Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **39491 - Makah Public Transit Deviated Fixed Route Operating**

Organization Name: Makah Tribal Council

Contact Name: Jeff Bartlett

Project Description

Sustain the deviated fixed-route and curb-to-curb paratransit services for the general public, disabled, low income, youth, elders and persons with special needs from various community subdivisions throughout the Makah Reservation. By definition, the Makah Reservation is a vulnerable population and overburdened community.

Project Funding Summary

Total Project Cost	$ 754,202
Grant Request	$ 678,782
Match Amount	$ 75,420

WSDOT has different match requirements for different kinds of projects.

Type of Project

- [x] Operating
- [ ] Vehicles/Equipment
- [ ] Small Construction
- [ ] Mobility Management
- [ ] Planning

Type of Service

- (•) Sustain / Replace
- ( ) New / Expand
- ( ) Not Applicable

Duration

- ( ) 2 years
- (•) 4 years

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

Operations
- [x] Sustain current transportation service operations
- [ ] Expand service hours, frequency, days, and coverage
- [ ] Increase opportunities for efficient single seat trips
- [x] Introduce on demand first/last mile services
- [x] Improve access to behavioral health and substance use centers
- [ ] Improve transport access for patients being discharged

Mobility Management
- [x] Increase awareness and visibility of available mobility services
- [ ] Expand travel training programs
- [ ] Promote coordinated online and print mobility resources
- [ ] Improve access to transit information & trip reservation tools
- [x] Strengthen coordination of paratransit transfers between systems
- [ ] Ensure WA 211 provider data is current across all Peninsula counties
- [x] Increase engagement between providers & regional care hubs

Vehicles / Equipment
- [x] Maintain & replace vehicles to meet SGR standards
- [ ] Expand vehicle fleet to support service needs
- [ ] Integrate onboard safety, performance, & fleet management technology
- [ ] Modernize communications equipment
- [ ] Deploy advanced technologies and app based tools
- [ ] Deploy suitable zero emissions vehicles
- [ ] Install onboard Wi Fi to support long distance travel

Small Construction
- [x] Install curbside amenities to improve comfort & security
- [x] Improve ADA compliant access to stops
- [ ] Develop park and ride sites and regional mobility hubs

Planning
- [ ] Improve mobility assisted evacuation planning, coord
- [x] Advance rural mobility innovations
- [ ] Enable vehicle sharing, Maintenance-as-a-Service, other
- [ ] Enhance multi provider scheduling, reservation, and dispatch coordination
- [ ] Expand school-transit partnerships to support youth transit use

39491 - Makah Public Transit Deviated Fixed Route Operating

Project Need

The project need is to sustain the only public transportation to the community on the Makah Reservation for our elderly, youth, handicapped and low-income populations. There are no other forms of transportation other than private vehicles for general transportation on the Makah Reservation. The Transit schedule and route targets the needs of the community to access such essential services such as Health Clinic, Senior Meal Program, Social Services, employment and governmental offices. In addition the schedule and route is designed for community to connect with the Clallam Transit service so they may access off-reservation needs.

Special Needs Transportation

By having reliable buses with wheel chair accessories, we are able to meet the needs of the elderly and handicapped population so they may access services at the various subdivisions in the community. Tribal government services are not all available in one location and the primary health clinic is approximately 2.5 miles away from the Wellness Center which provides mental health, chemical dependency counseling, acupuncture and massage therapy. The low-income and/or individuals with drug addictions often must see the medical provider and then go to the Wellness Center for addiction services and the Transit is key in ensuring people can easily travel between destinations. To determine the efficiency of the program and routes, routine requests for comments will be sought from the passengers. In addition, through management team meetings, coordination of services is discussed with the local Health Clinic and Seniors Program.

Benefits to Vulnerable Populations in Overburdened Communities

The service that this project supports is directly owned and operated my The Makah Tribal Government within "Indian Country" on the Makah Reservation. Being a tribal community, we are a overburdened community by the definitions listed in this section of the application.

Coordination Efforts

The Makah Tribe coordinates closely with local and regional partners to ensure transportation planning addresses community needs and alignswith regional priorities. The Tribe serves on the PRTPO Executive Board and TAC and participates in the development and implementation of the2026 Peninsula Regional HSTP. This project advances multiple strategies in Chpts 4 & 5 of the 2026 HSTP as identified and included in the application. Transportation needs were identified through coordination among the Tribe's Transit Program, Tribal leadership, riders, the community, and regional planning partners. Rider feedback, operational experience, service data, and regional planning discussions identified the need to maintain reliable transit services to the Makah Tribal community as there are no other options in this remote area. The Makah Tribe coordinates with Clallam Transit for out-of-town destinations on 4 connections, Tribal departments, healthcare providers, educational institutions, veterans' services, and social service organizations.

Multimodal Partnerships

Makah Transit has bike racks on all buses, supporting and enhancing bicycle and pedestrian transportation throughout our service area.

Measurement of Project Success

The efficiency and effectiveness will be measured by regular management meetings, i.e., Health Clinic, Seniors Program, Behavioral Health programs to ensure we meeting the transportation needs. The Makah Tribal Council conducts regular business meetings every two weeks and the tribal members are allowed to express any concerns during the first 1/2 hour of the meeting. In addition, General Council meetings are held on a quarterly basis where tribal members are allowed to express any concerns, suggestions or appreciation.

39491 - Makah Public Transit Deviated Fixed Route Operating

Application Details

Funding Opportunity:	38336-2027-2029 Consolidated Grant Program - Operating
Funding Opportunity Due Date:	Sep 9, 2026 3:01 PM
Program Area:	Consolidated Grant Program
Status:	Submitted
Stage:	Final Application
Initial Submit Date:	Aug 27, 2026 1:31 PM
Initially Submitted By:	Jeff Bartlett
Last Submit Date:	Sep 8, 2026 8:42 AM
Last Submitted By:	Jeff Bartlett

Contact Information

Primary Contact Information

Active User*:	Yes
Type:	External User
Name:	Mr. (Salutation) Jeff (First Name) Middle Name Bartlett (Last Name)
Title:	Transit Supervisor/Mechanic
Email*:	jeff.bartlett@makah.com
Address*:	PO Box 115
	Neah Bay (City) Washington (State/Province) 97357-0115 (Postal Code/Zip)
Phone*:	(360) 645-3111
Fax:	(360) 645-3112
Comments:	

Organization Information

Status*:	Approved
Legal Name*:	Makah Tribal Council
DBA Name*:	Makah Tribal Council
Organization Type*:	Tribe
Organization Website:	http://www.makah.com (Please enter http://... for this field)
Vendor ID:	FED0315-2A G
SAM UEI #:	DTRYXWQJF723
Physical Address*:	100 Resort Dr

	Neah Bay	Washington	98357-0115
	City	State/Province	Postal Code/Zip
Mailing Address*:	PO Box 115		
	Neah Bay	Washington	98357-0115
	City	State/Province	Postal Code/Zip
Remit to Address*:	PO Box 115		
	Neah Bay	Washington	98357-0115
	City	State/Province	Postal Code/Zip
Phone*:	(360) 645-3100 Ext.		
Fax:	(360) 645-3112		
Fiscal Year End Last day of*:	December		
Indirect Cost Rate:	39.84%		
IDR Expiration Date:	12/31/2024		

Organization Contact Information

Organization Contact Information

Organization Director*:	David	Lucas	
	First Name	Last Name	
	Public Works Manager	david.lucas@makah.com	
	Title	Email Address	
Applicant Contact*:	Jeff	Bartlett	
	First Name	Last Name	
	Transit Supervisor	jeff.bartlett@makah.com	
	Title	Email Address	
Project Contact:	First Name	Last Name	
	Title	Email Address	

Summary of Project Information

Summary of Project Information

Refer to the glossary in the Public Transportation Grant Guidebook for service-type definitions.

Service Type*:	Fixed-route,Route-deviated Select all that apply
Need for Service*:	Sustain existing service Expansion can?t be combined with sustaining existing service within the same application for the first biennium. NOTE: Sustain existing service is the only project type eligible for a 4-year term.

Checking "Yes" for federal funds means that your organization is willing and able to comply with the associated federal requirements, such as federal drug and alcohol testing procedures, Title VI activities, and federal small business enterprise (FSBE) requirements. For examples of federal requirements from last biennium, refer to the Public Transportation Grant Guidebook.

Willing to Accept FTA funds for the biennium?*:	Yes

If project is a purchase-of-service type, the eligible funding source and match rate may be affected.

Is this a purchase-of-service project?:

If your organization has proof of 501(c) nonprofit status, the project may be eligible for state paratransit special needs competitive funds.

Does your organization have 501(c) nonprofit status?:

Choose the congressional district(s), legislative district(s), and county(ies) this project will serve (include the entire project area).
Congressional & Legislative District map

Congressional District(s) Select as many as apply *: 6

Legislative District(s) Select as many as apply *: 24

County(ies) Select as many as apply *: Clallam

Scope of Work

Scope of Work

Select the Regional Transportation Planning Organization (RTPO) / Metropolitan Planning Organization (MPO) that will be ranking this project from the drop-down menu.

RTPO/MPO*: Peninsula RTPO

Project Summary (Scope)

Provide a brief, high-level description of what your project proposes to do (address what the project is, whom it serves, and where the service occurs).

This summary will be used in your grant agreement and may also be used to describe your project to the Legislature.

Proposed summary/scope of work*:

Sustain the deviated fixed-route and curb-to-curb paratransit services for the general public, disabled, low income, youth, elders and persons with special needs from various community subdivisions throughout the Makah Reservation. By definition, the Makah Reservation is a vulnerable population and overburdened community.

Project Description

Provide a detailed description of the tasks, activities, and deliverables your project will complete. Your narrative should reflect the full life of the project and demonstrate how the proposed activities align with the grant program?s goals.

Description of project*:

Provide deviated fixed-route and curb-to-curb paratransit services for the general public, youth, disabled, low income, elders and persons with special needs from various community subdivisions throughout the Makah Reservation that allows community members access to medical services, shopping and tribal government offices. This service also provides access to out of town destinations with it's connection to Clallam Transit 4 times daily.

Project Need

Why is this project needed, and how does this proposal address the need? How would the community be affected if the grant is not awarded?

Include a description of the transportation problem that aligns with the need identified in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP). Explain how the problem was identified and describe how the proposed project will address it.

Need*:

The project need is to sustain the only public transportation to the community on the Makah Reservation for our elderly, youth, handicapped and low-income populations. There are no other forms of transportation other than private vehicles for general transportation on the Makah Reservation.
The Transit schedule and route targets the needs of the community to access such essential services such as Health Clinic, Senior Meal Program, Social Services, employment and governmental offices. In addition the schedule and route is designed for community to connect with the Clallam Transit service so they may access off-reservation needs.

Area Served

Is this project primarily serving a rural area?*: Yes

Any service that supports public transportation in rural areas with populations less than 50,000.

Special Needs Transportation

To be eligible for special needs transportation funding, applicants must address how their project advances the efficiency in, accessibility to, or coordination of transportation services provided to persons with special transportation needs, as defined in RCW 81.66.010(3).

Does this project advance efficiencies in, accessibility to, or coordination of special needs transportation?*: Yes

Describe how your project advances these areas, and the approach you are using to achieve these improvements. Additionally, identify the special needs population(s) to be served by this project.

Special Needs Transportation:

By having reliable buses with wheel chair accessories, we are able to meet the needs of the elderly and handicapped population so they may access services at the various subdivisions in the community. Tribal government services are not all available in one location and the primary health clinic is approximately 2.5 miles away from the Wellness Center which provides mental health, chemical dependency counseling, acupuncture and massage therapy. The low-income and/or individuals with drug addictions often must see the medical provider and then go to the Wellness Center for addiction services and the Transit is key in ensuring people can easily travel between destinations. To determine the efficiency of the program and routes, routine requests for comments will be sought from the passengers. In addition, through management team meetings, coordination of services is discussed with the local Health Clinic and Seniors Program.

Project Staff

Provide the names of the key staff who will be working on this project, along with their years of experience and relevant qualifications. Include their experience managing similar projects, with specific attention to responsibilities for grant financial management, budget oversight, documentation, and compliance.

Project Staff*:

Mr. David Lucas, Public Works Manager the supervisor over Makah Public Transit for 26 years.
Mr. Jeff Bartlett the Program Supervisor over Makah Public Transit for over 21 years.
Ms. Ellen Gonzales Bus Driver has been taking care of the status reports for 4 years.
Ms. Monica McGee has over 26 years working for the Tribe.

Relationship to Other Projects

Relationship to Other Projects

Is this project dependent on any other projects submitted by your organization?*: Yes

List all dependent project applications by title and funding opportunity, including this project.
Describe how the projects are related and explain any dependencies between them. If applicable, identify the funding priority among the projects.

Dependent Project(s)*:

We are applying for 2 light duty cutaways to replace our existing cutaways that are past their useful life benchmarks. If the capital project is not funded, we would be operating our vehicles out of the state of good repair and risk more frequent break downs and more service outages.

Priority would be to fund our operating program to sustain our critical service for the Makah reservation prior to funding the replacement cutaways.

Did you, or will you, apply for this project in another grant program this biennium?*: Yes

Choose the grant program(s)*:

Tribal Transit Mobility
Select *Other* to indicate any local, state, or federal funding requests, not through WSDOT Public Transportation Division
If *Other* is chosen above, enter the name(s) of the applicable grant program(s).

Other grant program(s):

Have you applied for the same project in a prior biennium and did not receive funding?*: No

Are you applying for other projects within this funding opportunity?*: No

Planning and Coordination

Coordinated Public Transit - Human Services Transportation Plan

Coordinated Public Transit - Human Services Transportation Plan	Page number(s) or TBD	How is the need in the CPT-HSTP met by this project?
Peninsula RTPO	TBD	Makah Public Transit provides the only public transportation service for the residents of Neah Bay. There are no other forms of transportation available other then personally owned vehicles. Neah Bay is a high poverty population area and private transportation is not always an option due to cost constraints. The reservation is a vulnerable population in an overburdened community by definition.
Peninsula RTPO	TBD	Strategy 1-a. Sustain operations of existing transportation services and service levels supporting rural mobility int he Peninsula region, including public, tribal, non-profit, and private carrier services. Makah Transit provides the only public transportation service on the Makah Reservation. Continued funding is essential to maintaining this vital service and ensuring our community has access to reliable transportation.
Peninsula RTPO	TBD	Strategy 1-e. Improve transportation access to behavioral health clinics and substance use disorder treatment centers. Makah Transit is an essential resource for community members, providing transportation to the Wellness Center, medical clinic, and Tribal Center offices, including counseling and court services. Without Makah Transit, many residents would have no reliable way to access these critical health, social, and governmental services.
Peninsula RTPO	TBD	Strategy 2-a. Increase awareness and visibility of available transportation services, with information specifically aimed at seniors, people with disabilities, and those with low income, and including engagement of human services providers and community care hubs. Transit schedules are distributed throughout the community & posted-health clinic, Washburn's General Store, and main tribal admin bldg. Schedules have the bus cell phone number so that our riders can contact them directly.
Peninsula RTPO	TBD	Strategy 2-d. Improve the ability of people to access transit information and make trip reservations for paratransit and door-to-door services. Makah Transit offers flexible service, including customer-requested route deviations and a daily 10:00 a.m.?12:00 p.m. block for special pickups and paratransit services, ensuring access for seniors, people with disabilities, and others with specialized transportation needs. Customers can call the bus directly to request/schedule these services.
Peninsula RTPO	4-2	People living an independent lifestyle lose the ability to drive and that loss of independence is especially hard for rural residents and Tribal elders living on the Makah reservation. Makah Transit ensures critical access to essential services for seniors and elders and the quality of life that comes from getting where they want to go.
Peninsula RTPO	4-2	Available transportation services don't meet everyone's needs. Makah Transit operates deviated fixed route service including curb to curb paratransit service. This meets the unique needs for individuals who may not live close enough to a bus stop or struggle to safely traverse roadways.
Peninsula RTPO	4-3	Long distance travel can be hard. Many Neah Bay residents access services in Port Angeles, over 60 miles away. Makah Transit not only ensures residents can access crucial local services like the Health Clinic, but it also connects with Clallam Transit so community members can meet their longer distance, off reservation needs.

Cross-region Project

Does this project have a service area that crosses RTPO/MPO planning boundaries?*: No

Project Coordination

Describe coordination efforts. Include details such as:

- How is the project reflected in regional plans?
- Which prioritized strategies are being addressed?
- Who was involved in defining the transportation problem?
- Other alternatives considered for addressing the problem.
- Demonstrations of local/regional coordination in implementing the proposed project.

Coordination Efforts*:

The Makah Tribe coordinates closely with local and regional partners to ensure transportation planning addresses community needs and aligns with regional priorities. The Tribe serves on the PRTPO Executive Board and TAC and participates in the development and implementation of the 2026 Peninsula Regional HSTP. This project advances multiple strategies in Chpts 4 & 5 of the 2026 HSTP as identified and included in the application.
Transportation needs were identified through coordination among the Tribe's Transit Program, Tribal leadership, riders, the community, and regional planning partners. Rider feedback, operational experience, service data, and regional planning discussions identified the need to maintain

reliable transit services to the Makah Tribal community as there are no other options in this remote area. The Makah Tribe coordinates with Clallam Transit for out-of-town destinations on 4 connections, Tribal departments, healthcare providers, educational institutions, veterans' services, and social service organizations.

By selecting yes, you acknowledge that you coordinated or will coordinate this project with the planning organization(s) within the region(s) this project serves*: Yes

How does your project connect to, coordinate with, leverage, or enhance other modes of transportation in your service area (e.g., aviation, intercity bus or rail, park-and-rides, bicycle/pedestrian)?
In your response, include how the multimodal partnerships for this project will improve or enhance access to social services.
What efficiencies will be gained within the service area as a result of this project?

Multimodal Partnerships*:

Makah Transit has bike racks on all buses, supporting and enhancing bicycle and pedestrian transportation throughout our service area.

Budget

Duration of Project

Duration of Project*: Four Years

Expenses

Expenses	If Other, List the Expense	** July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	Variance Between Biennia	** July 1, 2029 - June 30, 2031 (Projected)	Variance Between Biennia
Labor & Benefits		$228,645.00	$238,791.00	4.44%	$245,984.00	3.01%
Maintenance Parts & Supplies		$40,000.00	$45,000.00	12.50%	$50,000.00	11.11%
Fuel & Lubricants		$70,571.00	$75,999.00	7.69%	$81,428.00	7.14%
Insurance		$3,000.00	$3,000.00	0.00%	$3,000.00	0.00%
Project Supplies		$4,000.00	$5,000.00	25.00%	$6,000.00	20.00%
		$346,216.00	**$367,790.00**		**$386,412.00**	

Sources of Revenue/Match

Revenue/Match Source	If Other, List the Source	** July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	** July 1, 2029 - June 30, 2031 (Projected)
Local: Reserves		$34,622.00	$36,779.00	$38,641.00

Fares and Donations

Row	July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	July 1, 2029 - June 30, 2031 (Projected)
Fares and rides donations	$0.00	$0.00	$0.00

Variances

Variance between 2025-2027 and 2027-2029: 6.23%

Variance between 2027-2029 and 2029-2031: 5.06%

Variances:

Variance between 2025-2027 and 2027-2029
This variance factors a 3% wage increase for transit operators as well as a $0.50 cent cost per gallon of fuel. We have also added funds to cover some of the maintenance/supplies costs.

Variance between 2027-2029 and 2029-2031
This variance factors an additional 3% wage increase for transit operators as well as an additional $0.50 cent cost per gallon of fuel. We have also

added funds to cover some of the maintenance/supplies costs.

Other Sources and In-Kind Match

Other Sources*:

N/A

Are you using in-kind match?*: No

Other Support

Other Support:

Budget Development Methodology

Budget development methodology*:

This budget was based on current costs plus the addition of wage increases for transit operators, rising fuel costs, increasing maintenance costs, and inflation on general items such as cleaning supplies, office supplies, etc....

Summary

July 1, 2027 - June 30, 2029

Total Expenses: $367,790.00

Match Total: $36,779.00

Requested Amount: $331,011.00
This is the amount of grant funds your organization is requesting from July 1, 2027 - June 30, 2029

Percentage of Match: 10.00%

July 1, 2029 - June 30, 2031

Total Expenses: $386,412.00

Match Total: $38,641.00

Requested Amount: $347,771.00
This is the amount of grant funds your organization is requesting from July 1, 2029 - June 30, 2031

Percentage of Match: 10.00%

Indirect Costs

Indirect Costs

Are you charging indirect costs to this grant/project?*: Yes

Select the method your organization uses to apply indirect costs to this project.

Method*: Negotiated indirect cost rate

If you selected a negotiated indirect cost rate, what is your current rate and expiration date?

Rate: 39.84 %

Expiration Date: 12/31/2024

If the rate will expire before the grant agreement begins, what rate will you apply until a new rate is approved?

Rate: 39.84 %

Service Level

Project Service Level Information

Project Specific Information	July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	Percent of Change	July 1, 2029 - June 30, 2031 (Projected)	Percent of Change
Passenger Vehicle Hours	5031	5100	1.37%	5100	0.00%
Passenger Vehicle Miles	75732	76000	0.35%	76000	0.00%
Passenger trips should be entered as whole numbers only.					
Passenger Trips	7891	7944	0.67%	7944	0.00%
Volunteer Hours	0	0	0.00%	0	0.00%

Project Service Level Description

Describe the methodology used to develop these estimates, including any assumptions used in their development. Identify data sources and monitoring processes.

How were service-level estimates developed?*:

Service levels are based on averages from prior years and currant schedule mileage and hour levels.

For demand-response or deviated fixed-route projects, summarize the intended outputs of this project in both qualitative (narrative) and quantitative (statistical) formats. Some projects may not align with traditional performance measures (e.g., revenue vehicle hours/miles, passenger trips). In such cases, quantifiable objectives can be reported instead, such as: the number of trainings conducted, outreach events completed, passengers served, or other measurable outcomes generated by this project. Be sure to include a quantitative output, as this will serve as the baseline measurement for your next biennium application. Qualitative measures are optional.

Intended Outputs:

How will your organization measure whether the project is successful? Describe the steps you will take to improve performance if your project does not meet the identified performance targets.

Project Success Measurement*:

The efficiency and effectiveness will be measured by regular management meetings, i.e., Health Clinic, Seniors Program, Behavioral Health programs to ensure we meeting the transportation needs. The Makah Tribal Council conducts regular business meetings every two weeks and the tribal members are allowed to express any concerns during the first 1/2 hour of the meeting. In addition, General Council meetings are held on a quarterly basis where tribal members are allowed to express any concerns, suggestions or appreciation.

Milestones

Readiness to Proceed

Will your project be ready to proceed at the start of the biennium?*: Yes

Milestones

Activities	Date (mm/yy)
Project Start	07/27
Project Complete	06/31

Supplemental Information

Supplemental Information

Supplemental Information:

The Makah Reservation is a very remote community, and Makah Transit is the only public transportation provider serving the area. Without continued funding, public transit service would not be available to community members who rely on it, including youth, people with disabilities, seniors, and the general public.

Makah Transit provides an essential lifeline for the community by connecting residents to employment, education, medical appointments, essential services, shopping, and other necessary destinations. For many residents, there are no alternative transportation options. Continued funding is therefore critical to maintaining access and ensuring that all members of the Makah community can remain connected to the services and opportunities they need.

Vulnerable Populations in Overburdened Communities & Tribes

Vulnerable Populations in Overburdened Communities

Identify the type of direct and meaningful benefits your project provides to vulnerable populations using the descriptions above, if applicable. Explain how your project delivers these benefits and the impact it will have on the populations served.

Vulnerable Populations in Overburdened Communities*:

The service that this project supports is directly owned and operated my The Makah Tribal Government within "Indian Country" on the Makah Reservation. Being a tribal community, we are a overburdened community by the definitions listed in this section of the application.

If these populations were engaged by you or your representatives in developing or maintaining the project, describe the outreach efforts and results. Include details such as methods used to engage the community, feedback received, and how the input influenced the project?s design or implementation.

Inclusive outreach in planning:

Tribal Support

Is this project directly operated by a tribe?*: Yes

Environmental Justice

Environmental Justice Assessment (EJA)

You must conduct an Environmental Justice Assessment (EJA) if you apply for $15 million or more in grant funds.

Are you requesting $15 million or more in WSDOT funds for your proposed project?*: No

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Required for all projects						
Population density map	✓	Population Density Map	Population Density Map 2026.pdf	pdf	2 MB	09/02/2026 10:00 AM
Service area map	✓	Bus Route Map and Schedule	Bus Route Map and Schedule 2026.pdf	pdf	3 MB	09/02/2026 10:00 AM
Required for new nonprofit applicants only						
501(c) IRS Letter of Determination						
WA Utilities & Transportation Commission (UTC) Certification (required for new nonprofit applicants that are direct service providers)						
Conditionally required						
Indirect costs documentation - de minimis rate self-certification; negotiated indirect cost rate letter from cognizant agency, or a cost allocation plan		Most Resent Indirect Cost Rate	2025 Indirect Cost Rate NICRA - Makah Tribe.pdf	pdf	191 KB	09/02/2026 10:00 AM
In-kind match valuation proposal (required for operating & mobility management projects that are proposing to use in-kind as matching funds)						
Procurement policy (required for new applicants or existing grantees without a current policy on file with WSDOT if this project includes the procurement of services or capital assets)						
Correspondence from a tribe in support of your project (if project is serving and supported by tribe(s). Not required if the applicant is a tribe.)						
Optional attachments						

Letters committing matching funds	MTC Matching Funds Letter	MTC Matching Funds letter For WSDOT Grant Application 06-25-2026.pdf	pdf	42 KB	09/02/2026 10:00 AM
Letter of concurrence (for projects that operate in multiple planning regions)					
Letters of support (combine into one file attachment)	Letters of Support	All 8 Letters of Support for the Transit.pdf	pdf	6 MB	09/02/2026 10:00 AM
Supplemental information					
Optional construction attachments					
NEPA/SEPA assessment, if available					
Supplemental construction project information (building or site designs, site plans, location exhibits, etc.), if available					

Certification

Certification

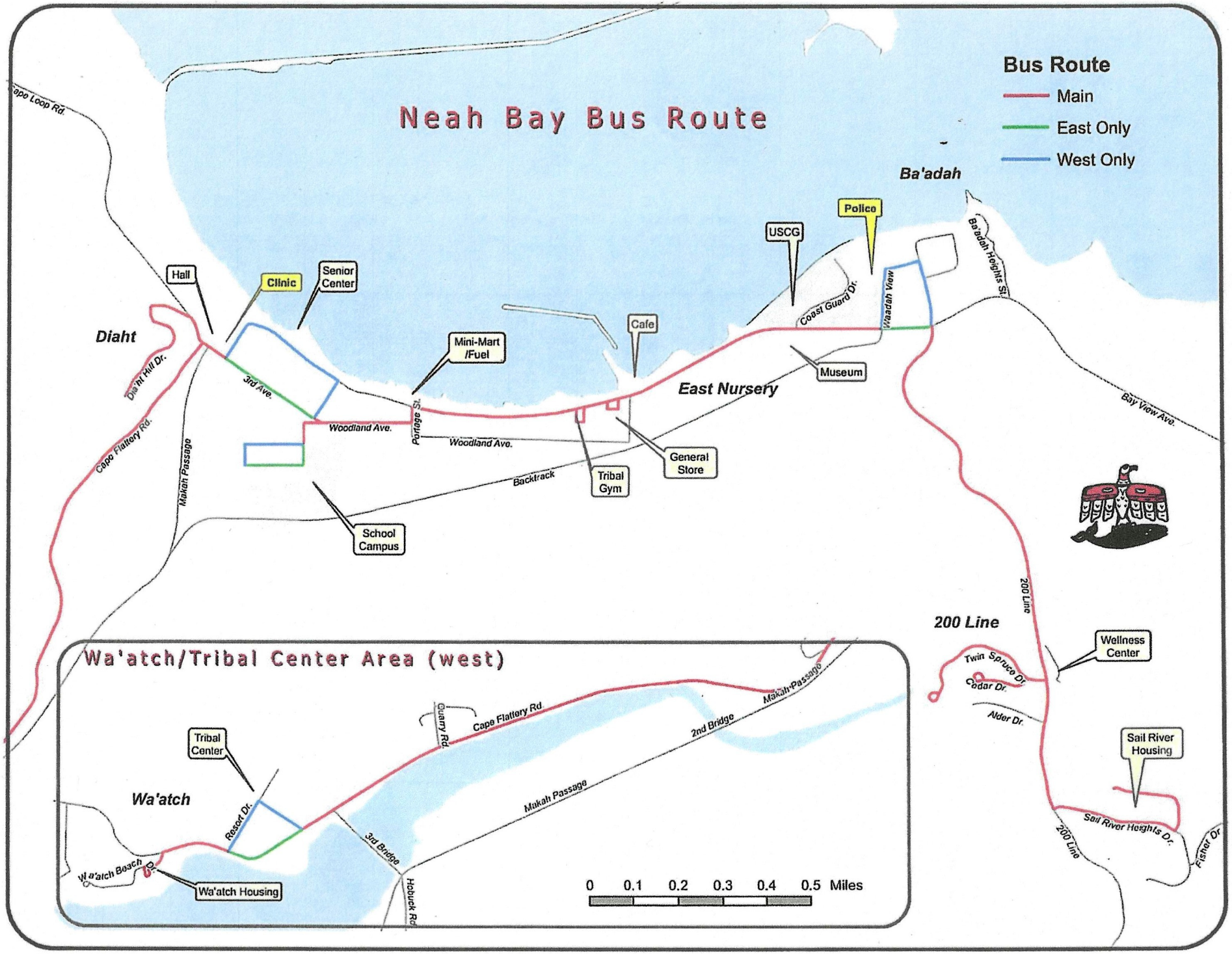
I certify, to the best of my knowledge, that the information in this application is true and accurate and that this organization has the necessary fiscal, data collection, and managerial capabilities to implement and manage the project associated with this application:

Certification*: Yes

Application Authority*: Jeff (First Name) Bartlett (Last Name)

Title*: Transit/Maintenance Supervisor

Date*: 08/27/2026


Neah Bay Bus Route
Bus Route
Main
East Only
West Only
Ba'adah
Police
USCG
Ba'adah Heights St.
Coast Guard Dr.
Waadah View
Hall
Clinic
Senior Center
Diaht
Dia'ht Hill Dr.
Cape Flattery Rd.
Makah Passage
3rd Ave.
Mini-Mart /Fuel
Portage St.
Woodland Ave.
Woodland Ave.
Cafe
Museum
East Nursery
Bay View Ave.
Backtrack
Tribal Gym
General Store
School Campus
200 Line
200 Line
Wellness Center
Twin Spruce Dr.
Cedar Dr.
Alder Dr.
Sail River Housing
Sail River Heights Dr.
200 Line
Fisher Dr
Wa'atch/Tribal Center Area (west)
Tribal Center
Wa'atch
Resort Dr.
Wa'atch Beach Dr.
Wa'atch Housing
Quarry Rd.
Cape Flattery Rd.
Makah Passage
2nd Bridge
Makah Passage
3rd Bridge
Hobuck Rd.
0 0.1 0.2 0.3 0.4 0.5 Miles

MAKAH PUBLIC TRANSIT FARES

BASE FARES:

MAKAH PUBLIC TRANSIT IS A FARE FREE SERVICE

CONTACT INFORMATION

P.O. Box 115
Neah Bay, WA 98357
Phone: (360) 645-3111
Cell Phone: (360) 640-0443
Email: transit@makah.com

Lost and Found:
If you have lost or found an article, please stop by the Public Works Office in Building #150 at the Tribal Center Monday through Thursday between 8:00 am and 5:00 pm.

Pets:
All pets must be caged except guide dogs for the blind.

Additional Information:
*Passengers may not smoke or consume food or beverages on the bus.
*Buses do not operate on Saturday, Sunday or Tribal/ Federal Holidays.
*Buses do not operate from 1:00 pm to 4:00 pm when there is a funeral within the community.
*Call 645-3111, 640-0443 for more information on bus service days, schedules, or to schedule special pickup for the elderly and disabled.
*Special pickup hours are 10:00 am to 11:40 am.
*Customer Complaints/ Comments should be directed to the Public Works Manager at 360-645-3116

MAKAH PUBLIC TRANSIT SCHEDULE



All Services Are Open To The Public

Telephone:
(360) 645-3111
(360)640-0443

MAKAH PUBLIC TRANSIT

PLEASE NOTE: ALL TIMES ARE DEPARTURE TIMES

ALSO NOTE: THAT ALL TIMES ARE APPROXIMATE

N/A = Not a scheduled stop *** = MTC EMPLOYEE PARK & RIDE**

400 HSNG.	DIAHT HILL	SCHOOL	STORE	200 LINE	SAIL RIVER	Head Start	HSNG. DEPT.	EAST NURS.	STORE	SCHOOL	SR. CTR.	CLINIC	DIAHT HILL	400 HSNG.	TRIBAL CENTER
7:00a	7:08a	7:13a	7:15a	7:23a	7:27a	7:31a	7:32a	7:33a	7:35a	7:40a	7:45a	7:47a	7:50a	N/A	7:55a
8:00a	8:08a	8:13a	8:15a	8:23a	8:27a	8:31a	8:32a	8:33a	8:35a	8:40a	8:45a	8:47a	8:50a	N/A	8:55a
9:00a	9:08a	9:13a	9:15a	9:23a	9:27a	9:31a	9:32a	9:33a	9:35a	9:40a	9:45a	9:47a	9:50a	N/A	9:55a
Special Pickups - 10:00am to 11:45am							**(Please See Notes At The Bottom Of The Page)**								***12:02p**
N/A	N/A	N/A	***12:50p**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1:25p
1:30p	1:38p	1:43p	1:47p	1:55p	1:59p	2:03p	2:04p	2:05p	2:08p	2:13p	2:15p	2:18p	2:22p	2:30p	2:32p
N/A	2:38p	2:43p	2:47p	3:55p	2:59p	3:03p	3:04p	3:06p	3:08p	3:13p	3:15p	3:18p	3:22p	3:30p	3:32p
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	***4:03p**
N/A	4:08p	4:13p	4:15p	4:23p	4:27p	4:31p	4:32p	4:33p	4:35p	4:40p	4:44p	N/A	4:50p	4:58p	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	6:08p	6:13p	6:15p	6:23p	6:27p	6:31p	6:32p	6:33p	6:35p	6:40p	6:44p	N/A	6:50p	6:58p	N/A
N/A	7:08p	7:13p	7:15p	7:23p	7:27p	7:31p	7:32p	7:33p	7:35p	7:40p	N/A	N/A	7:45p	N/A	N/A

NOTES: **PLEASE SCHEDULE ALL PICKUPS 24 HOURS IN ADVANCE SO THAT WE MAY BETTER SERVE YOU**
SPECIAL PICKUPS ARE FOR ELDERLY (62 & OVER) AND DISABALED PERSONS ONLY
PLEASE CALL 640-0443 FOR ROUTE DEVIATIONS

Benita Gonzalez

Makah Tribal Housing Department SRLA

Permanent Supportive Housing

POBOX 115 Neah Bay, WA 98357 June

15th, 2026

To the Grant Review Committee,

I am writing to express my strongest support for the operating and capital grant applications for the 2027 to 2031 funding cycle. Our faithful Makah transit system provides an indispensable lifeline that directly sustains the health, economy, and independence of our entire community.

This service is vital for our most vulnerable residents, offering essential service to the low-income population, service to the elderly, and service to people with disabilities who otherwise face severe isolation. By removing mobility barriers, the transit system ensures equitable access to critical local resources. Working with the community I see the importance of the Makah Transit system first-hand as a Resident Service Coordinator II.

Crucially, the Makah Transit system provides reliable service to those who use the transit system to go to medical appointments/ making life-sustaining healthcare accessible. It similarly drives economic stability by offering reliable service to employees to commute to their jobs, keeping our local workforce moving.

For community members with limited or no personal transportation, the Makah transit system is not a luxury, it is folks' primary means of transportation for survival.

The Makah Transit is a service to youth, empowering the next generation with safe, independent access to education and extracurricular activities.

Funding this application for 2027-2031 is a direct investment in community resilience I strongly urge your full approval of this operational grant.

Sincerely,

Benita Gonzalez

Resident Service Coord. II

July 20th, 2026

To whom it may concern:

I am happy to write a letter of support for the Makah Tribe's Public Transit Program here on the Makah Reservation.

I have resided on the Makah Reservation for four years, and through the years I have always had the Makah Public Transit to rely on. Thanks to this invaluable service, I have been able to commute to my job everyday, as well as get to my doctor's appointments at our Tribal Clinic without worrying about a ride.

Though I may be a regular passenger, I am far from the only one; there are numerous passengers who board the Makah Public Transit along with me daily–including seniors, youth, people with disabilities, and those like myself who are without a vehicle. We need this service for our community, as it gives those of us without a car or without the ability to drive the chance to get to our jobs, doctor appointments, and to get around while taking cover from all the rain we get from our beloved rainforest.

In conclusion, I strongly support the continuation of the Makah Public Transit Program. The Makah community–students, workers, elders, and the disabled–will benefit immensely from having reliable public transportation.

Sincerely,

Chloe Smith

Chloe Smith
Makah Tribal Community Member

830 West Lauridsen Boulevard
Port Angeles, Washington 98363

CLALLAM TRANSIT

www.clallamtransit.com
360-452-4511

June 29, 2026

Jeff Bartlett
Makah Tribe
P.O. Box 115, 100 Resort Drive
Neah Bay, WA 98357

Re: Makah Tribe - Neah Bay Capital/Deviated Fix Route Grant Applications

Dear Jeff,

I am writing to express my strong support for the Makah Tribe's Capital grant application for 2 new busses as well as their Operating grant application for continued funding of the deviated fixed route service within the community of Neah Bay. The funding of these grants will allow for the continued operation of the vital service that is critical for the residents of the Makah community. This service not only provides transportation services throughout Neah Bay but also provides an important connection to Clallam Transit Route service that allows for regional connections.

Clallam Transit recognizes that this service is critical to the community and is considered a lifeline route for seniors, persons with disabilities, low-income individuals, and persons that do not have access to an automobile.

Please contact me if you have any questions.

Sincerely,

Jason McNickle

Jason McNickle
General Manager
Clallam Transit System
830 W. Lauridsen Blvd. Port Angeles, WA 98363
jasonm@clallamtransit.com
360-452-4511 ext. 7350

MAKAH TRIBE

P.O. BOX 115 • NEAH BAY, WA 98357 360-645-2201

July 15, 2026

To Whom It May Concern:

On behalf of the Education & Training Department (E&T), I would like to express support for the Washington State Department of Transportation Operating Grant application submitted by the Makah Tribe to sustain the deviated fixed-route and curb-to-curb paratransit services for the general public, disabled, low income, elders, and persons with special needs.

The E&T provides services to approximately 300 people per year through the following programs: Higher Education and Adult Vocational Training, Adult Basic Education/General Educational Development, Johnson O'Malley, General Assistance, Native Employment Works, Makah Employment and Contracting Rights Office, and the adult and youth Workforce Innovative and Opportunity Act. These programs are instrumental in strengthening self-sufficiency by assisting and supporting clientele through education, work experience and training, as well as, furthering the economic and social development of our community in accordance with the values and traditions of our people.

The majority of clients that apply for E&T services are considered below the federal poverty level or on a fixed income, have unique needs/challenges, and they rely heavily on the community transit for transportation because they have no, or limited, reliable transportation. The public transit service has been instrumental in assisting and supporting E&T clients by providing access to educational, employment, social, health, and wellness needs. This service has made it easier for our clients to travel to: our office to request services; interviews; meetings or appointments; job search; check mail; shop for groceries; seek out other services; get to and from their job or healthcare appointments; and/or make a Clallam Transit connection to attend off reservation appointments to maintain their state benefits.

Getting to a destination warm, dry and on time brings confidence and demonstrates self-sufficiency. The deviated fixed-route and curb-to-curb paratransit services are crucial to our neediest clients. Neah Bay storms, at times, bring wind gusts over 50mph, and the rainfall is approximately 100 inches annually. Keeping individuals and families that need this service safe, warm and dry, in turn, provides our clients with the opportunity to concentrate more on their goals and continue on their journey to be self-sufficient, whether it is starting a work experience position, furthering their education, or remaining permanently employed, without the added barrier of transportation.

Again, I am pleased to document the Makah E&T Department's support for the Makah Tribe's Washington State Department of Transportation Operating and Capital Grant applications. We are confident that this service will continue to benefit our clientele, as well as, visitors and community members. If you have any questions, please contact me at 360-645-3280.

Sincerely,

Lisa Halttunen, Director
Education & Training Department

MAKAH HEALING COURT

P.O. BOX 117 • NEAH BAY, WA 98357 • 360-645-3305

July 15, 2026

Washington State Department of Transportation (WSDOT);

I am writing in support of the Makah Tribe's Capital and Operating Grant applications to continue transit services on the Makah Reservation. The Makah Tribal Court provides judicial services, including Makah Healing Court (drug court). Our service population is in great need of this transportation provided through Makah Public Transit.

Many of the court's clients do not have transportation or a driver's license. They are required to attend substance abuse and mental health treatment programs, community service and other rehabilitative services. Having the transit bus helps these clients access transportation, which is crucial to their ability to obtain tribal services and resources essential to their well-being.

The Makah Healing Court strongly supports these applications to purchase new busses and sustain the fixed route and curb-to-curb paratransit services for the Makah Healing Court clients so they can make their appointments and get to court every Wednesday. The clients use this transportation daily.

Sincerely,

Vickie Hill

Vickie Hill
Makah Healing Court Case Manager

MAKAH TRIBE

P.O. BOX 115 • NEAH BAY, WA 98357 • 360-645-2201

The Makah Tribe is an equal opportunity employer.

July 15, 2026

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I am writing to express my strong support for the Makah Public Transit.

Makah Public Transit provides an essential service to our community, particularly for members with limited or no personal transportation. For many in Neah Bay, this transit system is a vital link that ensures access to medical appointments, employment, and daily necessities that would otherwise be out of reach. As the Human Resources Director for the Makah Tribe, I see firsthand how reliable transportation supports the well-being and independence of our workforce and community members alike.

Thank you for your time and for supporting this vital service to our community.

Sincerely,

Kathy Vogel

Kathy Vogel
Human Resources Director

Community Planning & Economic Development

The Community Planning and Economic Development Department of the Makah Tribe, which includes our Transportation Planner, is pleased to support the Makah Public Transit application for a 2027-2031 operating grant and a 2027-2029 capital grant.

We need to continue our transit service to sustain the deviated fixed-route and curb-to-curb paratransit services for our general public, disabled, low-income, elders, and persons with special needs.

Without transit service, many of our seniors, people with disabilities, and people who are physically unable to or cannot afford to drive would find their access to jobs and essential services severely limited.

Transit has a positive impact in our remote, rural community. It also provides assess to regional connections with adjacent transit systems.

I am pleased to offer our support for Makah Transit Authority's grant application for continued service.

Sincerely,

W. Rufus Arnold

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Acting Community Planning and Economic Development Manger

MAKAH TRIBE

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Crysandra Sones
115 Resort Drive
Neah Bay, WA 98357

July 15, 2026

To Whom it May Concern,

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The Makah Social Services program has an array of clients whom utilize the Makah Public Transit, whether it be for the Makah Family Services program's parents to attend family court or meet with their caseworker, the Low Income Home Energy Assistance Programs (LIHEAP) community participants that need immediate assistance with their electricity bills, or to access the Makah Food Bank. Essentially, the programs offered by Social Services prioritize the vulnerable populations in our community who don't always have access to transportation. This includes individuals who are disabled, low-income, the elderly, and the general public at large. Our program also has staff that utilize the Makah Public Transit to attend work.

Again, I would like to express by full support for the Makah Public Transit as the Social Services Manager and as a resident of the community, as I have also utilized the Makah Public Transit and feel it's an essential service to the community.

Sincerely,



Crysandra Sones
Makah Social Services Manager
(360) 645-3270
crysandra.sones@makah.com

Benita Gonzalez

Makah Tribal Housing Department SRLA

Permanent Supportive Housing

POBOX 115 Neah Bay, WA 98357 June

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Acting Community Planning and Economic Development Manger

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Sincerely,



Crysandra Sones
Makah Social Services Manager
(360) 645-3270
crysandra.sones@makah.com

Docusign Envelope ID: 37287D7E-2CE3-86D6-819F-48C18547BF61

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240

Indian Organization
Indirect Cost Negotiation Agreement

EIN: 91-0492517

Date: 05/27/2026

Organization:

Makah Tribal Council
PO Box 115
Neah Bay, WA 98357

Report Number: 2025-0888

Filing Ref.:
Last Negotiation Agreement
dated: 06/07/2024

The indirect cost rate contained herein is for use on grants, contracts, and other agreements with the Federal Government to which 2 CFR Part 200 and/or Public Law 93-638 apply subject to the limitations contained in 25 CFR 900 and Section II.A. of this agreement. The rate was negotiated by the U.S. Department of the Interior, Interior Business Center, and the subject organization in accordance with the authority contained in applicable regulations.

Section I: Rate

Start Date	End Date	Rate Type	Rate Details				
			Name	**Rate**	**Base**	**Location**	**Applicable To**
01/01/2025	12/31/2025	Fixed Carryforward	Indirect	47.78 %	(A)	All	Sophie Trettevick Indian Health Center (STIHC) Programs
			Indirect	31.37 %	(A)	All	All Other Programs

(A) Base: Total direct costs, less capital expenditures, passthrough funds, and all contract/subcontract/subawards in excess of $50,000. Passthrough funds are normally defined as payments to participants, stipends to eligible recipients, or subawards, all of which normally require minimal administrative effort.

Treatment of fringe benefits: Fringe benefits applicable to direct salaries and wages are treated as direct costs; fringe benefits applicable to indirect salaries and wages are treated as indirect costs.

Docusign Envelope ID: 37287D7E-2CE3-86D6-819F-48C18547BF61

Section II: General

A. **Limitations:** Use of the rate(s) contained in this agreement is subject to any applicable statutory limitations. Acceptance of the rate(s) agreed to herein is predicated upon these conditions: (1) no costs other than those incurred by the subject organization were included in its indirect cost rate proposal, (2) all such costs are the legal obligations of the grantee/contractor, (3) similar types of costs have been accorded consistent treatment, and (4) the same costs that have been treated as indirect costs have not been claimed as direct costs (for example, supplies can be charged directly to a program or activity as long as these costs are not part of the supply costs included in the indirect cost pool for central administration).

B. **Audit:** All costs (direct and indirect, federal and non-federal) are subject to audit. Adjustments to amounts resulting from audit of the cost allocation plan or indirect cost rate proposal upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation.

C. **Changes:** The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was submitted. Changes in the method of accounting for costs which affect the amount of reimbursement resulting from use of the rate(s) in this agreement may require the prior approval of the cognizant agency. Failure to obtain such approval may result in subsequent audit disallowance.

D. **Rate Type:**

1. Fixed Carryforward Rate: The fixed carryforward rate is based on an estimate of the costs that will be incurred during the period for which the rate applies. When the actual costs for such period have been determined, an adjustment will be made to the rate for a future period, if necessary, to compensate for the difference between the costs used to establish the fixed rate and the actual costs.

2. Provisional/Final Rate: Within six (6) months after year end, a final indirect cost rate proposal must be submitted based on actual costs. Billings and charges to contracts and grants must be adjusted if the final rate varies from the provisional rate. If the final rate is greater than the provisional rate and there are no funds available to cover the additional indirect costs, the organization may not recover all indirect costs. Conversely, if the final rate is less than the provisional rate, the organization will be required to pay back the difference to the funding agency.

3. Predetermined Rate: A predetermined rate is an indirect cost rate applicable to a specified current or future period, usually the organization's fiscal year. The rate is based on an estimate of the costs to be incurred during the period. A predetermined rate is not subject to adjustment.

E. **Rate Extension:** Only final and predetermined rates may be eligible for consideration of rate extensions. Requests for rate extensions of a current rate will be reviewed on a case-by-case basis. If an extension is granted, the non-Federal entity may not request a rate review until the extension period ends. In the last year of a rate extension period, the non-Federal entity must submit a new rate proposal for the next fiscal period.

F. **Agency Notification:** Copies of this document may be provided to other federal offices as a means of notifying them of the agreement contained herein.

G. **Record Keeping:** Organizations must maintain accounting records that demonstrate that each type of cost has been treated consistently either as a direct cost or an indirect cost. Records pertaining to the costs of program administration, such as salaries, travel, and related costs, should be kept on an annual basis.

H. **Reimbursement Ceilings:** Grantee/contractor program agreements providing for ceilings on indirect cost rates or reimbursement amounts are subject to the ceilings stipulated in the contract or grant agreements. If the ceiling rate is higher than the negotiated rate in Section I of this agreement, the negotiated rate will be used to determine the maximum allowable indirect cost.

I. **Use of Other Rates:** If any federal programs are reimbursing indirect costs to this grantee/contractor by a measure other than the approved rate(s) in this agreement, the grantee/contractor should credit such costs to the

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affected programs, and the approved rate(s) should be used to identify the maximum amount of indirect cost allocable to these programs.

J. **Other:**

1. The purpose of an indirect cost rate is to facilitate the allocation and billing of indirect costs. Approval of the indirect cost rate does not mean that an organization can recover more than the actual costs of a particular program or activity.

2. Programs received or initiated by the organization subsequent to the negotiation of this agreement are subject to the approved indirect cost rate(s) if the programs receive administrative support from the indirect cost pool. It should be noted that this could result in an adjustment to a future rate.

3. Each Indian tribal government desiring reimbursement of indirect costs must submit its indirect cost proposal to our office within six (6) months after the close of the Tribe's fiscal year, unless an exception is approved.

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Section III: Acceptance

Listed below are the signatures of acceptance for this agreement:

By the Indian Organization	By the Cognizant Federal Government Agency
Makah Tribal Council	US Department of the Interior
DocuSigned by: Timothy Greene DB0EB583BA27411...	DocuSigned by: Craig Wills B47DB1F4A5DB4BF...
Signature	Signature
Timothy J. Greene Sr.	Craig Wills
Name:	Name:
Chairman	Division Chief Indirect Cost & Contract Audit Division Interior Business Center
Title:	Title:
6/2/2026	6/2/2026
Date	Date

Negotiated by: Kasi Upchurch
Telephone: (916) 930-3809
Email: kassandra_upchurch@ibc.doi.gov

Next Proposal Due Date: 06/30/2025

MAKAH TRIBAL COUNCIL
P.O. BOX 115 • NEAH BAY, WA 98357 • 360-645-2201

IN REPLY REFER TO:

June 25, 2026

To Whom it May Concern:

The Makah Tribal Council has reviewed and approved the Makah Transit grant application to WSDOT for continued Operating Assistance. The Makah Tribal Council officially commits to match a minimum of 10% of the grant total. For this application, we commit to $75,420 for a four-year period of July 2027 to June 2031.

The Makah Tribe has historically not only matched the grant amount but often exceeds it due to the importance of public transportation need on the Makah Reservation. If the Makah Tribe is successful in receiving the grant funding, the Makah Tribal Council is committed to providing a tribal resolution indicating the official match.

Sincerely,

Timothy J. Greene
Chairman
Makah Tribal Council

Overview of ZIP Code 98357, Washington (ZIP Code)

Cities Block Groups



County:
Clallam (/county/Washington/Clallam-County/Overview)

Metro Area:
Port Angeles Area (/metro-area/Washington/Port-Angeles/Overview)

Unincorporated Places:
Neah Bay (/place/Washington/Neah-Bay/Overview)

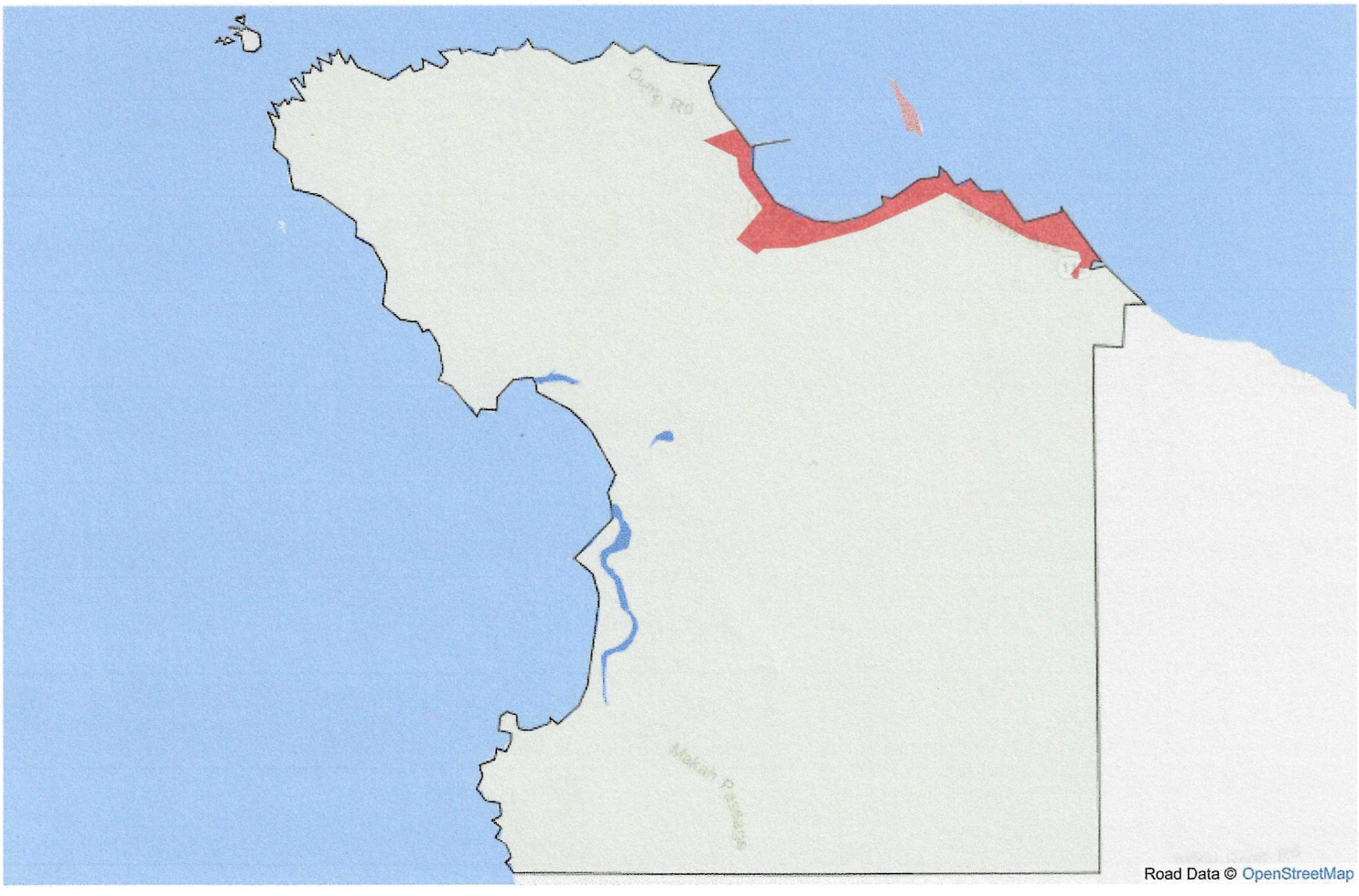
Map of Population by Block Group in ZIP Code 98357

Population Density Population

Population Density Population by Block Group #3

Population per square mile of land (excluding water areas):

0/mi² 190/mi² 370/mi² 560/mi² 750/mi² 940/mi²



Map of Population by Block in ZIP Code 98357