personally operated vehicles. In the worst traffic, Route 37 creeps along at 8 miles per hour. These long travel times make transit an unattractive option. What's more, Route 37 can take a long time at stops because of front-door boarding, regular wheelchair ramp deployments, and on-board fare payment.

Clark County is experiencing rapid population and employment growth, with much of the growth centered in east Vancouver close to Mill Plain Boulevard. Clark County's population grew 11 percent from 2010-2017 and is likely to continue growing rapidly in the next 20 years. Parts of the Mill Plain corridor may see nearly a 200-percent increase in population by 2035 and a 60-80 percent boost in employment. Additionally, transit-dependent



C-TRAN's Mill Plain Bus Rapid Transit project includes the new, nine-bay Mill Plain Transit Center.

demographics along the corridor are nearly double that of all of Clark County.

The growth along the Mill Plain corridor will continue to hamper transit travel time and, at the same time, increase overall ridership demand. This requires additional transit capacity and transit-priority investments to enhance service, reliability, and overall attractiveness along the corridor. The Mill Plain corridor also has C-TRAN's second-highest ridership. Regular delays due to traffic bottlenecks, long time-consuming stops, and slow travel speeds will continue to limit effectiveness of the service for riders and limit growth in ridership as the corridor and region continues to grow.

Mill Plain Bus Rapid Transit will operate every 15 minutes for most of the day with improved speeds and

reliability. The travel-time savings from the project will be reinvested in a longer span of service and added weekend service. The project will include several transit priority treatments at key locations. Mill Plain Bus Rapid Transit stations will include more amenities such as near-level boarding, off-board fare payment, wayfinding, real-time information, and security and safety enhancements. The stations will also give riders better access to transit through improved ADA ramps and crossings, new sidewalks, and protected bikeways at station areas.

The Regional Mobility Grant Program will contribute a total of \$9,000,000 in the 2021-2023 biennia for Mill Plain Bus Rapid Transit, about 18 percent of the cost of the project.

REGIONAL MOBILITY GRANT PROGRAM PERFORMANCE

Regional Mobility Grant Program projects continue to deliver performance years after grantees complete their projects. This table demonstrates 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 2011 to the present.

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 have reported results for Year 1 or Year 4 to the program's estimate for performance. Note that several factors outside of public transportation projects influence 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.

Estimated reduction in vehicle miles traveled		Actual reduction in vehicle miles traveled	
Year 1	Year 4	Year 1	Year 4
68,786,212	24,575,579	71,166,855 (103.5%)	41,592,255 (59.1%)

Estimated reduction in vehicle trips		Actual reduction in vehicle trips	
Year 1	Year 4	Year 1	Year 4
5,118,009	2,745,287	5,579,817 (109%)	2,938,915 (107.1%)

REGIONAL MOBILITY GRANT-FUNDED PROJECTS

Regional Mobility Grant recipients provide project performance for four years after completion by reporting vehicle miles traveled and vehicle trips reduced by their project. This table shows the annual

vehicle miles traveled and vehicle trips reductions for each completed Regional Mobility Grant-funded project that had data available at the time of this report.

The 2021 Public Transportation Mobility Report compiles Regional Mobility Grant Program performance data up to calendar year 2020 (i.e., January 1-December 31). Effects to public transportation from the ongoing COVID-19 pandemic

are included. Performance figures collected during this period and affected by reductions in ridership and service, as well as delays to reporting due to the pandemic are in orange.

Biennium originally funded	Grantee name	Project name	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
2011-2013	Seattle DOT	Northwest Market/45th St. Transit Priority Corridor Improvements	\$4,000,000	\$8,870,600	45%	11/27/2012	638,260	657,600	574,671	598,487	626,954	800,077	206,336	206,336	279,712	300,837	319,241	436,562
2011-2013	Seattle DOT	King Street Station Restoration Project	\$1,250,000	\$2,825,632	44%	4/24/2013	1,060,812	4,243,248	3,618,116	2,173,602	4,149,763	820,426	6,714	26,856	22,899	13,756	26,264	5,192
2011-2013	City of Lakewood	Lakewood Station Connection	\$3,000,000	\$4,412,428	68%	8/7/2013	1,770,000	1,930,000	172,321	221,475	278,857	358,995	44,200	48,300	4,680	5,720	7,280	9,360
2011-2013	King County Metro	South Kirkland Park and Ride	\$1,025,000	\$7,275,000	14%	9/17/2013	1,175,455	1,369,000	1,571,503	1,481,837	1,607,923	1,540,012	178,099	207,424	202,983	206,674	206,674	208,956
2011-2013	Spokane Transit	Plaza Improvements - Wall Street Reconfiguration	\$1,352,000	\$1,690,000	80%	10/25/2013	1,020,000	1,148,000	693,749	342,371	*	*	221,000	249,000	150,815	74,428	*	*
2011-2013	City of Renton	Rainier Ave. S. Bus Access Transit Lanes	\$1,500,000	\$42,979,720	3%	12/19/2013	339,686	367,175	3,428,985	5,305,734	4,814,145	4,647,692	44,115	47,685	489,855	757,962	687,735	663,956
2011-2013	Skagit Transit	Alger Park and Ride	\$1,198,350	\$1,763,750	68%	3/3/2014	120,120	240,240	283,920	276,640	155,307	189,280	8,580	17,160	20,280	19,760	10,660	13,520
2011-2013	City of Tukwila	Tukwila Urban Center	\$4,735,000	\$7,527,000	63%	6/29/2015	194,818	584,454	604,664	870,545	781,354	701,827	33,020	99,060	102,486	147,550	132,433	118,954
2011-2013	Pierce Transit	112th and Pacific/SR 7 Transit Access Improvements	\$1,816,528	\$2,375,658	76%	7/27/2015	506,977	728,384	906,692	1,891,981	1,763,540	2,201,752	126,744	182,096	97,410	203,264	189,465	236,544
2011-2013	Kitsap Transit	Poulsbo SR 305/3 Park and Ride	\$1,900,000	\$2,900,000	66%	12/1/2016	1,033,718	1,699,214	573,737	730,526			80,288	130,728	45,396	57,257		

Continued on next page

REGIONAL MOBILITY GRANT-FUNDED PROJECT PERFORMANCE (CONTINUED)

Biennium originally funded	Grantee name	Project name	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
2011-2013	City of Shoreline	N 192nd St to N 205th St BAT Lanes	\$6,357,839	\$38,941,413	16%	12/1/2015	1,349,920	1,727,440	14,139,840	13,667,940	10,662,080		122,720	157,040	1,285,440	1,242,540	969,280	
2011-2013	Sound Transit	S 200th Intermodal Station and park and ride	\$5,213,789	\$70,400,000	7%	12/1/2017	17,920,000	23,040,000	18,959,456	3,015,648	16,881,488	*	1,120,000	1,440,000	1,184,966	188,478	1,055,093	*
2011-2013	Intercity Transit	Tumwater/ DuPont/ Lakewood	\$3,827,936	\$4,784,920	80%	9/30/2013	4,189,752	5,062,617	543,813	572,460	427,969	214,552	128,520	155,295	21,251	22,981	21,187	10,315
2013-2015	Intercity Transit	Olympia - Seattle Express	\$1,120,507	\$1,462,500	77%	9/30/2013	1,949,526	2,999,322	824,889	747,876	427,969	296,782	33,660	52,020	21,370	20,104	16,280	7,194
2013-2015	Yakima Transit	Firing Center Park and Ride	\$240,000	\$302,000	79%	9/22/2014	1,297,468	1,652,735	86,984	68,212	111,386	99,367	28,600	38,480	3,942	3,161	5,038	4,476
2013-2015	City of Ridgefield	Ridgefield Park and Ride	\$1,295,000	\$1,685,000	77%	10/14/2014	835,244	1,044,056	552,240	584,331			36,608	45,760	21,060	19,760		
2013-2015	Sound Transit	Clean Green Fleet Replacement	\$5,000,000	\$7,000,000	71%	1/29/2015	2,756,397	3,190,874	1,728,521	961,936	98,728	*	284,238	329,041	103,646	27,054	*	*
2013-2015	Ben Franklin Transit	Tulip Lane Park and Ride	\$592,500	\$790,000	75%	10/30/2015	677,040	1,354,080	9,217,520	13,932,100	13,317,980		21,840	43,680	205,920	584,350	746,330	
2013-2015	Community Transit	Double Decker Buses	\$3,978,000	\$13,478,000	30%	11/1/2015	2,894,952	3,514,775	879,370	2,013,691	2,361,896		125,730	146,502	34,238	81,156	82,253	
2013-2015	King County Metro	I-405 Manage Demand	\$941,872	\$3,428,911	27%	6/1/2016	3,160,000	10,000,000	1,679,549	1,679,549	3,821,849	3,821,849	243,388	770,229	149,464	149,464	359,447	359,447
2013-2015	C-Tran	Fourth Plain Bus Rapid Transit	\$3,000,000	\$49,300,000	6%	4/1/2017	2,989,300	3,118,000	2,113,469	3,143,029			533,800	555,800	377,405	561,255		
2013-2015	City of Seattle	23rd Ave Priority Bus Corridor	\$4,000,000	\$10,590,000	38%	6/1/2017	1,392,918	1,435,134	*	*			239,189	252,153	*	*		
2013-2015	King County Metro	Rapid Ride F Line Service	\$1,286,200	\$3,541,675	36%	6/2/2017	546,298	791,792	506,268	556,853	361,029	305,445	134,270	187,930	178,532	190,130	139,016	124,503
2015-2017	Town of Concrete	Solo Park and Superior Ave Park & Ride	\$477,000	\$596,000	80%	10/4/2016	247,104	411,840	137,280	192,192			10,296	17,160	5,720	8,008		

Continued on next page

REGIONAL MOBILITY GRANT-FUNDED PROJECT PERFORMANCE (CONTINUED)

Biennium originally funded	Grantee name	Project name	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
2015-2017	Link Transit	Wenatchee Riverfront Shuttle	\$2,520,000	\$5,065,000	50%	6/1/2015	270,723	397,175	133,955	149,714	193,257		77,515	109,027	44,652	49,905	64,419	
2015-2017	King County Metro	I-90 Manage Demand	\$2,880,000	\$3,600,000	80%	1/1/2016	4,555,200	11,388,000	1,078,510	1,078,510	8,835,907	8,835,907	350,400	876,000	88,440	88,440	861,621	861,621
2015-2017	Grays Harbor Transit	Run Cutting Software Purchase	\$56,000	\$70,000	80%	2/28/2016	419,299	30,076	82,384	141,731	259,087		26,707	28,231	22,948	39,479	72,544	
2015-2017	C-Tran	Fisher's Landing Transit Center South Parking Expansion	\$2,849,000	\$4,187,669	71%	10/31/2016	577,850	924,560	*	*			45,500	72,800	*	*		
2015-2017	King County Metro	SR 522 and I-5 operating	\$3,669,000	\$4,625,000	79%	3/1/2016	2,126,685	2,254,286	3,316,300	3,400,300			114,093	120,939	225,300	239,600		
2015-2017	City of Kent	Kent Transit Center 1st Ave N Parking	\$272,000	\$340,000	80%	2/7/2017	335,549	369,480	304,875	339,979	237,841	47,061	16,661	18,346	18,256	20,358	14,242	2,818
2015-2017	Jefferson Transit	SR 20/Four Corners Road Park and Ride	\$1,040,000	\$1,300,000	80%	7/10/2017	514,800	1,372,800	616,096				15,600	41,600	28,013			
2015-2017	Sound Transit	High-Capacity Double Decker Bus Project	\$4,000,000	\$20,000,000	20%	10/31/2018	9,757,624	11,953,508	914,863	1,767,726	*		551,278	675,339	76,219	130,595	*	
2017-2019	City of Everett	Wireless Electric Bus Riverfront to Waterfront Connect	\$2,880,000	\$4,046,383	71%	7/23/2019	533,715	768,315	176,649				140,760	199,410	45,641			
2017-2019	Skagit Transit	Connector Services Expansion Project	\$1,215,584	\$1,519,480	80%	9/5/2017	1,599,770	1,766,314	745,667				52,229	57,330	20,878			

Table notes:

- Light blue cells represent performance figures due in the future.
- Orange cells represent performance figures affected by reductions in ridership and service, as well as delays to reporting due to the COVID-19 pandemic. WSDOT has exercised reporting flexibility with its partners during the pandemic. As partners recover from the effects of the pandemic, WSDOT will work to address gaps in reporting.
- Cells with an asterisk (*) represent projects that did not produce reductions for the year indicated.

The Green Transportation Capital Grant Program aids transit agencies in funding cost-effective capital projects to reduce the carbon intensity of the Washington transportation system.

For the 2021-2023 biennium, the Legislature provided more than \$21 million for new and continuing Green Transportation Capital Grant Program projects in rural and urban areas across the state.

GREEN TRANSPORTATION CAPITAL GRANT PROGRAM

WSDOT's Public Transportation Division administers the Green Transportation Capital Grant Program.

The program focuses on projects to increase transit agencies' use of zero-emissions buses. Examples of projects include:

- Conversion of bus fleets to zero-emissions.
- Construction of facilities that facilitate electrification or hydrogen refueling for buses.
- Upgrades to electrical systems that facilitate electrification of bus fleets.

Electric and hydrogen buses produce zero tailpipe emissions. In comparison, a single diesel bus running 36,000 miles per year (the national average) produces 201,000 pounds of carbon dioxide annually. Replacing a single diesel bus with a zero-emissions bus will prevent more than 2.4 million pounds of carbon emissions over the typical 12-year lifespan of a bus.

[More information about the Green Transportation Capital Grant Program](#)

Green Transportation Capital Grant projects

These Green Transportation Capital Grant projects in rural and urban areas around the state will reduce the carbon intensity of the Washington transportation system. Stories about each grantee are on the following pages.

Grantee	Projects	2019-2021 award	2021-2023 award
C-TRAN	Electric bus infrastructure	\$409,500	\$850,500
Everett Transit	Induction charging infrastructure	-	\$1,280,000
King County Metro	Diesel bus replacement	-	\$6,907,000
	Route 48 electrification	-	\$3,000,000
Kitsap Transit	Powering Kitsap Transit Toward Zero Emissions	\$1,042,000	\$1,481,000
Link Transit	Wireless electric bus charging	\$1,409,000	-
	Procurement of two battery electric buses	-	\$1,359,000
Pierce Transit	Electric bus charging infrastructure	\$585,000	-
	Commerce Street opportunity charging infrastructure	-	\$585,200
Pullman Transit	Transit building electrical upgrades	\$263,000	-
Spokane Transit	Electric bus infrastructure	\$1,669,000	-
	Monroe-Regal Line electric bus	-	\$900,000
Twin Transit	Mellen Street e-transit station	\$1,100,000	\$835,000
	South I-5 e-transit station	-	\$2,110,000
Whatcom Transportation Authority	Replacing diesel buses with electric buses and installing charging stations	-	\$2,085,000
Totals		\$6,477,500	\$21,392,500

C-TRAN: electric bus infrastructure

This project will install electric bus chargers for 10 electric buses at C-TRAN's maintenance facility. The agency ordered eight of the buses in July 2021 and plans to order the other two by 2024. The project enhances C-TRAN's potential growth for electric buses in the fleet and supports the Clark County's goal of reducing its carbon footprint.

For C-TRAN, adding electric buses is only the latest step in the agency's longstanding sustainability efforts. C-TRAN has invested in hybrid vehicles for its fleet for more than a decade and has recently explored renewable diesel and other alternative fuel sources to reduce its environmental impact. C-TRAN is a certified Green Business through the [Clark County Green Business Program](#).

Because C-TRAN's project allows for the full use of 10 electric vehicles, the agency would eliminate 24 million pounds of direct carbon emissions over 12 years.

The Green Transportation Capital Grant will be contributing \$1,260,000 over the 2019-2021 and 2021-2023 biennia for C-TRAN's electric bus infrastructure project, about 70 percent of the project cost.

Everett Transit: induction-charging infrastructure

Everett Transit's new induction charging infrastructure project will install six inductive chargers to improve route efficiency in support of the City of Everett's Climate Action Plan. Preliminary plans are for two chargers each at the following locations:

- College Station
- Everett Station
- Seaway Transit Center and common layover locations

This project will allow buses to charge en route, extending bus operations and improving route efficiency.

Greenhouse-gas emissions are changing the climate in ways that threaten the vitality, livability, and prosperity of the Everett community. To address

these changes, the City of Everett adopted its Climate Action Plan in January 2020. The plan's municipal operations target is to reduce the Everett's greenhouse-gas emissions 50 percent by 2030 and achieve carbon neutrality by 2050.

The plan also calls for continued investments for transitioning Everett Transit's fleet to all-electric buses.

Everett Transit's inductive charger infrastructure project will expand charging for electric buses, with the goal of converting the agency's entire fleet to electric. This project's six inductive chargers at three strategic locations will support charging for the nine buses—25 percent of the agency's bus fleet—that the agency is purchasing as part of separate projects.

The City of Everett performed extensive community and stakeholder engagement for the Climate Action Plan, the results of which show a deep desire for the city to show strong leadership in community-wide greenhouse-gas reduction, specifically through the electrification of Everett Transit's buses.

The Green Transportation Capital Grant Program will contribute \$1,280,000 in the 2021-2023 biennium for the Everett Transit's induction charging infrastructure project, about 80 percent of the project cost.

King County Metro: diesel bus replacements and Route 48 electrification

In the 2019-2021 biennium, the Green Transportation Capital Grant program helped King County Metro replace four, 60-foot-long diesel-electric hybrid buses with four new 60-foot-long electric buses, as King County Metro transitions toward a fully zero-emission fleet by 2040. The four new electric buses will eliminate 425 metric tons of carbon dioxide annually.

In the 2021-2023 biennium, the grant will help King County Metro replace up to four more diesel buses with three electric buses. The grant also helps purchase infrastructure to electrify the agency's Route 48.

In alignment with King County's 2016 Equity and Social Justice Plan and King County's equity impact review process, King County Metro is prioritizing the deployment of zero-emissions buses to communities

that have historically been most affected by air pollution. Metro estimates the social cost savings of air and greenhouse-gas pollution to be approximately \$180,000 for the four new buses over their 12-year lifespan. Additionally, the societal benefit from noise reduction of the four battery-electric buses is approximately \$29,000 over the same lifespan.

The Green Transportation Capital Grant contributed \$3,307,200 in the 2019-2021 biennium for King County Metro's diesel bus replacement project, about 80 percent of the project cost. In the 2021-2023 biennium, the grant will contribute \$3,600,000 for additional diesel bus replacement and \$3,000,000 for Route 48 electrification, about 75 and 12 percent of the project cost, respectively.

Kitsap Transit Kitsap Transit: Powering Kitsap Transit Toward Zero Emissions, phases 1 and 2

Kitsap Transit is in the process of converting 44 of their 74 fixed-route buses from diesel to electric. The Powering Kitsap Transit Toward Zero Emissions project improves the electrical service-and-distribution system to support additional electric buses at its largest base, the Charleston base in Bremerton.

Preliminary findings from Kitsap Transit's research indicate that up to 13 additional electric buses could operate out of Charleston base. Based on this change, Kitsap Transit could reduce its diesel use by 24,000 gallons per year and, over the 15-year lifetime of the buses, could generate the following emissions reductions:

- Nearly 4.9 million pounds of carbon dioxide
- More than 5,800 pounds of nitrogen oxide
- More than 4,900 pounds of carbon monoxide

The Charleston base primarily serves lower-income riders. The agency's 2015 Title VI survey showed that 65 percent of respondents were transit-dependent and 56 percent said their primary reason for using transit was to get to work. The same survey showed 41 percent of Kitsap Transit riders are people of color between the ages of 25-44, and 65 percent of its riders made less than \$30,000 per year. Kitsap

Transit provides vital transportation services to connect historically underrepresented and low-income communities to vital local and regional resources, education, and medical and service opportunities.

The Green Transportation Capital Grant contributed \$1,042,000 in the 2019-2021 biennium for phase 1 of Kitsap Transit's Powering Toward Zero Emissions project, about 80 percent of the project cost. In the 2021-2023 biennium, the grant will contribute \$1,481,000 for phase 2 of the project, about 27 percent of the project cost.

Link Transit: wireless electric bus charging and three battery-electric buses

A Green Transportation Capital Grant-funded project from the 2019-2021 biennium allows Link to charge up to 10 electric buses by upgrading a first-generation, wireless-inductive bus charger and purchase two additional wireless-inductive chargers. The wireless-inductive chargers make charging buses while they are in service possible. Opportunity-charging takes only 4-8 minutes and allows buses to operate far past their original charge. The project also funded a fourth bus charger for Link's new park and ride lot in Leavenworth—which will power commuter buses from Wenatchee to Leavenworth—and install several car chargers at the park and ride lot.



Link Transit's wireless inductive chargers allow opportunity charging while buses are in service. Opportunity charging takes only 4-8 minutes and allows buses to operate far past their original charge.



WSDOT Secretary Roger Millar got a chance to ride one of Link Transit's electric buses at a ribbon cutting for the agency's wireless inductive chargers.

A grant award from the 2021-2023 biennium will help Link purchase three of the 10 battery-electric buses.

The 10 electric buses will replace the same number of diesel buses. Combined, the diesel buses rack up more than 380,000 miles driven and consume more than 67,000 gallons of fuel annually. The cost for diesel alone is approximately \$174,000 per year. Based on Chelan County's \$0.024 per KW rate, the cost for power to operate an electric bus is \$0.09 per mile electric rate. Those figures indicate that the electric buses will decrease fuel costs by nearly 80 percent and cut 685 metric tons of carbon dioxide emissions annually.

The Green Transportation Capital Grant contributed \$1,233,000 in the 2019-2021 biennium for Link Transit's wireless electric bus charging and battery storage project, about 80 percent of the project cost. In the 2021-2023 biennium, the grant will contribute \$1,359,000 for three battery-electric buses, about 80 percent of the project cost.

Pierce Transit: electric-bus-charging infrastructure and Commerce Street opportunity-charging infrastructure

In the 2019-2021, Pierce Transit used Green Transportation Capital Grant funds to begin relocating three electric-transit-vehicle chargers to a permanent location and add three more chargers.

The project will double Pierce Transits charging capacity, ensuring enough chargers for 12 electric buses in the future. Pierce Transit is in the process of ordering six additional electric buses and plans to have a fleet of 20 electric buses.

In the 2021-2023 biennium, Pierce Transit will use grant funds to install opportunity-charging at the Commerce Street transit station. The new infrastructure will increase the service range of its expanding electric-bus fleet.

With charging capacity for 12 buses and opportunity-charging, Pierce Transit could serve its 31 fixed routes with electric buses. These buses would 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
- 10 tons of nitrogen oxide
- 350 pounds of diesel particulate matter

Pierce Transit's push for cleaner transportation is as much about cleaning 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 Transit replaces a diesel bus with an electric bus, it has an entirely positive effect on urban air quality because its buses operate vastly in urban areas.

The Green Transportation Capital Grant contributed \$585,000 in the 2019-2021 biennium for Pierce Transit's electric bus charging infrastructure project, about 50 percent of the project cost. In the 2021-2023 biennium, the grant will contribute \$585,000 for the Commerce Street opportunity charging infrastructure project, about 80 percent of the project cost.

Pullman Transit: transit building electrical upgrades

This project upgraded the electrical system at Pullman Transit's bus garage to support the installation of electric bus chargers.

In 2017, Pullman Transit committed to building infrastructure to move to a fully electric fleet,

phasing out diesel buses from the 1990s. Following the agency's move in 2013 to electric-hybrids, this project represents the next step in transitioning to zero-emission vehicles. The project was necessary to charge the two electric buses Pullman Transit ordered for delivery in 2021, as well as six additional electric buses the agency plans to order in the future. The agency's electric buses will provide a 74 percent reduction in carbon dioxide, relative to diesel.

The agency's electric buses are a priority for the year-round residents of Pullman, the largest town in Whitman County – which, at more than 32 percent, has the highest poverty level of any county in Washington. Each fall, Pullman's population swells to over 30,000 when Washington State University resumes classes, creating additional public transportation needs.

This project also highlighted a successful partnership with Pullman's regional utility provider, Avista. Avista has been working with Pullman Transit and Spokane Transit to assist in the successful transition to electric buses. Without funding from the Green Transportation Capital Grant Program, the project would likely still be in the planning stages.

The Green Transportation Capital Grant contributed \$263,000 in the 2019-2021 biennium for Pullman Transit's transit building electrical upgrades project, about 75 percent of the project cost.

Spokane Transit Authority: electric-bus infrastructure and Monroe-Regal Line electric bus

In the 2019-2021 biennium, Spokane Transit Authority began installing electric vehicle chargers. The chargers will help electrify two of the agency's lines, the Monroe-Regal Line and the City Line (formerly the Central City Line). Each line will have a fleet of up to 10 electric buses operating year-round.

In the 2021-2023 biennium, the agency will replace two of its diesels with two battery-electric buses to operate along the Monroe-Regal Line.

Between them, the Monroe-Regal and City lines 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, resulting in annual greenhouse gas emissions reductions of almost 2,600 tons.

The Monroe-Regal Line is Spokane Transit's first comprehensive north-south route. The line combines three productive routes (24, 44, and 45) to become the busiest route in the agency's system. The line serves as a one-seat ride from North Spokane to South Hill and connects nearly a third of all neighborhoods in Spokane.

Almost a third of the census tracts served by the Monroe-Regal Line exceed the total percent population of people of color of the census tracts that Spokane Transit serves as a whole. Additionally, nearly two-thirds of the census tracts touched by the line exceed the total percent of households with low-income of all the census tracts that the entire agency serves ([Spokane Transit Authority 2020 Title VI Plan](#)).

The City Line will be Spokane Transit's first all-electric bus rapid-transit line, serving as the east-west spine of the agency. It will connect neighborhoods with downtown Spokane and the University District. The line ends at Spokane Community College.

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. All the census tracts served by the line exceed the total percentage of households with low-income of all the census tracts that the entire agency serves.

These electrification projects will connect the residents of Spokane with the places they want to go—for recreation, employment, and education—while supporting the regional and state green infrastructure goals.

The Green Transportation Capital Grant contributed \$1,669,000 in the 2019-2021 biennium for Spokane Transit Authority's electric bus infrastructure, about 34 percent the project cost. In the 2021-2023 biennium, the grant will contribute \$900,000 for the Monroe-Regal Line electric bus, about 48 percent of the project cost.

Twin Transit: Mellen Street and South I-5 e-Transit stations

In the 2019-2021 biennium, Twin Transit transformed its Mellen Street park and ride into an innovative, green-technology-infused transit station, complete with electric-vehicle charging, bus wave induction charging, ample parking, pedestrian walkways, and visual enhancements. The resulting Mellen Street e-Transit Station will service Twin Transit's new Zero-Emission Rapid Transit Hub. The hub consists of four e-transit stations connected by zero-emission electric-bus service.

The Mellen Street e-Transit Station will provide a prototype for Twin Transit's I-5 Electric Transit Corridor Initiative, in which eight additional modular, sustainable, zero-emission transit stations will be strategically placed from Kelso/Longview to Olympia. These transit stations will facilitate electric express-bus service along the I-5 corridor, significantly reducing the area's carbon footprint and linking underserved communities with dependable, efficient, and reliable transit services.

In the 2019-2021 biennium, Twin Transit will receive additional grant funding to build another e-transit station on I-5 near Vader and Toledo.

To further carry out the initiative, Twin Transit is converting 35 percent of its fleet to electric buses. This will reduce its carbon footprint by more than 180 tons per year and more than 2,200 tons over the course of 12 years.

The Green Transportation Capital Grant contributed \$1,935,000 in the 2019-2021 biennium for Twin Transit's Mellen Street e-Transit Station project, approximately 80 percent of the total project cost. In the 2021-2023 biennium, the grant will contribute \$2,110,000 for the South I-5 e-Transit Station, approximately 80 percent of the total project cost.

Whatcom Transit Authority: replacing diesel buses with electric buses and installing charging stations

Whatcom Transit Authority is replacing two model-year 2007 diesel buses with electric buses and installing two electric-bus charging stations. Over the life of the new buses, replacing the two diesel buses will reduce Whatcom Transit Authority's:

- Diesel fuel use by 200,000 gallons.
- Particulate-matter emissions by 48 pounds.
- Nitrogen oxide emissions by 10,512 pounds.
- Direct carbon or greenhouse-gas emissions by 2,249 tons.

In September 2019, Whatcom Transit Authority completed construction on a new bus yard adjacent to its existing headquarters. Whatcom Transit Authority worked with Puget Sound Energy on the design specifications for the yard, which includes utility conduits for electric bus charging stations and the electric service capacity to charge 12 electric buses.

The project aligns with the Northwest Clean Air Agency's most recent strategic plan. One of the goals the plan is to work with other agencies and governments to improve air quality and promote clean air. The project is also consistent with the environmental goals of the [Whatcom Mobility 2040](#) (Whatcom Council of Governments' long-range regional transportation plan), the City of Bellingham's [Climate Protection Action Plan](#), and Western Washington University's commitment to become a net-zero, greenhouse-gas-emission campus.

The Green Transportation Capital Grant Program will contribute \$2,085,000 in the 2021-2023 biennium for the Whatcom Transportation Authority's project, about 80 percent of the project cost.



Whatcom Transit Authority worked with Puget Sound Energy on the design of a new bus yard that includes electric bus charging stations.

In 2019, the Legislature provided \$1 million to develop the new First Mile/Last Mile Connections Grant Program. The purpose of the program is to improve the beginning and end of a trip to public transportation services.

WSDOT awarded program funding to three projects.

FIRST MILE/LAST MILE CONNECTIONS GRANT PROGRAM

WSDOT’s Public Transportation Division partners with the Transportation Demand Management Technical Committee to administer the First Mile/Last Mile Connections Grant Program.

The program supports projects that help people travel to fixed-route public transportation services such as buses, ferries, rail, water taxis and tribal transit.

Projects funded by the program use numerous strategies to improve first- and last-mile connections to public transportation, including:

- Coordinating shuttles, ride-hailing, vanpool, vanshare, carpool, bike-share, paratransit, and demand-response services to public transportation services.
- Installing bicycle lockers.
- Applying pavement striping.
- Distributing transit pass subsidies and incentives.
- Leading marketing and public education campaigns.
- Implementing parking management.

[More information about the First Mile/Last Mile Connections Grant Program](#)

First Mile/Last Mile Connections Grant projects

Award amounts and status updates for the three projects for the First Mile/Last Mile Connections Grant Program are in this table, along with descriptions of the projects around the state that improve the beginning or end of a trip to public transportation services.

Grantee	Project title	Award	
City of Bellevue	Crossroads Connect Mobility Service	\$394,000	Complete
City of Tacoma	Tacoma's Trail to Transit Connector	\$111,000	Complete
Yakama Nation	Enhancing pedestrian facilities connecting to tribal transit	\$495,000	Design ongoing. Yakama Nation will complete construction in the 2021-2023 biennium
Total		\$1,000,000	

City of Bellevue: Crossroads Connect Mobility Service

The City of Bellevue partnered with King County Metro, Hopelink, and Spare Labs to implement the Crossroads Connect Mobility Service, a demand-response, first- and last-mile-to-transit service for east Bellevue.

Crossroads Connect uses a mixed fleet of dedicated and non-dedicated vehicles to provide trips to King County Metro's RapidRide stops in east Bellevue and at the Eastgate Transit Center during weekdays. Using a mixed fleet allows Crossroads Connect to maximize the productivity of dedicated vehicles, while dispatching non-dedicated vehicles for peak demand.

This service utilizes an innovative trip-brokering platform developed by Spare Labs. This technology provides the capability of optimizing trip assignments for efficient operations and dispatching non-dedicated vehicles when wait times are high. The platform also integrates with the ORCA pass, allowing cash-free fare payments. Additionally, riders using ORCA LIFT or the Metro Regional Reduced Fare Permit will be able to use the service at a lower rate.

Bellevue is implementing Crossroads Connect in the east Bellevue area to promote equitable access to King County Metro's bus rapid-transit line, RapidRide. RapidRide provides access to the downtown Bellevue, Redmond Overlake, and downtown Redmond regional growth centers. These growth centers account for nearly 90,000 jobs.

Neighborhoods such as Crossroad and Lake Hills in east Bellevue are some of Bellevue's most ethnically diverse, with more than 50 percent of residents identifying as members of historically disadvantaged populations. Additionally, up to 20 percent of the neighborhoods' residents live below the poverty level; 30 percent are seniors over age 65; and up to 10 percent are people with disabilities.

The service has also helped people connect to fixed-route transit during the COVID-19 pandemic, when many local routes have been cancelled or reduced.

The First Mile/Last Mile Connections Grant Program contributed \$394,000 in the 2019-2021 biennium for Crossroads Connect Mobility Service, about 72 percent of the project cost.

City of Tacoma: Tacoma's Trail to Transit Connector

The City of Tacoma's Trail to Transit Connector uses new pavement striping to connect bike lanes on South Mildred Street from South 12th Street to North 9th Street and the Scott Pierson Trail. The project fills a half-mile-long bike-lane gap, connecting Pierce Transit's Tacoma Community College Transit Center and Tacoma Community College to the regional trail network, grocery stores, housing, and local retail. Eight transit routes serve the Tacoma Community College Transit Center, including Pierce Transit's highest ridership route, Route 1.

The link formed by the Trail to Transit Connector increases safety for existing transit riders who get to transit by bike. It also supports a cultural shift to active transportation in a part of the city where the poverty rate is 53 percent, compared to 35 percent citywide. Additionally, nearly 37 percent of residents in the affected community are people of color, compared to just over 34 percent citywide.

The City of Tacoma received strong support for the new connection. The West End Neighborhood Council, local residents, and partners at Pierce Transit, Tacoma Housing Authority and Tacoma Community College applauded the improvements. Marlene, a local bicycle rider, posted their excitement on Facebook two days after the new bike lanes were striped, "Hey Tacoma - don't think I didn't notice! THANK YOU for making improvements for cyclists on Mildred from 12th to Scott Pierson Trail... WELL DONE! Take note



City of Tacoma's Trail to Transit Connector uses new pavement striping to connect bike lanes on S. Mildred Street.

“Thank you for making improvements for cyclists...take note other cities - this is a small, inexpensive change that makes things better for everyone!”

*Marlene,
local bicycle rider*

other cities - this is a small, inexpensive change that makes things better for everyone!”

While COVID-19 complicated year-over-year data collection, Tacoma can already see the effect of this new connection:

Pierce Transit bike boardings

With classes at Tacoma Community College held mostly online during the pandemic, transit boardings were down 49 percent at the Tacoma Community College Transit Center compared to the same period in 2019, after the new bike lanes were constructed.

However, bike boardings were down just 37 percent during that same period, showing that a greater proportion of riders accessed transit by bike after the new Trail to Transit Connector was completed.

Scooter share trips

In May 2021, City of Tacoma’s micro-mobility program relaunched with Razor Share, making around 250 shared, free-floating e-scooters available citywide. Since the launch, approximately 100 scooter share trips have occurred along the new Mildred Street connection.

The Razor Share team recently worked with Pierce Transit to site a scooter parking zone at the Tacoma Community College Transit Center. The zone will further encourage using scooters to access transit and help ensure that users park the scooters in an area that does not impede pedestrian or transit access.



City of Tacoma’s The Razor Share team recently worked with Pierce Transit to site a scooter parking zone at the Tacoma Community College Transit Center.

Bicycle counts

As part of the Trail to Transit Connection project, Tacoma installed video detection so traffic signals would reliably detect bicyclists along the connection. Tacoma also uses the technology to estimate bicycle counts.

For two months beginning June 1, 2021, video detection counted more than 1,400 bicycle trips at 6th and Mildred and more than 2,100 bicycle trips at 12th and Mildred. Tacoma expects use of the Trail to Transit Connector to continue to grow, especially once in-person classes resume at Tacoma Community College.

The First Mile/Last Mile Connections Grant Program contributed \$111,000 in the 2019-2021 biennium for Tacoma’s Trail to Transit Connector, about 47 percent of the project cost.

Yakama Nation: enhancing pedestrian facilities connecting to tribal transit

Yakama Nation is partnering with the University of Washington to enhance pedestrian safety around Pahto Public Passage bus stops. Pahto Public Passage is Yakama Nation's tribal transit system, which connects tribal residents and the general public with fare-free services to the rural communities of Toppenish, Wapato, Harrah, White Swan, and Brownstown.

Pahto Public Passage operates 22 bus stops on Yakama Nation. Most Pahto Public Passage riders travel to bus stops on foot. Many of the roadways in the Yakama Nation lack sidewalks, requiring pedestrians to walk along the street next to traffic. Intersections often lack pedestrian signals, crossings, pavement markings, and sufficient street lighting. As a result, Yakama Nation has the highest pedestrian fatality rate in Washington, with 2.1 fatalities per 100,000 people based on WSDOT crash data.

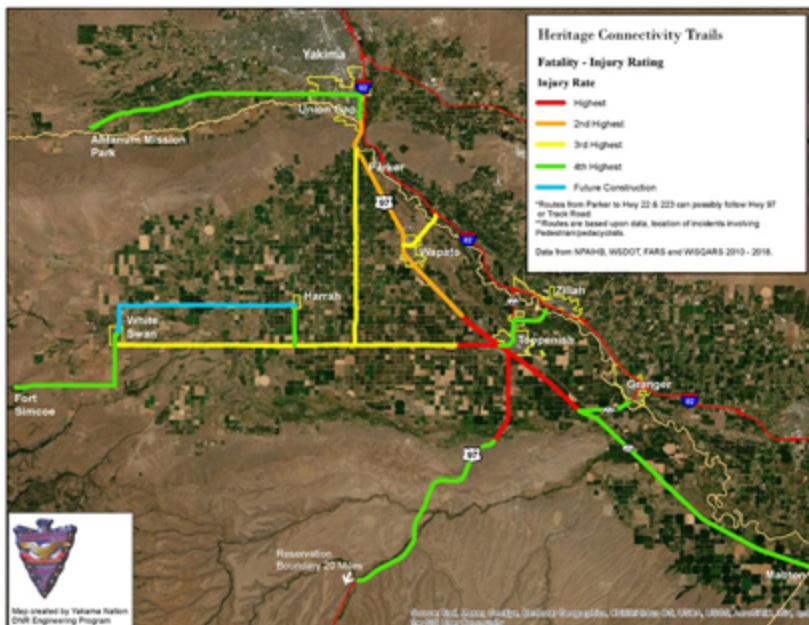
Yakama Nation's First Mile/Last Mile Connections Grant-funded project implements cost-effective safety improvements for Pahto Public Passage riders. These include improvements around bus stops, such as:

- Sidewalks
- Pavement marking enhancements
- Pedestrian crossings at intersections
- Roadway lighting improvements
- Curb ramps
- Pedestrian reflective signs and signals

Yakama Nation has prioritized its zones for these improvements in the *Heritage Connectivity Trails* map on p. 59. In Toppenish, 11 stops fall within the zones with the highest potential for pedestrian injuries and fatalities, or with proximity to schools and Yakama Nation housing and businesses. Two stops in Wapato and one stop in White Swan also fall within the zones. Most of these stops have high traffic volumes and speeds; limited shoulder space; no Pahto Public Passage bus stop sign, bench, or shelter; low lighting; and no crosswalks or bike racks.

As of publication, design for the improvements is ongoing. Yakama Nation will complete construction of the improvements in the in the 2021-2023 biennium.

The First Mile/Last Mile Connections Grant Program contributed \$495,000 for enhancing pedestrian facilities connecting to Pahto Public Passage bus stops, 99 percent of the project cost.



For its First Mile/Last Mile Connections Grant-funded project, Yakama Nation has prioritized zones for Pahto Public Passage bus stop improvements.

Yakama Nation is improving Pahto Public Passage bus stops in rural Toppenish, Wapato and White Swan.

Since 2005, WSDOT has engaged a diverse group of stakeholders statewide 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.

GRANTS PROGRAM ADVISORY CONSULTATION

In 2021, WSDOT implemented its new Grants Management System (GMS). GMS replaced numerous and complex paperwork processes and brought public transportation grants from pre-award through closeout into a single online system.

In 2021 and 2022, WSDOT is working with the Grants Program Advisory Consultation to ensure a smooth transition to GMS. To carry out this work, the committee will focus on two major areas for WSDOT's public transportation grant programs:

- Improve the scoring methodology for the Consolidated Grant Program forced-pairs evaluation tool.
- Strategies for improving equity and inclusion in public transportation grant programs, in coordination with agency efforts to implement Washington's Healthy Environment for All (HEAL) Act ([ESSSB 5141](#)).

Alternatives to the forced-pairs tool

For more than 20 years, WSDOT has used a forced-pairs tool to apply the Consolidated Grant Program scoring criteria in reviewing grant applications to the program. The tool systematically paired applications so that evaluators could choose which application better met the criteria. This time-intensive process does not integrate with WSDOT's Grants Management System (GMS) easily.

WSDOT is exploring opportunities to make its evaluation and ranking of applications more cost-effective and time-efficient than the forced-pairs methodology. To help create and evaluate options, WSDOT established a team and engaged external partners to:

- Researched best practices from other agencies.
- Brainstormed with internal WSDOT subject matter experts.
- Surveyed grantees and potential grantees.
- Conducted phone interviews.
- Established a small stakeholder group of partners to provide valuable user information.

Throughout its work, the team adhered to its guiding principles:

Ranking and distribution of funds

- Ensure that criteria are updated and fairly score projects, and partners are aware of any changes that may affect them.

Evaluation

- Ensure that the results of the new tool similarly match past criteria.

Responsiveness and staffing

- Align WSDOT with the GMS system and reduce the costly need for consultant and staff time for work on the complex forced-pair-alternatives process.
- Reduce the time needed for applicants.
- Reduce the amount of time WSDOT grants staff spend collecting and transferring data manually into the GMS system.
- Ensure timeliness of executed awards and contracts.

Next steps

As of writing, the goal of the team is to propose 1-2 actionable recommendations for processes to replace or use alongside the current forced-pair tool.

Public transportation partners will vet these recommendations at the Washington State Transit Association's Annual Public Transportation Conference in October 2021, ensuring that the recommendations are compatible and supportive of grantee projects and WSDOT's Public Transportation Division goals.

Improving equity and inclusion in public transportation grant programs

In alignment with agency efforts to implement the HEAL Act, WSDOT's Public Transportation Division is addressing systemic racism by reviewing

its grant programs and processes to better provide opportunities for equity and inclusivity. This is part of a larger, statewide effort to be more proactive and responsive to blind spots and biases that have accumulated over time and become systemic.

The goals for the Grants Program Advisory Consultation portion of this work:

- Review best practices for improving equity and inclusion in WSDOT's public transportation grants processes.
- Gather 2-3 actionable recommendations from WSDOT's stakeholders, partners, and customers to promote interaction, trust, and transparency.

The Public Transportation Division is focusing this work on every grant program it administers.

Next steps

As of writing, the Public Transportation Division will host an interactive workshop at the Washington State Transit Association's Annual Public Transportation Conference in October 2021 to solicit feedback for improving equity and inclusion in WSDOT's public transportation grants.

Division staff will prepare a post-conference communication that shares feedback from the conference and identifies opportunities for improvement and prioritizes next steps. This work will occur in conjunction with other statewide equity and inclusion efforts.

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. People throughout the state will use these options to make transportation choices that enable their families, their communities, the economy, and the environment to thrive.

WASHINGTON STATE PUBLIC TRANSPORTATION PLAN

Goals

To guide its 20-year vision, the plan includes five goals:

Thriving Communities

Cultivate thriving communities by supporting health, equity, a prosperous economy, energy conservation and a sustainable environment through transportation.

Access

Provide and sustain transportation that allows people of all ages, abilities, and geographic locations to access jobs, goods, services, schools, and community activities.

Adaptive Transportation Capacity

Use new technologies and partnerships to make better use of existing transportation assets and meet changing customer needs.

Customer Experience

Enhance everyone's transportation experience by providing public transportation that is safe, seamless, pleasant, convenient, reliable, relevant and understandable.

Transportation System Guardianship

Protect, conserve, and manage Washington's transportation assets in a manner that maximizes and sustains their value to the public, public transportation, and to the statewide transportation system.

Continued progress on goals

In 2020 and 2021, WSDOT and its public transportation partners across the state advanced initiatives, projects, and programs, working to achieve the Washington State Public Transportation Plan's 20-year goals.

Much like the prior year, the COVID-19 pandemic affected nearly every aspect of daily life, including public transportation. The following stories highlight how public transportation has provided resiliency and continuity while ensuring mobility for communities and residents across the state.

Thriving communities

Across the state, public transportation providers worked hard to protect their communities against the COVID-19 virus by getting residents to and from vaccination sites and clinics.

Kitsap Transit took several significant steps to actively support the vaccination of Kitsap County residents. Once vaccines were available, Kitsap Transit worked with Peninsula Community Health Services to quickly set up and host vaccination clinics at the Gateway Center – they also offered free trips to and from vaccination sites. By April 2021 the site had already provided more than 18,000 shots.

Kitsap Transit also launched a public safety marketing campaign in partnership with the Bremerton Community Theatre, which encourages the public to safely ride public transit during the pandemic. The “We Are Kitsap. We Can Do This.” campaign included four short video advertisements featuring local themes and sites.

Additionally, Kitsap Transit launched an incentive program with a free, one-month Kitsap Transit pass (for ferry and bus services) to fully vaccinated residents.

By working closely with public health officials, Kitsap Transit’s efforts helped ensure that individuals in Kitsap County could easily get vaccinated to keep their community safe.

In Southwest Washington, public agencies and healthcare providers collaborated through the Lewis County Mobile Vaccine Project to ensure that rural residents could protect their community from COVID-19.

For the project, Lewis County Public Health and Social Services, Bird’s Eye Medical, United Way of Lewis County and Twin Transit collaborated to create a strong and reliable vaccine distribution system, providing mobile vaccine clinics throughout the county in areas of highest need. Twin Transit played a central role in setting up a fully staffed vaccine hotline to make appointments. Twin Transit also provided free transportation for residents to and from the vaccination sites.

Access

Responding to the pandemic, public transportation providers and nonprofits have played an essential role in safely connecting their communities to healthy food, jobs, healthcare, vaccines, and other essential goods and services.

The following examples highlight just a few examples from 2020-2021 of how public transportation agencies continued to meet the accessibility needs of their most vulnerable riders, even during an unprecedented crisis:

- When Skamania County Senior Services closed their senior dining service centers because of pandemic health guidelines, they quickly pivoted to delivering meals to homebound seniors and other vulnerable populations throughout Skamania County.
- In Clark County, Community In Motion (formerly the Human Services Council) shifted their business model to deliveries. This helped ensure that riders could still access affordable food, housing, prescriptions and other healthcare services.
- When group meals at senior centers were suspended due to the spread of COVID-19, Okanogan County Transportation and Nutrition helped ensure that residents had access to free public transportation to pick up meals-to-go.
- When fixed-route transit reduced service along the west coast of the state, nonprofit Coastal Community Action Program closed the mobility gap by increasing service through their workforce transportation program, Driven to Opportunity. With the service, essential workers could still commute during the pandemic.

Coastal Community Action Program will expand its Driven to Opportunity service into Thurston and Mason counties with funding through the 2021-2023 Consolidated Grant Program.

Adaptive transportation capacity

Even during the COVID-19 pandemic, transportation providers across the state refurbished vehicles and used new technologies to increase their capacity and better serve their communities.

Kitsap Transit refurbished the Carlisle II, an iconic, wooden-hulled Mosquito Fleet vessel that has served the Puget Sound since 1917. It is one of only two remaining Mosquito Fleet vessels in operation and is the oldest operating ferry in the Puget Sound. In 2021, the Carlisle II returned to service after Kitsap Transit invested \$1.3 million in its refurbishment and repowering.

Refurbishing the Carlisle II was more cost-effective than purchasing a new ferry. The Carlisle II is also a source of pride for residents and an attraction for tourists as a piece of history still serving the community. The vessel currently provides walk-on passenger ferry service between Port Orchard and Bremerton in Kitsap County.

On the other side of the state, Pullman Transit began [transitioning its fleet to all-electric vehicles](#). The agency replaced two older diesel buses with two brand new electric-powered buses for fixed-route service. The transition to electric will reduce the effects of emissions on the environment in the Palouse.

Customer experience

Transit agencies are making critical investments in the customer experience, using new technology to provide technical assistance for their riders during the pandemic and beyond.

Rapid technology advancements have made it easier for people to use apps to plan a trip on public transportation. In Ellensburg, Central Transit's new manager Betsy Dunbar got up to speed with her agency by [spending time on the bus and talking to riders](#). They told her that they especially wanted more information about when their bus would arrive.

Central Transit got to work, outfitting each bus with a GPS tracker and uploading the data to Transit App. This app allows riders to easily plan out their trip, learn about detours and receive real-time arrival information for the next bus. This significantly improved the customer experience for riders in Ellensburg.

Travel-training services also play a big role in improving the public transportation customer experience. In northwest Washington, transit service coordination and customer service combine to train

riders to easily navigate between cities in Whatcom County. Funded through WSDOT's Consolidated Grant Program, Whatcom Transportation Authority's travel-training program helps teach riders how to use transit independently to get around their community.

When a rider recently called Whatcom Transportation Authority to ask for help moving to a new city outside the agency's service network, travel-training staff were there to help. A travel trainer was able to connect the rider with another travel trainer at Everett Transit and arrange for a meeting to familiarize the rider with the transit service in their new city. This service highlights the benefits of a coordinated public transit system and provides a great resource for new riders who need additional support and customer service.

Transportation system guardianship

Throughout the pandemic, many transportation providers were challenged with maintaining their systems during an unprecedented healthcare and financial crisis. By finding ways to maintain their systems, providers were able ensure that the other goals outlined in the Washington Public Transportation Plan could still be achieved.

Olympic Community Action Programs sustained the West End Job Lift service during from 2020-2021 despite challenges posed by the COVID-19 pandemic. The Job Lift is a free, vanpool-style service that ensures riders have transportation to and from employment in remote rural locations on the west side of the Olympic Peninsula (i.e., Jefferson and Clallam counties) and tribal lands.

The Squaxin Island Tribe also sustained its Squaxin Island Transit program in the face of the COVID-19 pandemic, as well as an industry-wide shortage of drivers. Squaxin Transit is a free, deviated fixed-route service for residents of the Squaxin Tribal Community and the surrounding Kamilche area. The service provides access to Squaxin Island reservation resources and connections to Mason Transit and Grays Harbor Transit services. This work demonstrates how nonprofits, tribes, and other community-based organizations are essential in transportation system guardianship throughout the state.

In its 2021 session, the Legislature directed the Transportation Demand Management Technical Committee, Executive Board and WSDOT to conduct an update of Washington's commute trip reduction law, [RCW 70A.15.4000-4110 \(SHB 1514](#), Sec. 4).

After consultation with key stakeholders, the partners developed recommended emphasis areas for an updated commute trip reduction law and program to address the trends driving change in transportation.

COMMUTE TRIP REDUCTION PROGRAM

For three decades, WSDOT's foundational Commute Trip Reduction program has delivered cost-effective performance on the state's transportation system by encouraging people to use multimodal commute options to and from work.

In addition to improving the movement of people, goods, and services, local commute trip reduction programs supported by WSDOT's foundational program connect communities, uphold socioeconomic mobility, improve air quality, and reduce greenhouse-gas emissions.

Building on this strong foundation, the Transportation Demand Management Technical Committee, Executive Board, and WSDOT are recommending new emphasis areas in addition to the existing Commute Trip Reduction Program:

Support essential workers and people with special transportation needs

Expand the program to support more multimodal transportation options throughout the state for essential workers; shift workers; and people with special transportation needs, including historically marginalized communities, people with low incomes and/or disabilities, tribes, BIPOC, and residents of rural areas.

Address urban congestion

Strengthen the program by providing current commute trip reduction jurisdictions greater flexibility to specifically address congestion at all hours.

Enable expansion to new locations

Provide resources to enable WSDOT and interested local partners to expand commute trip reduction beyond current locations to address major congestion anywhere on the transportation system (e.g., congestion during weekends, events, or seasonal activities).

Continuing a legacy of performance

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

To achieve these goals, the committee and programs worked with cities, counties, and regions to help businesses encourage their employees to commute to work using public transit, vanpool, carpool, biking, walking,

or by eliminating a commute trip altogether through telework and compressed schedules.

In the chart below, of the nearly 600,000 employees working at commute trip reduction-affected worksites from 2019-2020, 50.7 percent choose alternatives to driving alone for their commute to and from work. This is 76 percent higher than the state average (28.8), and 115 percent higher than the national average (23.6).^{13,14}

The committee and programs also helped to reduce roughly 30 percent of vehicle miles traveled per employee per day from 2007 to 2020 (10.9 to 7.6, respectively). The reduction in vehicle miles means roughly 9 million fewer gallons of fuel used each year, saving commuters nearly \$58 million.¹⁵ This also leads to an annual reduction of about 175,000 metric tons in greenhouse-gas emissions.

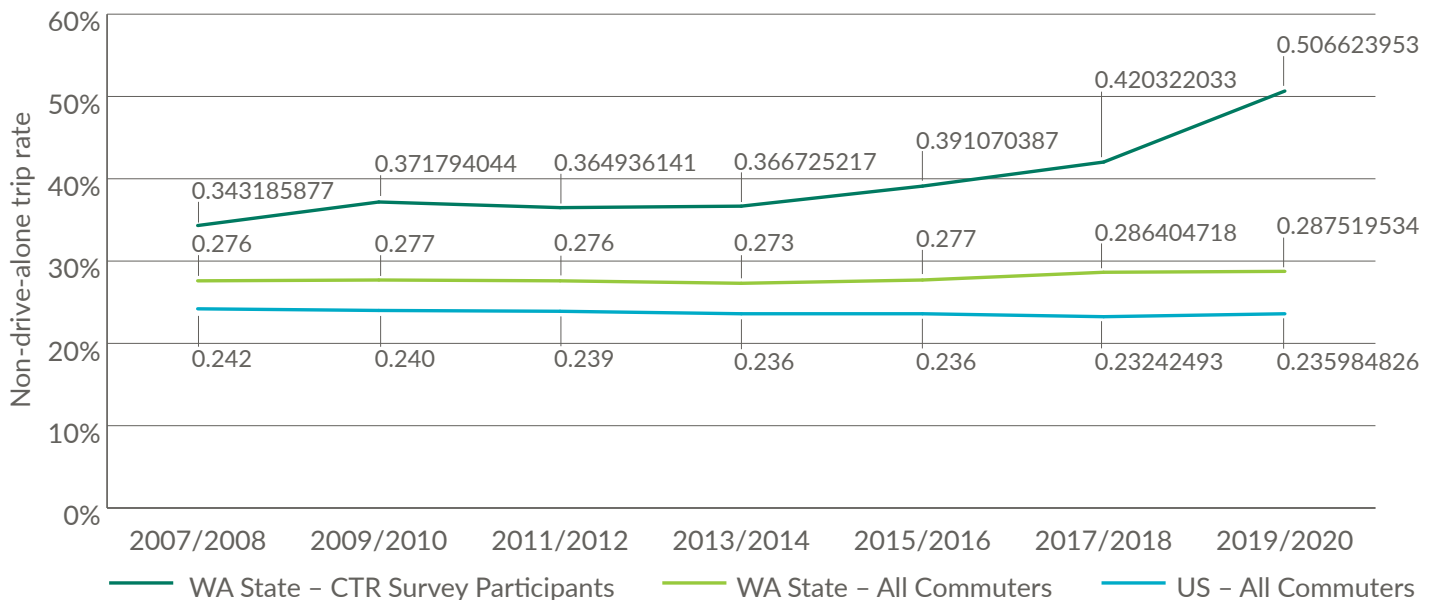
Additionally, the cars left at home by commute trip reduction-affected employees every weekday represents about one lane of bumper-to-bumper traffic stretching 91 miles (equivalent to the distance from Olympia to Everett or Spokane to Grand Coulee Dam).

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 has continued its focus on large employers over the years, the commute trip reduction law also provides discretion for the program to evolve and to allow a broader reach and more flexibility to jurisdictions. Several jurisdictions including Redmond, Seattle, Snohomish County, Spokane, Tacoma, Tukwila, Vancouver, and Yakima have benefited from the flexibility provided in commute trip reduction to form Growth and Transportation Efficiency Centers or submit alternate plans to focus commute trip reduction efforts on all trips in a geographic area.

Non-drive-alone trip rate



Source: WSDOT analysis of the commute trip reduction survey and American Census Survey data.

¹³ WSDOT analysis of Commute Trip Reduction Survey and American Census Survey data.

¹⁴ Two unusual circumstances related to the COVID-19 pandemic affected performance data. First, there was a significant increase in telework for the sites that surveyed after March 2020 and Gov. Inslee's Stay Home, Stay Healthy order. Second, almost 200 fewer worksites surveyed in the 2019-2020 cycle than in 2017-2018. These sites have historically reported vehicle miles traveled above the current cycle's statewide average. It is likely that part of the improvement in the numbers is due to those sites not surveying. While the gains from telework are sustainable, the next cycle that surveys all commute trip reduction-affected worksites will likely have results that fall somewhere between the numbers from 2017-2018 and 2019-2020.

¹⁵ WSDOT calculation based on historical gas prices published by the US Energy Information Administration and typical fuel efficiency published by the US Environmental Protection Agency.

Why expand the Commute Trip Reduction Program?

Despite all the accomplishments of the current Commute Trip Reduction Program and local programs, there are a few important statewide gaps that cannot be addressed under the current commute trip reduction law. Expansion of the law would enable the Commute Trip Reduction Program to fill these gaps.

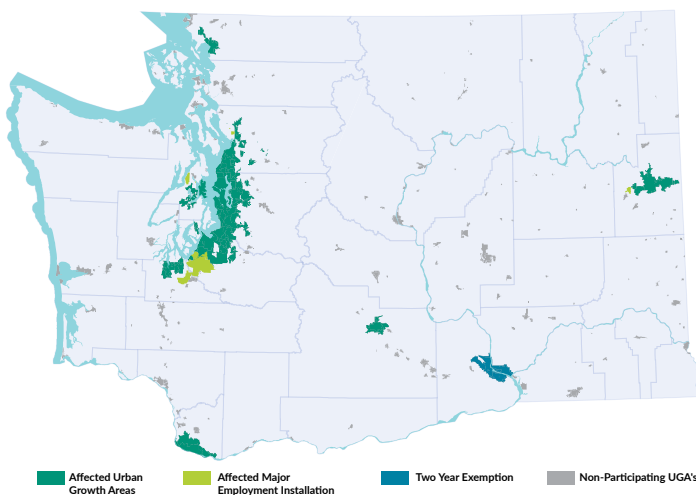
The Commute Trip Reduction Program addresses only 4 percent of daily trips in Washington

With its current focus on commute trips at large employers, the Commute Trip Reduction Program addresses a limited number—just 4 percent—of daily trips. Expansion of the program to the recommended emphasis areas would begin to capture the other 96 percent of daily trips in the state. That substantial number of trips and their effects on congestion and air quality could now be addressed under commute trip reduction.

The current program reaches largely white-collar office workers

The current program does not address shift workers, retail workers, hospitality workers, health care workers, part-time workers, workers at small businesses, or any workers traveling outside of the 6-9 a.m. weekday timeframe. It does not address

Affected areas in modified Commute Trip Reduction Program



congestion on weekends; congestion caused by events such as sports, conferences, or concerts; or congestion caused by recreational activities such as skiing and hiking. Expansion of the program to include these groups and activities would extend the program benefits to underserved people and localities and address congestion wherever and whenever it occurs.

The current program is required only in affected urban growth areas

Most of the state is not covered by the Commute Trip Reduction Program. By expanding the program to communities that are currently not covered by the program (see map), program benefits would increase to more communities. These benefits include more travel options, reduced congestion, and improved air quality.

The current commute trip reduction law allows other communities to opt in

Funding levels have so far kept program expansion from occurring. Funding would need to be increased to cover expansion of the program.

Next steps

The Transportation Demand Management Technical Committee and Executive Board will take the following steps to explore expansion of WSDOT's foundational Commute Trip Reduction Program:

- **First Quarter 2022** – Deliver a comprehensive report to the Legislature on an update to the Commute Trip Reduction Program.¹⁶ The technical report will detail Commute Trip Reduction Program history and requirements, governance practices, and relevant social and economic trends.
- **Spring/Summer 2022** – Engage the Legislature and other stakeholders to gain their input on future Commute Trip Reduction Program emphasis areas.
- **Fourth Quarter 2022** – Develop and submit legislation that supports updated Commute Trip Reduction Program emphasis areas.

¹⁶ The committee and board submitted an initial report to the Legislature on Sept. 28, 2021.

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.

STATE AGENCY COMMUTE TRIP REDUCTION PROGRAM

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.

To carry out its work, the program collaborates with the Thurston Regional Planning Council, Washington State Office of Financial Management, and State Agency Commute Trip Reduction Advisory Group.

Prior to the COVID-19 pandemic, carpooling was the preferred alternative to driving alone for state employees. Telework accounted for a small percentage of state agency commute alternatives.

When Gov. Inslee implemented the Stay Home, Stay Healthy order in March 2020, state employees discovered just how adaptable they were. Seemingly overnight, thousands of state workers went from commuting daily to and from the office to teleworking from home full-time.

With its partners, the State Agency Commute Trip Reduction Program worked diligently to support state employees in this transition to telework with updated policies and guidance. These included considerations for equipment, flexible schedules, and dependent care.

Throughout the pandemic, state-agency employees were able to continue to support the people of Washington from their homes, teleworking during an unprecedented global crisis. Agencies shared information and support, building the future of telework as it unfolded.

Commute trip reduction partners in the pandemic

Thurston Regional Planning Council

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

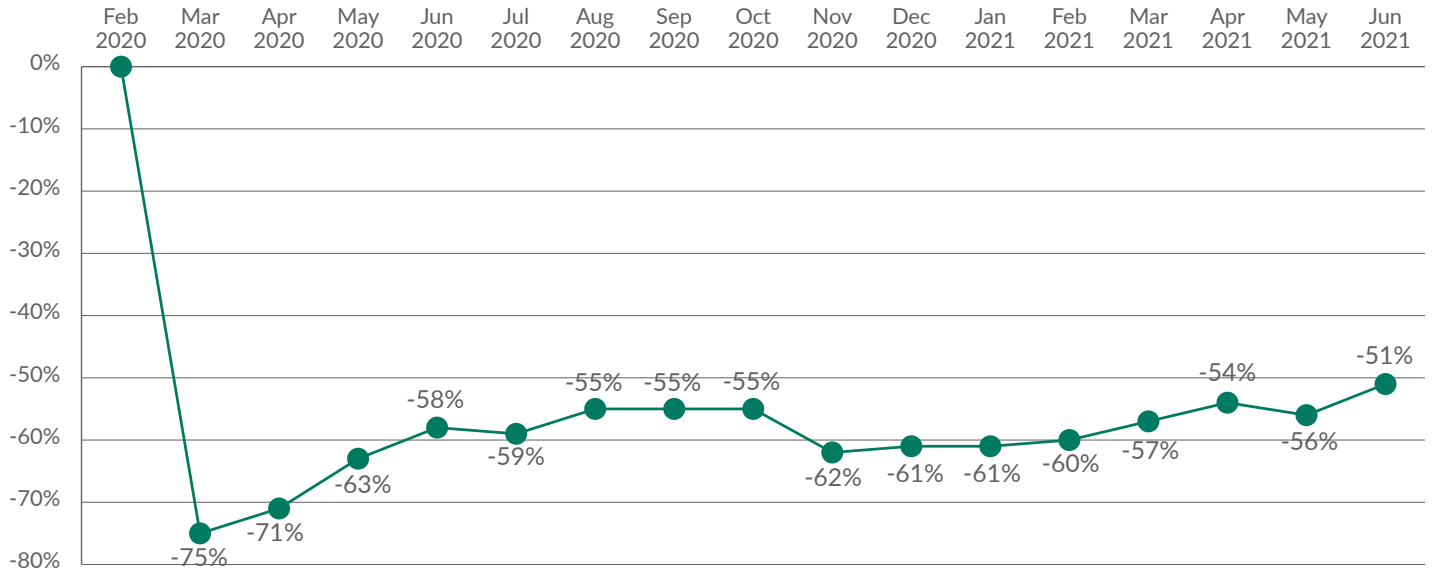
Prior to the COVID-19 pandemic, the council had already established the Capitol Campus Telework Project. This WSDOT Regional Mobility Grant-funded project sought to prove the concept of teleworking for state agencies on the Capitol Campus.

While Thurston Regional Planning Council designed the project to encourage telework on the Capitol Campus with competitions and promotions, the pandemic caused the council to quickly pivot to tracking and supporting telework.

Any reluctance from state-agency management to allow teleworking quickly gave way to a near-universal work-from-home workforce. This emptied the local streets and freeways surrounding Olympia. As these charts demonstrate, the drop in traffic volumes and parking proved what telework proponents had known all along: telework takes cars off the road.

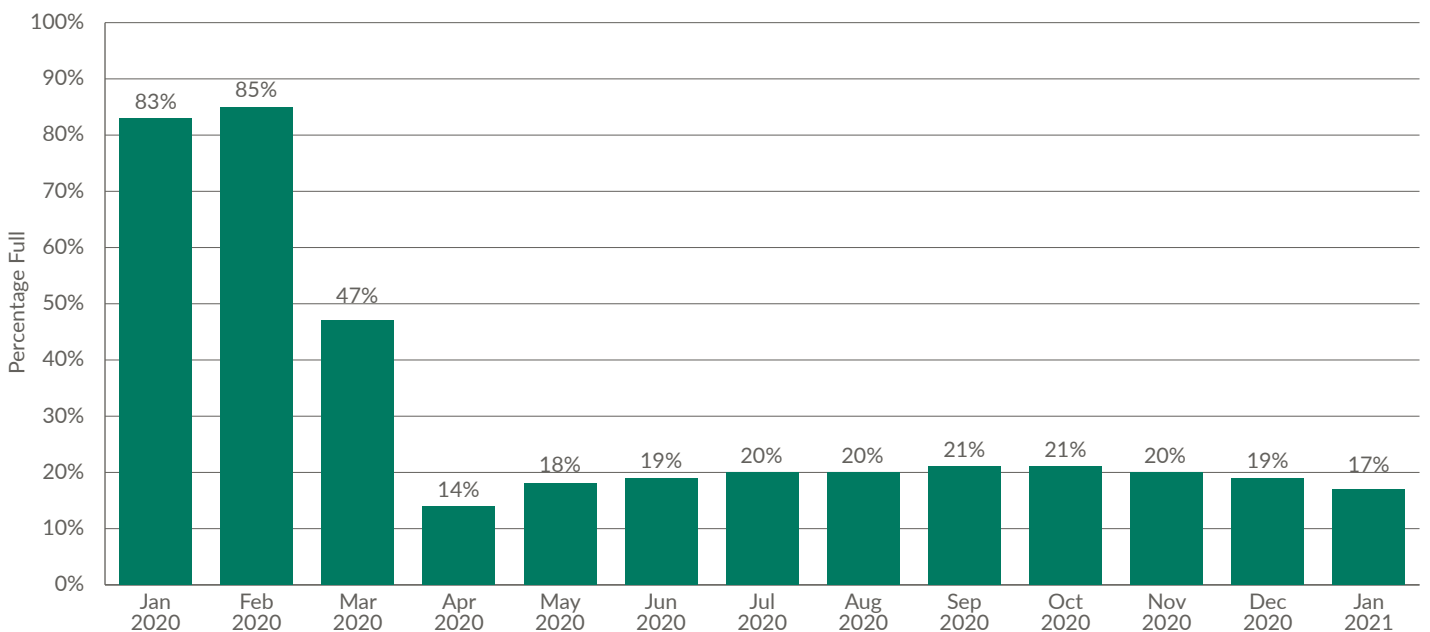
Now that state agencies are developing return-to-work plans, relying on telework as a commute trip reduction strategy will be essential moving forward. State agencies that were early adopters of telework may also see savings on facilities and be able to recruit from a larger talent pool not tied to a specific location.

Percentage change in traffic volumes: 14th Ave & Jefferson St roundabout (compared to February 2020)



Source: City of Olympia

Parking capacity averages for 10 a.m. at Capital Campus



Source: Washington State Department of Enterprise Services

Thurston Regional Planning Council plans to continue its work on the Capitol Campus using federal funds to support flexible workplaces.

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 in 2020, the Office of Financial Management State Human Resources Division recognized the need for updated guidance and tools for state agencies to manage a remote workforce.

The message from state employees surveyed in October 2020 was clear: employees genuinely liked the mobility and flexibility they experienced during the pandemic. More than 50 percent of state employees expressed interest in teleworking for most of the work week (i.e., 3-4 days). For state agencies, the question was, "How do we support high levels of flexibility and mobility long-term?"

Along with the Office of Financial Management Facilities Planning and Statewide Accounting divisions, the State Human Resources Division worked with agency leadership to develop and finalize policy



Over 50 percent of state employees expressed interest in teleworking for most of the work week.

guidance, templates, and tools that address many of the operational challenges raised by widespread remote work. Many of these resources are [available online](#).

The State Human Resources Division hopes to benefit from the growth of telework during the pandemic. The division hopes to sustain the positive aspects of telework without reducing services to the public or increasing costs. Benefits of telework include better work/life balance for employees, reduced emissions, lower traffic volumes, decreased demands on parking resources, and more operational resilience in the face of emergencies.

A planned update to the state's Human Resource Management System will also allow more data collection of employee participation in telework and other modern work programs for future planning. Additionally, a project that allows employee self-service data input of modern work environment participation is underway.

State Agency Commute Trip Reduction Advisory Group

The State Agency Commute Trip Reduction Advisory Group is composed of representatives from state agencies, transit agencies, regional planning organizations, 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.

Since the onset of the pandemic, the group has met virtually to share resources and information during the Stay Home, Stay Healthy order. Topics have included purchasing items to support home offices and telework policies and guidelines.

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 or Grays Harbor Transit bus, including dial-a-lift service. Employees can use the pass for work-related or personal travel.

Early in 2020, Intercity Transit (which had been the primary STAR Pass transit agency) began a five-year, fare-free pilot project. Many other transit agencies followed this model during the COVID-19 crisis, offering fare-free service for several months in 2020.

Throughout the pandemic, transit agencies also went to extensive measures to make their buses safe for riders and drivers, including safety protocols for vanpool members and essential workers who still needed to commute to work.

The STAR Pass remains available to state employees using Grays Harbor Transit or Mason Transit Authority. WSDOT will work with transit agencies to monitor ridership.

ORCA for State Agencies

Beginning in 2017, all state workers stationed in King County were 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 ORCA to state employees stationed in Pierce and Snohomish counties, including \$50 towards vanpooling.

Early in 2020, as COVID-19 infections rapidly increased and ridership decreased, ORCA transit agencies joined in waiving fees for all transit and vanpool riders. Once fares were reinstated, ORCA for state employees was available to support essential workers who rely on transit and vanpool. Now, as ridership increases, transit agencies are working hard to restore service levels to pre-pandemic conditions.

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.

State employees used SAFE Ride very little in 2020 due to the pandemic. However, the program will remain available to support state workers as they return to offices going forward.

In 2020, the COVID-19 pandemic and Gov. Inslee's subsequent Stay Home, Stay Healthy order drastically reduced travel demand across all modes of transportation in Washington state.

With partnering agencies from around the state, WSDOT established the [COVID-19 Multimodal Transportation System Dashboard](#) to record the pandemic's ongoing effects on travel demand.

At the same time, WSDOT and its partners looked for opportunities to further integrate different modes of transportation to create a resilient, sustainable system that supports a post-pandemic Washington.

WASHINGTON'S INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM

Aligned with the 16-year, \$16 billion Connecting Washington funding package, WSDOT's mission is to provide safe, reliable, and cost-effective transportation options to improve communities and economic vitality for people and businesses.

With the help of many partners, Connecting Washington has helped improve transportation options throughout the state since 2015 by providing funding for projects such as pedestrian bridges, bike-sharing, bus rapid transit, transit centers, and park and ride lots.

The state's evolving integrated multimodal system includes bikes, bikeshares, buses, paratransit, vanpools, light rail, commuter rail, cars, trucks, carshare services, scooters, park and ride lots, high-occupancy vehicle lanes, and sidewalks. The system also includes the nation's largest ferry fleet.

Moving through the COVID-19 pandemic, Washington's transportation system must also account for the new ways Washingtonians get to their jobs and school. This includes not only telework and distance-learning, but providing equitable access to these options through an extensive broadband network.

And as Washington does its part to tackle the global climate crisis, statewide vehicle miles must be reduced, land use patterns must change, and the transportation system must include a charging-and-refueling infrastructure to support zero-emissions vehicles.

To continue serving the state in the future, Connecting Washington and the integrated multimodal system it helps fund must provide equitable access to transportation for all Washingtonians, a fundamental element for building and sustaining communities.

Ensuring transit mobility in Washington

WSDOT's Public Transportation, Regional Transit Coordination and Management of Mobility divisions work to realize Connecting Washington's vision and WSDOT's mission by:

- Facilitating connection and coordination of transit services and planning.
- Maximizing public transportation's opportunities for improving the efficiency of transportation corridors.

The following sections contain updates from each division about multimodal solutions underway with WSDOT and its public transportation partners.

Managing park and rides and piloting transit-oriented development

As traffic and commute patterns shift along with this new phase of the pandemic, so too does demand for park and ride facilities. To address this demand, WSDOT's Regional Transit Coordination division works with local jurisdictions and transit agencies to develop innovative parking strategies to manage demand. This includes supporting transit agencies by implementing recent changes to the WAC that allow for managed parking through no-cost permits.

Because of the varying distribution of park and rides around the state and varying pace of development in regions, some park and rides are frequently full while others remain mostly vacant. Regional Transit Coordination staff have worked with other WSDOT divisions including Public Transportation, Facilities, Maintenance, Capital Program Development, Environmental Services, and Real Estate to address policy questions in support of a right-sized park and ride program at WSDOT. This effort is kicking off the development of the WSDOT's first Park and Ride Strategic Asset Management Plan. The plan will identify the park and ride facilities owned by WSDOT and assess their current and long-term efficiency in meeting agency goals.

With WSDOT's Office of Innovative Partnerships, the Regional Transit Coordination Division has also played an integral role in developing a transit-oriented-development pilot project at the Kingsgate Park and Ride in Kirkland. The project aims to transform a surface-level park and ride in Kirkland into a vibrant, mixed-use residential development with frequent, reliable transit service. The division helped develop procurement materials that ensure the project will be viable for developers while still meeting the needs of multiple agency partners, such as King County Metro, Sound Transit, and the City of Kirkland. Additionally, the Regional Transit Coordination Division responded with an addendum to a 2019 report requested by the Legislature to identify legislative barriers to successful transit-oriented-development projects.

Moving forward, the Regional Transit Coordination Division will continue to support research and analysis of additional parking-management models and

approaches and coordinate with the Federal Highway Administration and other partners on strategies to increase park and ride efficiency.

Rethinking transit and mobility

Spurred by the COVID-19 pandemic and subsequent public health and financial crises, WSDOT convened a diverse group of transportation partners in the Rethinking Transit and Mobility workshop series to create a shared vision of how transit and mobility will evolve in the post-pandemic world.

The Rethinking Transit and Mobility workshops assessed how the state should respond to the combined effects of the pandemic, climate change and emerging technology. Participants included:

- Transit agencies
- Washington State Transit Association
- Local and county governments
- Transportation demand management professionals
- Regional/metropolitan/tribal transportation planning organizations
- Human services providers
- WSDOT staff

Several themes emerged from the workshops that will help develop a shared vision as the state navigates the post-pandemic future:

- **Increase organizational and regulatory flexibility** – More flexibility in public transit rules and regulations will help providers be more resilient in the face of a crisis.
- **Improve information-sharing and collaboration between providers** – Better coordination among providers will support a more efficient transportation system.
- **Renew focus on developing sustainable practices** – Sustainable programs and policies will enable transportation providers to support the environment and address the underlying causes of climate change.
- **Invest in infrastructure to support transit and mobility** – Transit-friendly infrastructure helps ensure that transit providers can offer fast and reliable services for riders.

- **Prioritize human services and equity** – People with special transportation needs and traditionally underserved communities are in dire need of improved mobility options, many of which are severely constrained during the current pandemic.
- **Expand public transportation service** – Public transportation service is currently limited in terms of speed, frequency, location and timing. Expanding this service will ensure that people have access to jobs, healthcare, education, goods and services.
- **Deploy technology and mobility tools to promote access to services** – Supporting various new mobility technologies and platforms will make transportation options easier to find and use in all parts of the state.

Workshop participants also identified and ranked specific recommendations for how WSDOT and the state can advance each key theme. The top five recommendations from stakeholders:

1. Establish a baseline for minimum service and provide funding to ensure this level of service across the state.
2. Apply demographic-equity criteria to funding sources to prioritize projects that serve vulnerable and underserved populations.
3. Ensure people with special needs can access goods, services, and jobs.
4. Develop new revenue models for funding public transportation.
5. Develop policies and funding sources to support all-day transit.

The Transportation Demand Management Executive Board, chaired by WSDOT Secretary Roger Millar, will review the recommendations and provide feedback to WSDOT.

While some of the recommendations may apply directly to research, programs, and grants at WSDOT, other recommendations regarding policy, funding, infrastructure, and land-use changes will require additional collaboration with other state entities and agencies.

WSDOT will also use the recommendations to inform the agency’s update of the Washington State Public Transportation Plan beginning in late 2021. The recommendations will serve as a starting point for conversations with transportation partners.

Working together to remove barriers and connect communities

WSDOT’s Management of Mobility Division continues to coordinate with the Puget Sound Regional Council and the regional transit agencies on transportation planning for the Puget Sound region. This includes the regional growth strategy, the regional transportation plan, the state’s highway system plan, and transit agency plans. The division also participates in various Puget Sound Regional Council committees.

Together with the Regional Transit Coordination Division, the Management of Mobility Division collaborates with Sound Transit, King County Metro, and Community Transit on station area planning, corridor 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. Pierce Transit, King County Metro, Community Transit, and Sound Transit are expanding high-capacity bus service. Sound Transit is investing tens of billions of dollars to build its rail system.

In 2021, the Regional Transit Coordination and Management of Mobility divisions initiated an effort to improve multimodal access to high-capacity transit stations along or adjacent to WSDOT-maintained roadways. The project is currently in the scoping phase, with a focus on the Central Puget Sound region.

The project recognizes the tremendous investment in high-capacity transit and the need to address barriers to accessing transit on the state highway system by active transportation. As part of the implementation of the [Statewide Active Transportation Plan](#), this project seeks to connect planning to project development, building a pipeline that addresses existing barriers and provides new standards to avoid future barriers.

The Regional Transit Coordination and Management of Mobility divisions have had preliminary conversations with Puget Sound Regional Council, Sound Transit, King County Metro, and others about this effort. Through these conversations, the partners have identified opportunities for collaboration, such as data sharing.

Integrating transit and demand-management strategies with land-use plans

Multimodal integration and demand management have become important examples of WSDOT's values of safety and sustainability. WSDOT's Management of Mobility and Regional Transit Coordination divisions focus on urban corridors and systems where modal integration is critical to safety and efficiency. Some examples of this work from 2020-2021 include:

- Planning and environmental review for the City of Kirkland's Northeast 85th Street Station area plan. Once completed, the station will serve Sound Transit's Stride bus rapid-transit service on the I-405 corridor.
- Pre-planning coordination review with Snohomish County for its comprehensive plan update and station area planning for Sound Transit's Everett Link expansion project. The station area planning includes transportation demand management by encouraging active transportation and development near stations.
- Planning and environmental review for the Arlington Cascade Industrial Center planned action, which could quadruple the jobs in an area already experiencing congested roads.

- Developing a targeted corridor study of SR 99 to integrate with Community Transit bus rapid-transit route improvements. The improvements could lead to more pedestrian accessibility along SR 99.
- Serving on the stakeholder working group for the City of Renton's Rainier/Grady subarea plan. The plan centers on the development of a transit center serving Sound Transit's Stride bus rapid-transit and King County Metro's RapidRide services, along with a more walkable downtown area.

Engaging all to build an integrated multimodal transportation system

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

SR 99 business-access-transit lane pilot proposal

The Management of Mobility and Regional Transit Coordination divisions worked closely with King County Metro and five south King County cities (Des Moines, Federal Way, Kent, SeaTac, and Tukwila) to explore the potential of a pilot project during 2020 and early 2021. The proposal was to implement business-access-transit lanes along SR 99 to improve mobility for thousands of people who rely on the Metro RapidRide A Line to travel to, from, and within the community.

King County Metro and WSDOT engaged city staff and shared traffic-analysis results to further explore the proposal to convert the existing HOV lanes to business-access-transit lanes. The project team worked diligently to refine and update the traffic analysis in response to city feedback.

After further consideration and reflection, Metro and WSDOT decided to pause the proposal.

The pandemic has and continues to underscore that public transit is critical for thousands of essential workers and transit-dependent people in King County. As the central Puget Sound region continues to recover and reopen, transit riders are also affected as traffic congestion increases to an even higher level than before the pandemic. Metro and WSDOT will continue to seek support from cities in finding ways to ensure that transit service, speed, and reliability are maintained and improved as Washingtonians recover from the pandemic together.

The Management of Mobility and Regional Transit Coordination divisions are committed to working in a highly collaborative partnership with south King County cities to rebuild transit ridership. The divisions may revisit this project in spring 2022.

SR 900 - Martin Luther King Jr. Way South Corridor Study

WSDOT is conducting the [SR 900 - Martin Luther King Jr. Way South Corridor Study](#) to assess pedestrian and traveler safety, multimodal access, and environmental needs on SR 900 between 57th Avenue South and the Renton city limits. The study seeks to document the community's vision and identify strategies for improvements.

In fall 2020, the study team conducted community engagement through an online web survey, online open house, office hours, and participation in a King County-West Hill Subarea virtual community meeting. During the engagement, community members expressed the following concerns about SR 900:

- Vehicles drive too fast.
- There's a lack of sidewalks.
- There's not enough lighting.
- The 129th Street intersection is congested.

The study team developed evaluation criteria to focus on the key study objectives: multimodal access, pedestrian connectivity, safety, and community support.

The team also developed near- and mid-term concepts to address pedestrian safety, access, and intersection-operation needs, including:

- Continuous sidewalk to provide complete and safe pedestrian connectivity.
- Roundabout at the South 129th Street intersection to address speed management, reduce crashes, and improve access to local businesses.
- New traffic signal at South 133rd Street intersection to address a history of angle crashes.
- Signalized pedestrian crossings at the South 135th Street intersection.
- Speed reductions to 45 mph throughout the study area.
- Transit-stop location improvements throughout the study area.

The study team developed these practical concepts based on community input and data analysis to address multimodal access and operations-performance needs along the corridor. The study team presented proposed study recommendations at a final stakeholder committee meeting on July 29, 2021, for stakeholder input and concurrence.

Next steps for the study:

- Finish the final report and post it on the study website.
- Incorporate the strategies/recommendations into King County's and local area plans.
- Pursue grant-funding opportunities for the SR 900 sidewalk and South 129th Street roundabout design.

SR 202 corridor studies

WSDOT is conducting two [corridor studies](#) along SR 202. The first study will focus on SR 202 between 244th Avenue Northeast to 324th Avenue Southeast; the second will cover SR 202 between 324th Avenue Southeast and SR 203 in Fall City.

The first study addresses an area where SR 202 passes through rural King County as a high-speed state highway. Multiple intersections along the corridor have a history of injury crashes and other safety concerns. This study will document the community vision for this section of SR 202.

For the second study, SR 202 within Fall City does not currently meet the needs of all users and lacks sidewalks between residential areas and businesses. This study will assess corridor needs for SR 202 from the 324th Avenue Southeast intersection to the roundabout junction at SR 203.

Both studies will develop strategies to improve operations, safety performance, and accessibility for all users in the study area.

The information gathered in the two SR 202 studies will help WSDOT and its partners identify potential improvements to address the corridor's needs. Examples could include better walking and bicycling facilities along SR 202 in Fall City and improved intersections along the rural, high-speed portions of SR 202.

The study team is developing practical-improvement concepts based on community input and data analysis. The next steps for the study are to share concepts with the community and gather additional feedback and summarize findings in a final report

Targeted corridor studies

WSDOT's Management of Mobility Division—in collaboration with WSDOT's Northwest Region Traffic Operations, Program Development, Communications, and other offices—will conduct up to six, small-scale studies in the 2021-2023 biennium. The studies will focus on active transportation accessibility and safety.

The scope of the studies:

- Data compilation to better understand corridor context and needs.
- Identification of near-, mid-, and long-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.

RAISE discretionary planning grant application

The Regional Transit Coordination and Management of Mobility divisions, with assistance from other WSDOT divisions and offices, prepared an application to the USDOT's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary planning grant. WSDOT's application is titled *Safety and Mobility for Vulnerable Road Users*.¹⁷

For *Safety and Mobility for Vulnerable Road Users*, WSDOT and local agencies will conduct a study to develop safer access to the future Judkins Park Station, which opens in 2023. The study will leverage the state's partnership with community members, City of Seattle, Sound Transit, King County Metro, and other key stakeholder groups.

The study will generate a proposal to provide safer crossings at highway ramps for riders who access the light-rail station. The proposal builds on work undertaken in the City of Seattle's Judkins Park Station Access Study and the advocacy work of Disability Rights Washington. The proposal will provide safe, convenient connections in one of the most ethnically and income-diverse areas of Seattle.¹⁸

Other planning efforts

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

Modal plans

- [WSDOT 2019 State Rail Plan Update](#)
- [WSDOT Statewide Active Transportation Plan Update](#)

Freight committees

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

¹⁷ WSDOT has applied for funding through the grant program and does not yet know if the application will be successful.

¹⁸ WSDOT's RAISE grant application also includes proposals for the Heritage Connectivity Trails in rural Yakima County, the Yelm Prairie Line Trail in rural Pierce County, and a land bridge at I-90 near Liberty Park in Spokane.

APPENDIX A: 2021-2023 REGIONAL MOBILITY GRANT PROGRAM PRIORITIZED PROJECT LIST

RCW 47.66.030(1)(a) requires WSDOT to provide the Legislature with a prioritized list of all projects requesting Regional Mobility Grant Program funding.

Funded projects							
PIN	Project title	Total awarded Regional Mobility Grant Program funding	Previous biennium funding	2019-2021 funding	2021-2023 funding	2023-2025 funding	Legislative districts
20130027	Seattle DOT, 23rd Avenue Transit Improvements	\$4,000,000	\$3,900,000	\$100,000	-	-	43
20130109	Spokane Transit, Central City Line	\$2,200,000	\$2,200,000	-	-	-	3
20150008	King County Metro - Route 245 Corridor Speed and Reliability Improvement	\$2,192,000	\$1,508,844	\$683,156	-	-	42, 45, 48
20150009	King County Metro - Park and Ride Efficiency and Access Project	\$2,595,000	\$1,655,595	\$939,405	-	-	30, 46, 48
20150013	City of Tacoma - Tacoma Link Expansion Phase 1	\$5,000,000	\$5,000,000	-	-	-	27
20150019	Spokane Transit Authority - West Plains Transit Center	\$7,049,841	\$6,049,841	\$1,000,000	-	-	6, 7, 9
20150024	Mason Transit - Park and Ride Development	\$4,750,000	\$667,140	\$4,082,860	-	-	35
20150106	WSDOT - SR 525 - Pedestrian & Traffic Improvements	\$2,271,000	\$540,808	\$500,000	\$1,230,192	-	21
20170001	Intercity Transit Route 612 Express Service Expansion	\$2,042,865	\$993,319	\$1,049,546	-	-	22
20170002	Skagit Transit Connector Services Expansion Project	\$1,137,716	\$498,336	\$639,380	-	-	39
20170003	King County Metro Northgate Transit Center TOD - Access and Facility Imp	\$5,241,007	\$156,071	\$5,084,936	-	-	46
20170004	King County Metro Route 101 Service Increase: Renton to/from Seattle	\$3,086,250	\$1,626,586	\$1,459,664	-	-	46, 47
20170005	King County Metro Eastlake Off-Street Layover Facility	\$8,096,569	\$1,466,569	\$2,106,000	\$4,524,000	-	43
20170007	Spokane Transit Monroe/Regal High Performance Transit (HPT) Corridor Imp	\$3,925,000	\$1,925,000	\$2,000,000	-	-	3, 4
20170008	King County Metro Renton to Auburn Transit Speed, Reliability & Service	\$8,193,000	\$3,049,383	\$3,874,617	\$1,269,000	-	11, 47
20170009	Kitsap Transit Silverdale Transit Center	\$7,000,000	\$3,737,768	\$200,000	\$3,062,232	-	35
20170010	Intercity Transit Design and Construction - Regional Vanpool Service Ctr	\$5,900,000	\$2,000,000	\$3,900,000	-	-	22
20170012	C-TRAN Diesel/Electric Hybrid Vehicle Purchase	\$5,812,993	\$5,613,218	\$199,775	-	-	18
20170013	King County Metro/Sound Transit Link Station Integration	\$2,080,000	\$210,290	\$1,869,710	-	-	43
20170014	Kitsap Transit Wheaton Way Transit Center	\$6,000,000	\$5,313,571	\$686,429	-	-	35
20170015	City of Everett - Wireless Electric Bus Riverfront to Waterfront Connect	\$2,667,611	\$2,667,611	-	-	-	21
20170016	Grant Transit Moses Lake - Ellensburg Express to CWU	\$373,100	\$169,650	\$203,450	-	-	13

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APPENDIX A: 2021-2023 REGIONAL MOBILITY GRANT PROGRAM PRIORITIZED PROJECT LIST (CONTINUED)

Funded projects							
PIN	Project title	Total awarded Regional Mobility Grant Program funding	Previous biennium funding	2019-2021 funding	2021-2023 funding	2023-2025 funding	Legislative districts
20170017	Everett, City of-80 Stall Park and Ride Expansion	\$750,000	\$209,975	\$540,025	-	-	21
20170018	Grant Transit Moses Lake - Wenatchee Connector to WVC	\$314,340	\$143,910	\$170,430	-	-	13
20170020	King County Metro Totem Lake/Kirkland to Bellevue/Eastgate Transit Imp	\$2,120,000	-	\$500,000	\$1,620,000	-	41, 48
20170022	Wahkiakum County Health & Human Service Regional Mobility Expand Service	\$399,812	\$177,812	\$222,000	-	-	19
20170024	King County Metro Transit Speed & Reliability Hot Spot Imp Program	\$1,999,895	\$113,895	\$936,000	\$950,000	-	37
20170025	Seattle, City of - Delridge to Burien RapidRide Line	\$10,000,000	\$1,112,458	\$6,952,466	\$1,935,076	-	34, 37
20170026	Spokane Transit Upriver Transit Center	\$2,620,798	\$220,798	\$2,400,000	-	-	4
20170027	Klickitat County Mt. Adams Express	\$800,000	\$256,074	\$543,926	-	-	14
20170029	Pierce Transit S/SR 7 Park-and-Ride/Bus	\$4,000,000	\$11,220	\$2,988,700	\$1,000,080	-	2
20170030	Spokane Transit Spokane Falls CC Transit Station	\$2,093,046	\$193,046	\$1,900,000	-	-	3, 4
20170031	Pullman Transit Increasing Capacity	\$530,000	-	\$530,000	-	-	9
20170A32	Lake Stevens, City of - US 2 Trestle HOV/Transit Trestle Congestion	\$1,822,000	-	\$1,822,000	-	-	38, 44
20190001	Community Transit: Swift BRT Green Line Operating	\$10,000,000	-	\$5,000,000	\$5,000,000	-	1, 21, 38, 44
20190002	Intercity Transit: Regional Business to Business Vanpool Program	\$440,000	-	\$220,000	\$220,000	-	1, 2, 5, 11, 20, 22, 23, 25, 26, 27, 28, 29, 30, 31, 33, 35, 37, 38, 39, 41, 48
20190003	Ben Franklin Transit: West Pasco Multimodal Hub	\$3,713,000	-	\$300,000	\$3,413,000	-	8, 9, 16
20190004	City of Kent: Rapid Ride Facility Passenger Amenities & Access Improv.	\$8,000,000	-	\$1,236,000	\$6,764,000	-	5, 11, 33, 47
20190005	City of Tukwila: South King County Regional TDM for Centers & Corridors	\$160,000	-	\$160,000	\$0	-	11, 33, 47
20190006	Island Co. Public Works: Clinton P&R-to-Ferry Terminal Connection Imp.	\$1,305,000	-	\$400,000	\$905,000	-	10, 21
20190007	Ben Franklin Transit: Duportail Multimodal Hub	\$3,139,000	-	\$1,357,000	\$1,782,000	-	8, 9, 16
20190008	Ben Franklin Transit: Downtown Pasco Multimodal Hub	\$1,852,000	-	\$1,552,000	\$300,000	-	8, 9, 16
20190009	Seattle DOT: Market/45th RapidRide	\$6,000,000	-	\$1,000,000	\$5,000,000	-	36, 43, 46
20190010	Spokane Transit Auth: Cheney HP Transit Cor. Imp. & Vehicle Acquisition	\$6,330,000	-	\$1,496,950	\$4,833,050	-	3, 6
20190011	City of Burien: Ambaum Blvd and H Line Transit Pathway Improvements	\$10,000,000	-	\$2,935,000	\$7,065,000	-	34, 36, 37, 43

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APPENDIX A: 2021-2023 REGIONAL MOBILITY GRANT PROGRAM PRIORITIZED PROJECT LIST (CONTINUED)

Funded projects							
PIN	Project title	Total awarded Regional Mobility Grant Program funding	Previous biennium funding	2019-2021 funding	2021-2023 funding	2023-2025 funding	Legislative districts
20190012	Skagit Transit: Commuter Bus Purchase	\$1,625,000	-	\$1,625,000	-	-	10, 39, 40
20190013	Intercity Transit: High Perf. Corridor Service Implementation - Ph 1	\$4,524,000	-	\$3,084,000	\$1,440,000	-	2, 22
20190014	City of Olympia State Capitol Campus TDM	\$160,000	-	\$160,000	-	-	2, 17, 18, 19, 20, 22, 24
20190015	Clark County PTBA - C-TRAN: Southbound I-5 Bus on Shoulder	\$4,900,000	-	\$4,900,000	-	-	17, 18, 49
20190016	City of Longview-RiverCities Transit: Lexington Connector Exp.	\$292,000	-	\$84,800	\$207,200	-	19, 20
20190A19	Spokane County CTR Office: Liberty Lake Shuttle	\$181,000	-	\$0	\$181,000	-	4
20190A23	Pierce Transit: Pacific Ave/SR 7 Corridor BRT Stations	\$4,200,000	-	\$2,100,000	\$2,100,000	-	25, 26, 27, 28, 29, 30, 31
20190A27	City of Zillah: Teapot Dome Park & Ride Construction	\$664,000	-	\$664,000	-	-	15
20210001	King County Metro - RapidRide I Line - Renton Speed & Reliability Improv	\$10,000,000	-	-	\$10,000,000	-	11, 33, 37, 47
20210002	Community Transit - Swift Bus Rapid Transit	\$3,780,000	-	-	\$3,480,000	\$300,000	32
20210003	City of Seattle - RapidRide J Line	\$6,000,000	-	-	\$3,000,000	\$3,000,000	36, 43, 46
20210004	C-TRAN - Mill Plain Bus Rapid Transit Project	\$9,000,000	-	-	\$9,000,000	\$0	17, 18, 49
20210005	Clallam Transit - Strait Shot 123 Service Expansion	\$486,000	-	-	\$238,000	\$248,000	24
20210006	City of Shoreline - SR 523 and I-5 Roundabouts	\$5,000,000	-	-	\$3,500,000	\$1,500,000	32, 46
20210007	City of Tukwila - Regional Transportation Demand Mgmt for So. King Co.	\$672,000	-	-	\$336,000	\$336,000	11, 33, 37, 47
20210008	Twin Transit - SW WA e-Transit Corridor	\$1,556,000	-	-	\$778,000	\$778,000	20, 22
20210009	City of Kirkland - TDM program for Kirkland downtown and Totem Lake area	\$120,000	-	-	\$120,000	\$0	45, 48
20210010	Spokane Transit Authority I-90/Valley HPT Corridor Infrastructure	\$7,500,000	-	-	\$1,014,000	\$6,486,000	3, 4
20210011	Kitsap Transit - SR 16 Park & Ride	\$6,250,000	-	-	\$3,125,000	\$3,125,000	23
20210012	City of Bellevue - Bellevue TDM of the Future	\$600,000	-	-	\$350,000	\$250,000	5, 11, 34, 37, 41, 43, 45, 46, 48
20210013	Intercity Transit - Martin Way Park & Ride: I-5 NB Ramp Access	\$2,153,000	-	-	\$2,153,000	-	22
20210014	Pierce Transit - Port of Tacoma Service	\$1,136,000	-	-	\$568,000	\$568,000	27
20210015	Pierce County - Telework Program Employer Support	\$160,000	-	-	\$160,000	-	2, 22, 25, 27, 28, 29, 35
20210016	Skamania County Senior Services - SCSS Public Trans Expansion Grant	\$444,000	-	-	\$222,000	\$222,000	14

Continued on next page

APPENDIX A: 2021-2023 REGIONAL MOBILITY GRANT PROGRAM PRIORITIZED PROJECT LIST (CONTINUED)

Funded projects							
PIN	Project title	Total awarded Regional Mobility Grant Program funding	Previous biennium funding	2019-2021 funding	2021-2023 funding	2023-2025 funding	Legislative districts
20210017	Pierce Transit - Spanaway Transit Center - Phase 2	\$7,100,000	-	-	\$1,400,000	\$5,700,000	28
20210018	Spokane Transit Authority - Sprague Line High Performance Transit Improv	\$2,900,000	-	-	\$920,000	\$1,980,000	3, 4
20210019	Intercity Transit - BRT Project Dev. & Station Construction	\$685,000	-	-	\$685,000	-	2, 22
20210020	City of Cle Elum - Park & Ride and Mobility Improvements	\$633,000	-	-	\$633,000	-	13
20210021	City of Mabton - Park & Ride Improvements	\$193,000	-	-	\$193,000	-	15
20210022	Island County PTBA - Purchase & Install Passenger Info. Systems	\$418,000	-	-	\$418,000	-	10
20210023	Town of Naches - Cleman's View Park RMG - Park and Ride	\$552,000	-	-	\$552,000	-	14
20210026	City of Renton - Rainier Ave So. Corridor Imp - Ph 4A	\$2,000,000	-	-	\$2,000,000	-	37
20210029	City of Kirkland - 108th Ave NE Transit Queue Jumps - Ph 1&2	\$1,000,000	-	-	\$500,000	\$500,000	48
20210033	City of Seattle - Route 40 Transit Plus Multimodal Corridor	\$6,000,000	-	-	\$3,000,000	\$3,000,000	36, 43, 46
Totals		\$262,886,843	\$53,388,788	\$78,359,225	\$103,145,830	\$27,993,000	

Unfunded projects							
PIN	Project title	Total unfunded Regional Mobility Grant Program request	Previous biennium funding	2019-2021 unfunded request	2021-2023 unfunded request	2023-2025 unfunded request	Legislative districts
20210024	King County Metro - RapidRide I Line - Auburn Imp (Unfunded)	\$9,000,000	-	-	\$9,000,000	-	11, 33, 37, 47
20210025	King County Metro - On-Demand Feeder-to-Fixed Rt Con to Trans (Unfunded)	\$2,887,000	-	-	\$2,887,000	-	11, 33, 37
20210027	King County Metro - Routes 131/132 Service Incr (Unfunded)	\$6,068,000	-	-	\$2,859,000	\$3,209,000	11, 33, 34, 37, 43
20210028	King County Metro - Route 150 Service Incr (Unfunded)	\$5,895,000	-	-	\$2,773,000	\$3,122,000	11, 33, 37, 43
20210030	King County Metro - So. King Co. Corr Speed & Reliability Imp (Unfunded)	\$3,143,000	-	-	\$1,926,000	\$1,217,000	30, 31, 33, 34, 47
20210031	King County Metro - Route 36 Speed & Reliability Corridor Imp (Unfunded)	\$3,168,000	-	-	\$648,000	\$2,520,000	11, 36, 37, 43
20210032	King County Metro - COVID-19 Recovery through TDM (Unfunded)	\$2,280,000	-	-	\$2,280,000	-	1, 5, 11, 30, 31, 32, 33, 34, 36, 37, 41, 43, 45, 46, 47, 48
Totals		\$32,441,000	-	-	\$22,373,000	\$10,068,000	

APPENDIX B: REPORTING REQUIREMENTS MATRICES

The 2021 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	Washington’s integrated multimodal transportation system (p. 72) and other sections throughout the 2020 Public Transportation Mobility Report. Note: See the matrix on p. 87 for more information.
RCW 47.06.110(6), Public transportation plan	Washington State Public Transportation Plan. p. 62
RCW 47.66.030(1)(a), Regional mobility grants	Appendix A: 2021-2023 Regional Mobility Grant Program prioritized project list, p. 78
RCW 47.66.030(3), Regional mobility grants	Regional Mobility Grant Program, p. 36
RCW 47.66.080, Grant programs examination	Grant programs advisory consultation, p. 60
RCW 47.66.100(3), Rural mobility grant program	Special Needs and Rural Mobility grant programs, p. 11
RCW 47.66.120(4), Green transportation capital grant program	Green Transportation Capital Grant Program, p. 50
RCW 70A.15.4060(6), Transportation demand management—Commute trip reduction board	Commute Trip Reduction Program, p. 65
RCW 70A.15.4100(6) Transportation demand management—State agencies—Joint comprehensive commute trip reduction plan—Reports	The State Agency Commute Trip Reduction Program, p. 68
SSB 5165 – 2021-22 Sect. 220 (5)(a), 2021-2023 Transportation Budget	Regional Mobility Grant Program, p. 36
SSB 5165 – 2021-22 Sect. 220 (7)(b), 2021-2023 Transportation Budget	First Mile/Last Mile Connections Grant Program, p. 56 Note: WSDOT will continue to report on the grant program in the 2022 Public Transportation Mobility Report and will deliver best practices for continuing the grant program when all projects have made sufficient progress.

Specific requirements in RCW 47.01.330, Office of Transit Mobility

In 2005, the 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 fulfill the goals of the Office of Transit Mobility. WSDOT's Public Transportation, Regional Transit Coordination, and Management of Mobility divisions incorporate many of 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 of Transit Mobility. The 2020 Public Transportation Mobility Report addresses these requirements in the following sections:

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.	Washington State Public Transportation Plan, p. 62
(2)(b) Developing a park and ride lot program.	Managing park and rides and piloting transit-oriented development, p. 73
(2)(c) Encouraging long-range transit planning.	Rethinking transit and mobility, p. 73
(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. 74
(2)(e) Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals	Commute Trip Reduction Program, p. 65
(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. 75
(2)(g) Producing recommendations for the public transportation section of the Washington Transportation Plan.	Washington State Public Transportation Plan. p. 62
(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. 72
(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., Regional Mobility Grant Program, p. 36).

ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
BIPOC	Black, Indigenous, People of Color
CARES Act	Coronavirus Aid, Relief and Economic Security Act
COVID-19	Corona virus disease, 2019
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
E2SSB	Engrossed Second Substitute Senate Bill
HB	House Bill
HOV	High-Occupancy Vehicle
GMS	Grants Management System
HEAL Act	Healthy Environment for All Act
LIFT	Low Income Fare Transit
ORCA	One Regional Card for All
RAISE grant	Rebuilding American Infrastructure with Sustainability and Equity grant
RCW	Revised Code of Washington
SAFE Ride	State Agency Free Emergency Ride
SR	State Route
SSB	Substitute Senate Bill
STAR Pass	State Agency Rider Pass
USDOT	United States Department of Transportation
WSDOT	Washington State Department of Transportation

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
RCW 47.66.120	https://apps.leg.wa.gov/rcw/default.aspx?cite=47.66.120
SSB 5165 - 2021-22	https://lawfilesext.leg.wa.gov/biennium/2021-22/Pdf/Bills/Session%20Laws/Senate/5165-S.SL.pdf?q=20211122074812
RCW 47.66.080	https://app.leg.wa.gov/rcw/default.aspx?cite=47.66.080
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
COVID-19 Multimodal Transportation System Performance Dashboard	https://www.wsdot.wa.gov/about/covid-19-transportation-report/
RCW 81.66.010	https://apps.leg.wa.gov/rcw/default.aspx?cite=81.66.010
HB 1438	https://leg.wa.gov/CodeReviser/documents/sessionlaw/1989c396.pdf?cite=1989%20c%20396%20C2%A7%202
Washington State Summary of Public Transportation	https://wsdot.wa.gov/Publications/Manuals/M3079.htm
Return on Investment: Ideas for our transportation future and making that vision a reality	https://wsdot.wa.gov/publications/fulltext/state-of-transportation/files/2021-state-of-transportation.pdf
WSDOT Consolidated Grant Program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-awards/consolidated
WSDOT Regional Mobility Grant Program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-awards/regional-mobility
WSDOT Green Transportation Capital Grant Program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-awards/green-transportation-capital
Clark County Green Business Program	https://clarkgreenbiz.com/

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WEBSITES FEATURED (CONTINUED)

Spokane Transit Authority 2020 Title VI Plan	https://www.spokanetransit.com/files/content/2020_Title_VI_Plan.pdf
Whatcom Mobility 2040	https://whatcommobility.org/
City of Bellingham Climate Protection Action Plan	https://cob.org/wp-content/uploads/Climate-Protection-Action-Plan-2018-Update.pdf
WSDOT First Mile/Last Mile Connections Grant Program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-awards/first-milelast-mile-connections-grants
E2SSB 5141	https://lawfilesexternal.wa.gov/biennium/2021-22/Pdf/Bills/Session%20Laws/Senate/5141-S2.SL.pdf?q=20211117143637
Washington State Public Transportation Plan	https://wsdot.wa.gov/sites/default/files/2021-10/PT-Report-WashingtonStatePublicTransportationPlan-2016.pdf
City of Pullman news release: New electric buses arriving at pullman transit	https://p1cdn4static.civiclive.com/UserFiles/Servers/Server_15252867/File/Departments/Pullman%20Transit/Rider%20Alerts/2021-06-30%20press%20release%20on%20new%20electric%20buses.pdf
Central Washington University Observer: Central Transit moves to new app, Transit	https://cwuobserver.com/18332/news/central-transit-moves-to-new-app-transit/
RCW 70A.15.4000	https://app.leg.wa.gov/RCW/default.aspx?cite=70A.15.4000
SHB 1514	http://lawfilesexternal.wa.gov/biennium/2021-22/Pdf/Bills/Session Laws/House/1514-S.SL.pdf
Building a Modern Work Environment	https://ofm.wa.gov/facilities/building-modern-work-environment
Executive Order 16-07	https://www.governor.wa.gov/sites/default/files/exe_order/eo_16-07.pdf
Office of Management remote work resources page	https://ofm.wa.gov/state-human-resources/remote-work-resources
VISION 2050	https://www.psrc.org/sites/default/files/vision-2050-plan.pdf
WSDOT Statewide Active Transportation Plan	https://wsdot.wa.gov/sites/default/files/2021-10/Active-Transportation-Plan-2020-and-Beyond-Part1.pdf
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

WEBSITES FEATURED (CONTINUED)

SR 202 Corridor Studies	https://wsdot.wa.gov/construction-planning/search-studies/sr-202-corridor-studies
WSDOT 2019 State Rail Plan Update	https://wsdot.wa.gov/sites/default/files/2021-10/2019-2040-State-Rail-Plan.pdf
WSDOT Statewide Active Transportation Plan Update	https://wsdot.wa.gov/sites/default/files/2021-10/Active-Transportation-Plan-2020-and-Beyond-Part1.pdf
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/board-memebers



MORE INFORMATION

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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, or 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 Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7090.

Información del acta Americans with Disabilities Act (ADA): Este material es disponible en un formato alternativo enviando un email/correo electrónico a la Comisión Estadounidense de Igualdad de Oportunidades en el Empleo wsdotada@wsdot.wa.gov o llamando gratis al 855-362-4ADA (4232). Personas sordas o con discapacidad auditiva pueden solicitar llamando Washington State Relay al 711.

Notificación de Título VI al Público: Es la política del Departamento de Transportación del Estado de Washington (WSDOT, por sus siglas en inglés) asegurarse que ninguna persona, por razón de raza, color, origen, o nacionalidad, según provee el Título VI de la Ley de Derechos Civiles de 1964, pueda ser excluido de la participación, negado los beneficios de o ser discriminado de otra manera bajo cualquiera de sus programas y actividades. Cualquier persona que crea que su protección bajo el Título VI ha sido violada, puede presentar una queja o reclamación ante la Comisión para la Igualdad de Oportunidades en el Empleo de Estados Unidos (EEOC, por sus siglas en inglés). Para obtener información adicional sobre los procedimientos de quejas y/o reclamaciones bajo el Título VI y/o información sobre nuestras obligaciones anti-discriminatorias, pueden contactar al coordinador del Título VI en la EEOC 360-705-7090.