

2018 Public Transportation Mobility Report

REGIONAL MOBILITY GRANT PROGRAM
RURAL MOBILITY GRANT PROGRAM
COMMUTE TRIP INNOVATION GRANT PROGRAM
THE WASHINGTON STATE PUBLIC TRANSPORTATION PLAN
THE OFFICE OF TRANSIT MOBILITY





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WSDOT's Public Transportation Division publishes the *Public Transportation Mobility Report*¹ annually. This edition of the report fulfills requirements outlined in [RCW 47.66.030\(3\)](#), [RCW 47.66.100\(3\)](#), [ESSB 6106 220\(5\)\(a\) and \(7\)\(a\) - 2017-18 - 2017-18](#), [RCW 47.06.110\(6\)](#), and [RCW 47.01.330\(5\)](#).

INTRODUCTION

The report presents data and narratives relevant to the Regional Mobility Grant Program, the Rural Mobility Grant Program, and the Commute Trip Innovation Grant Program. The report also details WSDOT's ongoing effort to implement the Washington State Public Transportation Plan, and carry out the work of the Office of Transit Mobility.

The topics in this report have been combined because of their similar programmatic priorities. Presenting these topics side by side also allows the division to link each to the vision and goals of the department as a whole, as well as the early actions identified in the Washington State Public Transportation Plan.

About WSDOT's Public Transportation Division

WSDOT's Public Transportation Division supports programs and projects that connect large and small communities and provide access to people in Washington state. These programs and projects build and sustain a transportation system that allows people of all ages, abilities, and geographic locations to get to and from jobs, services, goods, and community activities.

The Public Transportation Division's work allows for system gaps to be more quickly identified and addressed. The division strives to remove these barriers, collaborating with a broad range of partners to plan and invest in transportation-system priorities that address needs and improve performance.

More information about the Public Transportation Division is available at www.wsdot.wa.gov/Transit/overview.

¹ The report was previously titled *The Combined Mobility Report*.

The Regional Mobility Grant (RMG) Program supports local efforts to reduce transportation delay and improve connectivity between counties and regional population centers. The RMG Program is administered by WSDOT's Public Transportation Division. The Legislature approved 44 new and ongoing RMG projects across the state and provided approximately \$93 million in state funding in the 2017-19 Biennium.

REGIONAL MOBILITY GRANT PROGRAM

As an initial step in the 2017-19 biennium call for projects, the Public Transportation Division requested that potential RMG applicants submit a concept letter briefly describing the proposed project, its location, and any potential impacts on state highways. The concept letter allowed WSDOT engineers and planners to consider the projects and identify potential opportunities for improving transportation system performance. This increase in collaboration between WSDOT highway managers and RMG project applicants led to improved coordination and more robust project proposals.

More information about the RMG Program and a list of approved projects for the 2017-2019 biennium is available at www.wsdot.wa.gov/Transit/Grants/mobility.

Regional Mobility Grant Project Highlights

Below is a selection of RMG projects from around the state that are increasing Washington's transportation system performance.

Kitsap Transit: Wheaton Way Transit Center

The Wheaton Way Transit Center is being built on a 4.14 acre site adjacent to State Route 303 owned by Kitsap Transit. The anticipated year of opening is 2020.

The transit center will include:

- Eight bus bays.
- 166-stall park and ride.
- Bus shelters.
- A signalized intersection.
- Charging stations.
- Americans with Disabilities Act, pedestrian, and bicycle improvements.

Currently, State Route 303 experiences congestion during peak hours as commuters travel to the Puget Sound Naval Shipyard. With almost half of Bremerton's jobs associated with the Naval Shipyard, Naval Hospital, and Fleet Logistics Center, these employers produce a high level of congestion in the area. Local residents also use non-motorized means for trips within and outside of Bremerton, and the corridor has experienced a number of collisions involving pedestrians and bicyclists.

The current transfer center serving this area is a busy, shared parking lot that has limited bus capacity, lacks a proper passenger-waiting environment, and provides no on-site parking for transit users. The new transit center will improve access to transit, which will reduce congestion,

reduce vehicle miles traveled (VMT) and vehicle trips (VT), and reduce parking needs in Bremerton and the surrounding area. The transit center will also feature dedicated pick-up and drop-off points for paratransit buses for seniors and people with disabilities.

The RMG program is contributing \$6 million, approximately 46 percent of the total project cost.

C-TRAN: The Vine

In January 2017, C-TRAN launched the region's first bus rapid transit system, The Vine, along Vancouver's Fourth Plain corridor.

The project included level-boarding stations, improvements for bicycle and pedestrian access, off-board payment, real-time arrival displays, and transit-signal priority.

Within the first year of operation, The Vine delivered a 45-percent increase in ridership, an 89-percent reduction in late departures, and a 12-percent reduction in scheduled travel times.

The Vine has also helped to support city and neighborhood Fourth Plain corridor revitalization efforts. Seven new, affordable housing projects have either been completed or are in development within a half-mile of The Vine alignment, totaling 440 units and over \$82 million in capital investment.

The RMG program contributed \$3 million, approximately 6 percent of the total project cost.



With The Vine's real-time next bus signs at all 33 Vine stations, C-TRAN has seen an 89 percent reduction in late departures from Westfield Vancouver Mall Transit Center and Turtle Place.

(Photo: Vancouver Mall Transit Center, Courtesy of C-TRAN)

City of Tukwila: Southcenter Pedestrian Bridge

Completed June 2018, the City of Tukwila's Southcenter Pedestrian Bridge provides bicycle and pedestrian access across the Green River.

The project included right-of-way acquisition and construction of the pedestrian bridge.

The Southcenter Pedestrian Bridge is an example of a project that completes the bicycle and pedestrian network, and improves access to transit. It does this by:

- Connecting Tukwila's sidewalk network.
- Connecting Sounder Commuter Rail, Amtrak, and King County Metro RapidRide with jobs in the Tukwila urban core, retail and restaurants in Southcenter, and hotels.
- Connecting with regional Green River and Interurban trails on either side of the Green River.

Better biking and walking connections, such as the Southcenter Pedestrian Bridge, serve people who use these modes out of necessity.

By filling a gap in the transportation network, the Southcenter Pedestrian Bridge opens up new transportation options for people who live, work, visit, and shop in Tukwila. Coupled with a recent King County-sponsored project, the Baker Boulevard Non-Motorized Improvements, there is now a pedestrian walkway from the Amtrak/Sounder Station on West Valley Highway that crosses the new Southcenter Pedestrian Bridge and connects to the Tukwila Transit Center and Southcenter Mall.

The RMG program contributed \$6.87 million, approximately 67 percent of the total project cost.

Spokane Transit Authority: West Plains Transit Center

Completed in September 2018, the West Plains Transit Center is located at the Medical Lake interchange on Interstate 90.

The transit center includes three bus bays, two dedicated bus lanes, and a park and ride lot with approximately 200 stalls. The facility also includes pedestrian and bicycle access.

The transit center provides improved connectivity directly between the cities of Airway Heights, Medical Lake, and Cheney, alleviating the need to connect via downtown Spokane. The transit center accommodates future, high-performance transit vehicles that will expedite travel through increased frequency, prepaid fares, and faster boarding. By its fourth year, the transit center is estimated to reduce VMT on I-90 by 1.1 million and VT by 95,000.

During the design process for the project, Spokane Transit worked collaboratively with WSDOT's Eastern Region offices and identified an opportunity to reconfigure the project's transit-only lanes from I-90, which reduced the total project cost by more than \$1.6 million.

The RMG program contributed roughly \$7 million, approximately 77 percent of the total project cost.

Grant Transit Authority: Moses Lake-Wenatchee Connector to Wenatchee Valley College

Grant Transit Authority is adding transit service between Moses Lake and Wenatchee, creating a regional connection between Grant County and Douglas County and between Big Bend Community College and Wenatchee Valley College.

The Moses Lake-Wenatchee Connector provides students and community members with the option of riding safe and affordable public transit between Wenatchee and Douglas County. The project provides service from Grant Transit Authority's new Multimodal Transit Center and park and ride lot in downtown Moses Lake, and allows for transfers to other Grant Transit Authority routes.

The RMG program is contributing \$314,340, approximately 50 percent of the total project cost.



The Southcenter Pedestrian Bridge is an integral part of the pedestrian walkway that connects Sounder Commuter Rail, Amtrak, and King County Metro RapidRide with jobs in the Tukwila urban core, retail and restaurants in Southcenter, and hotels.

(Photo: The Southcenter Pedestrian Bridge, courtesy of City of Tukwila)



The Moses Lake-Wenatchee Connector provides service from Grant Transit Authority's new Transportation Center, allowing for transfers to other Grant Transit Authority routes.

(Photo: Grant Transit Authority Multimodal Transit Center, courtesy of Grant Transit Authority)

REGIONAL MOBILITY GRANT PROGRAM PERFORMANCE

The following table contains a roll-up of statewide VMT and VT reductions from the 2009-11 biennium to the present biennium, highlighting some of the benefits of the RMG Program.

Please note, in order to compare the RMG program's performance estimates to the program's actual performance, only projects that have reported results for Year 1 or Year 4 were added to the program's

estimate for performance. Please also note that VMT and VT reductions are influenced by a number of factors outside of public transportation projects, including gas prices, construction and population

changes. The Public Transportation Division continues to evaluate its underlying assumptions for estimated VMT and VT reductions in light of these and other factors.

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 4	Year 1	Year 4	Year 1	Year 4
79,061,125	86,653,751	77,382,937 (97.9%)	67,852,062 (78.3%)	5,132,838	5,134,216	7,406,573 (144.3%)	7,122,187 (138.7%)

REGIONAL MOBILITY GRANT FUNDED PROJECTS

RMG recipients provide project performance for four years after completion by reporting VMT and VT reduced by their project. The following table shows

the annual VMT and VT reductions for each RMG project that was complete and had data available at the time of this report.

Biennium Originally Funded	Grantee Name	Project Name	Grant Amount	Estimated Total Project Cost	% 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
2009-2011	Skagit Transit Systems	South Mount Vernon Park & Ride	\$750,000	\$5,253,000	14.3%	8/6/10	2,886,600	5,772,000	1,539,200	2,058,680	2,289,560	2,789,800	78,000	156,000	40,040	55,640	61,880	75,400
2009-2011	City of Seattle	Rainier/Jackson Transit Priority Corridor Improvements	\$4,000,000	\$4,000,000	100.0%	10/1/10	1,284,818	1,336,990	861,193	803,054	1,410,834	1,781,475	381,252	396,733	366,501	323,006	571,188	721,245
2009-2011	Sound Transit	Sound Transit Express Bus Expansion - Snohomish to King County	\$4,496,768	\$8,348,109	53.9%	1/26/11	10,666,771	12,968,876	8,967,807	14,822,243	10,140,225	17,281,559	622,136	751,660	505,902	836,169	594,847	1,036,146
2009-2011	Community Transit	Double Decker Buses	\$2,880,000	\$19,204,000	15.0%	6/30/11	4,753,320	4,753,320	246,432	1,518,523	2,014,628	2,635,541	216,060	216,060	9,460	73,455	104,373	120,377
2009-2011	C-Tran	I-5 Express Commuter Service Augmentation (continuation)	\$578,496	\$784,996	73.7%	6/30/11	1,325,469	2,079,969	1,772,749	1,577,465	1,297,112	1,348,231	91,780	143,780	116,922	112,054	96,079	96,079
2009-2011	Clark County	Salmon Creek Interchange Park & Ride and Traffic Signal Coordination	\$3,400,000	\$8,700,000	39.1%	12/31/11	2,936,762	3,719,899	2,873,241	2,844,303	3,020,730	3,214,805	184,470	233,662	180,707	178,887	189,983	202,189
2009-2011	City of Federal Way	Pacific Highway South HOV Lanes Phase IV (South 312th St to Dash Point Road)	\$1,300,000	\$21,280,000	6.1%	12/31/11	3,654,300	8,790,600	5,077,780	4,817,800	10,030,800	9,984,000	365,430	879,060	507,780	481,780	1,003,080	988,400
2009-2011	Everett Transit	Evergreen Swift Stations and TSP	\$3,630,000	\$4,537,000	80.0%	1/31/12	Project was continued under "Swift Bus Rapid Transit Operations" in 2009-2011 biennium below. Performance will be reported under that project.											
2009-2011	Pierce Transit	Pacific Avenue Corridor Transit Signal Priority (TSP) Improvements	\$1,803,650	\$4,359,650	41.4%	2/27/12	486,576	1,081,779	486,576	473,758	424,867	405,823	52,275	116,220	52,275	50,898	45,645	43,605
2009-2011	Sound Transit	Lakewood-Tacoma Commuter Rail (D to M Street New Track and Signal)	\$8,000,000	\$151,000,000	5.3%	9/24/12	12,376,000	20,332,000	3,633,240	3,879,552	5,454,280	5,887,440	364,000	598,000	106,860	114,104	160,420	173,160

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REGIONAL MOBILITY GRANT FUNDED PROJECTS (CONTINUED)

Biennium Originally Funded	Grantee Name	Project Name	Grant Amount	Estimated Total Project Cost	% 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
2009-2011	City of Shoreline	Aurora Avenue N, N 185th St to N 192nd St Business Access and Transit Lanes	\$1,000,000	\$9,221,000	10.8%	1/3/13	Project was continued under "N 192nd St to N 205th St BAT Lanes" in 2011-2013 biennium below. Performance will be reported under that project.											
2009-2011	Intercity Transit	Hawks Prairie Park & Ride Lot	\$3,526,892	\$8,207,095	43.0%	1/25/13	5,205,900	5,467,200	1,098,331	2,158,137	1,821,521	2,078,039	155,400	163,200	32,786	64,422	54,374	62,031
2009-2011	Community Transit	Swift Bus Rapid Transit Operations	\$5,000,000	\$20,822,900	24.0%	11/8/09	3,219,200	7,060,908	8,523,810	9,352,686	10,066,374	9,943,272	321,920	706,090	1,420,635	1,558,781	1,677,729	1,657,212
2009-2011	City of Bothell	SR 522 West City Limits to NE 180th Stage 2A (91st Ave NE to West of 96th Ave NE)	\$2,100,000	\$6,000,000	35.0%	4/29/14	406,412	573,016	226,402	2,450,267	6,974,403	2,203,888	22,834	32,195	0	177,205	626,412	371,460
2009-2011	King County Metro	Route 120 Transit Enhancement for Delridge Way/Ambaum Boulevard Corridor	\$2,233,699	\$6,780,000	32.9%	8/26/14	282,906	746,980	473,337	830,102	710,625	946,875	43,524	114,920	78,890	138,350	118,438	157,813
2009-2011	King County Metro	Central Eastside Transit Service Improvement	\$4,173,187	\$5,216,484	80.0%	9/21/09	466,180	953,500	1,001,941	997,927	1,035,202	1,033,216	57,200	117,000	257,270	257,713	301,433	289,683
2009-2011	King County Metro	Southeast King County Connectors	\$4,546,310	\$6,179,176	73.6%	6/1/15	777,904	1,555,808	471,561	1,383,595			101,009	202,018	371,308	354,768		
2011-2013	Seattle DOT	Northwest Market/45th St. Transit Priority Corridor Improvements	\$4,000,000	\$8,870,600	45.1%	11/27/12	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	44.2%	4/24/13	1,060,812	4,243,248	3,618,117	2,341,773	3,572,473		6,714	26,856	22,899	14,821	22,611	
2011-2013	City of Lakewood	Lakewood Station Connection	\$1,500,000	\$3,800,000	39.5%	8/7/13	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	14.1%	9/17/13	1,175,455	1,369,000	1,571,503	1,481,837	1,607,923		178,099	207,424	202,983	206,674	206,674	
2011-2013	Spokane Transit	Plaza Improvements - Wall Street Reconfiguration	\$1,233,006	\$1,690,000	73.0%	10/25/13	1,020,000	1,148,000	693,749	342,371	*	*	221,000	249,000	150,815	74,428	*	*
2011-2013	City of Renton	Rainier Ave. S. Bus Access Transit Lanes	\$1,500,000	\$42,980,000	3.5%	12/19/13	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	\$1,115,084	\$1,496,450	74.5%	3/3/14	120,120	240,240	283,920	276,640	174,720		8,580	17,160	20,280	19,760	12,480	
2011-2013	City of Tukwila	Tukwila Urban Center	\$4,735,000	\$7,527,000	62.9%	6/29/15	194,818	584,454	604,664	870,545			33,020	99,060	102,486	147,550		
2011-2013	Pierce Transit	112th and Pacific/SR 7 Transit Access Improvements	\$1,816,869	\$2,375,658	76.5%	7/27/15	506,977	728,384	2,077,140	8,752			126,744	182,096	472,160	2,002		
2011-2013	Kitsap Transit	Poulsbo SR 305/3 Park and Ride	\$1,962,624	\$2,542,624	77.2%	12/1/16	1,033,718	1,699,214	573,737				80,288	130,728	45,396			
2011-2013	City of Shoreline	N 192nd St to N 205th St BAT Lanes	\$6,357,839	\$38,941,413	16.3%	12/1/15	1,349,920	1,727,440	3,820,960				122,720	157,040	347,360			
2011-2013	Sound Transit	S 200th Intermodal Station and park and ride	\$5,214,000	\$70,400,000	7.4%	12/1/17	7,920,000	23,040,000					1,120,000	1,440,000				

Note: Dark blue cells represent projects that have yet to report past performance. Light blue cells represent performance figures due in the future. Cells with an asterisk (*) indicate projects that did not produce reductions for the year indicated.

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REGIONAL MOBILITY GRANT FUNDED PROJECTS (CONTINUED)

Biennium Originally Funded	Grantee Name	Project Name	Grant Amount	Estimated Total Project Cost	% Total Project Cost	Completion Date	Estimated Reduction in Vehicle Miles Traveled		Actual Reduction in Vehicle Miles Traveled				Estimated Reduction in Vehicle Trips		Actual Reduction in Vehicle Trips			
							Year 1	Year 4	Year 1	Year 2	Year 3	Year 4	Year 1	Year 4	Year 1	Year 2	Year 3	Year 4
2013-2015	Intercity Transit	Tumwater/DuPont/Lakewood	\$4,086,000	\$5,387,854	75.8%	9/30/13	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	76.6%	9/30/13	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	\$222,543	\$302,000	73.7%	9/22/14	1,297,468	1,652,735	86,984	68,212	111,386		28,600	38,480	3,942	3,161	5,038	
2013-2015	City of Ridgefield	Ridgefield Park and Ride	\$1,295,000	\$1,685,000	76.9%	10/14/14	835,244	1,044,056	552,240				36,608	45,760	21,060			
2013-2015	Sound Transit	Clean Green Fleet Replacement	\$5,000,000	\$7,000,000	71.4%	1/29/15	2,756,397	3,190,874	1,728,521				284,238	329,041	103,646			
2013-2015	Ben Franklin Transit	Tulip Lane Park and Ride	\$593,000	\$740,625	80.1%	10/30/15	677,040	1,354,080	9,217,520	13,932,100			21,840	43,680	205,920	584,350		
2013-2015	Community Transit	Double Decker Buses	\$3,978,000	\$13,478,000	29.5%	11/1/15	2,894,952	3,514,775	879,370	2,013,691			125,730	146,502	34,238	81,156		
2013-2015	King County Metro	I-405 Manage Demand	\$2,398,000	\$3,428,911	69.9%	6/1/16	3,160,000	10,000,000	8,420,520				243,388	770,229	728,166			
2013-2015	Pierce Transit	SR 7 Pacific Ave Peak Hour Service	\$4,642,000	\$5,803,000	80.0%	10/13/16	1,086,445	1,301,726					196,820	235,820				
2013-2015	City of Seattle	23rd Ave Priority Bus Corridor	\$4,000,000	\$6,118,000	65.4%	6/1/17	1,392,918	1,435,134	*	*			239,189	252,153	*	*		
2015-2017	Link Transit	Wenatchee Riverfront Shuttle	\$1,248,000	\$2,532,500	49.3%	6/1/15	270,723	397,175	133,955	149,714	193,257		77,515	109,027	44,652	49,905	64,419	
2015-2017	Mason Transit	Regional Express Commuter Bus Service	\$594,437	\$743,047	80.0%	11/1/15	671,840	813,280	239,374				19,760	23,920	13,418			
2015-2017	C-Tran	Fisher's Landing Transit Center South Parking Expansion	\$2,849,000	\$4,186,985	68.0%	10/31/16	577,850	924,560	*				45,500	72,800	*			
2015-2017	Grays Harbor Transit	Run Cutting Software Purchase	\$56,000	\$70,000	80.0%	2/28/16	419,299	30,076	82,384	141,731			26,707	28,231	22,948	39,479		
2015-2017	City of Kent	Kent Transit Center 1st Ave N Parking	\$272,000	\$340,000	80.0%	2/7/17	335,549	369,480					16,661	18,346				
2015-2017	City of Fife	Bus Shelter Installation	\$75,000	\$95,000	78.9%	6/1/17	43,329	20,280					1,300	3,380				

Note: Dark blue cells represent projects that have yet to report past performance. Light blue cells represent performance figures due in the future. Cells with an asterisk (*) indicate projects that did not produce reductions for the year indicated.

The Rural Mobility Grant Program aids small cities and rural communities by supporting their public transit systems and areas underserved or not served by public transit. The majority of the funding supports transit operations.

RURAL MOBILITY GRANT PROGRAM

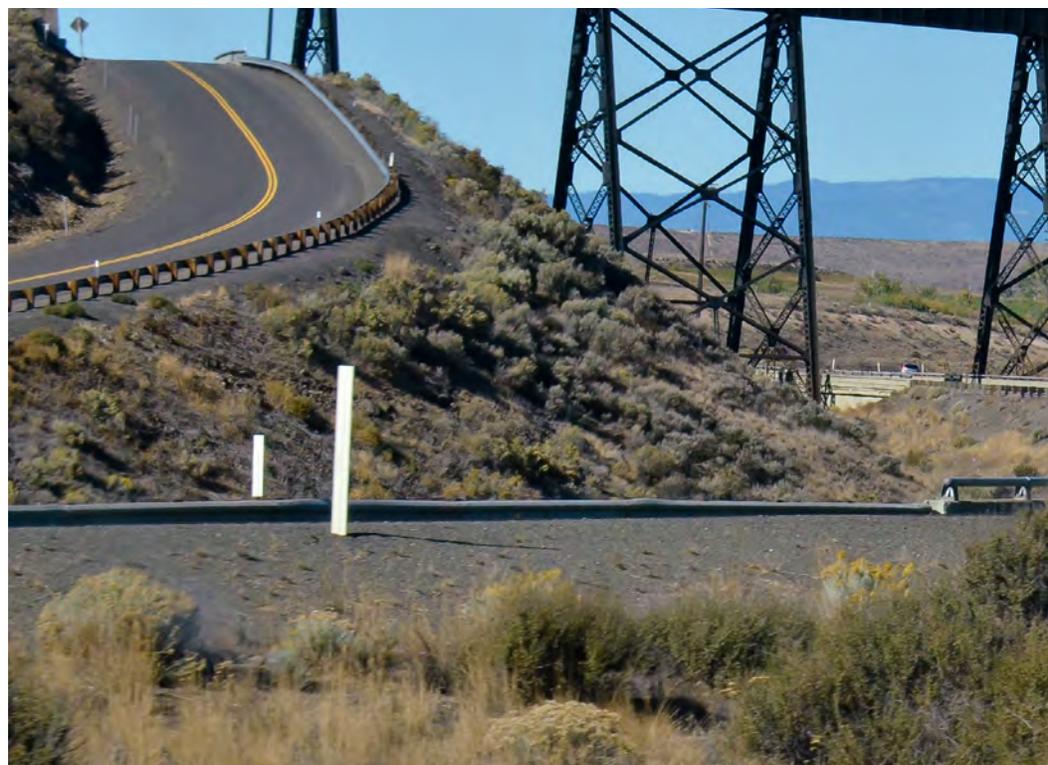
The Rural Mobility Grant Program is administered by WSDOT's Public Transportation Division through the Consolidated Grant Program.

The Consolidated Grant Program awards funding to provide public transportation services within and between rural communities and between cities, to purchase new buses and other equipment, and to offer public transportation services to seniors and persons with disabilities.

The Legislature provided approximately \$32 million in state funding (competitive and formula) for the Rural Mobility Grant Program in the 2017-19 biennium. Program funds are awarded both competitively and through formula distribution. Funding for the competitive portion of the grant program has increased by approximately \$6 million to approximately \$16 million in the 2017-19 biennium.

While supporting public transit agencies and nonprofit transportation providers, the Rural Mobility Grant Program also supports tribal transit service. Seven tribes received approximately \$2.5 million in Rural Mobility Grant program funding in the 2017-19 biennium.

More information about the Rural Mobility Grant Program as administered through the Consolidated Grant Program is available at www.wsdot.wa.gov/Transit/Grants/Consolidated/default.



Rural Mobility Grant Program Project Highlights

Below is a selection of Rural Mobility Grant projects from around the state supporting their public transit systems, tribal transit agencies, and areas underserved or not served by public transit.

Pierce County Community Connections: Beyond the Borders

Funded in the 2017-19 biennium, Pierce County Community Connections' Beyond the Borders provides demand response and deviated fixed route service for special needs riders in rural locations in east and south Pierce County, outside Pierce Transit's service area.

Beyond the Borders was formed as a partnership between Pierce Transit and Pierce County Community Connections in 2003 to close transportation gaps in rural areas of south Pierce County, and to make connections to Pierce Transit services. In 2012, Pierce Transit reduced its boundaries, eliminating service to east Pierce County. Beyond the Borders subsequently expanded to include these areas.

Beyond the Borders averages 1,500 rides per month. Approximately 70 percent of riders use the service for commuting, including developmentally disabled adults who would not be able to keep their jobs without transportation and low-income riders that could not otherwise afford to get to work. The remaining riders use Beyond the Borders to travel to essential services, such as meal-site programs at local senior centers, food banks, social service appointments, and medical appointments not covered by Medicaid.

The Rural Mobility Grant Program contributed \$52,338 in the 2017-19 biennium, approximately 5 percent of the total project cost.

COASTAL Community Action Program: Driven to Opportunity

Funded in the 2003-05 biennium and sustained through the 2017-19 biennium, COASTAL Community Action Program's Driven to Opportunity provides demand response services to low-income residents of Grays Harbor and Pacific counties.

Driven to Opportunity addresses rural public transportation deficiencies in Grays Harbor and



Pacific counties for low-income, underemployed, and special-needs individuals who are employed, actively seeking employment, or engaged in educational activities that directly lead to employment. The service is always available to qualifying residents, and is the only job-related transportation available in areas of the counties not served by transit or during times that transit does not operate.

A recent sample of Driven to Opportunity trips shows 64 percent of rides occur when transit is not operating and/or to rural areas of the county not served by transit. The balance of the service's trips are for special-needs individuals.

The Rural Mobility Grant Program contributed \$362,461 in the 2017-19 biennium, approximately 26 percent of the total project cost.

Sauk-Suiattle Indian Tribe: The Darrington-Concrete Shuttle Bus

Funded in the 2015-17 biennium and sustained through the 2017-19 biennium, the Darrington-Concrete Shuttle Bus connects the Sauk-Suiattle Indian Tribe's reservation to the towns of Darrington and Concrete. This allows for further connections to Snohomish Community Regional Transit Route 230 in Darrington, and Skagit Regional Transit Routes 717 and 718 in Concrete.

The Darrington-Concrete Shuttle Bus connects residents of the Sauk-Suiattle Indian Tribe reservation and the two communities to jobs and to social and health services in Snohomish and Skagit counties. Rural Mobility Grant funding preserves the service that aids in developing businesses and commerce on the reservation and in the surrounding communities.

The Darrington-Concrete Shuttle Bus provides service on State Highway 530, passing through the Sauk-Suiattle Indian Reservation. Many tribal members walk along the highway to access services in Darrington and Concrete. The service offers an alternative to walking in this high-speed environment.

The Rural Mobility Grant Program contributed \$119,325 in the 2017-19 biennium, approximately 72 percent of the total project cost.

Spokane Tribe of Indians: The Moccasin Express

Funded in the 2009-11 biennium and sustained through the 2017-19 biennium, the Moccasin Express provides transportation to tribal members and the general public accessing the Spokane Indian Reservation. The Moccasin Express provides local and regional connections to Kaltrans (Kalispel Tribe), People For People, Spokane Transit, Greyhound, Amtrak, and the Spokane Intermodal Center.

Rural Mobility Grant Program funding for the Moccasin Express ensures the continued operations of fixed routes for the general public, as well as paratransit services offered to individuals with low incomes, seniors, veterans, and those with special needs.

The Rural Mobility Grant Program contributed \$615,000 in the 2017-19 biennium, approximately 62 percent of the total project cost.



The Moccasin Express is the primary and backup transportation for the Spokane Tribe, providing local and regional connections via Kaltrans, People For People, Spokane Transit, and Greyhound and Amtrak via the Spokane Intermodal Center.

(Photo: Moccasin Express Van)

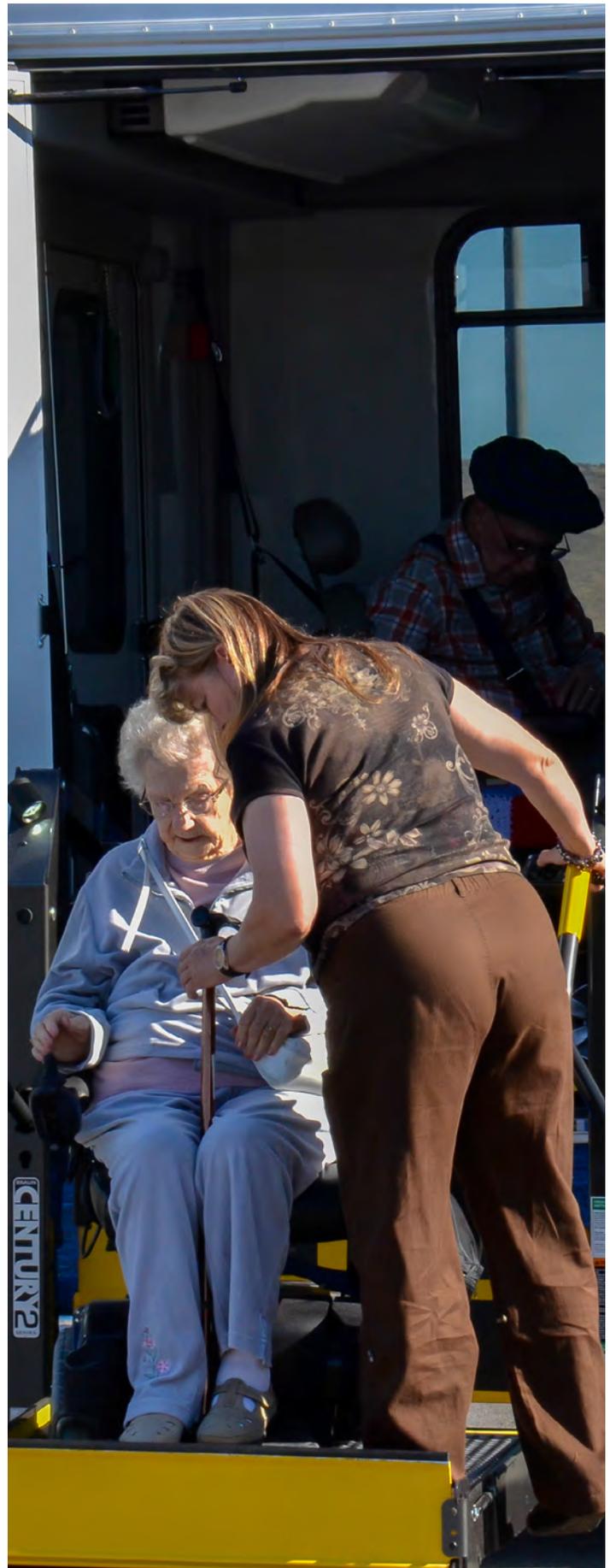
Garfield County Public Transportation: Preservation of Service

Funded in the 1997-99 biennium and sustained through the 2017-19 biennium, the Garfield County Public Transportation's Preservation of Service project sustains:

- A Monday-Friday commuter service operating 6:45 a.m.-5:15 p.m. that provides transportation for Garfield County's working population, students needing rides to college, and medical clients needing rides to dialysis or appointments in the Lewiston/Clarkston area.
- A Monday-Friday local service operating 8:30 a.m.-4 p.m. for all of Garfield County.
- A Tuesday and Thursday medical/shopper route departing at 9 a.m. to Asotin and Nez Perce Counties.

Garfield County Public Transportation is the only public transportation service in the county. With 60 percent of the county residents being senior, low-income citizens, the services provided are the only transportation options available. This demand response service provides transportation from their homes to appointments and shopping as well as the post office, which does not deliver mail to many rural residents.

The Rural Mobility Grant Program contributed \$318,084 in the 2017-19 biennium, approximately 85 percent of the total project cost.



RURAL MOBILITY GRANT PROGRAM PERFORMANCE

In most cases, Rural Mobility Grant recipients provide project performance by reporting the service miles and passenger trips produced by their project. The table below contains a roll-up of miles and trips produced by projects receiving Rural Mobility Grant funding in calendar year 2017. Note that, because Consolidated Grant Program performance is not disaggregated by grant program, total miles and trips for Consolidated

Grant Program grantees were multiplied by the percentage Rural Mobility contribution (7.5 percent).

In addition to the operating statistics provided below, the Rural Mobility Grant Program also partially supported the purchase of 12 light-duty, cutaway buses in calendar year 2017.

Total 2017 Rural Mobility Expenditures	Total 2017 Grantee Expenditures	% Rural Mobility Contribution	Total Miles Travelled	Total Trips	Rural Mobility Trips	Rural Mobility Miles
\$9,567,916	\$127,345,944	7.5%	19,364,247	11,276,940	1,454,899	847,273

RURAL MOBILITY GRANT FUNDED PROJECTS

The following table shows the Rural Mobility Grant funded projects for the 2017-19 biennium.

Grantee	Project Name	Competitive Rural Mobility Funding		Rural Mobility Transit Formula Funding		Total Consolidated Grant Program Funding		Total Project Cost
		Grant Amount	% Total Project Cost	Grant Amount	% Total Project Cost	Grant Amount	% Total Project Cost	
Asotin County Public Transportation Benefit Area	General Operating in Asotin County	-	-	\$59,319	60.1%	\$98,648	100.0%	\$98,648
Central Transit	Fixed route system serving the people in the City of Ellensburg	\$360,406	48.0%	-	-	\$360,406	48.0%	\$750,677
Central Transit	Operating Assistance to expand the fixed route system	\$464,529	60.0%	-	-	\$464,529	60.0%	\$774,215
Clallam Transit System	Expands fixed route services to a regional route	\$143,488	50.0%	-	-	\$143,488	50.0%	\$286,975
Clallam Transit System	Replace and upgrade equipment	-	-	\$196,743	98.4%	\$196,743	98.4%	\$200,000
Clallam Transit System	Maintenance building repairs	-	-	\$85,000	100.0%	\$85,000	100.0%	\$85,000
Coastal Community Action Program	Driven to Opportunity	\$362,461	63.7%	-	-	\$512,461	90.0%	\$569,401
Columbia County Public Transportation	Operating assistance to Sustain Demand Response Services	\$394,550	17.0%	-	-	\$1,821,049	78.4%	\$2,323,100
Cowlitz Indian Tribe	Cowlitz Tribal Transit Service-Rural Demand-Response	\$415,258	85.0%	-	-	\$415,258	85.0%	\$488,538
Garfield County Public Transportation	Preserves week day rural commuter routes, the medical/shopper route into Asotin and Nez Perce Counties, and local service for all of Garfield County	\$318,084	85.0%	-	-	\$354,887	94.8%	\$374,216
Grays Harbor Transportation Authority	Existing Fixed Route and Demand Response Public Transportation Service in Grays Harbor County	-	-	\$1,244,354	-	\$3,293,426	20.2%	\$16,301,453
Grays Harbor Transportation Authority	Existing Fixed Route and Demand Response Public Transportation Service in Grays Harbor County	-	-	\$1,244,354	7.6%	\$3,293,426	20.2%	\$16,301,453

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RURAL MOBILITY GRANT FUNDED PROJECTS (CONTINUED)

Grantee	Project Name	Competitive Rural Mobility Funding		Rural Mobility Transit Formula Funding		Total Consolidated Grant Program Funding		Total Project Cost
		Grant Amount	% Total Project Cost	Grant Amount	% Total Project Cost	Grant Amount	% Total Project Cost	
Island Transit	Purchase Seven (7) Medium-Duty Truck Chassis-Built Cutaways	\$922,387	80.0%	-	-	\$922,387	80.0%	\$1,152,984
Island Transit	Mobility Management Specialist	\$8,288	4.9%	-	-	\$134,757	80.0%	\$168,446
Island Transit	Island County Connector	\$908,605	35.0%	-	-	\$2,206,611	85.0%	\$2,596,013
Island Transit	Fixed Rt, Deviated Bus & Vanpool Services	-	-	\$2,458,152	100.0%	\$2,458,152	100.0%	\$2,458,152
Jamestown S'Klallam Tribe	Jamestown Campus Route #50 service	\$139,096	80.0%	-	-	\$139,096	80.0%	\$173,870
Jefferson Transit Authority	Olympic Connection	\$1,000	0.1%	-	-	\$377,000	50.0%	\$753,781
Jefferson Transit Authority	East Jefferson fixed route and on-demand services	-	-	\$222,395	3.3%	\$2,051,433	30.5%	\$6,716,374
Kalispel Tribe of Indians	Kalispel Reservation-to-Spokane and Lone (KRSI) service	\$382,281	35.9%	-	-	\$382,281	35.9%	\$1,064,417
Kitsap Transit	Purchase Radios and vehicle technology	-	-	\$1,397,735	77.7%	\$1,797,735	100.0%	\$1,797,735
Klickitat County Senior Services	Dial-A-Ride	\$880,050	48.6%	-	-	\$880,050	48.6%	\$1,810,050
Lummi Tribe of the Lummi Reservation	Fixed Route Service	\$586,945	63.5%	-	-	\$586,945	63.5%	\$925,000
Makah Tribal Council	Sustain fixed route service	\$164,647	50.0%	-	-	\$164,647	50.0%	\$329,294
Mason Transit Authority	Core Regional Connections	-	-	\$1,329,830	26.8%	\$2,355,830	47.4%	\$4,965,537
Mason Transit Authority	Core Demand Response Service	\$1,197,000	31.5%	-	-	\$2,528,771	66.6%	\$3,795,200
Mason Transit Authority	Bus Technology	-	-	\$400,000	100.0%	\$400,000	100.0%	\$400,000
Mid-Columbia Economic Development District	Gorge TransLink Alliance Mobility Management	\$15,000	8.6%	-	-	\$65,000	37.1%	\$175,000
Okanogan County Transit Authority/TranGO	General Operating/Special Needs Services	-	-	\$160,042	81.3%	\$196,845	100.0%	\$196,845
Okanogan County Transportation & Nutrition	Sustain 3 rural Commuter Routes	\$615,302	85.0%	-	-	\$615,302	85.0%	\$723,885
Oly CAP	West End Job Lift services on the Olympic Peninsula including tribal lands	\$126,951	70.9%	-	-	\$126,951	70.9%	\$178,951
Oly CAP	Purchase 1 Van	\$48,334	90.0%	-	-	\$48,334	90.0%	\$53,705
Pacific Transit System	Rural Fixed route and demand response services	\$90,725	4.8%	\$203,466	10.8%	\$1,238,916	65.6%	\$1,889,450
Pacific Transit System	Dial A Ride	\$70,275	5.7%	-	-	\$807,392	65.5%	\$1,232,550
People For People	Community Connector	\$1,112,350	39.0%	-	-	\$2,509,918	88.0%	\$2,852,180
Pierce County Human Services	Beyond the Borders	\$52,338	3.8%	-	-	\$1,041,600	74.8%	\$1,391,600
Puget Sound Educational Service District	RTI Van Program	\$548,853	38.2%	-	-	\$548,853	38.2%	\$1,436,539
Puget Sound Educational Service District	Key Peninsula School Bus Connects (KPSBC)	\$150,000	49.9%	-	-	\$150,000	49.9%	\$300,500

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RURAL MOBILITY GRANT FUNDED PROJECTS (CONTINUED)

Grantee	Project Name	Competitive Rural Mobility Funding		Rural Mobility Transit Formula Funding		Total Consolidated Grant Program Funding		Total Project Cost
		Grant Amount	% Total Project Cost	Grant Amount	% Total Project Cost	Grant Amount	% Total Project Cost	
Pullman Transit	Dial-A-Ride service	\$572,389	34.1%	-	-	\$634,304	37.8%	\$1,677,214
Pullman Transit	Expansion of Sunday Service	\$434,360	95.0%	-	-	\$434,360	95.0%	\$457,358
San Juan County	Mobility Coordinator (FTE)	\$207,209	100.0%	-	-	\$207,209	100.0%	\$207,209
San Juan County	Transportation Voucher Program	\$120,000	85.3%	-	-	\$120,000	85.3%	\$140,700
Sauk-Suiattle Indian Tribe	The DC (Darrington-Concrete) Shuttle Bus Service	\$119,325	73.1%	-	-	\$119,325	73.1%	\$163,125
Skamania County Senior Services	Dial-a-Ride	\$275,000	53.9%	-	-	\$275,000	53.9%	\$510,000
Skamania County Senior Services	Route deviated service between Skamania Co and C-TRAN in Vancouver, WA	\$188,550	75.0%	-	-	\$188,550	75.0%	\$251,400
Skamania County Senior Services	Information Technology Architecture Project	\$48,000	80.0%	-	-	\$48,000	80.0%	\$60,000
Special Mobility Services, Inc.	Deviated fixed route service between Newport and Spokane for rural residents	\$226,308	90.0%	-	-	\$226,308	90.0%	\$251,453
Spokane Tribe of Indians	Moccasin Express	\$615,000	62.1%	-	-	\$615,000	62.1%	\$990,000
Spokane Tribe of Indians	Moccasin Express Passenger Shelter Project	\$160,000	80.1%	-	-	\$160,000	80.1%	\$199,750
Thurston Regional Planning Council TOGETHER	Rural & tribal deviated fixed route and dial-a-ride service	\$1,138,950	81.4%	-	-	\$1,138,950	81.4%	\$1,400,000
Twin Transit	Purchase one Electric Bus	\$80,000	100.0%	-	-	\$80,000	100.0%	\$80,000
Twin Transit	Feasibility Study	\$43,366	80.0%	-	-	\$43,366	80.0%	\$54,207
Valley Transit	ADA Operating in Walla Walla	-	-	\$298,714	47.1%	\$633,540	100.0%	\$633,540
Wahkiakum County Health and Human Services	Rural bus service from Cathlamet to Longview and to Naselle	\$520,538	84.4%	-	-	\$520,538	84.4%	\$616,394
Whatcom Transportation Authority (WTA)	Connecting Communities in northern rural Whatcom County	\$868,984	80.0%	-	-	\$868,984	80.0%	\$1,086,230
Yakima Transit	Yakima-Ellensburg Commuter Expansion Project	\$41,252	50.8%	-	-	\$41,252	50.8%	\$81,252

In the 2017-19 biennium, the Legislature provided \$500,000 within the transportation budget to test innovative transportation demand management (TDM) strategies for trip reduction beyond the traditional commute trip reduction (CTR) program, which only affects employers with 100 employees or more and peak-period commute trips. Strategies beyond the traditional CTR program include targeting employees traveling to smaller employers, non-traditional work commute trips, off-peak commute trips, or people driving to school or concerts ESSB 6106 220(7)(a) - 2017-18. Geographically, the legislation focuses on the state's most congested corridors: I-5, I-90, and I-405.

COMMUTE TRIP INNOVATION GRANT PROGRAM

WSDOT's Public Transportation Division developed a pilot program for this effort, the Commute Trip Innovation Grant Program, and issued a call for projects in summer 2017.

Eight organizations applied for Commute Trip Innovation Grant funding, requesting over \$1.1 million and demonstrating strong local commitments to innovative TDM strategies. Partners committed \$518,000 in matching funds, significantly leveraging state investments. Proposed project locations spanned from Snohomish County to Lewis County and from Kitsap County to the City of Issaquah.

Through a competitive process, projects from the City of Tukwila, Commute Seattle, and Intercity Transit were selected for funding.

Commute Trip Innovation Grant Program Projects

Below are the Commute Trip Innovation Grant projects that are making reductions in off-peak, weekend, and non-work trips.

City of Tukwila: Sea-Tac Airport Transportation Demand Management Program

This project implements a TDM program at Sea-Tac Airport for all employees. The TDM program improves the performance of the I-5, I-90, and I-405 corridors and adjacent arterials by achieving greater use of transit, active transportation, and high-occupancy vehicles.

Sea-Tac Airport is among the largest travel-trip generators in the state. To support the 24-hour operation, many airport employees maintain atypical working hours. Several barriers exist for Sea-Tac employees to access alternative modes of transportation, including distance from transit stops to employment sites, a lack of first- and last-mile connectivity, limited English proficiency, and transit fares.

This project includes:

- A centralized source for transportation news and opportunities.
- Education and training on transportation options.
- A centrally managed ORCA card program.
- Match for the Washington State Department of Social and Health Services' Basic Food, Employment and Training client transportation assistance program.

- A new ridesharing platform for trip-logging and incentive programs.

The Sea-Tac Airport Program is also assessing ways to continue funding this effort after the pilot project has concluded.

The Commute Trip Innovation Grant Program contributed \$150,000 in the 2017-19 biennium, approximately 67 percent of the total project cost.

Commute Seattle: B2B Small Business Transportation Culture Change Initiative

Commute Seattle partners with Seattle businesses through local chambers of commerce, business and industry associations, and similar organizations to help identify the commuter benefits best suited to their workforce and budget.

Commute Seattle's B2B Small Business Transportation Culture Change Initiative leverages peer-to-peer business associations as a platform to provide scalable transportation consultations and incentives to small and medium-sized businesses. The initiative focuses on businesses along the I-5 and I-90 corridors that are non-CTR-affected.

This project is particularly promising because many small businesses in Seattle do not have a commuter-benefit program. Poor commuter-benefits packages, reduced access to TDM solutions (e.g., flex-time or telework), and poor bike or walk to work programs result in increased drive-alone rates at these businesses and limit travel options for workers. Reducing the drive alone rate to these small businesses is a favorable strategy for reducing congestion along the I-5 and I-90 corridors.

This project includes:

- Sharing best practices from local CTR "champion" companies.
- Demonstrating the value of transit benefits to employers through pre- and post-survey data, as well as transit pass usage data.

- Consulting, analyzing, and supporting the leadership of participating companies.
- Training local business organizations to become transportation advocates.
- Holding employee outreach events.
- Continuously gathering feedback from organizational members to develop future strategies and recommendations for engagement with small and medium-sized businesses and non-CTR-affected trip markets.

The Commute Trip Innovation Grant Program contributed \$100,000 in the 2017-19 biennium, approximately 71 percent of the total project cost.

Intercity Transit: Vanpool Promotion

The Vanpool Promotion project improves local and state highway system efficiency and aims to reduce congestion on I-5 by utilizing business associations to deliver a broad vanpool-awareness campaign.

Over the past decade, the populations of Lewis and Thurston counties have grown significantly. This growth is anticipated to continue, resulting in increased motor vehicle congestion.

The Vanpool Promotion project focuses on reducing chronic traffic congestion and improving mobility for freight and people along the I-5 corridor. The project's goal is to change how vanpool programs are delivered, and permanently change commuter choices. The project is marketing to businesses and their employees through peer-to-peer business relationships and creating custom toolkits to serve their needs. Using focus groups, the project is defining potential subsidies and incentives to prompt a change in travel decisions, setting the stage for evaluation through a broader social and digital media campaign.

The Commute Trip Innovation Grant Program contributed \$250,000 in the 2017-19 biennium, approximately 90 percent of the total project cost.

Early Results and Potential Improvements for the Commute Trip Innovation Grant Program

The Commute Trip Innovation Grant Program enables grantees to evaluate new markets, including those exempt from CTR-affected status (e.g. small employers). This allows for innovative, creative CTR solutions.

Based on results from the three projects, the Commute Trip Innovation Program reported a reduction of 559,893 VMT and 32,300 VT.

The Commute Trip Innovation Grant Program's flexible performance measures allow grantees to use direct measurement in lieu of traditional CTR

surveying methods, which may prove more useful for future program planning.

To improve the program, grantees indicated that applications should be available sooner. Grantees also noted that it would be beneficial if the Commute Trip Innovation Grant Program allowed technical support from WSDOT for program development and project management, and be made available to supplement underfunded local CTR programs.

Finally, grantees indicate that current rules for vanpooling present barriers for innovative, creative programs. Specifically, rules requiring "commuter ridesharing" to include, in most cases, a minimum of five riders ([WAC 458-20-261\(2\)\(a\)](#)) may exclude startup vanpools with fewer riders.

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 Washington State Public Transportation Plan includes 5 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.

Near-Term Actions

When it was published in 2016, the Washington State Public Transportation Plan contained 42 near-term actions. Near-term actions help maintain the momentum of the plan's 20-year goals. They also assist WSDOT in reporting progress towards these goals. Because of this, near-term actions are developed every two years, while the plan's goals remain ongoing.

Development

Near-term actions are developed every two years through a robust stakeholder process. They are subsequently approved by WSDOT and the Washington State Public Transportation Plan oversight committee.

To develop the near-term actions, public transportation partners identify actions that may have the greatest effect on progress toward the plan's 20-year goals. As such, near-term actions are designed to represent issues

that are most important at the time of their approval. Near-term actions also provide flexibility for public transportation agencies that have goals similar to those of the Washington State Public Transportation Plan, but may have slightly different methods for achieving those goals. In this way, near-term actions allow agencies to tailor their work to local conditions.

Task-force members develop new near-term actions when previous near-term actions have seen sufficient progress or are no longer seen as the most immediate priorities.

Success and Completion

The success of the near-term actions highlights the hard work of transportation partners in implementing a strategy based on shared ownership of the Washington State Public Transportation Plan. By publishing these successes, near-term actions may also become best practices for the public transportation sector.

From 2016-17, WSDOT and its partners were successful in achieving or making meaningful progress on 38 of the plan's 42 original near-term actions (23 actions completed, 15 in progress, and 4 incomplete).

More information is available in the *2017 Summary Washington State Public Transportation Plan Near-Term Actions* at www.wsdot.wa.gov/Transit/TransportationPlan.

Continued Success of 2016-17 Near-Term Actions

THRIVING COMMUNITIES

Develop, test and provide methodologies to better quantify local human services transportation needs.

A pilot of the Sugar Access software by Citilabs has progressed to highlight areas where fixed route transit provides access to points of interest, including hospitals, grocery stores, and jobs. This accomplishment has allowed pilot participants to identify areas where fixed route transportation does not meet all of the needs of rural residents. Ongoing analysis is planned to identify strategies for addressing these transportation gaps.

ACCESS

Identify priority attributes and a standardized approach to help local jurisdictions collect and store data about their public transportation systems, services and infrastructure.

Understanding the gaps in first-last-mile transportation continues to be a challenge for public transportation. The OpenSidewalks project out of the University of Washington's Taskar Center for Accessible Technology is forging ahead with their standardized methodology for identifying gaps in the sidewalk network. This project hit a milestone when its methodology was adopted by the Puget Sound Regional Council as the measure for understanding and modeling the sidewalk network. OpenSidewalks is also scheduled to present at the 2018 European Conference on Computer Vision in Munich, Germany.

ADAPTIVE TRANSPORTATION CAPACITY

Improve the quality, consistency and access to data sets.

2017 was a great year for uploading transit agency route and bus stop data into the general transit feed specification to develop a statewide map. This work continues with efforts to identify and map the transportation schedules and routes for nonprofit, for-profit, and tribal transportation providers to better understand the entire network of public transportation that exists in Washington state. This enhanced map is envisioned to be part of the analysis used in the Statewide Human Services Transportation Plan that will identify the needs of individuals who, because of advanced age, disability, or low-income status, have barriers to transportation.

CUSTOMER EXPERIENCE

Support efforts to make it easier for customers to pay for transportation services and manage transportation payments, regardless of agency, organization or mode.

Based on a successful pilot in 2017, Pierce Transit renewed its contract with HopThru, a smartphone fare payment system. Customers appreciated the ease of

paying for their trip by using their smartphone rather than carrying a separate transit pass. The renewed contract will enable customers to enjoy the seamless payment experience for another four years.

TRANSPORTATION SYSTEM GUARDIANSHIP

Begin development of supplementary measures to improve understanding of public transportation performance in the context of a complete, integrated transportation system.

Through the development of measures for the WSDOT performance framework that focus on bicycle and pedestrian connectivity and availability, bicyclists and pedestrians are being included in a fully integrated transportation system. The measures help to ensure bicyclist and pedestrian investments are included alongside other modal investments as Washington state continues to grow and create transportation options for all users of the transportation system.



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

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

OFFICE OF TRANSIT MOBILITY

The legislatively defined duties of the office are:

- A. Developing a statewide strategic plan that creates common goals for transit agencies and reduces competing plans for cross-jurisdictional service.
- B. Developing a park and ride lot program.
- C. Encouraging long-range transit planning.
- D. Providing public transportation expertise to improve linkages between regional transportation planning organizations and transit agencies.
- E. Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals.
- 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.
- G. Producing recommendations for the public transportation section of the Washington Transportation Plan.
- H. Participating in all aspects of corridor planning, including freight planning, ferry system planning, and passenger rail planning.

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

The following sections contain examples of how WSDOT is fulfilling the goals and duties of the Office of Transit Mobility. They also discuss efforts to incorporate performance objectives for the office into existing Public Transportation Division performance measures.

Fulfilling the Goals and Duties of the Office of Transit Mobility

A. Developing a statewide strategic plan that creates common goals for transit agencies and reduces competing plans for cross-jurisdictional service

WSDOT published the Washington State Public Transportation Plan in 2016. More information about the plan, including progress towards its 20-year goals, is available under *Washington State Public Transportation Plan* in this report.

B. Developing a park and ride lot program

Demand for park and ride facilities has continued to grow, and transportation agencies are searching for ways to manage demand effectively. WSDOT's Regional Transit Coordination division continues to work with its partners to develop park and ride agreements, support innovative programs, and share data and information.

Some agencies have begun charging for parking in park and ride lots as a way to help manage demand. WSDOT does not currently have the authority to charge for parking at WSDOT-owned park and ride facilities and therefore does not allow agencies to charge for parking at state-owned facilities. WSDOT

continues to collaborate with its partners on other strategies and solutions to address capacity issues at park and rides.

In addition, through the RMG program, WSDOT has continued to fund the construction and expansion of park and ride lots, including four such facilities funded in the 2017-2019 biennium.

Work in 2018

- Identified legal framework and barriers to different parking management strategies.
- Supported transit agencies in developing permit pilot programs to manage demand at park and rides.
- Continued coordinating with partner agencies as they expand permit programs and develop and implement parking enforcement.
- Participated in analyzing and evaluating customer outreach activities regarding permit programs.
- Coordinated with local jurisdictions on developing a transit-oriented development pilot project.

Future Work

- Research and analyze additional parking management models and approaches.
- Evaluate transportation agency use of pricing strategies where feasible.



C. Encouraging long-range transit planning

Transit Development Plans

Per [RCW 35.58.2795](#), transit agencies in Washington state are required to prepare transit development plans covering a six-year period. The plans must be updated annually and filed with WSDOT. Transit asset management plans, elements of which are included in each agency's transit development plan, also serve to encourage long-range transit planning (see section on Transit Asset Management below). Finally, a number of the state's larger transit agencies have developed long-range plans that go beyond the required six-year planning horizon (e.g., [Pierce Transit's Destination 2040 Long Range Plan](#), [King County Metro's Metro Connects](#), [Spokane Transit's STA Moving Forward](#), [Community Transit's Long Range Plan](#), [C-TRAN's 20 Year Plan C-TRAN 2030](#)). WSDOT continues to encourage such longer-term strategic planning.

Work in 2018: Their Plan is Our Plan

Throughout 2018, WSDOT's Public Transportation Division used transit development plans to inform decision-making in its public transportation grant programs.

WSDOT, as an agency, continued to use transit development plans when conducting planning activities to support highway construction and operations projects.

Future Work

- Identify strategies for including transit development plans in longer-range planning.
- Integrate transit development plans and transit long-range plans into baseline information for the Corridor Sketch initiative and subsequent WSDOT planning activities. For more information about Corridor Sketch, see the section titled (g) *Participating in all aspects of corridor planning, including freight planning, ferry system planning, and passenger rail planning* in this report.

Coordinated Public Transit-Human Services Transportation Plans

Federal transit law requires that projects funded through the [Enhanced Mobility for Individuals and Individuals with Disabilities Program \(§5310\)](#) be included in a locally developed, coordinated public transit-human services transportation plan.

WSDOT completes coordinated public transit-human services transportation plans by contracting with metropolitan and regional transportation planning organizations (MPO/RTPO). The plans must be updated every four years, and be developed and approved through a process that includes participation by members of the public, specifically:

- Seniors.
- Individuals with disabilities.
- Representatives of public, private, and nonprofit transportation.
- Human services providers.

Coordinated public transit-human services transportation plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes. The plans also provide strategies for meeting these needs and prioritize transportation services for funding and implementation.

Four-year updates to the plans will be completed by December 2018, and will inform updates to the Statewide Human Services Transportation Plan (discussed below).

Work in 2018: Updates to the Statewide Human Services Transportation Plan

In 2018, WSDOT's Public Transportation Division kicked off an update of the Statewide Human Services Transportation Plan, which will be completed in 2019. The previous update was completed in 2013.

The Statewide Human Services Transportation Plan is intended to identify service gaps and challenges, investigate best practices from around the state and beyond, and recommend

strategies for improving access to transportation throughout the state. The plan focuses on delivering transportation services to people with special needs (those who are unable to transport themselves due to physical or mental limitations, income, or age).

Future Work

- Continue to update the Statewide Human Services Transportation Plan.
- Develop statewide criteria for defining of unmet transportation needs for people with special needs.
- Highlight methods for human service transportation providers to work together to address major barriers for people with special needs.
- Propose solutions to increase efficiency and reduce duplication of effort.

Statewide Intercity Bus Plan

Travel Washington, the state's intercity bus program, connects rural communities with regional transportation hubs and urban centers. WSDOT's Public Transportation Division developed Travel Washington as a pilot program to demonstrate the integration of community priorities into the federally funded [Intercity Bus Program \(\\$5311\(f\)\)](#).

Today, the Public Transportation Division manages the overall Travel Washington intercity bus program, partnering with private organizations to operate four Travel Washington routes. More information about Travel Washington is available at www.wsdot.wa.gov/transit/intercity.

Work in 2018: Updates to Travel Washington Intercity Bus Plan

In 2018, the Public Transportation Division kicked off an update to the Statewide Intercity Bus Plan, which is scheduled for public comment in early 2019. The plan was originally published in 2007.

The update will include an assessment of Travel Washington's existing lines (Apple, Dungeness,

Gold and Grape); intercity bus services operated by private, for-profit firms (Greyhound Lines, Bolt Bus, Northwestern Trailways); and regional connecting services operated by transit operators.

Future Work

- Continue to update the Travel Washington Intercity Bus Plan.
- Identify deficiencies and strategies to improve connectivity between rural and urban centers to allow access to goods and services that improve quality of life and enable aging in place.

Transit Asset Management

Asset management is a strategic, risk-based approach deployed by WSDOT to cost-effectively and efficiently manage and preserve the physical assets of Washington state's transportation system. WSDOT uses transportation investment strategies to maintain and preserve Washington's transportation system on an ongoing, systematic basis. Similarly, transit asset management is a business model used to prioritize maintenance and capital investments based on the condition of public transportation capital assets and their state of good repair.

WSDOT owns 1,187 public transit vehicles operated by public transportation providers across the state. These vehicles were purchased with state and federal grant funds administered by WSDOT. Along with these WSDOT-owned vehicles, public transportation providers in Washington also own other assets (vehicles, equipment, and facilities) that were purchased with non-WSDOT funds.

In July 2016, the Federal Transit Administration issued a final rule, [49 Code of Federal Regulations Part 625](#), requiring public transportation agencies to maintain and document minimum transit asset management standards. The new standards are intended to help public transportation agencies develop a strategic and systematic process for operating, maintaining and improving public transportation capital assets effectively throughout their life cycles.

Work in 2018: Implementing Transit Asset Management

Throughout 2018, WSDOT collaborated with transit agencies, RTPOs, and MPOs to develop tools and methods for implementing transit asset management, including:

- A “state of good repair” methodology.
- Asset life-cycle cost-management tools.
- Asset inventory and analysis tools.
- Transit asset management performance measures.
- A strategic approach to transit asset management and safety technology investment.
- Ensuring preventive maintenance to reduce asset life cycle cost.
- Publishing *A Guide to Developing Your Transit Asset Management Plan*, available at www.wsdot.wa.gov/Transit/Grants/Plan.

At the time of writing, using these tools and resources, public transportation agencies in Washington are currently developing federally compliant transit asset management plans for all of their capital assets. The plans will be completed by October 1, 2018.

Future Work

WSDOT will remain engaged in reviewing and integrating best practices for managing assets of all types. This will occur as part of WSDOT’s efforts to develop and implement a Statewide Transportation Asset Management Plan that will provide a framework for making management and investment decisions across all of the agency’s transportation assets.

D. Providing public transportation expertise to improve linkages between regional transportation planning organizations and transit agencies

In 2016, WSDOT created a planning-alignment workgroup. The workgroup comprises agency staff, RTPOs/MPOs, and public transportation providers. The workgroup was established to better coordinate planning processes and establish new multimodal performance measures.

Work in 2018: Supporting Practical Solutions through Corridor Sketch and Integrated Scoping

Practical Solutions is WSDOT’s approach to planning, designing, building, operating, and maintaining the state’s transportation system. The goal of this approach is to identify and address issues as quickly and inexpensively as possible. Practical Solutions uses performance-based, data-informed decision-making and early community involvement to guide the development and delivery of transportation investments. More information on Practical Solutions is available at www.wsdot.wa.gov/about/practical-solutions/moving-washington-forward.

Throughout 2018, the planning-alignment workgroup held regular meetings with regional planners to advance the Practical Solutions approach. This included ensuring WSDOT regions and RTPO/MPOs participate in Corridor Sketch (see the section titled *(e) Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals* in this report) and Integrated Scoping. Integrated Scoping is a process focused on refining solutions identified in Corridor Sketch. In Integrated Scoping, packages of operational and demand management solutions are evaluated and advanced for consideration.

Future Work

Continue to develop and operationalize the Corridor Sketch and Integrated Scoping processes in order to further integrate the state’s multimodal transportation system.

E. Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals

Corridor Sketch Initiative

Corridor Sketch is a new way for WSDOT to work with partners to capture and document information about transportation corridors and to inform investment decisions. Corridor Sketch engages WSDOT's partners to determine the context and performance of state highway corridors and to identify high-level strategies for addressing performance gaps. Corridor Sketch complements and supports regional planning processes around the state. More information about Corridor Sketch and to view current corridor sketches, please visit www.wsdot.wa.gov/planning/corridor-sketch-initiative.

Work in 2018: Identifying Public Transportation Needs

The Public Transportation Division actively provided information to the Corridor Sketch initiative throughout 2018 to better identify public transportation needs in preparation for future investment decisions.

Future Work

The Public Transportation Division will work to integrate planning activities and multimodal data to support the Corridor Sketch initiative. In this effort, statewide plans, local coordinated public transit-human services transportation plans, and transit development plans will provide transit-specific goals and strategies, while additional metrics will provide baseline transit data.

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

The WSDOT Management of Mobility division is convening meetings with a diverse group of stakeholders called the I-5 System Partnership to focus on transportation system issues between Tumwater and Marysville. The charge of the partnership is to establish a regionally shared understanding of priorities, explore opportunities, and propose potential solutions for the I-5 system.

The partnership's work is a continuation of the I-5 Near-Term Action Agenda, developed throughout 2017. The agenda brought together stakeholders from WSDOT, MPOs, local jurisdictions, transit agencies, Joint Base Lewis-McChord, and others. This group developed multimodal strategies that emphasized their ability to move people rather than vehicles, which resulted in a broad set of outcomes to manage demand and improve performance on I-5.

The I-5 System Partnership has met throughout 2018, and will continue to meet in 2019, to develop a report and action plan. The partnership includes more than 55 local and state elected officials, as well as business and major employer representatives, Washington State Patrol, transit agencies, and community representatives for bicycle and pedestrian, social equity, technology, environmental, and others considerations.

This collaborative approach will help to generate and refine new ideas about managing and improving the corridor, and maintaining this important asset to meet state, community, and business needs. This includes addressing local facilities beyond I-5, the regional high-occupancy vehicle system, and local land use planning. In addition, the partnership is planning for the preservation and redevelopment of the I-5 system in a way that:

- Recognizes that I-5 is the spine of a complex and multimodal transportation system that includes public transportation, freight, and all mobility solutions.

- Optimizes its performance using 21st-century tools and metrics.
- Develops equitable transportation solutions appropriate to the changing needs and values of the state's communities and economy.

Work in 2018

The I-5 System Partnership scheduled 12 meetings between March 2018 and March 2019. To date, the partnership has discussed:

- Mid- to long-term goals and objectives for the I-5 system.
- Potential sustainable and equitable funding strategies to support the long-term vision for the I-5 system.
- Global macro-trends that will affect the future of transportation systems.
- Social equity and access.

Future Work

The I-5 System Partnership will produce a draft report and action plan by March 2019. To reach that goal, the partnership will meet on the following topics:

- State of good repair, including current and future needs and asset management strategies.
- Freight and rail trends, needs, and opportunities.
- System integration and cooperative automated transportation.
- The high-occupancy vehicle system in terms of current system performance and future demand of the system.

G. Producing recommendations for the public transportation section of the Washington Transportation Plan

[The Washington Transportation Plan](#) establishes a comprehensive 20-year vision for the statewide transportation system. The plan addresses many facets of transportation including pedestrian travel and vehicle travel by automobile, bicycle, transit, truck, train, ferry, and airplane, and the associated transportation infrastructure.

The Washington Transportation Plan identifies significant statewide transportation issues and the total unfunded statewide need over 20 years. It also recommends statewide transportation policies and strategies to the Legislature and the Governor.

The Washington Transportation Plan adopts and builds off of the Washington State Public Transportation plan. The Public Transportation Division also works closely with WSDOT's Multimodal Planning Division to develop near-term actions for the plan relevant to public transportation. Near-term actions help to maintain the momentum of the plan's 20-year goals by incrementally making progress toward the goals.

Work in 2018: Continued Efforts on the Washington Transportation Plan 2040

Throughout 2018, the Public Transportation Division worked closely with the Multimodal Planning Division to develop near-term actions relevant to public transportation for the Washington Transportation Plan 2040.

The Public Transportation Division also continued to work with the Multimodal Planning Division to develop multimodal strategies that integrate public transportation for the benefit of the transportation system.

Future Work

The Public Transportation Division will provide guidance and support to further implement the multimodal recommendations in Washington Transportation Plan 2040.

H. Participating in all aspects of corridor planning, including freight planning, ferry system planning, and passenger rail planning

WSDOT's Modal Planning

WSDOT's modal planning efforts include aviation, ferries, rail, freight, bicycle and pedestrian, highway system, and public transportation. Plans developed from these efforts serve as strategic blueprints for future public investment in the state's transportation system. The Public Transportation Division is a stakeholder to all modal planning efforts.

Work in 2018: Public Transportation Planning Participation

In 2018, the Public Transportation Division participated in the planning alignment workgroup and was a stakeholder to or led the following planning efforts and updates:

- Washington Transportation Plan
- Ferries Division Long Range Plan
- Rail System Plan
- Active Transportation Plan (Bicycle Facilities and Pedestrian Walkways Plan)
- Public Transportation Plan Near-Term Actions
- Corridor Sketch
- Intercity Bus Plan
- Statewide Human Services Transportation Plan
- Commute Trip Reduction Board Strategic Plan
- Transportation Systems Management and Operations Strategic Plan

Future Work

The Public Transportation Division will continue to pursue multimodal integration as a stakeholder to all modal planning efforts.

Performance Objectives for Evaluating the Office of Transit Mobility

In addition to the work described in the preceding sections, RCW 47.01.330 directs the Office of Transit Mobility to establish measurable performance objectives for evaluating the success of its initiatives and progress toward accomplishing the overall goals of the office.

WSDOT and the Public Transportation Division incorporate performance objectives and measures into its public transportation programs and projects. Two examples:

Regional Mobility Grants and Commute Trip Innovation Grants Performance

RMG projects report annually for four years on the reductions in VMT and VT resulting from their projects. Commute Trip Innovation Grant projects report during projects and once after project completion.

Public Transportation Division staff work with grantees to define the methodologies that can be used to measure performance.

RMG, Rural Mobility and Commute Trip Innovations Grant projects and program performance for the 2017-19 biennium is available under *Regional Mobility Grants Performance* and *Commute Trip Innovation Grant Program Performance*, respectively, in this report.

Commute Trip Reduction Surveying

The CTR law was enacted in 1991 as a part of the Washington Clean Air Act ([RCW 70.94](#)). Through employer-based programs that encourage alternatives to driving alone to work, the goals of the WSDOT CTR Program are:

- Improving air quality
- Reducing traffic congestion
- Decreasing fuel consumption

Today, the WSDOT CTR Program focuses on commuters traveling to large worksites and dense employment centers in congested urban areas. Major employers implement their own CTR programs based on locally adopted CTR goals for reducing VT and VMT.

The WSDOT CTR Program's performance is measured through surveys of employees at participating worksites. Determining progress is based on comparing the most recent complete survey data to baseline survey data (2007-08).

CTR Program performance for the 2017-19 biennium is presented in the *2017 CTR Board Report to the Legislature*, available at ctrboard.ning.com.

ACRONYMS AND ABBREVIATIONS

CTR	Commuter Trip Reduction
MPO	Metropolitan Planning Organization
RCW	Revised Code of Washington
RMG	Regional Mobility Grant Program
RTPO	Regional Transportation Planning Organization
TDM	Transportation Demand Management
VMT	Vehicle Miles Traveled
VT	Vehicle Trips
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

WEBSITES FEATURED

In order of appearance:

Public Transportation Division Overview	www.wsdot.wa.gov/Transit/overview
RCW 47.66.030	app.leg.wa.gov/rcw/default.aspx?cite=47.66.030
RCW 47.66.100	app.leg.wa.gov/rcw/default.aspx?cite=47.66.100
ESSB 6106 - 2017-18	lawfilesexternal.wa.gov/biennium/2017-18/Pdf/Bills/Session%20Laws/Senate/6106-S.SL.pdf
RCW 47.06.110	app.leg.wa.gov/rcw/default.aspx?cite=47.06.110
RCW 47.01.330	app.leg.wa.gov/rcw/default.aspx?cite=47.01.330
Regional Mobility Grant Program	www.wsdot.wa.gov/Transit/Grants/mobility
Consolidated Grant Program	www.wsdot.wa.gov/Transit/Grants/Consolidated/default
WAC 458-20-261	apps.leg.wa.gov/WAC/default.aspx?cite=458-20-261
State Public Transportation Plan	www.wsdot.wa.gov/Transit/TransportationPlan
RCW 35.58.2795	app.leg.wa.gov/rcw/default.aspx?cite=35.58.2795
Pierce Transit's Destination 2040 Long Range Plan	www.piercetransit.org/file_viewer.php?id=2721
King County Metro's Metro Connects	www.kcmetrovision.org
Spokane Transit's STA Moving Forward	stamovingforward.com/plan
Community Transit's Long Range Plan	www.communitytransit.org/projects/long-range-plan
C-TRAN's 20 Year Plan C-TRAN 2030	www.c-tran.com/about-c-tran/reports/c-tran-2030
Enhanced Mobility for Individuals & Individuals with Disabilities Program Section - 5310	www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310
Intercity Bus Program Section - 5311 (f)	www.transit.dot.gov/about/intercity-bus-program-section-5311-f
Travel Washington Intercity Bus Program	www.wsdot.wa.gov/transit/intercity
49 Code of Federal Regulations 625 - Transit Asset Management	www.gpo.gov/fdsys/search/pagedetails.action?collectionCode=CFR&browsePath=Title+49%2FSub+title+B%2FChapter+VI%2FPart+625&granuleId=CFR-2016-title49-vol7-part625&packageId=CFR-2016-title49-vol7&collapse=true&fromBrowse=true
Asset Management	www.wsdot.wa.gov/Transit/Grants/Plan
Moving Washington forward Practical Solutions	www.wsdot.wa.gov/about/practical-solutions/moving-washington-forward
Corridor sketch initiative	www.wsdot.wa.gov/planning/corridor-sketch-initiative
The Washington Transportation Plan	washtransplan.com
RCW 70.94.524	app.leg.wa.gov/RCW/default.aspx?cite=70.94.524
Washington State Commute Trip Reduction Board	ctrboard.ning.com

MORE INFORMATION

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