

# 2019 Public Transportation Mobility Report

WSDOT PUBLIC TRANSPORTATION DIVISION



# CONTENTS

Executive summary	4
Introduction	6
Regional Mobility Grant Program	7
Special Needs and Rural Mobility grant programs	24
Washington's integrated multimodal transportation system	42
Washington State Public Transportation Plan	47
Transportation Demand Management Technical Committee and WSDOT's suite of commute trip reduction programs	51
State Agency Commute Trip Reduction Program	54
Small Business Transit Pass Incentive Grant	57
Appendix A: Prioritized list of Regional Mobility Grant Program projects	60
Appendix B: Office of Transit Mobility reporting requirements	66
Acronyms and abbreviations	68
Websites featured	69



# EXECUTIVE SUMMARY

WSDOT's Public Transportation Division publishes the Public Transportation Mobility Report annually. This edition of the report fulfills requirements in [RCW 47.66.030\(3\)](#), [RCW 47.66.100\(3\)](#), [RCW 47.01.330\(5\)](#), [RCW 47.06.110\(6\)](#), [RCW 70.94.537\(6\)](#), [RCW 70.94.551\(6\)](#), and the 2019-2021 Transportation Budget ([ESHB 1160 - 2019-20](#) Sect. 220(7)(a)).

The report compiles stories from work completed by WSDOT's Public Transportation, Regional Transit Coordination and Management of Mobility divisions to realize the promise of state and federal legislative and budget direction. Stories include:

The state **Regional Mobility Grant Program** supports local efforts to reduce transportation delay and improve connectivity between counties and regional population centers (p. 7):

- Regional Mobility grants provided funding for 48 new and ongoing projects across the state in 2019.
- Regional Mobility grant-funded projects in their fourth year of operation reduced the equivalent of more than 78.5 million single occupancy vehicle miles traveled and more than 8.4 million single occupancy vehicle trips in 2019, on average meeting or exceeding expectations.



The state **Special Needs and Rural Mobility grant programs** support people with special needs and limited access to public transportation services (p. 24):

- Special Needs and Rural Mobility grants are providing funding for 79 projects across the state in the 2019-2021 biennium.
- In 2018, WSDOT combined almost \$55 million spread across seven grant programs, including Special Needs and Rural Mobility, to streamline the application process and make more money available for public transportation service in Washington.



WSDOT's Public Transportation, Regional Transit Coordination and Management of Mobility divisions work to realize the **Connecting Washington's** vision and WSDOT's mission (p. 42):

- Increasing transportation system efficiency and better allocating customer parking by adopting new park and ride rules.
- Overcoming the barriers of incorporating bus rapid transit into roundabouts by exploring innovative design.
- Maximizing the value of transit development plans by engaging with transit agencies on the purpose and design of the plans.
- Aligning the Puget Sound Regional Council's Vision 2050 Draft Regional Transportation Plan with WSDOT's vision and mission.
- Providing a more complete picture of the multimodal transportation network in ferry communities by participating in the Washington State Ferries 2040 Long Range Plan process.

WSDOT and its partners continue to make progress in achieving the **Washington State Public Transportation Plan's** goals (p. 47):

- **Thriving Communities:** Snoqualmie Valley Transportation's new shuttle service provides vital access to medical appointments, classes, shopping, and community and recreational activities.
- **Access:** Island County used state Regional Mobility Grant funds to improve a park and ride lot and sidewalk, expanding park and ride capacity, as well as bicycle and pedestrian access.
- **Adaptive Transportation Capacity:** Commute Seattle used state Commute Trip Innovation Grant funds to provide transit passes to more than 1,200 employees, resulting in 9,000 new trips on transit over a two-week period.
- **Customer Experience:** Whatcom Transit Authority is developing a package of technology improvements, including automatic stop announcements and real-time information.
- **Transportation System Guardianship:** WSDOT's Consolidated Grant program supports the Regional Alliance for Resilient and Equitable Transportation, bringing together a diversity of stakeholders from Snohomish, King, and Pierce counties.

The **Transportation Demand Management Technical Committee and WSDOT's suite of commute trip reduction programs** deliver cost-effective performance on the state's transportation system by encouraging people to use multimodal commute options to and from work (p. 51):

- From 2017 to 2018, 42 percent of the 550,000 employees working at commute trip reduction-affected worksites chose alternatives to driving alone for their commute to and from work.
- Since 2007, the committee and programs helped to reduce almost 13 percent of vehicle miles traveled per employee per day, leading to nearly 4 million fewer gallons of fuel used each year and saving commuters about \$25 million.

The **State Agency Commute Trip Reduction Program** encourages state employees to use commute options, providing numerous benefits, such as improved physical health, better work/life balance, and decreased stress (p. 54):

- From 2017 to 2018, more than 22 percent of state agency employees in Thurston County chose non-drive alone trips on their commutes.
- In 2019, more than 13 percent of state employees had flexible work schedules, more than 32 percent worked a compressed workweek, and 19 percent teleworked.

The **Small Business Transit Pass Incentive Grant** shows promising behavior change results (p. 57):

- Nearly 80 percent of employees participating in the Small Business Transit Pass Incentive Grant increased their transit use and nearly 75 percent reduced their driving.
- More than 2,650 employees at nearly 180 small employers have made more than 486,000 trips on transit using their Small Business Transit Pass Incentive Grant-funded ORCA card since November 2018.



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

[RCW 47.66.030](#)(3)

[RCW 47.66.100](#)(3)

[RCW 47.01.330](#)(5)

[RCW 47.06.110](#)(6)

[RCW 70.94.537](#)(6)

[RCW 70.94.551](#)(6)

2019-2021 Transportation Budget ([ESHB 1160 – 2019-20](#) Sect. 220(7)(a))

## INTRODUCTION

The 2019 Public Transportation Mobility Report presents narratives and performance data for the Regional Mobility, Special Needs, and Rural Mobility grant programs.

The report also details WSDOT's ongoing effort to carry out the vision of Connecting Washington and implement the Washington State Public Transportation Plan.

Finally, the report contains an update on the Transportation Demand Management Technical Committee (formerly the Commute Trip Reduction Board), the State Agency Commute Trip Reduction Program, and the Small Business Transit Pass Incentive Grant.

WSDOT's Public Transportation Division combined these topics in the 2019 Public Transportation Mobility Report 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.

### About WSDOT's Public Transportation Division

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

More information about the Public Transportation Division is at [www.wsdot.wa.gov/transit/home](http://www.wsdot.wa.gov/transit/home).

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

For the 2019-2021 biennium, the Legislature provided more than \$96 million in state funding for 48 new and ongoing Regional Mobility Grant Program projects<sup>1</sup> 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 building new transit centers and park and ride lots, the Regional Mobility Grant Program helps WSDOT's public transportation partners:

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

More information about the Regional Mobility Grant Program is available at [www.wsdot.wa.gov/transit/grants/mobility](http://www.wsdot.wa.gov/transit/grants/mobility).

### Regional Mobility Grant Program project highlights

Below is a selection of Regional Mobility Grant Program projects from around the state that reduce transportation delay and improve connectivity between Washington's counties and regional population centers.

#### King County Metro: I-90 Manage Demand project

By 2040, King County expects to have 1.5 million more residents (42 percent increase) and 1.2 million more jobs (57 percent increase) than there were in 2000 ([King County Metro Strategic Plan](#), 2013 update). This rapid growth has led to significant congestion along critical corridors, including I-90 between Issaquah and downtown Seattle.

King County Metro designed its I-90 Manage Demand project to reduce congestion in the I-90 corridor. From 2015 to 2019, the project used proven transportation demand management strategies to encourage travelers to choose higher occupancy travel modes, shift the time of day when they made trips, and even help them determine whether they needed to make the trip at all. Additionally, the project targeted all trips on all days to address seven-day delay.

The project included:

- Employer and residential programs, education and incentives.
- Personalized trip planning from transit facilities and key destinations to jobs, housing and community services.
- Improvements to web, print and other user information, especially for low income and limited-English populations.

---

<sup>1</sup> See [Appendix A](#) for a prioritized list of Regional Mobility Grant Program projects approved for the 2019-2021 biennium.

Through these efforts, the project was able to reduce nearly one million drive-alone trips, more than nine million pounds of CO2, and just under 10 million vehicle miles in the I-90 corridor.

The Regional Mobility Grant Program contributed around \$2.9 million in the 2015-2017 and 2017-2019 biennia for the I-90 Manage Demand project, 80 percent of the project cost.

## Link Transit: Leavenworth Park and Ride project

WSDOT's [corridor sketch initiative](#) identified the portion of US 2 through Leavenworth as an opportunity for multimodal improvement. During the summer, festivals, and many weekends, this stretch of highway experiences backups of up to 2 miles in both directions heading into Leavenworth. Because of these backups, Link Transit service through the area occasionally ran 30-45 minutes late.

In 2015, a private developer purchased 29 acres at the east end of Leavenworth to build Willkommen Village, a transit-oriented development that includes residential, retail, and commercial space. The developer contacted Link Transit and requested that the agency build a park and ride lot and a transit access road from US 2.

Willkommen Village now provides a fare-free shuttle through Leavenworth, allowing Link Transit service to drop off passengers and then return to its route to Wenatchee. This lot also serves as overflow parking for festivals, moving more cars out of downtown Leavenworth and off US 2.

In June 2019, Link Transit cut the ribbon on the Leavenworth park and ride.

The Regional Mobility Grant Program contributed more than \$3.2 million in the 2017-2019 biennium for the park and ride, around 76 percent of the project cost.



The Seaway Transit Center (photo courtesy of Community Transit).

## Community Transit: Seaway Transit Center and Swift Green Line Bus Rapid Transit project

Community Transit designed the Seaway Transit Center to serve as the northwest terminus for the Swift Green Line, which operates between the Everett Boeing plant and Bothell. The transit center has been open to the public since early 2019.

The Seaway Transit Center helps to address a number of mobility issues on I-5 in Snohomish County:

- **Lack of mobility options for travelers coming from southeast Snohomish County:** Prior to the transit center's opening, transit riders living east of I-5 in the congested Mill Creek and Bothell areas had to make multiple transfers and loop north to Everett Station before returning south to access the Paine Field Manufacturing Industrial Center and the Everett Boeing Plant.

The Seaway Transit Center allows customers to transfer between Swift Bus Rapid Transit, express commuter, and local bus service for complete mobility throughout southwest Everett/Boeing/Paine Field area.

- **Congestion:** Daily traffic volumes on State Route 526 have reached almost 50,000 vehicles per day. With the Boeing 777 build on the horizon, WSDOT expects these volumes to rise without the addition of a high-capacity transit option like the Swift Green Line.
- **Operational inefficiencies:** Community Transit, Everett Transit, and King County Metro collectively operate more than 40 daily bus trips that serve the Everett Boeing plant and other manufacturers, but their routes result in long walking distances for riders and costly running times for the transit providers.

The Seaway Transit Center creates a turnaround for local service from Community Transit and Everett Transit and commuter service from King County Metro. This will provide travel-time savings of more than 640 minutes each day.

The Regional Mobility Grant Program contributed \$6.8 million over the 2015-2017 and 2017-2019 biennia for the Seaway Transit Center, 80 percent of the project cost.



## Mason Transit: Park and Ride Development project

In 2013, the city with the worst commuting problems in the west was not San Francisco, Los Angeles, or Seattle – it was Shelton (American City Business Journals' *On Numbers*). That same year, around 27 percent of Shelton commuters spent 45 minutes on their drive to work, compared with just over 18 percent of Seattle commuters with the same drive time.

Over the years, Mason County has increasingly become a collection of bedroom communities for Bremerton, Olympia, and beyond. Large numbers of state and shipyard workers drive out of the county for their jobs, and the demand for effective commuting facilities and services will continue to increase.

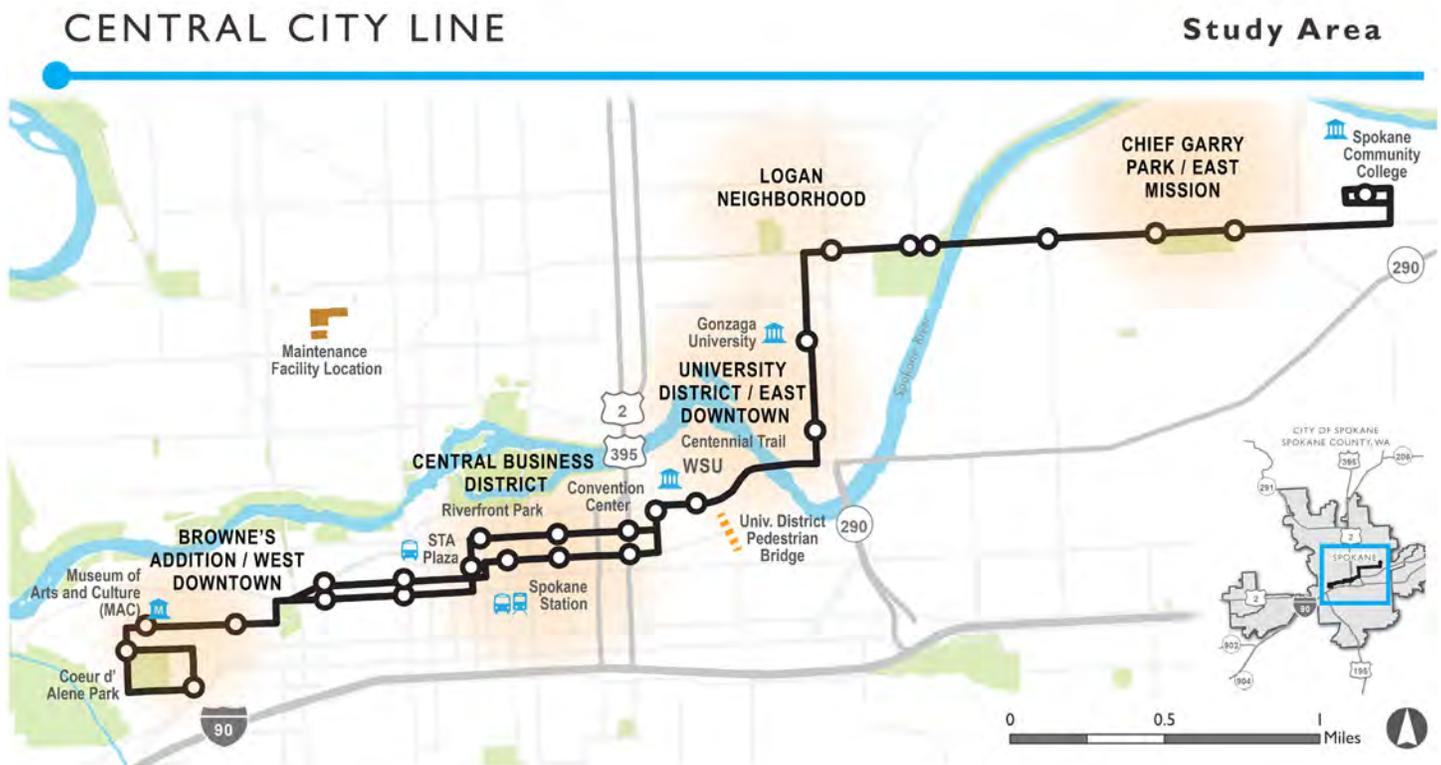
Mason Transit's Park and Ride Development project addresses the need for expanded commuter services in Mason County to reduce demand on the two major regional highways, US 101 and State Route 3. The

project includes the development of a permanent park and ride lot in the Belfair/North Mason County area, as well as expansion and enhancement of a WSDOT-owned park and ride along US 101. Three other park and ride lots in Mason County will receive additional safety and security enhancements (e.g., lighting, security cameras, signage), expanded parking, and electric vehicle charging stations.

The Regional Mobility Grant Program is contributing more than \$4.7 million from the 2015-2017 to the 2019-2021 biennium for the Park and Ride Development project, around 24 percent of the project cost.

## Spokane Transit: Central City Line project

Multiple highways converge in downtown Spokane, including I-90, US 2, US 195 and US 395. The downtown core is also the largest employment center for the region, resulting in tens of thousands of daily



Central City Line proposed alignment (map courtesy of Spokane Transit)

vehicle trips on surface streets and arterials in the core. No matter their mode, once in downtown, travel is often a challenge due to congestion, limited parking, existing transit transfer structure, and pedestrian barriers. Spokane Transit's Central City Line will be the area's first bus rapid transit system and will help solve these mobility issues.

First, [Horizon 2040: The Spokane Regional Metropolitan Transportation Plan](#), projects congestion and circulation issues to worsen with further population and employment growth, as well as continued economic development in the Spokane area. The congestion and circulation issues stem from the fact that Spokane has already built out its streets to maximum capacity. The Central City Line addresses this problem by transporting a greater number of people in less street space than private automobiles. Engineers for the project are also evaluating the implementation of a transit signal priority system at specific intersections to create more efficient traffic flows.

Second, Spokane Transit originally designed the city's public transportation system so that most transit routes converge on the Plaza, the agency's downtown hub. While this provides a high level of transit accessibility in the downtown core, connections to other locations just beyond the core often require a transfer. The Central City Line will offer immediate arrival and departure at stops throughout the downtown area, as well as connections to other routes, reducing the need for transfers at the Plaza.

Finally, the Central City Line will help bridge pedestrian barriers resulting from a heavy reliance on private automobiles. Highways, railroads, the Spokane River, and busy streets and arterials are all physical barriers to pedestrian movement in downtown Spokane. The Central City Line will bridge these barriers and provide an option for trips that are too long to take entirely by foot.

The Regional Mobility Grant Program contributed \$2.2 million in the 2015-2017 to and 2017-2019 biennium for the Central City Line, about 3 percent of the project cost.

## Wahkiakum County Health and Human Services: Wahkiakum on the Move Expanded Services

Wahkiakum on the Move is a service of Wahkiakum County Health and Human Services and Elochoman Valley Partners. The service provides bus service and medical transportation for residents from Wahkiakum County's rural communities (e.g., Cathlamet, Skamokawa, Naselle) to larger hubs (e.g., Longview). Unfortunately, due to limited schedules and routing, many rural community members continue to use private automobiles to access services at significant personal cost.

Wahkiakum County is not only rural, but also has a high percentage people over the age of 65 (almost 32 percent compared to the state average of just over 14 percent ([2017 US Census American Community Survey](#))), few local employment opportunities, and no secondary education or training sites. Many county residents who live on fixed or low incomes pay disproportionately high amounts for transportation and housing.

To understand the choice to use private automobiles over public transportation, Wahkiakum County Health and Human Services sought input about Wahkiakum on the Move through local transit forums, surveys, rider comments, and engaging local governments. The input indicated that, in order for more community members to choose public transportation options consistently, routes should run between larger hubs more frequently (including Saturdays) and local access should increase. The message was clear: Wahkiakum on the Move needed to expand service.

Wahkiakum on the Move's expanded service aims to have a significant effect on:

- Reducing rural isolation.
- Encouraging economic development.
- Increasing access to educational and training opportunities.
- Improving access to regional resources and services.



Wahkiakum on the Move riders (photo courtesy of Wahkiakum County Health and Human Services).

Additionally, with the expanded service, Wahkiakum on the Move intends to reduce the transportation portion of county residents' expenses by encouraging a shift from private automobiles to public transportation. Making the service more convenient, flexible, and accessible for the rural community will also increase its utilization.

Wahkiakum on the Move's expanded service includes:

- **Increasing the frequency of runs from Naselle to Longview and Cathlamet to Longview, as well as maintaining a consistent schedule:** Makes the service more usable for residents traveling to employment, community college, and other training or service sites.
- **Adding Saturday service to Longview:** Allows residents who work or who are otherwise unable to travel during the week better access to jobs, medical clinics, social services, and shopping.
- **Adding a local route in the Cathlamet area:** Greatly improve seniors' and low income residents' ability to take care of needs requiring travel without long, sometimes prohibitive, wait times.

The Regional Mobility Grant Program is contributing \$444,000 over the 2017-2019 and 2019-2021 biennia for Wahkiakum on the Move Expanded Services, 80 percent of the project cost.

# REGIONAL MOBILITY GRANT PROGRAM PERFORMANCE

Regional Mobility Grant Program projects continue to deliver performance for years after grantees complete them. The following table shows a rollup of 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 2009 to the present.

Projects begin performance reporting in Year 1, after they are operationally complete. In order 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 a number of 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 in light of these and other factors.

Estimated reduction in vehicle miles traveled		Actual reduction in vehicle miles traveled	
Year 1	Year 4	Year 1	Year 4
118,981,615	107,027,620	98,560,305 (82.8%)	78,500,659 (73.3%)

Estimated reduction in vehicle trips		Actual reduction in vehicle trips	
Year 1	Year 4	Year 1	Year 4
8,034,539	6,677,539	8,649,961 (107.7%)	8,415,481 (126%)

# 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.

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
2009-2011	Skagit Transit Systems	South Mount Vernon Park and Ride	\$750,000	\$5,253,000	14%	8/6/2010	2,886,600	5,772,000	1,539,200	2,058,680	2,289,560	2,789,800	78,000	156,000	40,040	55,640	61,880	75,400
2009-2011	City of Seattle	Rainier/Jackson Transit Priority Corridor Improvements	\$4,000,000	\$4,000,000	100%	10/1/2010	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	54%	1/26/2011	10,666,771	12,968,876	8,967,807	14,822,243	10,140,225	17,281,559	622,136	751,660	505,902	836,169	594,847	1,036,146
2009-2011	Community Transit	Double Decker Buses	\$2,880,000	\$19,204,000	15%	6/30/2011	4,753,320	4,753,320	246,432	1,518,523	2,014,628	2,635,541	216,060	216,060	9,460	73,455	104,373	120,377
2009-2011	C-Tran	I-5 Express Commuter Service Augmentation	\$578,496	\$784,996	74%	6/30/2011	1,325,469	2,079,969	1,772,749	1,577,465	1,297,112	1,348,231	91,780	143,780	116,922	112,054	96,079	96,079
2009-2011	Clark County	Salmon Creek Interchange Park and Ride and Traffic Signal Coordination	\$3,400,000	\$8,700,000	39%	12/31/2011	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 High Occupancy Vehicle Lanes Phase IV (South 312th St to Dash Point Road)	\$1,300,000	\$21,280,000	6%	12/31/2011	3,654,300	8,790,600	5,077,780	4,817,800	10,030,800	9,984,000	365,430	879,060	507,780	481,780	1,003,080	988,400

Continued on next page

**REGIONAL MOBILITY GRANT FUNDED PROJECTS (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	
2009-2011	Everett Transit	Evergreen Swift Stations and Transit Signal Priority	\$3,630,000	\$4,537,000	80%	1/31/2012	Community Transit continued this project and reports its performance under "Swift Bus Rapid Transit Operations" in 2009-2011 biennium below.												
2009-2011	Pierce Transit	Pacific Avenue Corridor Transit Signal Priority Improvements	\$1,803,650	\$4,359,650	41%	2/27/2012	486,576	1,081,779	486,576	473,758	424,867	405,873	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%	9/24/2012	12,376,000	20,332,000	3,633,240	3,879,552	5,454,280	5,887,440	364,000	598,000	106,860	114,104	160,420	173,160	
2009-2011	City of Shoreline	Aurora Avenue N, N 185th St to N 192nd St Business Access and Transit Lanes	\$1,000,000	\$9,221,000	11%	1/3/2013	City of Shoreline continued this project and reports its performance under "N 192nd St to N 205th St BAT Lanes" in 2011-2013 biennium below.												
2009-2011	Intercity Transit	Hawks Prairie Park and Ride Lot	\$3,526,892	\$8,207,095	43%	1/25/2013	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%	11/8/2009	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%	4/29/2014	406,412	573,016	861,781	2,450,267	6,974,403	2,203,888	22,834	32,195	6,529	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	33%	8/26/2014	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%	9/21/2009	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	74%	6/1/2015	777,904	1,555,808	471,561	1,383,595	1,258,152	1,274,034	101,009	202,018	371,308	354,768	341,889	346,205	

Continued on next page

**REGIONAL MOBILITY GRANT FUNDED PROJECTS (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	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	\$1,500,000	\$3,800,000	39%	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	\$1,233,006	\$1,690,000	73%	10/25/2013	1,020,000	1,148,000	693,749	342,371	*	*	221,000	249,000	150,815	74,428	*	*
2011-2013	City of Renton	Rainier Ave. S. Bus Access Transit Lanes	\$1,500,000	\$42,980,000	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	\$1,115,084	\$1,496,450	75%	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	\$1,816,869	\$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	\$1,962,624	\$2,542,624	77%	12/1/2016	1,033,718	1,699,214	573,737	730,526			80,288	130,728	45,396	57,257		
2011-2013	City of Shoreline	N 192nd St to N 205th St Business Access Transit Lanes	\$6,357,839	\$38,941,413	16%	12/1/2015	1,349,920	1,727,440	3,820,960	3,349,060			122,720	157,040	347,360	304,460		

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.

Continued on next page

**REGIONAL MOBILITY GRANT FUNDED PROJECTS (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	Sound Transit	S 200th Intermodal Station and park and ride	\$8,000,000	\$70,400,000	11%	12/1/2017	17,920,000	23,040,000	18,959,456				1,120,000	1,440,000	1,184,966			
2013-2015	Intercity Transit	Tumwater/Express DuPont/Lakewood	\$4,086,000	\$5,387,854	76%	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	\$222,543	\$302,000	74%	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	\$593,000	\$740,625	80%	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	\$2,398,000	\$3,428,911	70%	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
2013-2016	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		
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	\$6,118,000	65%	6/1/2017	1,392,918	1,435,134	*	*			239,189	252,153	*	*		
2013-2015	King County Metro	Rapid Ride F Line Service	\$1,286,000	\$3,541,675	36%	6/2/2017	546,298	791,792	506,268	556,853			134,270	187,930	178,532	190,130		

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.

Continued on next page

REGIONAL MOBILITY GRANT FUNDED PROJECTS (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	\$1,248,000	\$2,532,500	49%	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			350,400	876,000	88,440	88,440		
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	\$4,186,985	68%	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			16,661	18,346	18,256	20,358		
2015-2017	City of Fife	Bus Shelter Installation	\$75,000	\$95,000	79%	6/1/2017	7,800	20,280					1,300	3,380				
2015-2017	Grant Transit	Grant Transit Authority Multimodal Transit Center	\$1,598,000	\$1,998,000	80%	6/1/2017	280,302	340,367					8,232	9,996				
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				551,278	675,339	76,219			
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			

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 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 2019-21 biennium, the Legislature provided more than \$52 million for the Special Needs Grant Program and more than \$32 million for the Rural Mobility Grant Program for 79 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 the competitive Consolidated Grant Program and formula distribution.

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, and to offer public transportation services 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 is available at [www.wsdot.wa.gov/transit/grants/consolidated/home](http://www.wsdot.wa.gov/transit/grants/consolidated/home).

### Special Needs and Rural Mobility grant programs project highlights

Below is a selection of Special Needs and Rural Mobility grant programs projects from around the state that support transit systems and nonprofit public transportation providers in small cities, reservations, and rural communities.

#### **Mt. Si Senior Center: Sustaining Snoqualmie Valley Transportation**

Since 2003, Snoqualmie Valley Transportation (a Mt. Si Senior Center program) has provided public transportation services for rural, transit-dependent individuals; seniors; people with disabilities; and low-income riders in Snoqualmie Valley. Snoqualmie Valley Transportation's service area is more than 300 square miles with a population of more than 70,000. This population includes more than:

- 4,500 seniors.
- 4,300 individuals with disabilities.
- 11,000 individuals who live at or below 200 percent of the federal poverty level.



Snoqualmie Valley Transportation provides this population with affordable, reliable, safe and ADA-accessible public transportation options:

- **The Valley Shuttle (fixed route):** Donation-based service (\$1 recommended) that operates 5:30 a.m.-9:15 p.m. weekdays and provides two-way fixed-route service between North Bend to Duvall every 90 minutes.
- **Door-to-door (demand response):** Service available to seniors, individuals with disabilities, low-income riders and the general public for \$1 per ride within North Bend, Fall City, Snoqualmie, Carnation, Duvall, and Monroe. Routes average 2-2.5 rides per hour.
- **Cedar Falls, Downtown, Snoqualmie Ridge Circulator Routes (deviated fixed route):** Service operating on one-way loop for \$1 per ride. May deviate to accommodate other riders.
- **Senior ride program (paratransit):** Service relying on local volunteers who use their own cars to

transport persons 60 years or older unable to drive or use regular transit to reach medical appointments.

The Special Needs Grant Program contributed more than \$1 million during the 2017-2019 biennium to sustain Snoqualmie Valley Transportation, approximately 65 percent of the service's operating costs.

## HopeSource: Dial A Ride

HopeSource designed its rural mobility programs to fulfil the transportation needs of Kittitas County residents. While there are a wide variety of social and medical services available in the county for people with disabilities, seniors, and people with low incomes, finding transportation to these services can be an enormous barrier. HopeSource provides county residents free transportation to necessities such as medical appointments, grocery stores, employment, and educational programs throughout the county.

Dial A Ride drivers are passionate about getting to know their riders and ensuring they feel empowered by the service. By building these strong relationships, riders gain confidence in themselves and their ability to use Dial A Ride to maintain independent living and meet all of their basic needs.

"Danny is such a wonderful driver. He treats me like a queen!" writes Regina, a Dial A Ride rider, of the service and its drivers. Regina went on to explain that she has been using Dial A Ride to get to and from work as well as her physical therapy appointments for more than six years. Because of her disability, Regina is not able to transport herself from her rural home in Kittitas County.

In 2018, more than 450 clients like Regina used Dial A Ride to solve their transportation challenges, allowing them to maintain independence and increase their involvement in the Kittitas County community.

The Rural Mobility Grant Program is contributing more than \$1.3 million during the 2019-2021 biennium to sustain HopeSource's rural mobility programs, including Dial A Ride.

## **San Juan County: Transportation Voucher Program**

San Juan County designed its Transportation Voucher Program to close a significant gap in access to transportation services. The county's rural, outlying island communities are isolated and in many cases an hour's ferry ride away from common amenities available on the mainland.

The Transportation Voucher Program provides more than 300 (two percent of the county's population) senior, low-income, and disabled people with a transportation stipend to pay for taxi services and ferry fares on San Juan, Orcas, and Lopez islands. With the stipend, these community members are able to travel from their homes or care facilities to medical and social service providers, stores, libraries, and educational facilities on the islands and the mainland.

The Transportation Voucher Program is a public-private partnership of service providers and local social services organizations working together to provide transportation access for an established and expanding client base. The program has around 10 different private providers, offering transportation options for eligible participants on three separate islands.

Social service staff who connect residents to the program report that the most frequent reason for transportation assistance is access to medical care. Friends or neighbors help with transportation, but this can be difficult if the need is ongoing. The Transportation Voucher Program fills this important void.

One program participant noted that she prefers not to drive at night and her main reason for transportation assistance is the cost of owning a vehicle. She found the Transportation Voucher Program easy to navigate and she is thankful for the staff at Orcas Family Resource Center for connecting her with the program.

The Rural Mobility Grant Program contributed more than \$140,000 during the 2017-2019 biennium for the Transportation Voucher Program, approximately 87 percent of the project costs.

## **Makah Tribal Council: Makah Public Transit**

The Makah Indian Reservation is located in Clallam County on Neah Bay, the most northwestern tip of the Olympic Peninsula. One highway connects the reservation to the rest of the county and peninsula, State Route 112. The county's major commercial center, Port Angeles, is 75 miles east of the reservation; Forks is 60 miles south; Seattle is 150 miles southeast. The remote location of the reservation and single roadway in and out proves to be a great obstacle to tribal members who need access to services only available in larger population centers.

Makah Public Transit, the reservation's only public transportation service, designs its schedule and route to help tribal members overcome these obstacles. Members use the service to access employment and social, health, and education services located off the reservation. Additionally, the service makes connections to off-reservation public transportation, including Clallam Transit.

Makah Public Transit uses Rural Mobility Grant Program funds to sustain its deviated fixed-route and curb-to-curb paratransit services. These services serve the general public, elders, and disabled passengers throughout the Makah Reservation.

The Rural Mobility Grant Program contributed almost \$165,000 during the 2017-2019 biennium for Makah Public Transit, approximately 50 percent of the project costs.

In 2019, The Makah Tribe also collaborated with WSDOT in the development of the Statewide Human Service Transportation Plan, allowing data collectors to ride Makah Public Transit for the day and learn community needs and gaps, and how transit affected peoples' lives.

### **Provider bio: People for People**

People for People is a nonprofit whose mission is to enrich, empower, and improve the lives of people living in central and eastern Washington. Through

continued funding from the Rural Mobility and Special Needs grant programs, People for People is able to offer much-needed transportation to the general public, as well as special needs and nonemergency medical transportation services.

People for People's services, supported by the Rural Mobility and Special Needs grant programs, include:

- Two Health Express shuttles: one between Moses Lake and Wenatchee, and another between Othello and Tri-Cities.
- Five Community Connectors that operate between Coulee Dam and Davenport, Othello and Moses Lake, Moses Lake and Ritzville, Ritzville and Othello, and Yakima and Prosser.

Health Express shuttle and Community Connector riders use the services to reach medical appointments, meal sites, educational services, and employment centers.

People for People's services are integral for many members of rural communities in Yakima, Lincoln, Adams and Grant counties. Their clients range from young parents of children with medical needs and no vehicle of their own or family in the area, to residents of Camp Hope, an emergency homeless shelter in Yakima County.

People for People employs bilingual staff to ensure that it is an accessible resource to all members of the community, regardless of English-language proficiency. They also engage in coordinated community outreach with agencies such as Southeast Washington Aging and Long Term Care, Yakama Nation Tribal Transit, Department of Social and Health Services Early Childhood Intervention Prevention Services, assisted living facilities, veterans associations, and many more.



One of People for People's five Community Connectors (photo courtesy of People for People).

In the 2017-2019 biennium, People for People provided more than 160,000 passenger trips and drove more than 1.6 million revenue vehicle miles.

The Rural Mobility Grant and Special Needs Grant Programs contributed more than \$2 million to People for People during the 2017-2019 biennium, approximately 84 percent of the provider's operating costs. During the same biennium, People for People was also awarded five replacement light-duty vehicles, one medium-duty vehicle, and seven ADA-accessible cutaway buses through Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program and Formula Grants for Rural Areas.

### **Human Services Council: Sustaining the Reserve-A-Ride Program in Cowlitz and Wahkiakum counties**

For more than 60 years, the Human Services Council has supported seniors, veterans, people with disabilities, youth, and other at-risk populations in southwest Washington. The council's Reserve-A-Ride Program provides transportation for those who are not eligible for non-emergency medical transportation and do not have transportation resources. The program prioritizes trips to life-sustaining medical appointments, pharmacy pick-ups, nutrition sites, group shopping, and other locations that support basic needs and allow individuals to live independently.

Reserve-A-Ride supports individuals like Mrs. M., who lives in Wahkiakum County. Neither she nor her husband is physically able to drive to Longview, where Mrs. M. receives dialysis treatments. Reserve-A-Ride ensures that Mrs. M. has access to transportation to the life sustaining treatment she needs.

Reserve-A-Ride addresses the needs of some of Cowlitz and Wahkiakum counties' most vulnerable residents. Recent census numbers from the counties show:

- 57 percent of residents live in rural areas.
- 15 percent are 65 and older.
- 22 percent have disabilities.
- 15 percent are veterans.

Surveys conducted by the Human Services Council for these populations revealed that more than 41 percent of respondents had missed critical medical appointments due to lack of transportation. Additionally, cancer treatment centers in southwest Washington report cases in which individuals who miss crucial treatments due to lack of transportation experienced medical complications, declines in health, and unnecessary hospital stays. Reserve-A-Ride fills a critical transportation need for people who depend on the program to access the life-sustaining treatment and care they need on a frequent basis.

The Human Services Council contracts with numerous transportation providers to support Reserve-A-Ride, including private and specialized providers, the Cowlitz Tribe, and volunteer drivers.

The council groups and shares trips among providers to allow for more trips and provide greater service for Cowlitz and Wahkiakum counties. Additionally, by working with medical facilities to coordinate treatment scheduling, the council is able to consolidate more trips and accommodate more riders.

The Special Needs Grant Program contributed more than \$350,000 during the 2017-2019 biennium for the Reserve-A-Ride Program, approximately 80 percent of the project costs.

# SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS FUNDING

As mentioned previously, 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 2018, Special Needs and Rural Mobility grant funds accounted for 50.9 percent and 26.6 percent of the funds awarded through the Consolidated Grant Program, respectively.

Grant program	2018 funds	2018 percentage of Consolidated Grant program
State Rural Mobility	\$12,383,738.82	22.5%
State Special Needs	\$28,010,356.07	50.9%
Other Consolidated Grant sources	\$14,603,586.05	26.6%
<b>Total</b>	<b>\$54,997,680.94</b>	

# SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS

These projects received Special Needs and Rural Mobility grant programs funding in the 2017-2019 biennium.

Grantee	Project name	Rural Mobility Grant funding		Special Needs Grant funding		Other Consolidated Grant funding		Total project cost
Asotin County Public Transportation Benefit Area	General operating assistance in Asotin County	\$59,319	60%	\$39,329	40%	-	-	\$98,648.00
Ben Franklin Transit	Operating assistance to sustain demand response services	-	-	\$1,313,812	100%	-	-	\$1,313,812.00
Ben Franklin Transit	Purchase 20 light duty buses	-	-	\$2,000,000	100%	-	-	\$2,000,000.00
C-TRAN	Sustain C-VAN program	-	-	\$2,411,887	100%	-	-	\$2,411,887.00
Catholic Community Services Pierce County	Volunteer transportation services	-	-	\$277,696	54%	-	-	\$510,818.00
Catholic Community Services Thurston County	Thurston County Bus Buddies	-	-	\$96,625	44%	-	-	\$218,231.00
Central Transit	Fixed route system serving the people in the City of Ellensburg	\$360,406	48%	-	-	-	-	\$750,677.00
Central Transit	Operating assistance to expand the fixed route system	\$464,529	60%	-	-	-	-	\$774,215.00
Clallam Transit System	Expands fixed route services to a regional route	\$143,488	50%	-	-	-	-	\$286,975.00
Clallam Transit System	Replace and upgrade equipment	\$196,743	98%	-	-	-	-	\$200,000.00
Clallam Transit System	Purchase five ADA cutaway vehicles	-	-	\$419,574	89%	-	-	\$472,892.50
Clallam Transit System	Maintenance building repairs	\$85,000	100%	-	-	-	-	\$85,000.00
COAST Transportation (Council on Aging and Human Services)	Operating assistance for on demand and deviated fixed route services	-	-	\$524,000	49%	-	-	\$1,062,000.00
COAST Transportation (Council on Aging and Human Services)	Purchase one replacement ADA compliant cutaway vehicle and two replacement ADA compliant mini-vans	-	-	\$111,381	80%	-	-	\$139,318.00
Coastal Community Action Program	Driven to Opportunity	\$362,461	64%	\$150,000	26%	-	-	\$569,400.95
Columbia County Public Transportation	Operating assistance to sustains demand response services	\$394,550	17%	\$264,949	11%	1,161,550	50%	\$2,323,100.00
Community Transit	Sustain demand response services	-	-	\$1,623,564	100%	-	-	\$1,623,564.23
Cowlitz Indian Tribe	Cowlitz Tribal Transit service-rural demand-response	\$415,258	85%	-	-	-	-	\$488,538.00

Continued on next page

**SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)**

Grantee	Project name	Rural Mobility Grant funding		Special Needs Grant funding		Other Consolidated Grant funding		Total project cost
ECHHO	Operating assistance	-	-	\$25,000	100%	-	-	\$25,000.00
Entrust Community Services	Door to door transportation	-	-	\$87,799	35%	-	-	\$247,673.00
Everett Transit	Sustain demand response	-	-	\$1,238,497	100%	-	-	\$1,238,497.00
Frontier Behavioral Health	Care Cars	-	-	\$305,316	53%	-	-	\$579,240.00
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%	\$36,803	10%	-	-	\$374,216.00
Grant Transit Authority	Special needs demand response service	-	-	\$486,950	100%	-	-	\$486,950.00
Grays Harbor Transportation Authority	Existing fixed route and demand response public transportation service in Grays Harbor County	\$1,244,354	8%	\$549,072	3%	\$1,500,000	9%	\$16,301,453.00
Hopelink	Regional emergency management/transportation for vulnerable populations coordination	-	-	\$77,804	53%	-	-	\$145,804.00
HopeSource	Dial-A-Ride	-	-	\$534,579	40%	\$668,168	50%	\$1,336,386.10
HopeSource	Purchase four ADA cutaway buses	-	-	\$283,070	95%	-	-	\$297,968.00
HopeSource	Dispatch and intelligent transportation system	-	-	\$211,716	95%	-	-	\$222,859.07
Human Services Council, Inc.	Reserve-A-Ride services	-	-	\$306,360	80%	-	-	\$382,950.00
Human Services Council, Inc.	Employment Transportation Program	-	-	\$492,354	90%	-	-	\$547,060.00
Human Services Council, Inc.	Reserve-A-Ride Transportation in Cowlitz and Wahkiakum counties	-	-	\$350,872	80%	-	-	\$438,590.00
Intercity Transit	Paratransit service for Thurston County Public Transportation Benefit District	-	-	\$1,762,790	100%	-	-	\$1,762,790.00
Island Transit	Purchase seven medium-duty truck chassis-built cutaways	\$922,387	80%	-	-	-	-	\$1,152,984.00
Island Transit	Mobility management specialist	\$8,288	5%	-	-	\$126,469	75%	\$168,446.00
Island Transit	Island County Connector	\$908,605	35%	-	-	\$1,298,006	50%	\$2,596,013.38
Island Transit	Fixed route, deviated bus and vanpool services	\$2,458,152	100%	-	-	-	-	\$2,458,152.00
Island Transit	Special Needs Dial-A-Ride	-	-	\$943,876	100%	-	-	\$943,876.00

Continued on next page

**SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)**

Grantee	Project name	Rural Mobility Grant funding		Special Needs Grant funding		Other Consolidated Grant funding		Total project cost
Jamestown S'Klallam Tribe	Jamestown Campus Route #50 service	\$139,096	80%	-	-	-	-	\$173,870.00
Jefferson Transit Authority	Olympic Connection	\$1,000	0.1%	-	-	\$376,000	50%	\$753,781.00
Jefferson Transit Authority	East Jefferson fixed route and on-demand services	\$222,395	3%	\$64,038	1%	\$1,765,000	26%	\$6,716,374.00
Jefferson Transit Authority	Purchase two light duty buses	-	-	\$180,000	100%	-	-	\$180,000.00
Kalispell Tribe of Indians	Kalispell Reservation-to-Spokane and lone service	\$382,281	36%	-	-	-	-	\$1,064,417.00
King County Metro	Special needs transportation in King County	-	-	\$12,203,700	100%	-	-	\$12,203,700.00
Kitsap Transit	Purchase five paratransit buses	-	-	\$1,829,961	100%	-	-	\$1,829,961.00
Kitsap Transit	Purchase radios and vehicle technology	\$1,397,735	78%	\$400,000	22%	-	-	\$1,797,735.00
Klickitat County Senior Services	Dial-A-Ride	\$880,050	49%	-	-	-	-	\$1,810,050.00
Klickitat County Senior Services	Purchase 2 replacement light duty cutaways and 3 minivans for dial-a-ride service	-	-	\$192,083	80%	-	-	\$240,103.00
Link Transit	Paratransit services	-	-	\$732,394	100%	-	-	\$732,394.00
Lower Columbia Community Action Programs	Connecting the I-5 Corridor: Vancouver to Longview to Castle Rock service	-	-	\$551,987	90%	-	-	\$613,319.00
Lummi Tribe of the Lummi Reservation	Fixed route service	\$586,945	63%	-	-	-	-	\$925,000.00
Makah Tribal Council	Sustain fixed route service	\$164,647	50%	-	-	-	-	\$329,294.00
Mason Transit Authority	Core regional connections	\$1,329,830	27%	-	-	\$1,026,000	21%	\$4,965,537.00
Mason Transit Authority	Core demand response service	\$1,197,000	32%	\$1,331,771	35%	-	-	\$3,795,200.00
Mason Transit Authority	Bus technology	\$400,000	100%	-	-	-	-	\$400,000.00
Mid-Columbia Economic Development District	Gorge TransLink Alliance mobility management	\$15,000	9%	-	-	\$50,000	29%	\$175,000.00
Mt. Si Senior Center	Snoqualmie Valley Transportation	-	-	\$1,027,379	65%	-	-	\$1,588,178.00
Mt. Si Senior Center	Purchase four light-duty cutaway buses to provide demand response transportation services	-	-	\$193,154	80%	-	-	\$241,443.00
Okanogan County Transit Authority/TranGO	General operating/special needs services	\$160,042	81%	\$36,803	19%	-	-	\$196,845.00

Continued on next page

**SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)**

Grantee	Project name	Rural Mobility Grant funding		Special Needs Grant funding		Other Consolidated Grant funding		Total project cost
Okanogan County Transportation and Nutrition	Purchase one ADA-accessible light-duty cutaway	-	-	\$58,284	72%	\$6,336	8%	\$80,775.00
Okanogan County Transportation and Nutrition	Purchase two ADA vans	-	-	\$19,262	19%	\$61,162	61%	\$100,530.00
Okanogan County Transportation and Nutrition	Okanogan County demand response services	-	-	\$838,440	68%	-	-	\$1,233,000.00
Okanogan County Transportation and Nutrition	Sustain three rural commuter routes	\$615,302	85%	-	-	-	-	\$723,885.00
Oly Community Action Programs	West End Job Lift services on the Olympic Peninsula including tribal lands	\$126,951	71%	-	-	-	-	\$178,951.00
Oly Community Action Programs	Purchase one van	\$48,334	90%	-	-	-	-	\$53,705.28
Pacific Transit System	Rural Fixed route and demand response services	\$294,191	16%	-	-	\$944,725	50%	\$1,889,450.00
Pacific Transit System	Dial A Ride	\$70,275	6%	\$120,842	10%	\$616,275	50%	\$1,232,550.00
People For People	Community Connector	\$1,112,350	39%	-	-	\$1,397,568	49%	\$2,852,180.00
People For People	Adams, Grant, and Lincoln Counties rural special needs transportation services	-	-	\$799,587	39%	\$1,004,608	49%	\$2,050,220.00
People For People	Mobility management travel trainer	-	-	\$134,104	80%	-	-	\$167,631.00
Pierce County Human Services	Beyond the Borders	\$52,338	4%	-	-	\$989,262	71%	\$1,391,600.00
Pierce Transit	Sustain Special Needs Transportation	-	-	\$3,800,282	100%	-	-	\$3,800,282.00
Puget Sound Educational Service District	Response to intervention van program	\$548,853	38%	-	-	-	-	\$1,436,539.00
Puget Sound Educational Service District	Key Peninsula school bus connects	\$150,000	50%	-	-	-	-	\$300,500.00
Pullman Transit	Dial-A-Ride service	\$572,389	34%	\$61,915	4%	-	-	\$1,677,214.00
Pullman Transit	Expansion of Sunday service	\$434,360	95%	-	-	-	-	\$457,358.00
Pullman Transit	Purchase one replacement ADA cutaway	-	-	\$89,629	100%	-	-	\$89,629.00
Pullman Transit	Dial-A-Ride Equipment	-	-	\$17,371	100%	-	-	\$17,371.00
RiverCities Transit	Paratransit Services for the Longview/Kelso Urban Area	-	-	\$296,622	10%	\$416,778	14%	\$2,970,751.00

Continued on next page

**SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)**

Grantee	Project name	Rural Mobility Grant funding		Special Needs Grant funding		Other Consolidated Grant funding		Total project cost
Rural Resources Community Action	Dial-A-Ride	-	-	\$1,024,633	85%	-	-	\$1,205,450.00
Rural Resources Community Action	Commuter service between Kettle Falls and Colville and Colville and Chewelah	-	-	\$330,399	85%	-	-	\$388,705.00
Rural Resources Community Action	Dial a Ride	-	-	\$25,500	85%	-	-	\$30,000.00
Rural Resources Community Action	Purchase two light-duty buses	-	-	\$106,385	80%	-	-	\$132,985.24
San Juan County	Mobility Coordinator	\$207,209	100%	-	-	-	-	\$207,209.00
San Juan County	Transportation Voucher Program	\$120,000	85%	-	-	-	-	\$140,700.00
Sauk-Suiattle Indian Tribe	The Darrington-Concrete Shuttle Bus Service	\$119,325	73%	-	-	-	-	\$163,125.00
Senior Services of Snohomish County	Transportation assistance program operations	-	-	\$522,033	36%	\$339,777	24%	\$1,433,810.00
Senior Services of Snohomish County	Purchase four light-duty cutaway buses	-	-	\$296,180	80%	-	-	\$370,225.00
Skagit Transit System	Paratransit Operating	-	-	\$241,864	100%	-	-	\$241,864.00
Skagit Transit System	Purchase five replacement vehicles	-	-	\$642,150	100%	-	-	\$642,150.00
Skamania County Senior Services	Dial-a-Ride	\$275,000	54%	-	-	-	-	\$510,000.00
Skamania County Senior Services	Route deviated service between Skamania Co and C-TRAN in Vancouver, WA	\$188,550	75%	-	-	-	-	\$251,400.00
Skamania County Senior Services	Information technology architecture project	\$48,000	80%	-	-	-	-	\$60,000.00
Sound Generations	Hyde Shuttle	-	-	\$593,980	12%	\$1,098,053	22%	\$4,940,080.00
Special Mobility Services, Inc.	Deviated fixed route service between Davenport and Spokane and Ritzville and Spokane	-	-	\$364,828	90%	-	-	\$405,364.00
Special Mobility Services, Inc.	Demand-response service in North Spokane County and deviated fixed route service to the City of Spokane	-	-	\$418,602	90%	-	-	\$465,113.00
Special Mobility Services, Inc.	Deviated fixed route service between Newport and Spokane for rural residents	\$226,308	90%	-	-	-	-	\$251,453.00
Spokane Transit	Demand response paratransit Service	-	-	\$2,819,231	100%	-	-	\$2,819,231.00
Spokane Tribe of Indians	Moccasin Express	\$615,000	62%	-	-	-	-	\$990,000.00

Continued on next page

**SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)**

Grantee	Project name	Rural Mobility Grant funding		Special Needs Grant funding		Other Consolidated Grant funding		Total project cost
Spokane Tribe of Indians	Moccasin Express passenger shelter project	\$160,000	80%	-	-	-	-	\$199,750.00
The Arc of Tri-Cities	Sustain demand response service	-	-	\$26,400	95%	-	-	\$27,790.00
The Arc of Tri-Cities	Purchase two replacement "Hi-Top" ADA vans	-	-	\$103,296	80%	-	-	\$129,120.00
Thurston Regional Planning Council TOGETHER	Rural and tribal deviated fixed route and dial-a-ride service	\$1,138,950	81%	-	-	-	-	\$1,400,000.00
Twin Transit	Purchase one electric bus	\$80,000	100%	-	-	-	-	\$80,000.00
Twin Transit	Fixed route and paratransit service in Centralia and Chehalis	-	-	\$457,340	10%	\$1,390,553	32%	\$4,366,565.00
Twin Transit	Feasibility study	\$43,366	80%	-	-	-	-	\$54,207.00
United Way of Pierce County	South Sound 2-1-1 Transportation Resource Center	-	-	\$28,902	11%	\$189,111	69%	\$272,516.00
Valley Transit	ADA Operating in Walla Walla	\$298,714	47%	\$334,826	53%	-	-	\$633,540.00
Wahkiakum County Health and Human Services	Rural bus service from Cathlamet to Longview and to Naselle	\$520,538	84%	-	-	-	-	\$616,394.00
Whatcom Transportation Authority	Connecting communities in northern rural Whatcom County	\$868,984	80%	-	-	-	-	\$1,086,230.00
Whatcom Transportation Authority	Sustain demand response services	-	-	\$1,599,268	100%	-	-	\$1,599,268.00
White Pass Community Services Coalition/ LEWIS Mt Hwy Transit	Rural Community Connections project connecting eastern and central Lewis County communities to Chehalis/Centralia	-	-	\$649,350	90%	-	-	\$721,500.00
White Pass Community Services Coalition/ LEWIS Mt Hwy Transit	Purchase one replacement cutaway	-	-	\$74,853	80%	-	-	\$93,566.00
Yakima Transit	Yakima-Ellensburg commuter expansion project	\$41,252	51%	-	-	-	-	\$81,252.00
Yakima Transit	Demand response Selah/Yakima	-	-	\$298,951	100%	-	-	\$298,951.00

In 2016, Governor Inslee and the Legislature created the 16-year, \$16 billion Connecting Washington transportation investment package.

Connecting Washington established a vision for the state where travelers have a safe, reliable, sustainable, and integrated multimodal transportation system.

## WASHINGTON'S INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM

Aligned with Connecting Washington, 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 improves transportation options throughout the state, such as:

- Integrated multimodal system connections for commuters from around the Puget Sound to jobs in Seattle, the nation's fastest-growing city in the past decade.
- Demand response services to seniors in Garfield County for trips from their homes to appointments, shopping centers, and the post office, which does not deliver mail to many rural residents.
- Connections for residents of the Sauk-Suiattle Indian Tribe reservation to jobs and social and health services in Snohomish and Skagit counties.

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 and the six million vehicles that use it every year.

Connecting Washington and an integrated multimodal system provide 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.
- Administering grants and supporting compliance.

The following sections contain stories from around the state about multimodal solutions underway at WSDOT and its public transportation partners.

## Adopting new park and ride rules

WSDOT's Regional Transit Coordination Division works with transit agencies in the Puget Sound region to plan and deliver high-capacity transit and integrate new and existing services in support of WSDOT's mission. One of the division's focus areas is collaborating with transit agencies that lease WSDOT's numerous park and ride lots. The objective of this collaboration is to increase efficiency and better allocate customer parking.

As demand for park and ride spaces increases, some park and ride lots fill up very early in the day, forcing users to arrive at inconvenient times or risk not having a parking spot. In the past, WSDOT lacked the tools to address this challenge. While permits to incentivize carpools and vanpools presented a demand management option, WSDOT did not have the authority to implement them. Without this authority, WSDOT could not allow municipalities and transit agencies to implement permits for parking at state-owned park and rides.

After months of collaboration, WSDOT adopted rules in February 2019 allowing the agency to enter into agreements with municipalities and transit agencies to operate and maintain state-owned park and rides ([WAC 468-603-010](#)). The new rules allow municipalities and transit agencies who enter into agreements with WSDOT to:

- Issue permits for high-occupancy vehicle and parking at certain times, at no cost to customers.
- Reserve stalls for permitted vehicles.
- Enforce authorized use and parking limits within the limits of local authority.

The Regional Transit Coordination Division works with transit agencies that lease WSDOT park and ride lots in the Puget Sound region to implement these policies where they will benefit customers. The division will also update the operating agreements to better reflect dynamic transportation conditions and choices, as well as provide transit agencies and WSDOT flexibility in responding to new ideas and service demands.



## Understanding transit development plans

WSDOT's Public Transportation Division supports transit agencies as they develop and update transit development plans. These six-year strategic plans identify public transportation service delivery gaps and capital needs across a transit agency's service area. The plans also highlight strategies and decisions that agencies will use to address service gaps in their systems, and help communicate the needs they create to policymakers and the public.

Transit agencies update their transit development plans annually and distribute the final product to cities, counties, and regional transportation planning organizations within their service area. The plans outline system needs including plans for repair, replacement, enhancement, or expansion of transit services and facilities. The plans also serve as financial planning tools to promote transparent and accountable decision-making. Because of this, these plans provide an opportunity to align local, state, and regional,

planning efforts with transportation investments that meet service provider needs and community goals.

Throughout 2019, the Public Transportation Division collaborated with transit agencies to review content, guidance, and policies for transit development plans in order to maximize their value to the agencies and communities they serve. By ensuring continuous improvements to the plans, WSDOT seeks to provide an integrated approach to public transportation service delivery and planning.

## Ensuring your plan is our plan

The Legislature has established six transportation policy goals in [RCW 47.04.280](#):

- **Economic vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.



- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system.
- **Mobility:** To improve the predictable movement of goods and people throughout Washington, including congestion relief and improved freight mobility.
- **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.
- **Stewardship:** To continuously improve the quality, effectiveness and efficiency of the transportation system.

Since 2017, WSDOT's Management of Mobility Division has used these policy goals while coordinating with partners on projects, as well as refining an evaluation process to measure progress towards achieving the goals and develop shared priorities for transportation investment. An example of this collaboration is Puget Sound Regional Council's incorporation of WSDOT's State Facilities Action Plan into the council's 2018 Regional Transportation Plan and the participation of WSDOT leaders on the council's policy committees.

WSDOT and the Puget Sound Regional Council are also in the early stages of a pilot project to test ways to align corridor investments with future regional growth strategies. The project may include a performance-based process for jointly identifying projects that WSDOT and the council should prioritize. While still in the early stages of development, WSDOT and the council expect the project to demonstrate the benefits of establishing consistent priorities between the state and regional transportation planning organizations/metropolitan planning organizations.

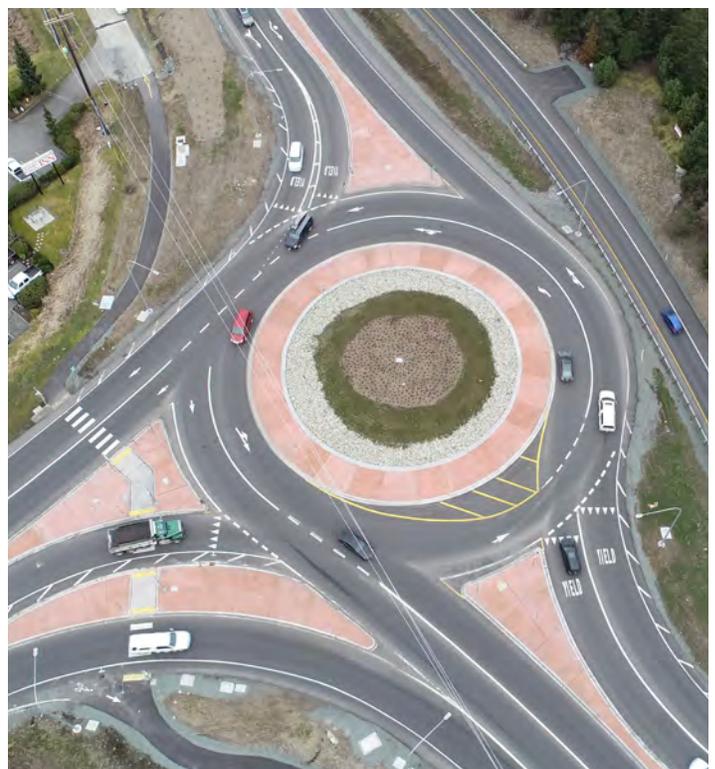
Additionally, the Puget Sound Regional Council released its Vision 2050 Draft Plan this year for review and comment. Vision 2050 is an update to Vision 2040, the central Puget Sound's long-range

growth management, environmental, economic, and transportation strategy. The plan describes the benefits of a strategy that emphasizes land-use development near transit and connects regional centers with a high-capacity transit network. This plan is consistent with WSDOT's vision and mission. After the council adopts Vision 2050, it will begin another process to update its regional transportation plan in 2022. WSDOT will continue to play a key role in this process.

## Exploring innovative roundabout design

WSDOT's Regional Transit Coordination Division created a team from WSDOT and other stakeholders to study and integrate roundabouts into Sound Transit's bus rapid-transit projects.

The team's extensive collaboration with transit agencies and local jurisdictions, as well as significant technical review of safety and the multimodal benefits of roundabouts, is leading to a better travel environment for transit riders, pedestrians, bicyclists, and motorists.



The team expects this work to reduce collisions and fatalities, improve transit service reliability, and keep general-purpose lanes moving. Overcoming the perceived and substantial barriers of incorporation of bus rapid transit into roundabouts required significant coordination and communication. The work of all stakeholders nurtured a strong partnership focused on current and future innovations and new approaches.

## Including transit voices in the Washington State Ferries Long Range Plan

Washington State Ferries submitted its 2040 Long Range Plan to the Legislature in January 2019. The plan recommends short-, medium- and long-term actions for Ferries to pursue. It also focuses on a set of investments and service enhancements Ferries will implement over the next 20 years, including:

- Route capacity increases.
- New vessels.
- Additional service hours.
- Increases in passenger capacity.
- Preservation and upgrades of existing terminals.
- Construction of new terminals.
- Electrification of vessels.

The plan reflects extensive input from ferry customers, the public, and stakeholders, including nearly 900 comments from more than 7,500 people who participated in 32 public meetings and 2 online open houses. This input included comments provided by WSDOT's Management of Mobility Division, and the participation of the following public transportation partners on the plan's technical advisory group:

- Community Transit
- King County Metro, Marine Division
- Kitsap Transit
- Pierce Transit
- Sound Transit
- WSDOT Public Transportation Division

Participation from the public transportation partners in the 2040 Long Range Plan enabled Ferries to provide a more complete picture of the transportation network in ferry communities, and how that network will change over the next 20 years. In particular, the plan reflects a blueprint for prioritizing investments in the ferry system. Those investments would enable door-to-door multimodal trips, a strategy that would not have been possible without input from public transportation partners.



<https://www.wsdot.wa.gov/sites/default/files/2019/01/07/WSF-2040-Long-Range-Plan-2019.pdf>

WSDOT published the Washington State Public Transportation Plan in 2016. The plan established a 20-year vision that all transportation partners in Washington 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

### Near-term actions

WSDOT uses near-term actions to report progress towards the State Public Transportation Plan's 20-year goals. Near-term actions also provide flexibility for public transportation partners to adapt their methods of achieving the goals in response to changing conditions, emerging opportunities, lessons learned, and local preferences.

When the state has successfully completed or made meaningful progress on near-term actions, or the actions are no longer immediate priorities, WSDOT develops new near-term actions through collaboration with stakeholders. WSDOT approves new near-term actions with the State Public Transportation Plan oversight committee.

To develop near-term actions, public transportation partners identify actions that have the greatest potential to achieve the plan's 20-year goals. As such, near-term actions represent the most important issues statewide at the time of approval.

## Completion

The successful completion of near-term actions highlights the work of public transportation partners and shared ownership of the State Public Transportation Plan. By publishing these successes, near-term actions may also become best practices for the public transportation sector.

In 2016 and 2017, WSDOT and its public transportation partners made meaningful progress on or successfully completed 38 of the plan's 42 original near-term actions (see [2017 Summary Washington State Public Transportation Plan Near-Term Actions](#) for more information).

## Continued progress

The following articles illustrate how WSDOT and its public transportation partners across the state advanced initiatives, projects and programs in 2018 and 2019 to build on the progress of the State Public Transportation Plan's original near-term actions and 20-year goals.

## Thriving Communities

In 2018, Snoqualmie Valley Transportation started a new shuttle service between Duvall and Monroe. The shuttle provides people with vital access to medical appointments, classes, shopping, and community and recreational activities.

The new shuttle addresses a significant transportation gap identified by residents during a series of stakeholder meetings and surveys. Prior to the shuttle, it took more than four hours and cost more than \$10 to travel the 10 miles between the two cities due to a lack of service, multiple transfers, and more than a half-mile of walking.

Shuttle riders can now make the same trip in an average of 40 minutes with a suggested donation of \$1.

The new shuttle also contains a bike rack and a lift to accommodate riders with physical disabilities.

The shuttle was one of the first projects of the Snoqualmie Valley Transportation Coalition. Funded by an Easterseals grant, the coalition formed in 2017 to improve public transportation options in the Snoqualmie Valley. The coalition is a joint venture of Hopelink; Snoqualmie Valley Transportation; Easterseals; King County Metro Transit's Community Access Transportation Program; the Snoqualmie Tribe; and the cities of Monroe, Duvall, Carnation, Snoqualmie, and North Bend.

## Access

Washington continues to make improvements to the transportation network by integrating park and ride lots with the multimodal transportation system.

In 2019, the state awarded a Regional Mobility Grant to Island County to improve a park and ride lot and sidewalk along State Route 525 at the Clinton Ferry Terminal. Island County designed these improvements to increase the number of people riding ferries without taking a car aboard by improving park and ride capacity, as well as bicycle and pedestrian access.

Additionally in 2019, Community Transit opened the Seaway Transit Center (discussed further in this report under [Regional Mobility Grant Program: Community Transit: Seaway Transit Center and Swift II Bus Rapid Transit](#)). The transit center is the final stop for Community Transit's Swift Green Line, a new bus rapid



Launching the new shuttle service between Duvall and Monroe (photo courtesy of Snoqualmie Valley Transportation).

transit line that connects with the park and ride lot in Bothell. The center improved transit access for Boeing employees, who are now able to transfer directly from transit buses to Boeing shuttles that bring them to their jobsite. The center also offers connections to buses from Community Transit, Everett Transit, King County Metro, and Sound Transit.

### Adaptive Transportation Capacity

Partnerships and technology play a large role in meeting changing customer needs. Partnerships improve coordination between transit providers and remove barriers for their customers. Technology creates tools that improve the user experience and bolster ridership on public transportation.

In 2017, the state awarded a Commute Trip Innovation Grant to Commute Seattle to expand commute trip reduction efforts to smaller employers in southeast

Seattle. During implementation in 2018, Commute Seattle partnered with dozens of small-business owners to promote transit, ridesharing, walking, and other options. This yearlong pilot project provided transit passes to more than 1,200 employees and resulted in 9,000 new trips on transit over a two-week period.

Additionally, trip-planning technology makes it easier for customers to understand their travel options and plan their trips. In 2018, Valley Transit launched [iTransitNW](#), a Federal Transit Administration grant-funded project, for regional trip planning between Oregon and Washington. The online tool is compatible with mobile devices and allows customers to identify routes and real-time schedule information to support long transit trips across the state lines.

## Customer Experience

Technology advancements in public transportation are making it easier to improve customer experiences across the state. Real-time information systems are one type of technology that helps riders see and hear updates about their trip, including their location along a route and approaching stops. By developing and implementing these systems, transit agencies across the state are supporting their riders and improving customer experience.

Whatcom Transit Authority is developing a package of “Smart Bus” technology improvements to enhance their fixed route services. The package includes automatic stop announcements and real-time information. Automatic stop announcements let riders see on digital signs and hear through recorded announcements which stop is coming up. Real-time information allows riders to see when their bus will arrive via their phones or other mobile devices. Whatcom Transit Authority plans to launch these enhancements in late 2019.

## Transportation System Guardianship

In 2019, WSDOT awarded a Consolidated Grant to the Regional Alliance for Resilient and Equitable Transportation. The alliance brings together emergency managers, vulnerable populations, planners, disability advocates, transportation providers, and public-health staff from Snohomish, King, and Pierce counties. One of the alliance’s goals is to coordinate and expand the network of transportation providers and resources available to communities in the event of an emergency. Another goal is to expand the network of special needs vehicles and resources to supplement transit systems and alleviate pressure on emergency response fleets.

Additionally, the City of Bellingham won a [Governor’s Smart Communities](#) Smart Project Award for the city’s rapid implementation of a community-developed bicycle master plan in 2019. Since 2014, Bellingham’s implementation of the master plan created more citywide bicycle connectivity than in any other city of similar size in Washington. The master plan helps to promote safe transportation options while enhancing mobility for the city’s residents.



Transportation demand management helps people use Washington's transportation system more efficiently through education, land use planning, incentives, products, and programs that remove barriers to non-drive-alone modes such as transit, carpool, and vanpool.

A key transportation demand management strategy, commute trip reduction, gets people to work efficiently and helps employers thrive by bringing businesses, policymakers, transit agencies, transportation planners, and other community leaders together to develop and implement solutions that are good for the state's economy, environment, and transportation system.

## TRANSPORTATION DEMAND MANAGEMENT TECHNICAL COMMITTEE AND WSDOT'S SUITE OF COMMUTE TRIP REDUCTION PROGRAMS

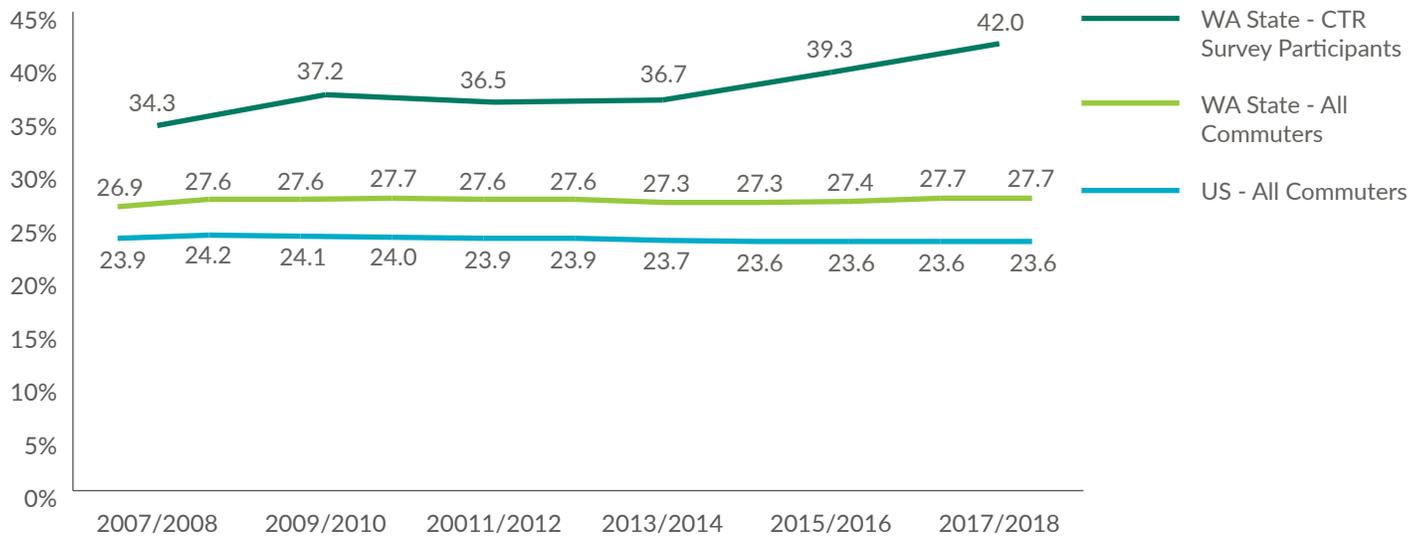
For nearly three decades, the Washington State Commute Trip Reduction Board and WSDOT's suite of statewide commute trip reduction programs have delivered cost-effective performance on the state's transportation system by encouraging people to use multimodal commute options to and from work.

In addition to improving the movement of people, goods, and services, locally designed commute trip reduction programs supported by the board and WSDOT connect communities, underpin socioeconomic mobility, improve air quality, and reduce greenhouse gas emissions.

Building on this strong foundation, the board and WSDOT expanded their scope with a new strategic plan, [\*Expanding Travel Options: Faster, Smarter and More Affordable\*](#). The board also rebranded itself as the Transportation Demand Management Technical Committee to accommodate the expanded scope. The committee aims to change the way people think about all trips, whether they are work-related or personal, with the strategic plan.



## Non-drive-alone trips rate



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

## Statewide commute trip reduction performance

The Transportation Demand Management Technical Committee (then the Commute Trip Reduction Board) and WSDOT’s suite of commute trip reduction programs began work in 1991 with three goals:

1. Improve air quality
2. Reduce traffic congestion
3. Reduce the consumption of petroleum fuels

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 teleworking and compressed schedules.

Of the 550,000 employees working at commute trip reduction-affected worksites in 2017 and 2018, 42 percent chose alternatives to driving alone for their commute to and from work. This is 49 percent higher than the state average (27.7), and 75 percent higher than the national average (23.6).<sup>2</sup>

The committee and programs also helped to reduce almost 13 percent of vehicle miles traveled per employee per day from 2007 to 2018 (10.9 to 9.5,

respectively). The reduction in vehicle miles means nearly 4 million fewer gallons of fuel used each year, saving commuters about \$25 million.<sup>3</sup> This also leads to an annual reduction of about 75,000 metric tons in greenhouse-gas emissions.

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

## A new strategic plan and goals

The Transportation Demand Management Technical Committee designed its 2019-2023 strategic plan, *Expanding Travel Options: Faster, Smarter and More Affordable*, to strengthen the position of transportation demand management in transportation decision-making and investment strategies to better serve the people and communities of Washington.

<sup>2</sup> WSDOT analysis of the commute trip reduction survey and American Census Survey data.

<sup>3</sup> 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.

The plan advances Practical Solutions – WSDOT’s approach to identifying the right investment in the right location at the right time – to build a system that works for everyone. In doing so, the plan expands travel options more efficiently and affordably by integrating Practical Solutions and multimodal strategies into the culture and practices of the state’s transportation planners and providers.

The plan also supports WSDOT’s emphasis on cost-effective planning, design, operation, and maintenance of a fully integrated transportation system.

Additionally, the plan prioritizes community-driven, public/private, low-cost mobility solutions. Finally, it reinforces Washington’s position as a national leader in high-performance, integrated, multimodal transportation.

To carry out this work, the plan proposes three goals, with a set of strategies for each:

- 1. Increase the use of high-efficiency transportation options for commutes.**
  - a. Streamline program administration.
  - b. Provide more flexibility.
  - c. Improve data on transportation behavior.
- 2. Expand the availability and use of transportation options.**
  - a. Thoroughly integrate transportation demand management into state transportation projects and programs.
  - b. Expand transportation demand management funding.
  - c. Encourage transportation demand management at the local level.
- 3. Increase policy makers’ support for transportation demand management.**
  - a. Collaborate with policy makers.
  - b. Enlist and support ambassadors.

## Implementing the strategic plan

WSDOT and the Transportation Demand Management Technical Committee have already begun work with their partners to implement the strategies and actions in *Expanding Travel Options: Faster, Smarter and More Affordable*.

In their work with partners, WSDOT and the committee have prioritized investigating opportunities for flexibility and efficiency in statewide commute trip reduction.

In 2009, the Legislature passed the Commute Trip Reduction for State Agencies Act (RCW 70.94.551) to increase the leadership role of state agencies in reducing drive-alone commute trips.

## **STATE AGENCY COMMUTE TRIP REDUCTION PROGRAM**

WSDOT established the State Agency Commute Trip Reduction Program with the goals of reducing congestion, vehicle miles traveled, and energy consumption by encouraging state employees to use commute options. These options include transit, vanpooling, carpooling, flexible work scheduling, walking, biking, and teleworking.

Commute options provide numerous benefits to employees, such as improved physical health, better work/life balance, and decreased stress. State government also experiences benefits from the options, including reduced demand for office space and parking facilities. Commute options also provide additional strategies for recruiting and retaining a highly skilled workforce.

### **Partnerships that support state agency commute trip reduction**

#### **The 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, labor unions, 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.

#### **Thurston Regional Planning Council**

The Thurston Regional Planning Council helps local employers – including state agencies – administer commute trip reduction programs. The council also hosts networking sessions for employee transportation coordinators at state agencies. The council works with elected officials at the local, state, and federal levels to move commute trip reduction programs forward.

### **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 Intercity Transit, Mason Transit Authority, and Grays Harbor Transit bus, including dial-a-lift service. Employees can use the pass for work-related or personal travel.

The 2017-2019 transportation budget expanded STAR Pass eligibility and its service area. Previously, the pass was only available to state workers stationed in Thurston County for fare-free rides on Intercity Transit. In 2018, the Legislature expanded this program to make the pass available to state workers stationed in Grays Harbor and Mason counties, and to allow fare-free rides on Mason Transit Authority and Grays Harbor Transit. In 2019, the Legislature further extended the program to state workers who commute to their assigned worksite using a public transit system participating in the STAR Pass program, and not just employees officially stationed in the STAR Pass service area.

### ORCA for State Agencies

Starting in 2017, all state workers stationed in King County were eligible to receive a One Regional Card for All (ORCA) transit pass as a benefit of employment. State agencies encourage their employees to use these passes for commute trips and other travel. The overall trend for state workers in 2018 and 2019 indicates a slight increase in the use of ORCA passes. In 2019, the Legislature extended ORCA to state employees stationed in Pierce and Snohomish counties, including a \$50 monthly subsidy that employees can use toward vanpool fares.

### 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 who carpool, vanpool, walk, bike, or ride the bus to work. Eligible employees who have an emergency occur during work hours (e.g., personal or family illness, unexpected overtime, missed ride), the SAFE Ride program covers them for a taxi ride home.

### Building a Modern Work Environment

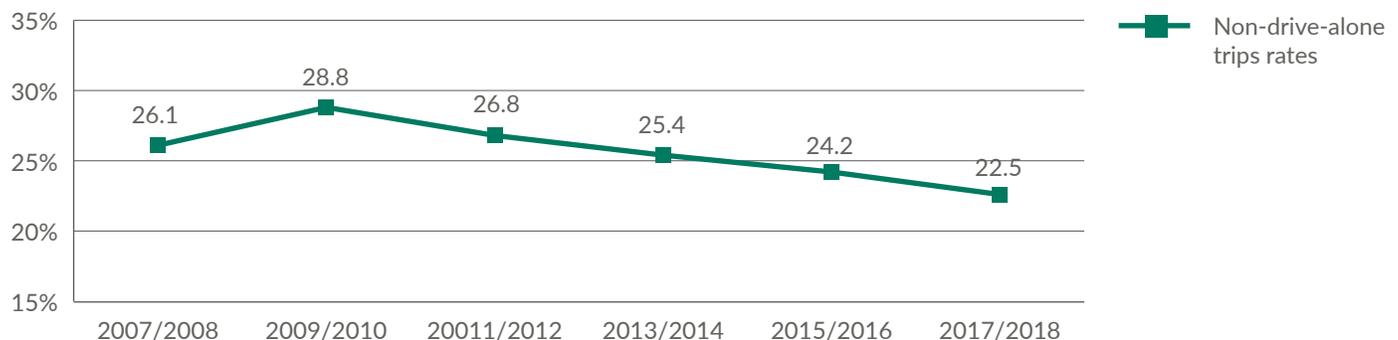
Building a Modern Work Environment ([Executive Order 16-07](#)) is the Governor’s initiative designed to help state agencies identify, experiment with, and adopt innovative ways to support business. The initiative’s strategies include providing greater workplace flexibility and enabling a more mobile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

### 2017-18 State Agency Commute Trip Reduction Program performance

#### Thurston County state agency non-drive-alone trip performance

WSDOT measures State Agency Commute Trip Reduction Program performance using the Thurston County state agency non-drive alone trip rate.

Thurston County state agency non-drive-alone trips performance

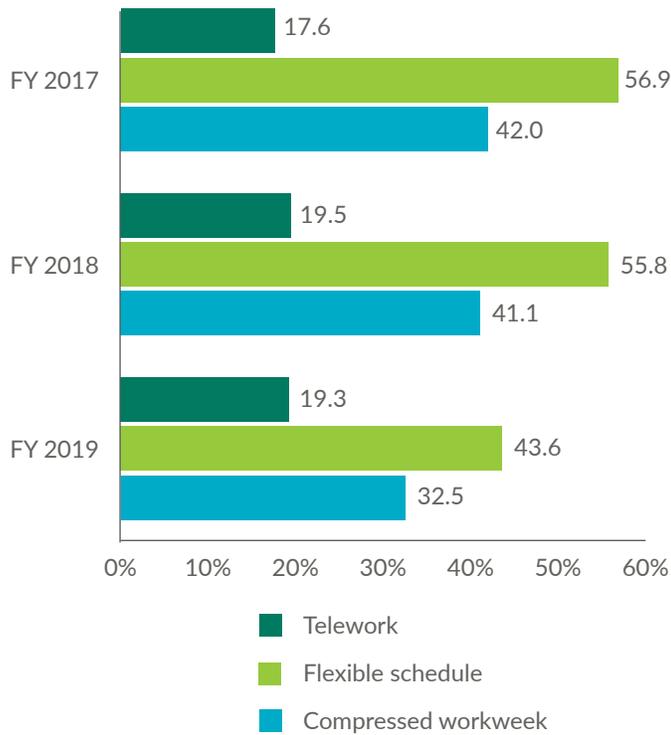


Source: WSDOT analysis of Commute Trip Reduction Survey

## Building a Modern Work Environment participation

The Washington State Office of Financial Management measures state agency efforts in providing greater workplace flexibility and enabling a more mobile workforce by the number of state employees working compressed workweeks, teleworking, and/or working flexible schedules.

### Building a Modern Work Environment participation rates



Source: Washington State Office of Financial Management

## Looking ahead

During the biennium, the State Agency Commute Trip Reduction Program will actively support Thurston Regional Planning Council's Regional Mobility Grant-funded project, which focuses on state agency telework and compressed workweek schedules.

The program will also support the Department of Enterprise Services' efforts to create behavior change by gradually changing parking fees for state employees.

In 2018, the Legislature provided WSDOT with \$1 million for a new ORCA pass incentive program in King, Pierce, and Snohomish counties ([ESSB 6106 – 2017-18](#) Sect. 220(7)(a)).

The program, promoted as the Small Business Transit Pass Incentive Grant, offers a 50 percent rebate on the cost of ORCA transit subsidies for smaller employers that had never before offered transit subsidies to their employees.

In the 2019 legislative session, the Small Business Transit Pass Incentive Grant received an additional two years (\$1 million) of funding ([ESHB 1160 – 2019-20](#) Sect. 220(7)(a)).

## SMALL BUSINESS TRANSIT PASS INCENTIVE GRANT

King County Metro administers the Small Business Transit Pass Incentive Grant in partnership with Community Transit and Pierce Transit.

As of August 2019, 178 small employers have signed up for the program. These employers have distributed 2,656 ORCA cards to their employees.

The program shows promising behavior change results among participating employees:

- Nearly 80 percent increased their transit use.
- Nearly 75 percent reduced their driving.

Employers and employees are also overwhelmingly satisfied with the Small Business Transit Pass Incentive Grant:

- Nearly all (97 percent) employers indicated their likeliness to continue with the ORCA for Business products (Business Choice and Business Passport) subsidized by the program.
- More than 90 percent of employees indicated that they were either satisfied or extremely satisfied with their subsidized ORCA cards.

Source: Small Business Transit Pass Incentive Grant Program survey, May 2019



With the additional time and funding provided by the Legislature in 2019, the program team is integrating recommendations from partners and participating employers, including:

- Coordinating with local marketing firms to develop tailored marketing plans for specific geographic areas and demographic groups.
- Providing transportation counseling to employer representatives to review transit resources and develop a personalized plan on how to promote transit or vanpool/carpool to their employees

## Performance highlights

### Performance summary

The following table contains a summary of performance measures as of August 2019 for the Small Business Transit Pass Incentive Grant, highlighting some of the benefits of the program.

### ORCA pass use

The Small Business Transit Pass Incentive Grant program evaluated ORCA passes distributed through the Business Passport program. The following table

### Performance summary

County	Subsidy spent	Number of participating employers	Number of participating employees
King	\$622,762.17	173	2,620
Pierce	\$7,543.01	4	35
Snohomish	\$90.80	1	1
Total:	\$630,395.98	178	2,656

Source: Small Business Transit Pass Incentive Grant Program

### ORCA pass use

Mode	Provider	Boardings
Bus	King County Metro	310,285
	Sound Transit	51,743
	Community Transit	12,976
	Kitsap Transit	2,396
	Pierce Transit	2,244
	Everett Transit	252
Rail	Sound Transit Light Rail	75,471
	Sound Transit Commuter Rail	15,325
	King County Metro Streetcar	4,189

Mode	Provider	Boardings
Ferry	Kitsap Transit	2,198
On-demand	King County Metro	2,836
	Hopelink	583
	Ride2	4,611
	Via	211
	Sound Transit	123
Vanpool	King County Metro	1,920
	Total	486,234

Source: ORCA Unlinked Ridership Report, July 1 2018 to July 31, 2019

shows how employees who received an ORCA pass through the Business Passport program used the card on different services.

Overall, Small Business Transit Pass Incentive Grant ORCA Business Passport cardholders have made more than 486,000 trips since the ORCA pass distribution began in November 2018.

## Integrating partner recommendations

### Coordinating with local marketing firms

To ensure a more equitable distribution of transit subsidies and encourage participation across Snohomish, King, and Pierce counties, King County Metro plans to partner with local marketing firms. The partnership will develop tailored marketing plans for employers and employees located in each county. This will facilitate customized messaging based on unique barriers and help King County Metro be more thoughtful in where, when, and how it advertises the program.

Areas of focus for the partnership include:

- Everett and Snohomish
- Eastside suburbs (Redmond, Bellevue, Kirkland, et al)
- Downtown Seattle
- Tacoma and Lakewood

In an effort to reach employers whose primary language is not English, King County Metro will also develop a customized advertising campaign focusing on multicultural businesses and employees.

## Transportation counseling

King County Metro and its partners continue to engage with employers that enrolled in the Small Business Transit Pass Incentive Grant during the program's first year. They are helping these employers maximize the transit options covered in their ORCA products and enabling them to continue to subsidize the transit benefits.

In order to engage with harder-to-reach employers and those that have less experience with encouraging their employees' non-drive alone commuting, the Small Business Transit Pass Incentive Grant business advisor team will work to shift the focus from ORCA sales to providing transportation counseling and commute options support. The team will use this approach to encourage greater behavior change for employees who sign up for the program.

To implement transportation counseling, the business advisor team will collect transportation resources from different regions to share with employers. The team will also develop a counseling protocol and training to share with partners, as well as a messaging matrix to assist in conversations with employers who identify barriers to offering transit benefits.

# APPENDIX A: 2019-2021 PRIORITIZED LIST OF REGIONAL MOBILITY GRANT PROGRAM PROJECTS

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

FUNDED PROJECTS						
Project name	Total awarded Regional Mobility Grant Program funding	Previous biennium funding	2017-19	2019-21	2021-23	Legislative district(s)
King County Metro: Route 245 Corridor Speed and Reliability Improvement	\$2,192,000	\$600,154	\$935,846	\$656,000	-	42, 45, 48
King County Metro: Park and Ride Efficiency and Access Project	\$2,595,000	\$434,928	\$2,060,072	\$100,000	-	30, 46, 48
Spokane Transit Authority: West Plains Transit Center	\$7,049,841	\$545,841	\$5,504,000	\$1,000,000	-	6, 7, 9
Mason Transit: Park and Ride Development	\$4,750,000	\$306,426	\$1,742,373	\$2,701,201	-	35
WSDOT: SR 525 Pedestrian and Traffic Improvements	\$2,271,000	\$119,380	\$380,000	\$1,771,620	-	21
Intercity Transit: Route 612 Express Service Expansion	\$2,042,866	-	\$993,320	\$1,049,546	-	22
Skagit Transit: Connector Services Expansion Project	\$1,215,584	-	\$576,204	\$639,380	-	39
King County Metro: Northgate Transit Center transit oriented development - Access and Facility Imp	\$5,241,007	-	\$728,944	\$4,512,063	-	46
King County Metro: Route 101 Service Increase: Renton to/from Seattle	\$3,086,251	-	\$1,626,587	\$1,459,664	-	46, 47
King County Metro: Eastlake Off-Street Layover Facility	\$8,096,800	-	\$1,760,000	\$6,336,800	-	43
Spokane Transit: Monroe/Regal High Performance Transit Corridor Imp	\$3,925,000	-	\$1,925,000	\$2,000,000	-	3, 4
King County Metro: Renton to Auburn Transit Speed, Reliability and Service	\$8,193,000	-	\$3,428,000	\$3,496,000	\$1,269,000	11, 47
Kitsap Transit: Silverdale Transit Center	\$7,000,000	-	\$5,300,000	\$1,700,000	-	35
Intercity Transit Design and Construction: Regional Vanpool Service Center	\$5,900,000	-	\$2,000,000	\$3,900,000	-	22
King County Metro/Sound Transit: Link Station Integration	\$2,080,000	-	\$624,000	\$1,456,000	-	43
Kitsap Transit: Wheaton Way Transit Center	\$6,000,000	-	\$4,000,000	\$2,000,000	-	35
Grant Transit: Moses Lake-Ellensburg Express to Central Washington University	\$373,100	-	\$169,650	\$203,450	-	13
City of Everett: 80 Stall Park and Ride Expansion	\$750,000	-	\$250,000	\$500,000	-	21

Continued on next page

**APPENDIX A: PRIORITIZED LIST OF REGIONAL MOBILITY GRANT PROGRAM PROJECTS (CONTINUED)**

FUNDED PROJECTS						
Project name	Total awarded Regional Mobility Grant Program funding	Previous biennium funding	2017-19	2019-21	2021-23	Legislative district(s)
Grant Transit: Moses Lake-Wenatchee Connector to Wenatchee Valley College	\$314,340	-	\$143,910	\$170,430	-	13
King County Metro: Totem Lake/Kirkland to Bellevue/Eastgate Transit Improvement	\$2,120,000	-	-	\$500,000	\$1,620,000	41, 48
Wahkiakum County Health and Human Services: Regional Mobility Expand Service	\$444,000	-	\$222,000	\$222,000	-	19
King County Metro: Transit Speed and Reliability Hot Spot Imp Program	\$2,000,000	-	\$600,000	\$1,400,000	-	37
City of Seattle: Delridge to Burien RapidRide Line	\$10,000,000	-	\$5,000,000	\$5,000,000	-	34, 37
Spokane Transit: Upriver Transit Center	\$3,000,000	-	\$220,798	\$2,779,202	-	4
Klickitat County: Mt. Adams Express	\$800,000	-	\$480,000	\$320,000	-	14
Pierce Transit: S/SR 7 Park-and-Ride/Bus	\$4,000,000	-	\$125,000	\$3,875,000	-	2
Spokane Transit Spokane Falls CC Transit Station	\$2,128,000	-	\$193,047	\$1,934,953	-	3, 4
Pullman Transit Increasing Capacity	\$530,000	-	-	\$530,000	-	9
City of Lake Stevens: US 2 Trestle High Occupancy Vehicle/Transit Trestle Congestion	\$1,822,000	-	\$218,640	\$1,603,360	-	38, 44
Community Transit: Swift BRT Green Line Operating	\$10,000,000	-	-	\$5,000,000	\$5,000,000	1, 21, 38, 44
Intercity Transit: Regional Business to Business Vanpool Program	\$440,000	-	-	\$220,000	\$220,000	1, 2, 5, 11, 20, 22, 23
Ben Franklin Transit: West Pasco Multimodal Hub	\$3,712,646	-	-	\$3,206,721	\$505,925	8, 9, 16
City of Kent: Rapid Ride Facility Passenger Amenities and Access Improvement	\$8,000,000	-	-	\$1,235,955	\$6,764,045	5, 11, 33, 47
City of Tukwila: South King County Regional Transportation Demand Management for Centers and Corridors	\$160,000	-	-	\$160,000	-	11, 33, 47
Island Co. Public Works: Clinton Park and Ride-to-Ferry Terminal Connection Imp.	\$1,305,000	-	-	\$400,000	\$905,000	10, 21
Ben Franklin Transit: Duportail Multimodal Hub	\$3,138,467	-	-	\$1,356,559	\$1,781,908	8, 9, 16
Ben Franklin Transit: Downtown Pasco Multimodal Hub	\$1,851,958	-	-	\$1,551,958	\$300,000	8, 9, 16
Seattle DOT: Market/45th RapidRide	\$6,000,000	-	-	\$4,000,000	\$2,000,000	36, 43, 46

Continued on next page

**APPENDIX A: PRIORITIZED LIST OF REGIONAL MOBILITY GRANT PROGRAM PROJECTS (CONTINUED)**

<b>FUNDED PROJECTS</b>						
<b>Project name</b>	<b>Total awarded Regional Mobility Grant Program funding</b>	<b>Previous biennium funding</b>	<b>2017-19</b>	<b>2019-21</b>	<b>2021-23</b>	<b>Legislative district(s)</b>
Spokane Transit Authority: Cheney HP Transit Cor. Imp. and Vehicle Acquisition	\$6,330,000	-	-	\$2,303,000	\$4,027,000	3, 6
City of Burien: Ambaum Blvd and H Line Transit Pathway Improvements	\$10,000,000	-	-	\$10,000,000	-	34, 36, 37, 43
Skagit Transit: Commuter Bus Purchase	\$1,625,000	-	-	\$1,625,000	-	10, 39, 40
Intercity Transit: High Perf. Corridor Service Implementation - Phase 1	\$4,524,000	-	-	\$3,084,000	\$1,440,000	2, 22
City of Olympia State Capitol Campus Transportation Demand Management	\$160,000	-	-	\$160,000	-	2, 17, 18, 19, 20, 22, 24
Clark County Public Transportation Benefit Area: C-TRAN: Southbound I-5 Bus on Shoulder	\$4,900,000	-	-	\$4,900,000	-	17, 18, 49
City of Longview-RiverCities Transit: Lexington Connector Exp.	\$292,000	-	-	\$292,000	-	19, 20
Spokane County Commute Trip Reduction Office: Liberty Lake Shuttle	\$180,160	-	-	\$112,600	\$67,560	4
Pierce Transit: Pacific Ave/SR-7 Corridor Bus Rapid Transit Stations	\$4,200,000	-	-	\$2,100,000	\$2,100,000	25, 26, 27, 28, 29, 30, 31
City of Zillah: Teapot Dome Park and Ride Construction	\$664,000	-	-	\$664,000	-	15
	\$167,403,020	\$2,006,729	\$41,207,391	\$96,188,462	\$28,000,438	

<b>UNFUNDED PROJECTS</b>						
<b>Project name</b>	<b>Total awarded Regional Mobility Grant Program funding</b>	<b>Previous biennium funding</b>	<b>2017-19</b>	<b>2019-21</b>	<b>2021-23</b>	<b>Legislative district(s)</b>
Seattle DOT: RapidRide Roosevelt	\$6,000,000	-	-	\$2,000,000	\$4,000,000	37, 43
City of Bellevue: Bellevue Advancement of Transportation Demand Management Strategies	\$1,050,000	-	-	\$550,000	\$500,000	5, 11, 34, 37, 41, 43, 45
Clark County Public Transportation Benefit Area: C-TRAN: Mill Plain Bus Rapid Transit	\$13,600,000	-	-	\$3,000,000	\$10,600,000	17, 18, 49
Clark County Public Transportation Benefit Area: C-TRAN: Columbia House Park and Ride Expansion	\$2,451,000	-	-	\$2,451,000	-	17, 18, 49
City of Pullman: Peak-time Shuttles and Electric Bus	\$967,000	-	-	\$967,000	-	9

# APPENDIX B: OFFICE OF TRANSIT MOBILITY REPORTING REQUIREMENTS

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.

WSDOT uses its existing organizational structure to fulfil 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 its public transportation partners.

RCW 47.01.330 also identified duties and reporting requirements for the Office of Transit Mobility. This report addresses these requirements in the following sections:

RCW 47.01.330, Office of Transit Mobility	2018 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. 47
(2)(b) Developing a park and ride lot program.	Adopting new park and ride rules, p. 43
(2)(c) Encouraging long-range transit planning.	Understanding transit development plans, p. 44
(2)(d) Providing public transportation expertise to improve linkages between regional transportation planning organizations and transit agencies.	Ensuring your plan is our plan, p. 44
(2)(e) Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals	Transportation Demand Management Technical Committee and WSDOT's suite of commute trip reduction programs, p. 51
(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.	Exploring innovative roundabout design, p. 45
(2)(g) Producing recommendations for the public transportation section of the Washington Transportation Plan.	Washington State Public Transportation Plan, p. 47
(2)(h) Participating in all aspects of corridor planning, including freight planning, ferry system planning, and passenger rail planning.	Transit voices in the Washington State Ferries Long Range Plan, p. 46
(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.	<p>WSDOT has incorporated performance objectives for the office into existing Public Transportation Division performance measures. See:</p> <ul style="list-style-type: none"> <li>• Transportation Demand Management Technical Committee and WSDOT's suite of commute trip reduction programs, p. 51</li> <li>• State Agency Commute Trip Reduction Program, p. 54</li> <li>• Regional Mobility Grant Program, p. 7</li> <li>• Special Needs and Rural Mobility grant programs, p. 24</li> </ul>

# ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
ESHB	Engrossed Substitute House Bill
ESSB	Engrossed Substitute Senate Bill
ORCA	One Regional Card for All
RCW	Revised Code of Washington
SAFE Ride	State Agency Free Emergency Ride
STAR Pass	State Agency Rider Pass
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

# WEBSITES FEATURED

RCW 47.01.330	<a href="http://app.leg.wa.gov/RCW/default.aspx?cite=47.01.330">app.leg.wa.gov/RCW/default.aspx?cite=47.01.330</a>
RCW 47.06.110	<a href="http://app.leg.wa.gov/rcw/default.aspx?cite=47.06.110">app.leg.wa.gov/rcw/default.aspx?cite=47.06.110</a>
RCW 70.94.537	<a href="http://app.leg.wa.gov/RCW/default.aspx?cite=70.94.537">app.leg.wa.gov/RCW/default.aspx?cite=70.94.537</a>
RCW 70.94.551	<a href="http://apps.leg.wa.gov/RCW/default.aspx?cite=70.94.551">apps.leg.wa.gov/RCW/default.aspx?cite=70.94.551</a>
ESHB 1160 – 2019-20	<a href="http://lawfilesexternal.leg.wa.gov/biennium/2019-20/Pdf/Bills/Session%20Laws/House/1160-S.SL.pdf">http://lawfilesexternal.leg.wa.gov/biennium/2019-20/Pdf/Bills/Session%20Laws/House/1160-S.SL.pdf</a>
RCW 47.66.030	<a href="http://app.leg.wa.gov/rcw/default.aspx?cite=47.66.030">app.leg.wa.gov/rcw/default.aspx?cite=47.66.030</a>
RCW 47.66.100	<a href="http://app.leg.wa.gov/rcw/default.aspx?cite=47.66.100">app.leg.wa.gov/rcw/default.aspx?cite=47.66.100</a>
WSDOT Public Transportation	<a href="http://wsdot.wa.gov/transit/home">wsdot.wa.gov/transit/home</a>
WAC 468-603-010	<a href="http://app.leg.wa.gov/WAC/default.aspx?cite=468-603-010">app.leg.wa.gov/WAC/default.aspx?cite=468-603-010</a>
RCW 47.04.280	<a href="http://app.leg.wa.gov/RCW/default.aspx?cite=47.04.280">app.leg.wa.gov/RCW/default.aspx?cite=47.04.280</a>
<i>2017 Summary Washington State Public Transportation Plan Near-Term Actions</i>	<a href="http://wsdot.wa.gov/publications/fulltext/LegReports/17-19/2017PublicTranspoPlanSummary.pdf">wsdot.wa.gov/publications/fulltext/LegReports/17-19/2017PublicTranspoPlanSummary.pdf</a>
iTransitNW	<a href="http://itransitnw.com/RTT/Public/">itransitnw.com/RTT/Public/</a>
Governor's Smart Communities Award Program	<a href="http://commerce.wa.gov/serving-communities/growth-management/smart-communities/">commerce.wa.gov/serving-communities/growth-management/smart-communities/</a>
<i>Expanding Travel Options: Faster, Smarter and More Affordable</i>	<a href="http://st3.ning.com/topology/rest/1.0/file/get/1485266090?profile=original">st3.ning.com/topology/rest/1.0/file/get/1485266090?profile=original</a>
Executive Order 16-07	<a href="http://www.governor.wa.gov/sites/default/files/exe_order/eo_16-07.pdf">www.governor.wa.gov/sites/default/files/exe_order/eo_16-07.pdf</a>
ESSB 6106 – 2017-18	<a href="http://leap.leg.wa.gov/leap/budget/lbns/2018Tran6106-S.SL.pdf">leap.leg.wa.gov/leap/budget/lbns/2018Tran6106-S.SL.pdf</a>
WSDOT Public Transportation – Regional Mobility Grants	<a href="http://wsdot.wa.gov/transit/grants/mobility">wsdot.wa.gov/transit/grants/mobility</a>
King County Metro Strategic Plan	<a href="http://kingcounty.gov/depts/transportation/metro/about/planning/strategic-plan.aspx">kingcounty.gov/depts/transportation/metro/about/planning/strategic-plan.aspx</a>
WSDOT corridor sketch initiative	<a href="http://wsdot.wa.gov/planning/corridor-sketch-initiative">wsdot.wa.gov/planning/corridor-sketch-initiative</a>
American City Business Journals' On Numbers: <i>Alaska island is unlikely choice as best place for West commuters</i>	<a href="http://bizjournals.com/bizjournals/on-numbers/scott-thomas/2013/01/alaska-island-is-unlikely-choice-as.html">bizjournals.com/bizjournals/on-numbers/scott-thomas/2013/01/alaska-island-is-unlikely-choice-as.html</a>
Horizon 2040: The Spokane Regional Metropolitan Transportation Plan	<a href="http://www.srtc.org/horizon-2040/">www.srtc.org/horizon-2040/</a>
WSDOT Public Transportation – Consolidated Grants	<a href="http://wsdot.wa.gov/transit/grants/consolidated/home">wsdot.wa.gov/transit/grants/consolidated/home</a>



**Americans with Disabilities Act (ADA) Information:** This material can be made available in an alternate format by emailing the Office of Equal Opportunity at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

**Title VI Notice to Public:** It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, 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 federally funded 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. Envíe su petición por correo electrónico al equipo de Oficina de Igualdad de Oportunidades (OEO) en [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711. Spanish Solicitudes de alojamiento para personas con discapacidad pueden hacer comunicándose con el equipo de Asuntos de diversidad/ADA WSDOT en [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) o llamando al número gratuito, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé del estado de Washington al 711.

**Notificación de Título VI Al Público:** Es la póliza de el Departamento de Transportes del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con el Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) 360-705-7090.



# MORE INFORMATION

**Don Chartock**

**Washington State Department of Transportation**

(360) 705-7928

[chartod@wsdot.wa.gov](mailto:chartod@wsdot.wa.gov)

