Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **41503 - Sustain Mason County Dial a Ride Service**

Organization Name: Mason County Public Transportation Benefit Area

Contact Name: Amy Asher

Project Description

Sustain demand response service for the general public in Mason County.

Project Funding Summary

Total Project Cost	$ 4,543,272
Grant Request	$ 2,271,636
Match Amount	$ 2,271,636

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
- [x] 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
- [x] 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
- [ ] 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
- [ ] 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
- [x] Enhance multi provider scheduling, reservation, and dispatch coordination
- [ ] Expand school-transit partnerships to support youth transit use

Project Need

Mason Transit Authority has been providing demand response dial-a-ride to all citizens within Mason County for over 30 years. This service is crucial in providing transportation connections to those who are unable to access fixed roue services. MTA's dial-a-ride service meets the needs identified in the Peninsula Regional Transportation Planning Organizations Human Services Transportation Plan, which received input from service agencies and citizens throughout the region. Accessibility barriers and transportation service constraints identified in the planning process, including the inability to get to or from the nearest transit service is largely solved with this door-to-door dial-a-ride service as this particular service is not constrained by the traditional ¾ mile boundary from fixed routes. There are no eligibility constraints to access the service, which was also identified as a barrier. MTA serves those with special needs, seniors, low income, and the general public to connect them to services essential for daily living such as grocery shopping, access to healthcare and education centers, and jobs. MTA travels throughout the entire county, including through an extensive network of private and unpaved roads. The citizens of the county value having transportation options regardless of proximity to major road networks where fixed routes are often available. This dial-a-ride service connects them to that fixed route network, when available, or directly to their destination.

Special Needs Transportation

Safe, reliable transportation for those with special needs, the elderly, economically disadvantaged and transit-depending riders who rely on MTA is a value to the community and our region. Barriers identified in the Coordinated Human Services Planning process are remedied with this project by eliminating eligibility requirements, reducing service boundary constraints, and connecting passengers to existing fixed route services that travel throughout Mason County with connections to neighboring providers. This project maintains the advances in the efficiency and accessibility of special needs transportation services in Mason County. According to the US Census American Community Survey most recent five-year data, 19.4% of residents of Mason County have a disability. This continued dial-a-ride service maintains an ADA accessible transportation service to even the more remote areas of the county, which allows residents to remain in their home longer, encourages access to healthcare, and allows for greater community connections. This is particularly helpful to those who wish to age in place and continue rural living, even if they can no longer drive a car or afford to drive, which was a barrier identified in the most recent Coordinated Plan. 12.2% of the county's total population lives below the federal poverty line, making MTA's free service a critical lifeline to services. MTA's expansion of the use of technology that

Benefits to Vulnerable Populations in Overburdened Communities

According to the US Environmental Protection Agency, transportation accounts for 28% of greenhouse gas emissions in the US, with 23% coming from medium and heavy-duty vehicles. Providing mass transit options and inclusion of newer lower emission vehicles will help MTA reduce these harmful emissions resulting in cleaner air and healthier communities. Service in communities like Shelton and the Skokomish Reservation that include a higher percentage of vulnerable populations and experience greater health disparities can help address public health inequities by providing access to services. Mason County has multiple census tracts with communities identified as disadvantaged and areas of persistent poverty or experiencing health disparities. These tracts also include communities with greater health burdens and economic disadvantages shown on the Environmental Health Disparities Map. The census tract that includes the Skokomish Indian Reservation, is considered highly impacted, including most impacted ranking in sensitive populations and socioeconomic factors. MTA serves these communities as they are most dependent on our free transit service to access their daily needs. Many of MTA's riders are from lower-income households with zero or one vehicle and rely on MTA to access employment. MTA provided over 39,000 vehicle revenue hours to our community in 2025 between Dial A Ride and Fixed Route services. Funding this project will position MTA to offer services that encourage shared rides that will have a direct impact on the health of all community members in Mason County by reducing the amount of harmful greenhouse gases it emits and providing access to services that improve quality of life and community health.

Coordination Efforts

This continuing operating project is supported in several local and regional planning documents, each having extensive public processes and comment periods. MTA has a long history of partnership development, community support, and active coordination on planning and project implementation. Mason Transit Authority is part of the Peninsula Regional Transportation Planning Organization (PRTPO) and support for this project is included in both their long-range plan and the Coordinated Human Services Transportation Plan. The PRTPO Regional Transportation Plan lists barrier free transportation and public transportation as two of their goals to ensure the citizens of the region have access to transportation alternatives other than the car. They identify investment in the travel needs of youth; elders; people with disabilities, literacy or language barriers and low-income needs as a goal (PRTPO Goals Page 3). Public transportation goals clearly identify the support of maintaining and enhancing transit service, including rural areas, rather than reducing service in periods of financial challenge (PRTPO Goals Page 10). MTA's sustained dial-a-ride operating project is also consistent with the goals identified in the PRTPO Coordinated Public Transit Human Services Transportation Plan. Maintaining a service that allows residents to live independently and that connects citizens to services and activities for daily living is a value to Mason County citizens and the planning region. This continuing operating project is also supported by the County Comprehensive plan, Mason County Plan 2036, section 3.6 which calls for encouragement of multi-modal transportation alternatives by providing bikeways, sidewalks, trails, public transit, etc., as appropriate to location and terrain, especially in Urban Growth Areas, and accommodating the young, aging and disabled. (Mason County plan 2036 P. 12).

Multimodal Partnerships

MTA's sustained operating dial-a-ride project will provide a last mile connection to fixed route services that connect to neighboring counties. Mason Transit's tagline 'You can get to anywhere from here!' holds true as the fixed route services travel in every direction with connections to neighboring transit, train, ferry, and intercity bus services. MTA connects with Jefferson Transit to the North, Kitsap Transit to the east - allowing connections to the Washington State Ferry System and the Seattle metropolitan area, Intercity Transit to the south with connections to Amtrak and Greyhound, and Grays Harbor Transit to the west. The fixed route services also connect with MTA's five large park and rides with the county where residents meet fixed routes, dial a ride, or vanpools. Residents rely upon medical, educational and employment opportunities offered in our neighboring counties that have higher population densities. MTA's fixed route services allow a connection to those necessary services while enjoying a lower cost of living in a rural area. All of MTA's Dial A Ride vehicles come equipped with a bike rack to allow for additional modal connectivity.

Measurement of Project Success

Data presented in this grant application are conservatively estimated in order to ensure a greater probability of the the project being successful. MTA will measure the project success over time by evaluating records derived from on-board data terminals and its dispatching software. Continual monitoring of the data will reveal potential changes needed in customer education, dispatching efficiency, and trip efficiency. As ridership patterns or driver patterns emerge, changes can be made that may result in lower costs per hour and a greater number of customers served. MTA intends to begin using a new software for driver scheduling and monitoring in early 2027.

41503 - Sustain Mason County Dial a Ride Service

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:	Sep 8, 2026 7:55 PM
Initially Submitted By:	Amy Asher
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Name:	Mrs. (Salutation) Amy (First Name) Middle Name Asher (Last Name)
Title:	General Manager
Email*:	aasher@masontransit.org
Address*:	601 W Franklin St
	Shelton (City) Washington (State/Province) 98584-3518 (Postal Code/Zip)
Phone*:	(360) 432-5755
Fax:	

Organization Information

Legal Name*:	Mason County Public Transportation Benefit Area

DBA Name*:	Mason Transit Authority
Organization Type*:	Transit Agency ? Rural
Organization Website:	http://www.masontransit.org (Please enter http://... for this field)
SAM UEI #:	ZL58AVGU81E6
Physical Address*:	790 E Johns Prairie Rd Shelton Washington 98584-1265 City State/Province Postal Code/Zip
Mailing Address*:	790 E Johns Prairie Rd Shelton Washington 98584-1265 City State/Province Postal Code/Zip
Remit to Address*:	790 E Johns Prairie Rd Shelton Washington 98584-1265 City State/Province Postal Code/Zip
Phone*:	(360) 426-9434 Ext.
Fax:	
Fiscal Year End Last day of*:	December
Indirect Cost Rate:	15.00%
IDR Expiration Date:	06/30/2027

Organization Contact Information

Organization Contact Information

Organization Director*:	Amy Asher First Name Last Name General Manager aasher@masontransit.org Title Email Address
Applicant Contact*:	Amy Asher First Name Last Name General Manager aasher@masontransit.org Title Email Address

Project Contact:	Jason	Rowe
	First Name	Last Name
	Operations Manager	jrowe@masontransit.org
	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*: Demand-response

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?: No

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?: No

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) 6

Select as many as apply

*:

Legislative District(s) 35

Select as many as apply

*:

County(ies) Mason

Select as many as apply

*:

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 demand response service for the general public in Mason County.

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*:

Mason Transit Authority's countywide demand response dial-a-ride project directly advances the Consolidated Grant Program Goals by addressing deficiencies in rural and special needs transportation, preserving an essential public transit service, and strengthening community connections. The project provides ADA-accessible, door-to-door trips for residents in Mason County who cannot use fixed-route service due to disability, age, income, geography, or other barriers, including riders in remote areas. The service connects residents with local tribal transportation providers, MTA's fixed route system and adjacent public transit and non-profit providers. Tasks include operating and dispatching dial-a-ride service, maintaining accessible vehicles, assisting riders, coordinating transfers to MTA fixed routes and neighboring providers, supporting online self-scheduling, and tracking service performance. Deliverables include trips provided to community members allowing them the opportunity to access healthcare, groceries, education, employment, social services, and community destinations; continued countywide coverage; and performance data. The project reflects community needs identified through the Human Services Transportation Plan and responds to identified barriers of eligibility, geography, and access. MTA has provided this service for over 30 years and continues to fulfill this community need with dedicated staff, a reliable fleet, and steady local commitment of matching funds.

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*:

Mason Transit Authority has been providing demand response dial-a-ride to all citizens within Mason County for over 30 years. This service is crucial in providing transportation connections to those who are unable to access fixed roue services. MTA's dial-a-ride service meets the needs identified in the Peninsula Regional Transportation Planning Organizations Human Services Transportation Plan, which received input from service agencies and citizens throughout the region. Accessibility barriers and transportation service constraints identified in the planning process, including the inability to get to or from the nearest transit service is largely solved with this door-to-door dial-a-ride service as this particular service is not constrained by the traditional ¾ mile boundary from fixed routes. There are no eligibility constraints to access the service, which was also identified as a barrier. MTA serves those with special needs, seniors, low income, and the general public to connect them to services essential for daily living such as grocery shopping, access to healthcare and education centers, and jobs. MTA travels throughout the entire county, including through an extensive network of private and unpaved roads. The citizens of the county value having transportation options regardless of proximity to major road networks where fixed routes are often available. This dial-a-ride service connects them to that fixed route network, when available, or directly to their destination.

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:

Safe, reliable transportation for those with special needs, the elderly, economically disadvantaged and transit-depending riders who rely on MTA is a value to the community and our region. Barriers identified in the Coordinated Human Services Planning process are remedied with this project by eliminating eligibility requirements, reducing service boundary constraints, and connecting passengers to existing fixed route services that travel throughout Mason County with connections to neighboring providers. This project maintains the advances in the efficiency and accessibility of special needs transportation services in Mason County. According to the US Census American Community Survey most recent five-year data, 19.4% of residents of Mason County have a disability. This continued dial-a-ride service maintains an ADA accessible transportation service to even the more remote areas of the county, which allows residents to remain in their home longer, encourages access to healthcare, and allows for greater community connections. This is particularly helpful to those who wish to age in place and continue rural living, even if they can no longer drive a car or afford to drive, which was a barrier identified in the most recent Coordinated Plan. 12.2% of the county's total population lives below the federal poverty line, making MTA's free service a critical lifeline to services. MTA's expansion of the use of technology that allows passengers to directly schedule their own rides via an online app, further encourages independence and the freedom to travel without restrictions or additional barriers.

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*:

Amy Asher, General Manager, has over 20 years of experience managing state and federal grants through WSDOT and FTA having managed both rural and small urban transit agencies as well as an MPO and RTPO planning program. This includes grant writing, procurement of vehicles, financial oversight, grant reporting, policy writing for compliance with regulations, and lead staff during state and federal audits. Jason Rowe, MTA Operations Manager, has worked for MTA for nearly 13 years in the Operations Department and has been providing operations reporting support for MTA's consolidated Grants since 2021. He also began managing recent capital projects with the expansion of technology services online, on board and at transit terminals as well as enhanced bus stops throughout Mason County. He is responsible for managing the increased access and growth seen in the Dial A Ride Program over the past five years and will be overseeing this project with members of his outreach and operations team.

Relationship to Other Projects

Relationship to Other Projects

Is this project dependent on any other projects submitted by your organization?*: No

Did you, or will you, apply for this project in another grant program this biennium?*: No

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?*: Yes

List all project applications for this funding opportunity, including this project, in order of priority*:

Priority #1: 41503 - Sustain Mason County Dial a Ride Service
Priority #2: 41510 - Purchase one 35' Fixed Route Bus

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	This project meets the CHSTP Regional Coordination Strategy 1 and 2 to maintain existing transportation services and enhance transportation services. Funding this continuing operating project will allow MTA to sustain our Dial a Ride program throughout Mason County and maintain transportation choices for both rural and urban citizens. Access to transit allows our citizens to remain fully engaged in their community and MTA has incrementally increased service hours to allow for greater use.

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*:

This continuing operating project is supported in several local and regional planning documents, each having extensive public processes and comment periods. MTA has a long history of partnership development, community support, and active coordination on planning and project implementation. Mason Transit Authority is part of the Peninsula Regional Transportation Planning Organization (PRTPO) and support for this project is included in both their long-range plan and the Coordinated Human Services Transportation Plan. The PRTPO Regional Transportation Plan lists barrier free transportation and public transportation as two of their goals to ensure the citizens of the region have access to transportation alternatives other than the car. They identify investment in the travel needs of youth; elders; people with disabilities, literacy or language barriers and low-income needs as a goal (PRTPO Goals Page 3). Public transportation goals clearly identify the support of maintaining and enhancing transit service, including rural areas, rather than reducing service in periods of financial challenge (PRTPO Goals Page 10). MTA's sustained dial-a-ride operating project is also consistent with the goals identified in the PRTPO Coordinated Public Transit Human Services Transportation Plan. Maintaining a service that allows residents to live independently and that connects citizens to services and activities for daily living is a value to Mason County citizens and the planning region. This continuing operating project is also supported by the County Comprehensive plan, Mason County Plan 2036, section 3.6 which calls for encouragement of multi-modal transportation alternatives by providing bikeways, sidewalks, trails, public transit, etc., as appropriate to location and terrain, especially in Urban Growth Areas, and accommodating the young, aging and disabled. (Mason County plan 2036 P. 12).

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*:

MTA's sustained operating dial-a-ride project will provide a last mile connection to fixed route services that connect to neighboring counties. Mason Transit's tagline 'You can get to anywhere from here!' holds true as the fixed route services travel in every direction with connections to neighboring transit, train, ferry, and intercity bus services. MTA connects with Jefferson Transit to the North, Kitsap Transit to the east - allowing connections to the Washington State Ferry System and the Seattle metropolitan area, Intercity Transit to the south with connections to Amtrak and Greyhound, and Grays Harbor Transit to the west. The fixed route services also connect with MTA's five large park and rides with the county where residents meet fixed routes, dial a ride, or vanpools. Residents rely upon medical, educational and employment opportunities offered in our neighboring counties that have higher population densities. MTA's fixed route services allow a connection to those necessary services while enjoying a lower cost of living in a rural area. All of MTA's Dial A Ride vehicles come equipped with a bike rack to allow for additional modal connectivity.

Budget

Duration of Project

Duration of Project*: Two 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		$3,401,291.00	$4,035,882.00	18.66%	$0.00	-100.00%
Fuel & Lubricants		$422,150.00	$507,390.00	20.19%	$0.00	-100.00%
		$3,823,441.00	**$4,543,272.00**		**$0.00**	

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)
State: PTSN Formula		$3,103,586.00	$2,271,636.00	$0.00

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: 18.83%

Variance between 2027-2029 and 2029-2031: -100.00%

Variances:

The DAR program is 39% of all of MTA's operating and maintenance costs and is determined based on miles driven. Both the Maintenance and Operations labor groups have recently re-negotiated their agreements and the increased costs are included in estimates provided. Benefits increased over 10% last year and are expected to do so again in 2027. Fuel is 39% of actual

costs from 7/1/2025 to 7/1/2026 with monthly averages from the first 7 months of 2026 to account for increases due to Iran conflict.

Other Sources and In-Kind Match

Other Sources*:

NA

Are you using in-kind match?*: No

Other Support

Other Support:

MTA is a recipient of Paratransit Special Needs Formula Funding and expects to be able to provide match with that source as it has in years past. However, if the amount is insufficient, we will supplement with local sales tax dollars.

Budget Development Methodology

Budget development methodology*:

Actual agency wide costs were calculated for fuel and wages for July 2025 to June 2026. Actual Dial A Ride mileage accounts for an average of 39% of total miles and this 39% was used to calculate the percentage of fuel and wages for the Dial A Ride Program. Wages and Benefits are estimated to increase over previous biennium due to several factors. Labor agreements were recently re-negotiated for both the Operations and Maintenance divisions, which included 3% COLA's for all members. Health benefits increased over 10% last year and are predicted to do the same in 2027. MTA plans to add one supervisor and one driver during the next biennium to support increased for both fixed route and DAR service in the North Mason area in 2027 and 2029. Additionally, fuel costs are increasing due to global conflicts and as the miles driven for the DAR program continue to increase. While MTA has converted the majority of its fleet from unleaded gasoline to propane which has seen less price volatility over time, the agency increased miles driven 9% between 2024 and 2025 and another 9% increase has occurred during the first 6 months of 2026. Mason County has traditionally been a vacation community, but after the pandemic more permanent residents are moving to the area and their homes are located in rural parts of the county away from the Shelton and Belfair urbanized areas meaning longer trips. Fuel estimates were derived by calculating 39% of MTA's total fuel usage from 7/1/2025 to 7/1/2026 plus the average monthly cost of January - July 2026 which was used to estimate the future costs. No inflation factors were calculated as the fleet finalizes its conversion to a less costly fuel source that has seen far less price variability than the unleaded fuel it is switching from.

Summary

July 1, 2027 - June 30, 2029

Total Expenses: $4,543,272.00

Match Total: $2,271,636.00

Requested Amount: $2,271,636.00
This is the amount of grant funds your organization is requesting from July 1, 2027 - June 30, 2029

Percentage of Match: 50.00%

July 1, 2029 - June 30, 2031

Total Expenses: $0.00

Match Total: $0.00

Requested Amount: $0.00
This is the amount of grant funds your organization is requesting from July 1, 2029 - June 30, 2031

Percentage of Match: 0.00%

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*: De minimis rate self-certification

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	56393	57431	1.84%	0	-100.00%
Passenger Vehicle Miles	914755	931453	1.83%	0	-100.00%
Passenger trips should be entered as whole numbers only.					
Passenger Trips	109723	111880	1.97%	0	-100.00%
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?*:

Actual data for the last half of 2025 and first half of 2026 was used to develop future estimates and reviewed for trends in the percentage increase year over year. It is assumed the county will see an estimated 2% increase in ridership by mid-2029 as a result of increased outreach, higher fuel costs impacting consumers, and changing demographics with more retirees in the area. While MTA has seen an increase in service hours (13%) and miles driven (9%) over the past year, it is anticipated those levels will not increase as much in 2027 and 2028 with the implementation of new driver scheduling software leading to greater personnel and vehicle utilization efficiencies.

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:

This project is intended to maintain reliable access for community members that live in the rural parts of Mason County not currently served by fixed route, or are unable to used fixed route services. Using actual operating data derived from on board data terminals, outputs including ridership, service hours and miles driven will be reported each quarter. Mason Transit provides special shuttle service to community events and participates in community organized events every month. The agency engages in an average of 30 unique events providing a unique opportunity to reach and educate riders who do not typically ride transit. Events vary from job fairs, school events, festivals, and youth programs. MTA reports on these events in each quarterly report.

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*:

Data presented in this grant application are conservatively estimated in order to ensure a greater probability of the the project being successful. MTA will measure the project success over time by evaluating records derived from on-board data terminals and its dispatching software. Continual monitoring of the data will reveal potential changes needed in customer education, dispatching efficiency, and trip efficiency. As ridership patterns or driver patterns emerge, changes can be made that may result in lower costs per hour and a greater number of customers served. MTA intends to begin using a new software for driver scheduling and monitoring in early 2027.

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	07/29

Supplemental Information

Supplemental Information

Supplemental Information:

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*:

According to the US Environmental Protection Agency, transportation accounts for 28% of greenhouse gas emissions in the US, with 23% coming from medium and heavy-duty vehicles. Providing mass transit options and inclusion of newer lower emission vehicles will help MTA reduce these harmful emissions resulting in cleaner air and healthier communities. Service in communities like Shelton and the Skokomish Reservation that include a higher percentage of vulnerable populations and experience greater health disparities can help address public health inequities by providing access to services. Mason County has multiple census tracts with communities identified as disadvantaged and areas of persistent poverty or experiencing health disparities. These tracts also include communities with greater health burdens and economic disadvantages shown on the Environmental Health Disparities Map. The census tract that includes the Skokomish Indian Reservation, is considered highly impacted, including most impacted ranking in sensitive populations and socioeconomic factors. MTA serves these communities as they are most dependent on our free transit service to access their daily needs. Many of MTA's riders are from lower-income households with zero or one vehicle and rely on MTA to access employment. MTA provided over 39,000 vehicle revenue hours to our community in 2025 between Dial A Ride and Fixed Route services. Funding this project will position MTA to offer services that encourage shared rides that will have a direct impact on the health of all community members in Mason County by reducing the amount of harmful greenhouse gases it emits and providing access to services that improve quality of life and community health.

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:

The Peninsula Regional Transportation Planning Organization did extensive community outreach to develop the most recent Coordinated Human Service Plan. Community members were reached through existing social service agencies to provide direct feedback. During this update they engaged directly with the region's Accountable Communities of Health (ACH), regional association's of health and human service providers who work with the most vulnerable members of the community. The conversation focused more intently on vulnerable users than in previous years and revealed the barriers to accessing medical services, food, and affordable housing when transportation options are not available. Mason Transit's DAR program serves the entire county, regardless of age, income, or disability. Conversations revealed that there is still work to be done in advertising the availability of our free general public dial-a-ride to the public and is included as part of this project.

Tribal Support

Is this project directly operated by a tribe?*:	No
Is your project serving and is it supported by a tribal nation in Washington?:	Yes
Estimate the percentage of your project that serves the tribe:	10.00% %
By checking this box, you confirm that you have reached out to the tribe regarding a resolution formally supporting your project:	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 Maps showing Persons Per Square Mile, People 65 and older, Low Income, and People with Disabilities in the Peninsula RTPO, of which MTA is part of.	PRTPO Population density Map.pdf	pdf	1 MB	09/07/2026 02:50 PM
Service area map	✓	Mason Transit's Dial A Ride Service covers all of Mason County.	Att 2 Mason County Service Map.pdf	pdf	2 MB	09/07/2026 02:54 PM
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

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

Letter of concurrence (for projects that operate in multiple planning regions)

Letters of support (combine into one file attachment)

Supplemental information

Optional construction attachments

NEPA/SEPA assessment, if available

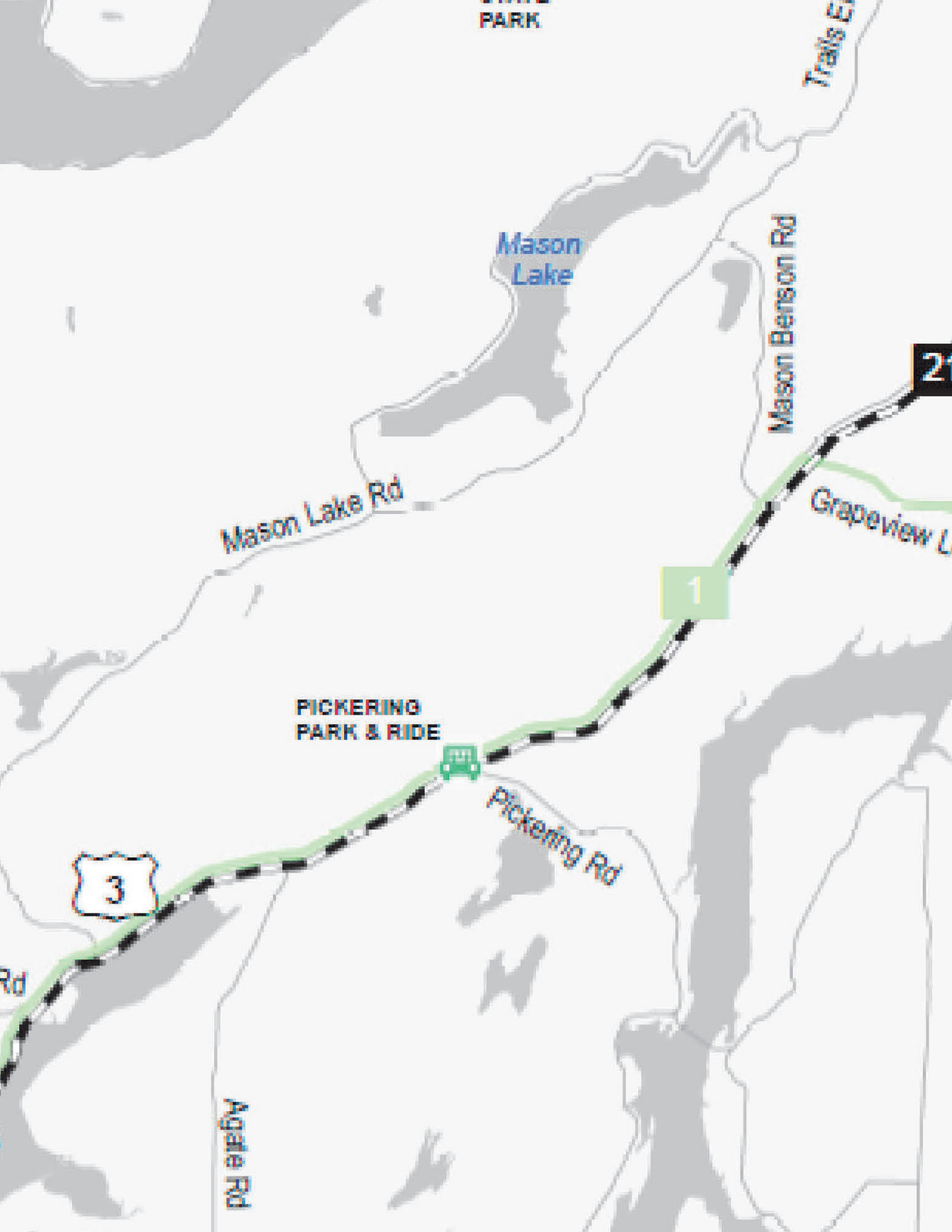
Supplemental construction project information (building or site designs, site plans, location exhibits, etc.), if available

Certification

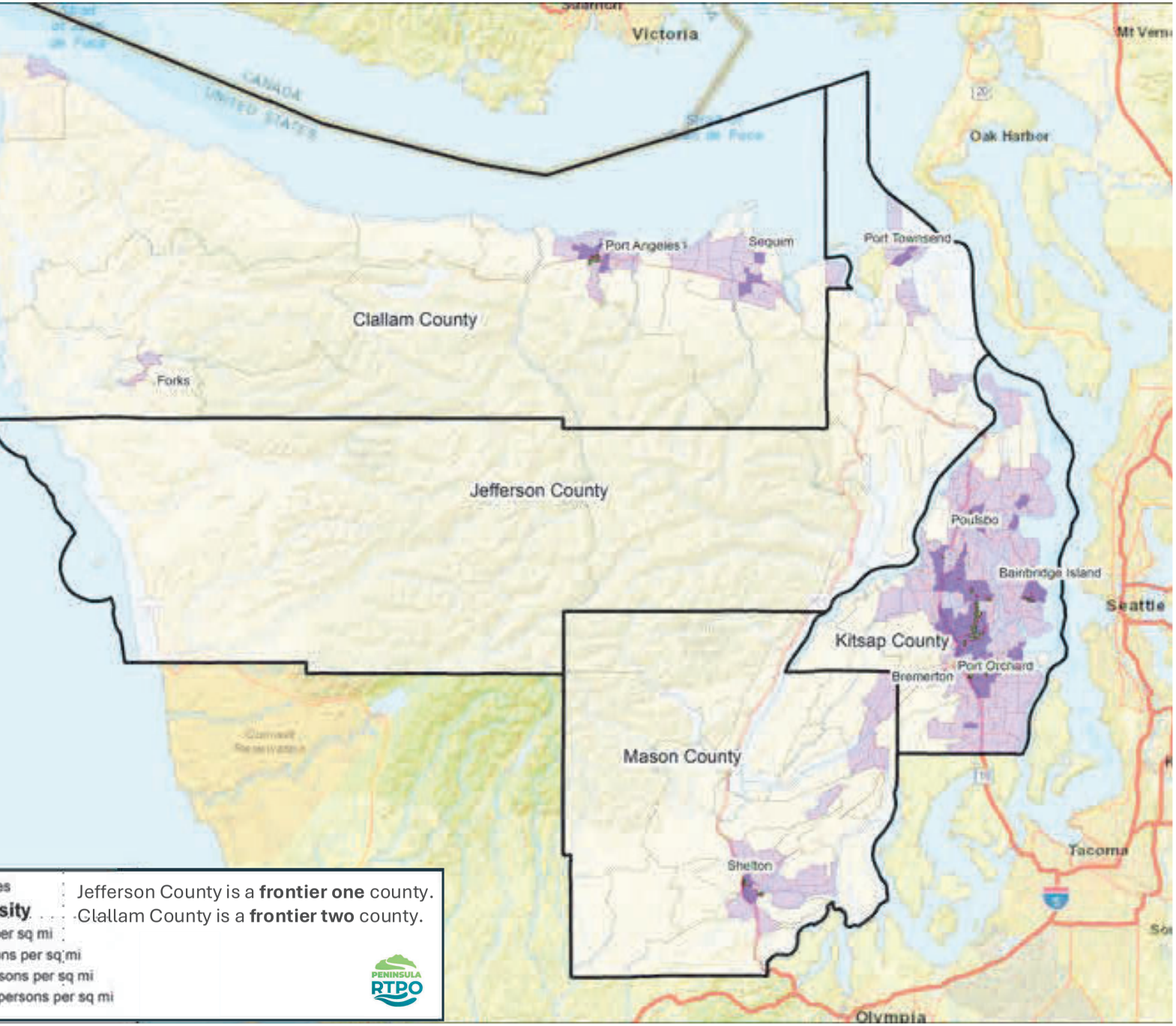
Certification

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*:	Amy (First Name) Asher (Last Name)
Title*:	General Manager
Date*:	09/07/2026


PARK
Trails E
Mason Lake
Mason Benson Rd
21
Mason Lake Rd
Grapeview L
1
PICKERING
PARK & RIDE
Pickering Rd
3
Rd
Agate Rd

ION DENSITY: PEOPLE PER SQUARE MILE IN THE PENINSULA REGION



POPULATION DENSITY

This is a highly rural region, with
half of the population, jobs, and
located in Kitsap County. Jeffer
is so rural that it is designated a
one" county, with less than 21 p
square mile. And Clallam is a "f
county, at more than 21 but less
people per square mile. Additio
of the region's population lives
any incorporated city or town.

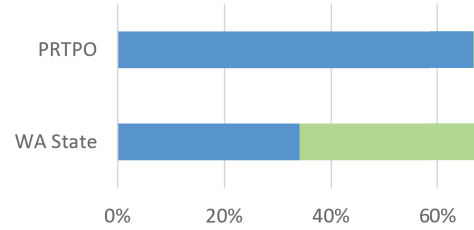
Peninsula Region Population Density Per S

County	Land Area (sq miles)	2025 Population
Clallam	1,738.7	78,65
Jefferson	1,803.7	33,82
Kitsap	395.1	288,90
Mason	959.5	67,80
Peninsula Region	**4,897.1**	**469,17**

Source: WA State Office of Financial Management, 2025 Population
Population Density by County. Formatted for the HSTP.

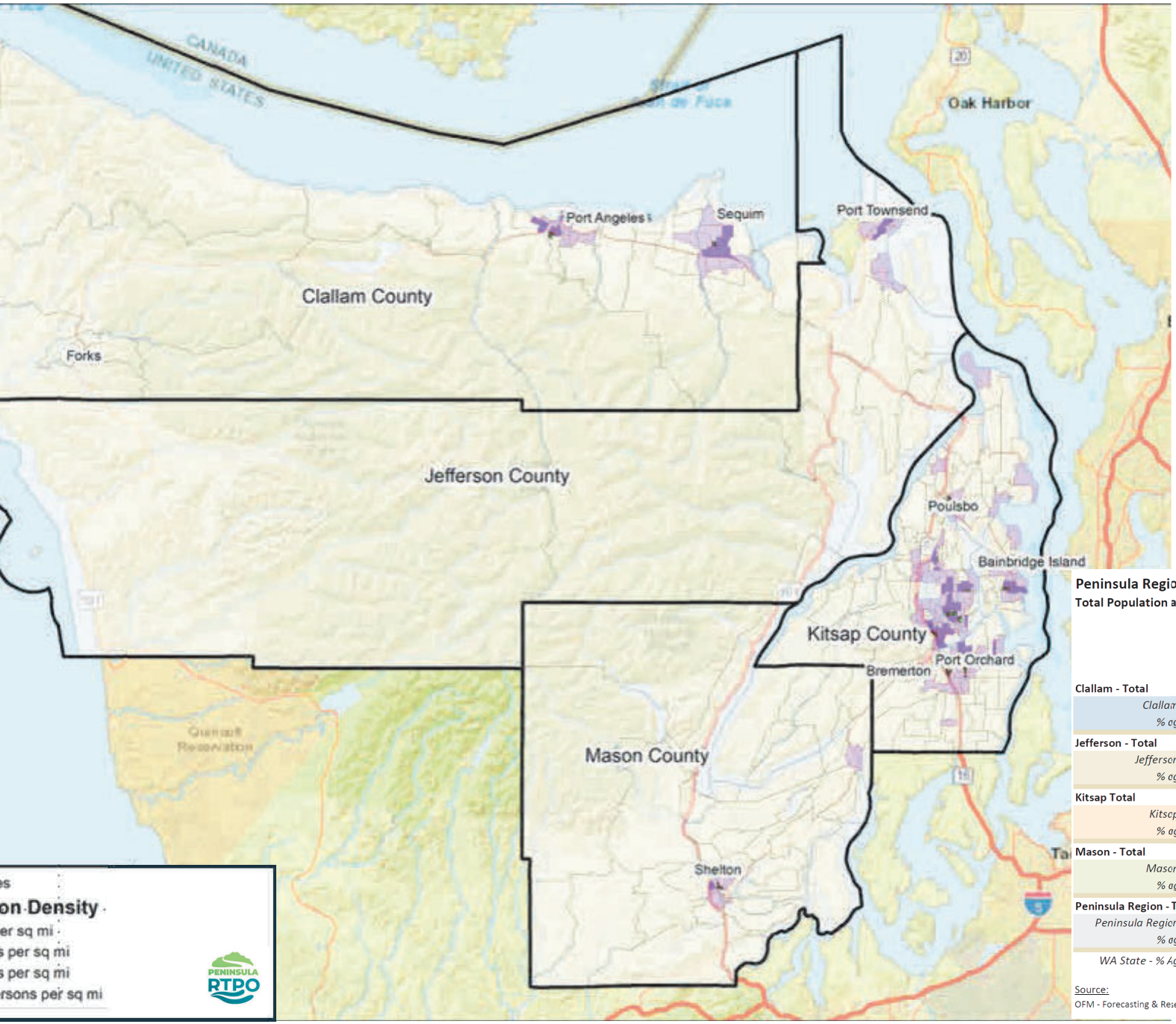
Note: Land area excludes lakes and other water bodies

2025 POPULATION DISTRIBU



	WA State
Unincorp	34.1%
Incorp	65.9%

ION DENSITY: PEOPLE 65 AND OLDER IN THE PENINSULA REGION



SENIORS

People 65 and older account fo
quarter of the region's populati
especially prevalent across the
Olympic Peninsula, in the rain s
the Olympics. Over 36% of the
population in Clallam and Jeffe
Counties is 65 or older and is e
increase as a share of the total
until 2035, when natural factors
see that share decrease. Due to
well over half of all seniors in th
in Kitsap County. By 2035, over
of Kitsap residents are expecte
older.

Peninsula Region Population and Projections - 2020 - 2050

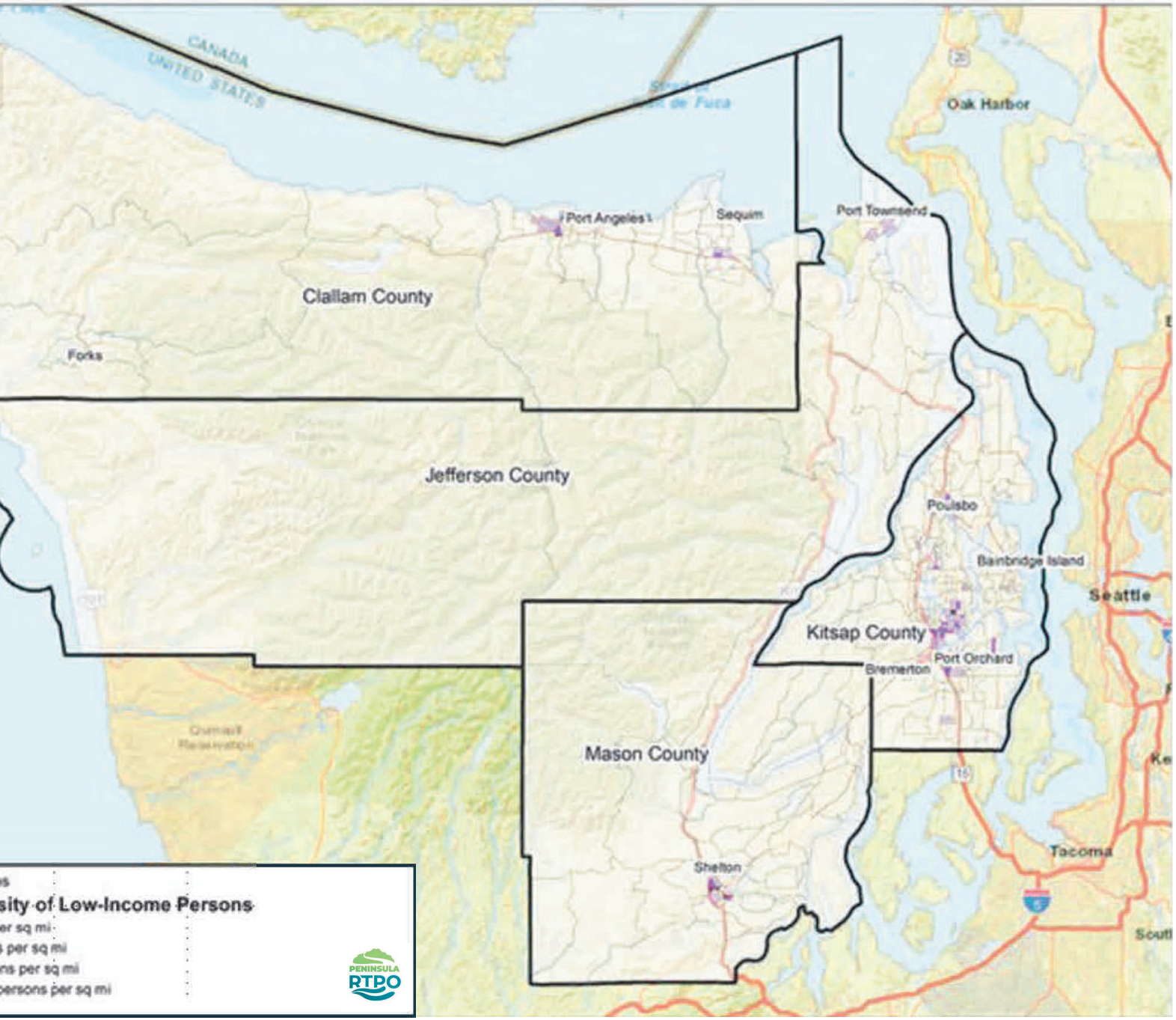
Total Population and Population Age 65+, by County and Region Totals

	OFM Adj. Census	OFM PROJECTIONS			
	2020	2025	2030	2035	2040
Clallam - Total	**77,155**	**79,459**	**81,791**	**83,755**	**85,374**
Clallam - 65+	*25,061*	*26,603*	*28,026*	*28,270*	*27,663*
% age 65+	*32.5%*	*33.5%*	*34.3%*	*33.8%*	*32.4%*
Jefferson - Total	**32,977**	**34,586**	**36,226**	**37,750**	**39,170**
Jefferson - 65+	*12,632*	*14,618*	*15,687*	*15,930*	*15,589*
% age 65+	*38.3%*	*42.3%*	*43.3%*	*42.2%*	*39.8%*
Kitsap Total	**275,611**	**286,241**	**297,608**	**308,048**	**317,694**
Kitsap - 65+	*53,071*	*63,464*	*73,587*	*78,935*	*80,853*
% age 65+	*19.3%*	*22.2%*	*24.7%*	*25.6%*	*25.4%*
Mason - Total	**65,726**	**69,262**	**72,981**	**76,485**	**79,797**
Mason - 65+	*15,927*	*18,471*	*20,628*	*21,639*	*21,959*
% age 65+	*24.2%*	*26.7%*	*28.3%*	*28.3%*	*27.5%*
Peninsula Region - Total	**451,469**	**469,548**	**488,606**	**506,038**	**522,030**
Peninsula Region - 65+	*106,691*	*123,156*	*137,928*	*144,774*	*146,064*
% age 65+	*23.6%*	*26.2%*	*28.2%*	*28.6%*	*28.0%*
WA State - % Age 65+	*16.3%*	*18.4%*	*20.4%*	*21.3%*	*21.8%*

Source:

OFM - Forecasting & Research | December 2022 | GMA Projections, Middle Series. Formatted for HSTP.

ION DENSITY: LOW INCOME HOUSEHOLDS IN THE PENINSULA REGION

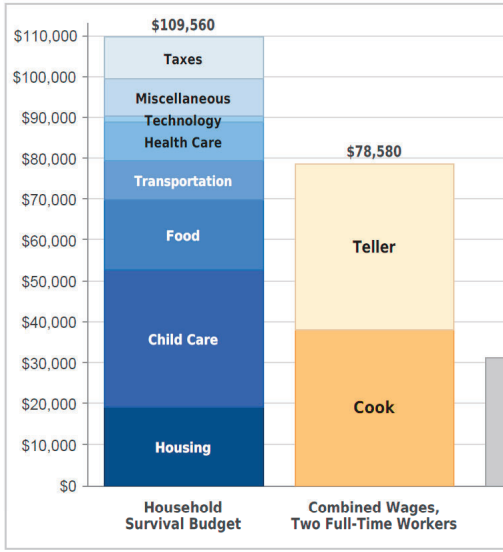


LOW INCOME

The federal poverty level, or FPI
common indicator of low incon
this figure from the 2024 "State
Washington" report makes clea
who are struggling to make end
would never be considered "in
the federal metric. A financial s
from loss of a job, change in a h
situation, illness, or other facto
it unaffordable to drive and with
cascading effects.

Figure 2. Household Survival Budget Cos
Wages of Common Jobs and the FPL

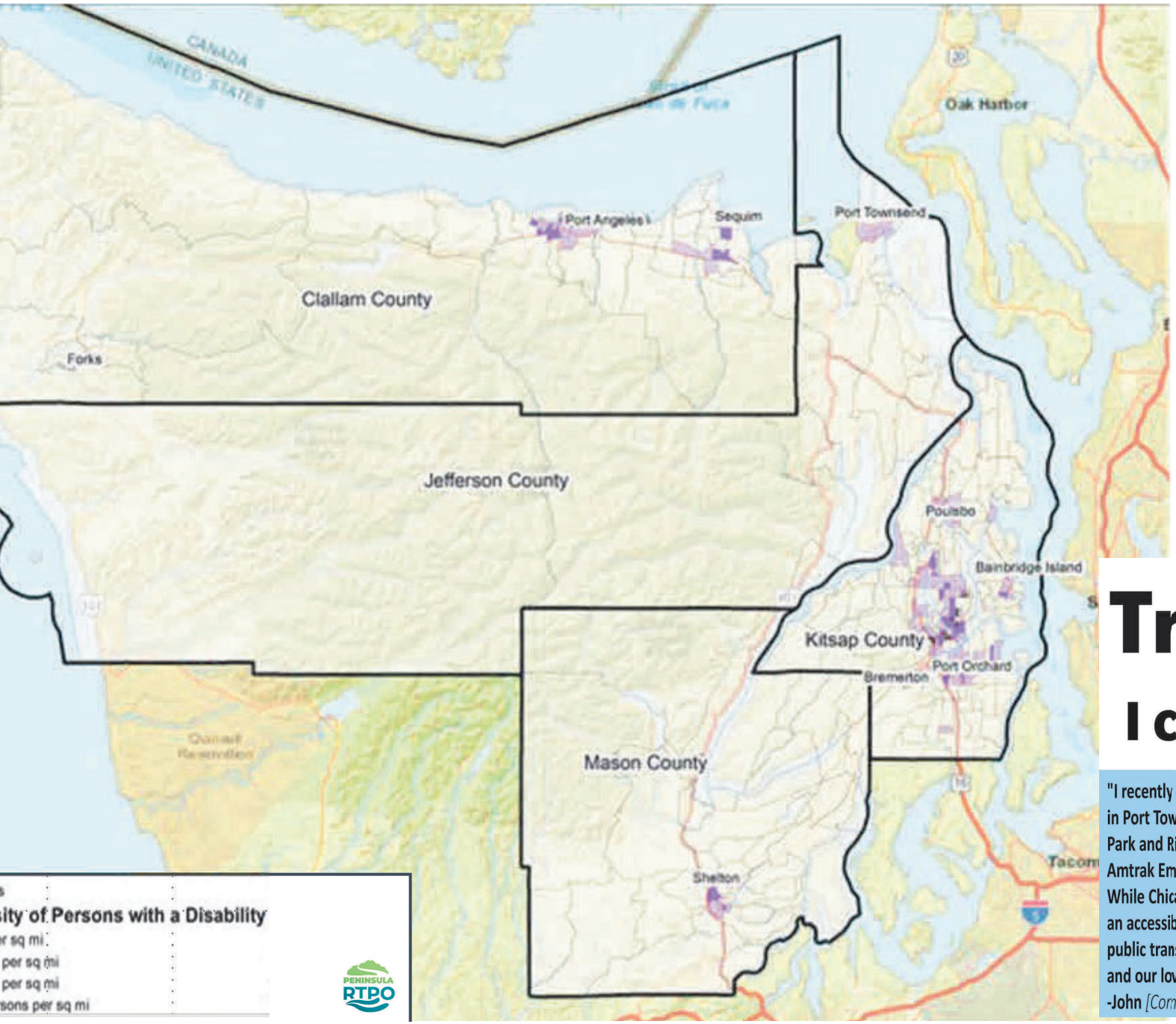
Family of Four, Washington, 2024



Note: Cooks season and prepare foods in restaurants and other estab process routine transactions, such as cashing checks and depositing credit union.

Sources: ALICE Household Survival Budget, 2024; Bureau of Labor S Occupational Employment Statistics, 2024; U.S. Census Bureau, Fed 2024

ION DENSITY: PEOPLE WITH DISABILITIES IN THE PENINSULA REGION



DISABILITY

Not everyone with a disability n
with travel, and not all those wh
require special vehicles or trans
services. For many, regular fixe
transit is the ticket to independ
lifestyles. Others need special
"door through door" assistance
need travel support didn't need
long ago. People lose the ability
a result of age-related declines
or illness, always a difficult tra
Those living in outlying rural are
fewer viable options than those
where there are higher densitie
services.

Transit is W

I can live independ

"I recently embarked on an unforgettable journey across the country with
in Port Townsend, where we used Jefferson Transit's Dial-A-Ride service to
Park and Ride. From there, we boarded the Dungeness Line to Seattle, whe
Amtrak Empire Builder with a comfortable wheelchair accessible sleeping
While Chicago wasn't our final destination, it marked the end of our Amtra
an accessible van to get to Cincinnati, OH and Harrodsburg, KY. Despite a fe
public transportation was key to making this journey possible, connecting
and our loved ones."

-John *[Community Member, TAG Member, Public Transit Rider]*