Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **41510 - Purchase one 35' Fixed Route Bus**

Organization Name: Mason County Public Transportation Benefit Area

Contact Name: Amy Asher

Project Description

Purchase one 35' fixed route bus to expand MTA's fleet in order to connect fixed route services to surrounding counties.

Project Funding Summary

Total Project Cost	$ 824,658
Grant Request	$ 659,726
Match Amount	$ 164,932

WSDOT has different match requirements for different kinds of projects.

Type of Project

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

Mobility Management
- ☐ 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
- ☐ Strengthen coordination of paratransit transfers between systems
- ☐ Ensure WA 211 provider data is current across all Peninsula counties
- ☑ 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
- ☐ Improve ADA compliant access to stops
- ☑ Develop park and ride sites and regional mobility hubs

Planning
- ☐ Improve mobility assisted evacuation planning, coord
- ☑ 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

41510 - Purchase one 35' Fixed Route Bus

Project Need

Mason Transit Authority currently operates thirteen (13) fixed routes on weekdays and seven (7) routes on Saturdays with connections to Jefferson, Kitsap, Thurston and Grays Harbor Counties. Growth in the North Mason area, some of which is related to the Shipyard Infrastructure Optimization Program at the Kitsap Naval Shipyard in Bremerton, has Mason Transit planning for increased service demand. This project includes expansion of the fleet by one fixed route bus to plan for the future expansion of service planned between 2027 and 2031. The Peninsula CPT-HSTP identified the challenges of rural living when attempting to access services - 70 percent of residents live outside cities, leaving the car as one of the most used forms of transportation. The plan identified the challenges working people face if they can't afford housing in town, forcing longer commutes from rural areas and a higher transportation cost. The increased price of fuel, vehicle maintenance costs and insurance are putting pressure on working families who could use a more affordable option. Mason Transit already provides some fixed route service focused on the traditional commute patterns seen by the area, but realize it could be enhanced to better serve the varied commute patterns and other non-work related needs of the community. This additional bus will help meet that need. If the grant is not awarded, MTA will either reduce the number of routes offered in later years, or find

Special Needs Transportation

This project advances the efficiency, accessibility and coordination of transportation service for people with special transportation needs by expanding MTAs fixed route fleet in preparation for planned service growth. This planned service expansion will help MTA provide more frequent, reliable and useful service for residents who depend on transit to reach employment, medical care, ferry connections to healthcare in Seattle, and other essential services not available in rural Mason County. The project improves accessibility by addressing transportation barriers faced by rural residents, older adults, people with disabilities, low-income individuals, workers with long commutes, and residents who cannot drive or do not have reliable access to a personal vehicle. Expanding fixed route capacity gives residents a more affordable and dependable transportation option, reducing the burden of fuel, vehicle maintenance, insurance, and long-distance commuting costs. Finally, the project strengthens transportation coordination by improving connections among rural communities, urban centers, ferry terminals, and neighboring transit systems. MTA currently operates fixed route service with regional connections to Jefferson, Kitsap, Thurston, and Grays Harbor Counties. Expanded service on the Bremerton and Belfair corridors will enhance access to Kitsap Transit, Washington State Ferries, and onward connections to Seattle and other regional

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, Belfair and the urban communities they connect to including Bremerton and Olympia, 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 Belfair in North Mason county, is considered impacted in Health Disparities, Social Determinants of Health and Poor Health Outcomes. 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 accessemployment. 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 capital 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 fleet expansion project is also consistent with the goals and strategies identified in the PRTPO Coordinated Public Transit Human Services Transportation Plan. Operating service that provides access through expansion of opportunities for those that don't drive is a priority (P5-1). 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

The project will strengthen Mason Transit Authority's multimodal network by adding the fleet capacity needed to support expanded service. These routes connect rural Mason County residents to ferry service, neighboring transit systems, park-and-ride activity, pedestrian access points, and regional employment and service centers. By adding one fixed route bus, MTA will be better positioned to coordinate these connections as service demand grows between 2027 and 2031. These multi-modal connections are especially important for residents who rely on Bremerton and the greater Puget Sound region for medical care, employment, education, shopping, and other essential services that are not available in smaller rural communities. The project's multimodal partnerships will improve access to social services by making it easier for riders to transfer between MTA service, neighboring transit providers, and ferry connections. Efficiencies gained include better use of the fixed route network, and the ability to meet growing travel demand without reducing existing routes in later years. Adding a bus in advance of planned service expansion allows MTA to phase in additional trips strategically, rather than responding reactively to overcrowding, missed connection opportunities, or unmet demand. The additional vehicle will also support more efficient scheduling, improve regional connectivity, reduce transportation barriers for rural residents.

Measurement of Project Success

41510 - Purchase one 35' Fixed Route Bus

Application Details

Funding Opportunity:	38338-2027-2029 Consolidated Grant Program - Vehicles and Equipment
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 8:55 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:	Paul	Bolte
	First Name	Last Name
	Maintenance Manager	pbolte@masontransit.org
	Title	Email Address

Summary of Project Information

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Select all capital types from the list below that best describe your project.

Capital Type*: Fleet expansion

Checking yes to 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) participation.
For examples of federal requirements from the last biennium, see the Public Transportation Grant Guidebook.

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

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

Legislative District(s)*: 22,26,35

Congressional District(s)*: 10,6

County(ies)*: Jefferson,Kitsap,Mason,Thurston

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*:

Purchase one 35' fixed route bus to expand MTA's fleet in order to connect fixed route services to surrounding counties.

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*:

This project includes expansion of the fleet by one fixed route bus to plan for the future expansion of service planned to begin in 2027. MTA's Board approved in its most recent 2026 Transit Development Plan, an expansion of service hours on Route 3 from Mason County to the Kitsap Ferry Terminal in Bremerton and on Route 1 between Shelton and Belfair. This expansion of service planned is in direct relationship to the Navy's Shipyard Infrastructure Optimization Program in Bremerton as the county is seeing a greater level of housing development in Belfair and resulting traffic. Residents living in the Northern Mason County area rely on the Bremerton urban area and connection to Seattle for services not found in the small unincorporated town of Belfair, including access to medical services and employment. The addition of five additional weekday trips to Bremerton and four between Shelton and Belfair will be increased gradually beginning in 2027 and will require an additional vehicle supported by this grant by 2029. The project will support the program's goals of enhancing existing services accessed by residents, strengthen community connections between rural and urban areas, and supports the coordination of multimodal development with connections to neighboring transit providers and ferry terminals.

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 currently operates thirteen (13) fixed routes on weekdays and seven (7) routes on Saturdays with connections to Jefferson, Kitsap, Thurston and Grays Harbor Counties. Growth in the North Mason area, some of which is related to the Shipyard Infrastructure Optimization Program at the Kitsap Naval Shipyard in Bremerton, has Mason Transit planning for increased service demand. This project includes expansion of the fleet by one fixed route bus to plan for the future expansion of service planned between 2027 and 2031. The Peninsula CPT-HSTP identified the challenges of rural living when attempting to access services - 70 percent of residents live outside cities, leaving the car as one of the most used forms of transportation. The plan identified the challenges working people face if they can't afford housing in town, forcing longer commutes from rural areas and a higher transportation cost. The increased price of fuel, vehicle maintenance costs and insurance are putting pressure on working families who could use a more affordable option. Mason Transit already provides some fixed route service focused on the traditional commute patterns seen by the area, but realize it could be enhanced to better serve the varied commute patterns and other non-work related needs of the community. This additional bus will help meet that need. If the grant is not awarded, MTA will either reduce the number of routes offered in later years, or find another grant source.

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:

This project advances the efficiency, accessibility and coordination of transportation service for people with special transportation needs by expanding MTAs fixed route fleet in preparation for planned service growth. This planned service expansion will help MTA provide more frequent, reliable and useful service for residents who depend on transit to reach employment, medical care, ferry connections to healthcare in Seattle, and other essential services not available in rural Mason County. The project improves accessibility by addressing transportation barriers faced by rural

residents, older adults, people with disabilities, low-income individuals, workers with long commutes, and residents who cannot drive or do not have reliable access to a personal vehicle. Expanding fixed route capacity gives residents a more affordable and dependable transportation option, reducing the burden of fuel, vehicle maintenance, insurance, and long-distance commuting costs. Finally, the project strengthens transportation coordination by improving connections among rural communities, urban centers, ferry terminals, and neighboring transit systems. MTA currently operates fixed route service with regional connections to Jefferson, Kitsap, Thurston, and Grays Harbor Counties. Expanded service on the Bremerton and Belfair corridors will enhance access to Kitsap Transit, Washington State Ferries, and onward connections to Seattle and other regional destinations. By supporting multimodal connections and strengthening links between rural and urban areas, this project directly supports the goals of RCW 47.01.450 to improve coordinated transportation services for people with special transportation needs.

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 service hours expansion and will be overseeing this project with members of his outreach and operations team. Paul Bolte is MTA's Fleet and Facilities Maintenance Manager and has been with MTA since 2022. He has over 30 years of experience managing fleets and maintenance teams and will be responsible for procuring the vehicle in coordination with WSDOT staff.

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*:

41503 - Sustain Mason County Dial a Ride Service
41510 - Purchase one 35' Fixed Route Bus

This project to purchase one 35' bus is second priority.

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?

No Data for Table

Cross-region Project

Does this project have a service area that crosses RTPO/MPO planning boundaries?*: Yes

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 capital 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 fleet expansion project is also consistent with the goals and strategies identified in the PRTPO Coordinated Public Transit Human Services Transportation Plan. Operating service that provides access through expansion of opportunities for those that don't drive is a priority (P5-1). 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*:

The project will strengthen Mason Transit Authority's multimodal network by adding the fleet capacity needed to support expanded service. These routes connect rural Mason County residents to ferry service, neighboring transit systems, park-and-ride activity, pedestrian access points, and regional employment and service centers. By adding one fixed route bus, MTA will be better positioned to coordinate these connections as service demand grows between 2027 and 2031.
These multi-modal connections are especially important for residents who rely on Bremerton and the greater Puget Sound region for medical care, employment, education, shopping, and other essential services that are not available in smaller rural communities. The project's multimodal partnerships will improve access to social services by making it easier for riders to transfer between MTA service, neighboring transit providers, and ferry connections. Efficiencies gained include better use of the fixed route network, and the ability to meet growing travel demand without reducing existing routes in later years. Adding a bus in advance of planned service expansion allows MTA to phase in additional trips strategically, rather than responding reactively to overcrowding, missed connection opportunities, or unmet demand. The additional vehicle will also support more efficient scheduling, improve regional connectivity, reduce transportation barriers for rural residents.

Budget

Transit Vehicles

Replace / Expand / Rebuild	Vehicle Description	Minimum Useful Life	Passenger Seating	Wheelchair Stations	Fuel Type	Cost Description	Total Cost of Vehicle w/ Accessories	Match	Requested Amount
Expansion	Heavy-Duty	12	25	4	Biodiesel	The estimated base cost of the vehicle is $763,721. Options are too numerous to list, but estimated costs are $60,937. See prior purchase options in attachments.	$824,658.00	$164,932.00	$659,726.00
								$164,932.00	**$659,726.00**

Equipment

Equipment Description	Total Cost	Match	Requested Amount
No Data for Table			

Sources of Match

Source	If Other, List the Source	Amount
State: Rural Mobility formula		$164,932.00
		$164,932.00

Scalability

Is your project scalable?*: No

ADA Accessibility

ADA Accessibility*:

MTA's entire revenue fleet meets the ADA requirements and has been audited by WSDOT to ensure compliance. This bus expansion will follow the same established guidelines and will match the other vehicles in the fleet. MTA's fixed route buses meet all physical access and safety requirements as well as visual and audible access requirements.

Procurement Plan

Procurement Plan*:

MTA intends to purchase this fixed route bus off the Washington State Department of Enterprise Services (DES) contract. After verifying the DES contract is FTA compliant, MTA staff will coordinate with WSDOT and DES staff to notify of them of the intent to purchase. Staff will submit purchase order to vendor and obtain a price quote and floor plan. MTA Staff will be traveling to inspect the vehicle in person and will pay for it with local funds. Once vehicle is delivered and inspected, MTA will issue an letter of acceptance and payment.

Other Sources

Other Sources*:

If this project is not supported in this consolidated grant round, the MTA Board will determine if they wish to expand service hours beyond existing capacity. Other sources of funding could include local sales tax funding.

Summary

Requested Amount

Vehicle Requested Amount: $659,726.00

Equipment Requested Amount: $0.00

Total Requested Amount: $659,726.00

Match Amount

Match Amount: $164,932.00

Percentage of Match: 20.00%

Total

Total Project Cost: $824,658.00

Hydrogen Project Information

Hydrogen Project Implementation

Does your project include purchasing or constructing assets associated with hydrogen fuel?*: No
Examples: hydrogen-powered vehicles, hydrogen fuel, fueling stations, storage systems, or on-site fueling or production equipment.

Vehicle Replacement

Vehicle Replacement or Rebuild

Are you replacing or rebuilding a vehicle?*: No
Click Save Form to continue. If you selected Yes, complete the vehicle information section below.

Vehicle Information

Replace or Rebuild	Vehicle Type	Year	Make/Model	Vehicle Description	Fuel Type	Remaining useful life	Vehicle Identification Number (VIN)	Current Status	Current Mileage	Other Applications	Other Grant Program(s)

No Data for Table

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
Passenger Vehicle Hours	59470	63223	6.31%
Passenger Vehicle Miles	1388325	1498531	7.94%
Passenger Trips	1122601	1178348	4.97%
Volunteer Hours	0	0	0.00%

Project Service Level Description

Describe the methodology used to develop these estimates, including any assumptions applied in their development.

How were service-level estimates developed?*:

Service level estimates were created using existing passenger vehicle hours, vehicle miles and passenger trips for 2025 and the first half of 2026. Data was estimated for the last half of the biennium, assuming zero growth in all factors. Data for the second half of 2027 assumed the addition of 260 service hours and an additional 7,600 miles for the incremental addition of service planned for Bremerton. Ridership assumed a 2% increase. 2028 included the addition of 1040 service hours and 32,968 miles with the addition of increased service between Shelton and Belfair. Ridership assumes a 3% increase in 2028 due to the increased service. 2029 will include an additional 260 hours in the first half of the year before the biennium closes and will also be the time at which an additional vehicle will be needed in the fleet to maintain the added service. Ridership assumes an additional 2% growth as riders begin to rely on the additional runs and more development is expected in the area.

Milestones

Project Activities

Project Activity	Applicable to project?	Completion date (mm/yy)	Notes
Construction			
Preliminary engineering start date	No		
Environmental documentation complete (e.g., NEPA/SEPA)	No		
Property acquisition complete (lease or purchase)	No		
Contract advertisement	No		
Operationally/substantially complete	No		
Vehicles			
Solicitation (request for proposals or invitation for bid) published	Yes	05/27	MTA anticipates receiving notice of award in the spring of 2027 and will engage the bus manufacturer if awarded so that the purchase order can be issued on 7/1/2027.
Contract Award/Purchase order	Yes	07/27	Bus manufacturers as experiencing a backlog of orders so issuing a PO immediately at award is planned.
First vehicle accepted	Yes	06/29	Current delivery timeline of vehicles is 24 months from order.
All vehicles accepted	Yes	07/29	MTA Staff are well versed in vehicle acceptance processes and given no issues can place in service within a week of acceptance.
All vehicles placed in service	Yes	07/29	MTA Staff are well versed in vehicle acceptance processes and given no issues can place in service within a week of acceptance.

Equipment

Solicitation (request for proposals or invitation for bid) published	No
Contract award/Purchase order	No
First piece of equipment accepted	No
All equipment accepted	No
All equipment placed in service	No

Project Risks

Identify potential risks that may affect the timely completion of your project. Describe the mitigation strategies your organization will use to reduce or manage each risk.

Milestone risks*:

One of the risks MTA is currently aware of is a backlog that exists with the vehicle manufacturer. MTA has one vehicle currently on order and after more than 6 months still has not yet received a quote. It is currently taking 24 months from the time the quote is issued to delivery, so there could be delays. After speaking with the manufacturer MTA typically uses, they anticipate this timeline growing more favorable after the most backlog in ordering. MTA is prepared to work quickly as soon as grant notification is issued to prepare the order. If the backlog continues, MTA is prepared to delay service expansion and request a funding reauthorization if needed.

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, Belfair and the urban communities they connect to including Bremerton and Olympia, 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 Belfair in North Mason county, is considered impacted in Health Disparities, Social Determinants of Health and Poor Health Outcomes. 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 PRTPO 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 regional associations 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. In addition to the PRTPO planning process, MTA has heard directly from residents and riders about the lack of frequent connections between Belfair and Shelton and into downtown Bremerton. MTA's Fixed Route bus system program covers the major corridors in the county and connects residents to the urbanized areas where services are provided, but does not run frequently. This project directly addresses that gap.

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	✓	Selection of Population Density Maps of the PRTPO Region, of which Mason Transit is a part.	PRTPO Population density Map.pdf	pdf	1 MB	09/07/2026 06:18 PM
Service area map	✓	Mason Transit Service Area Map displaying connections to neighboring counties.	Att 2 Mason County Service Map.pdf	pdf	2 MB	09/07/2026 06:18 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	Attached is the previous diesel bus purchased by MTA. There are numerous options listed. We anticipate ordering nearly the same vehicle if all options remain available, which has not been a guarantee lately with vendor changes. T	SHELTON WA 3 35 Diesel Washington State Contract 7-11-23 REV 2.pdf	pdf	67 KB	09/08/2026 08:54 PM
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 Asher First Name Last Name
Title*:	General Manager

Date*: 09/07/2026

PRICE VARIANCE
7/11/2023
SHELTON, WA OFF OF STATE OF WASHINGTON RFP# 2020 06719-01
(3) 35' DIESEL LOW FLOOR BUS, SN: TBD

ITEM	STATE OF WASHINGTON, WA	SHELTON, WA	VARIANCE
BRT STYLING	NOT INCLUDED	NOT REQUIRED	-
CUMMINS ENGINE	L9, 280 HP (DIESEL)	L9, 280 HP (DIESEL)	-
AUXILIARY ENGINE OIL FILTER	NOT INCLUDED	NOT INCLUDED	-
COOLANT FILTER	STD FLEETGUARD	STD FLEETGUARD	-
ENGINE FUEL FILTER	STD FLEETGUARD	STD FLEETGUARD	-
STARTER	DELCO 42MT	DELCO 42MT	-
ALTERNATOR	NIEHOFF C803 (500 AMP)	NIEHOFF C803 (500 AMP)	-
ENGINE BLOCK HEATER	NOT INCLUDED	NOT REQUIRED	-
AIR RESTRICTION INDICATOR	DONALDSON INFORMER	DONALDSON INFORMER	-
RADIATOR	MODINE E-FAN	MODINE E-FAN	-
E-COAT RAD/CAC	NOT INCLUDED	NOT REQUIRED	-
RADIATOR TANK GUARD	NOT INCLUDED	NOT REQUIRED	-
ENGINE OIL EXTRACTOR PORT	NOT INCLUDED	NOT REQUIRED	-
ENGINE OIL DRAIN	MAGNETIC DRAIN PLUG	MAGNETIC DRAIN PLUG	-
TRANSMISSION	ALLISON B400R	ALLISON B400R	-
FUELSENSE 2.0	INCLUDED	REQUIRED	-
TRANS OIL EXTRACTOR PORT	NOT INCLUDED	NOT REQUIRED	-
BRAKES	DISC BRAKES	DISC BRAKES	-
AXLE HUB SEALS	GREASE SEALS	OIL SEALS	-
MAGNETIC AXLE DRAIN PLUGS	INCLUDED	REQUIRED	-
AUTOMATIC TRACTION CONTROL	INCLUDED	REQUIRED	-
HUBODOMETER	NOT INCLUDED	STEMCO MECHANICAL DATA TRAC PRO 600-9999	79.00
HUBODOMETER GUARD	NOT INCLUDED	NOT REQUIRED	-
WHEEL MOUNTING	HUB PILOTED	HUB PILOTED	-
WHEELS	(6) POWDER COATED STEEL WHEELS	(7) ALUMINUM FULL POLISHED WHEELS W/DURABRIGHT	2,882.00
DURAFLANGE WHEELS	NOT INCLUDED	REQUIRED	1,393.00
TIRES	CUSTOMER SUPPLIED	GILLIG SUPPLIED GOODYEAR B315/80R22.5, G652 RTB, METRO MILLER (L)	5,889.00
ELECTRIC STEERING ASSIST	NOT INCLUDED	REQUIRED	2,494.00
VIP TEXTURED STEERING WHEEL	NOT INCLUDED	REQUIRED	79.00
DROP DOWN AUTOMATIC CHAINS	NOT INCLUDED	NOT REQUIRED	-
DIESEL FILL	EMCO WHEATON	GRAVITY FILL	(265.00)
DASH FUEL GAUGE	NOT INCLUDED	REQUIRED	134.00
OIL PRESSURE & COOLANT TEMP GAUGES IN ENGINE COMP'T	ELECTRIC	ELECTRIC	-
SWAT SWITCH	NOT INCLUDED	NOT REQUIRED	-
ELECTRICAL TOW CONNECTION	NOT INCLUDED	REQUIRED	183.00
DUAL AD-IP AIR DRYER	NOT INCLUDED	NOT REQUIRED	-
ENGINE SKID PROTECTION	NOT INCLUDED	NOT REQUIRED	-
A-POST SKID PLATES	NOT INCLUDED	NOT REQUIRED	-
HORN SPLASH SHIELD	NOT INCLUDED	NOT REQUIRED	-
REAR HAND THROTTLE	NOT INCLUDED	REQUIRED	134.00
BATTERY TYPE	(2) DEKA 8D	(2) DEKA 8D	-
BATTERY JUMP START CONN	INCLUDED (REAR CONNECTION)	NOT REQUIRED	(140.00)
WHEELCHAIR RAMP	LIFT-U LU18	LIFT-U LU18	-

PRICE VARIANCE
7/11/2023
SHELTON, WA OFF OF STATE OF WASHINGTON RFP# 2020 06719-01
(3) 35' DIESEL LOW FLOOR BUS, SN: TBD

ITEM	STATE OF WASHINGTON, WA	SHELTON, WA	VARIANCE
HVAC MOTORS (TK)	BRUSHLESS	OHIO PM MOTORS	(1,300.00)
HVAC COMPRESSOR (TK)	S391	S391	-
REFRIGERANT	R134A	R134A	-
REFRIGERANT PRESSURE DISPLAY	NOT INCLUDED	NOT REQUIRED	-
DRIVERS HEATER MOTORS	BRUSHLESS	BRUSHED	(419.00)
FRESH AIR MAKE-UP	NOT INCLUDED	REQUIRED	725.00
AUXILIARY COOLANT HEATER	NOT INCLUDED	VALEO THERMO PLUS 230 (80,000) BTU	2,696.00
USSC UV ACTIVE AIR SYSTEM	NOT INCLUDED	REQUIRED	5,380.00
FRONT STEP HEATER	NOT INCLUDED	NOT REQUIRED	-
EXIT DOOR HEATER	NOT INCLUDED	NOT REQUIRED	-
UNDERSEAT HEATER	NOT INCLUDED	NOT REQUIRED	-
WARM WALL HEATER	NOT INCLUDED	NOT REQUIRED	-
DASH FAN(S)	NOT INCLUDED	(2) REQUIRED	178.00
SENSTIVE EDGE	NOT INCLUDED	NOT REQUIRED	-
REAR DOOR	34" AIR OPEN/SPRING CLOSE	34" AIR OPEN/SPRING CLOSE	-
REAR DOOR CONTROLS	FULL DRIVER CONTROL	FULL DRIVER CONTROL	-
VAPOR ELECTRONIC DOOR CONTROL W/ BUTTONS	NOT INCLUDED	NOT REQUIRED	-
EXTERIOR FRONT DOOR RELEASE	NOT INCLUDED	NOT REQUIRED	162.00
ELECTRICAL EQUIPMENT CABINET	44" W/(2) FANS	44" W/(2) FANS	-
ELECTRICAL EQUIPMENT STORAGE BOX LIGHTING	NOT INCLUDED	REQUIRED	188.00
VANNER INVERTER	NOT INCLUDED	NOT REQUIRED	-
CS WHEELWELL STORAGE BOX	NOT INCLUDED	REQUIRED	500.00
FRONT WHEELWELL PACKAGE RACK	NOT INCLUDED	NOT REQUIRED	-
PASSENGER INFO STATION	NOT INCLUDED	NOT REQUIRED	-
SCHEDULE RACKS	NOT INCLUDED	OBIC 19/21 4P 2L	380.00
INTERIOR AD FRAMES	NOT INCLUDED	NOT REQUIRED	-
EXTERIOR AD FRAMES	NOT INCLUDED	NOT REQUIRED	-
PASSENGER SEATS	AMSECO INSIGHT W/ A.R.M , Q'STRAINT RESTRAINTS	AMSECO INSIGHT W/ DRAIN HOLES W/Q'STRAINT & (2) REAR FACING BACKBOARDS	10,908.00
FRONT WHEELWELL VERTICAL STANCHIONS	NOT INCLUDED	CURB SIDE ONLY	125.00
DRIVERS SEAT	RECARO ERGO METRO W/ HEADREST & 2-PT BLACK BELT	RECARO ERGO METRO W/ HEADREST & 2-PT BLACK BELT	-
SEAT BELT ALARM	NOT INCLUDED	NOT REQUIRED	-
SEAT CUSHION ALARM	NOT INCLUDED	NOT REQUIRED	-
SEAT ARMREST	NOT INCLUDED	REQUIRED - RH	169.00
PASSENGER SIGNALS	PULL CORDS	TOUCH TAPE	1,116.00
STOP REQUEST AT REAR DOOR STANCHION	NOT INCLUDED	NOT REQUIRED	-
STOP REQUEST LAMP AT DASH	NOT INCLUDED	NOT REQUIRED	-
DRIVERS BARRIER	WRAPAROUND W/OUT SCHEDULE HOLDERS	WRAPAROUND W/OUT SCHEDULE HOLDERS	-
DRIVERS PROTECTION BARRIER	NOT INCLUDED	NOT REQUIRED	-

PRICE VARIANCE
7/11/2023
SHELTON, WA OFF OF STATE OF WASHINGTON RFP# 2020 06719-01
(3) 35' DIESEL LOW FLOOR BUS, SN: TBD

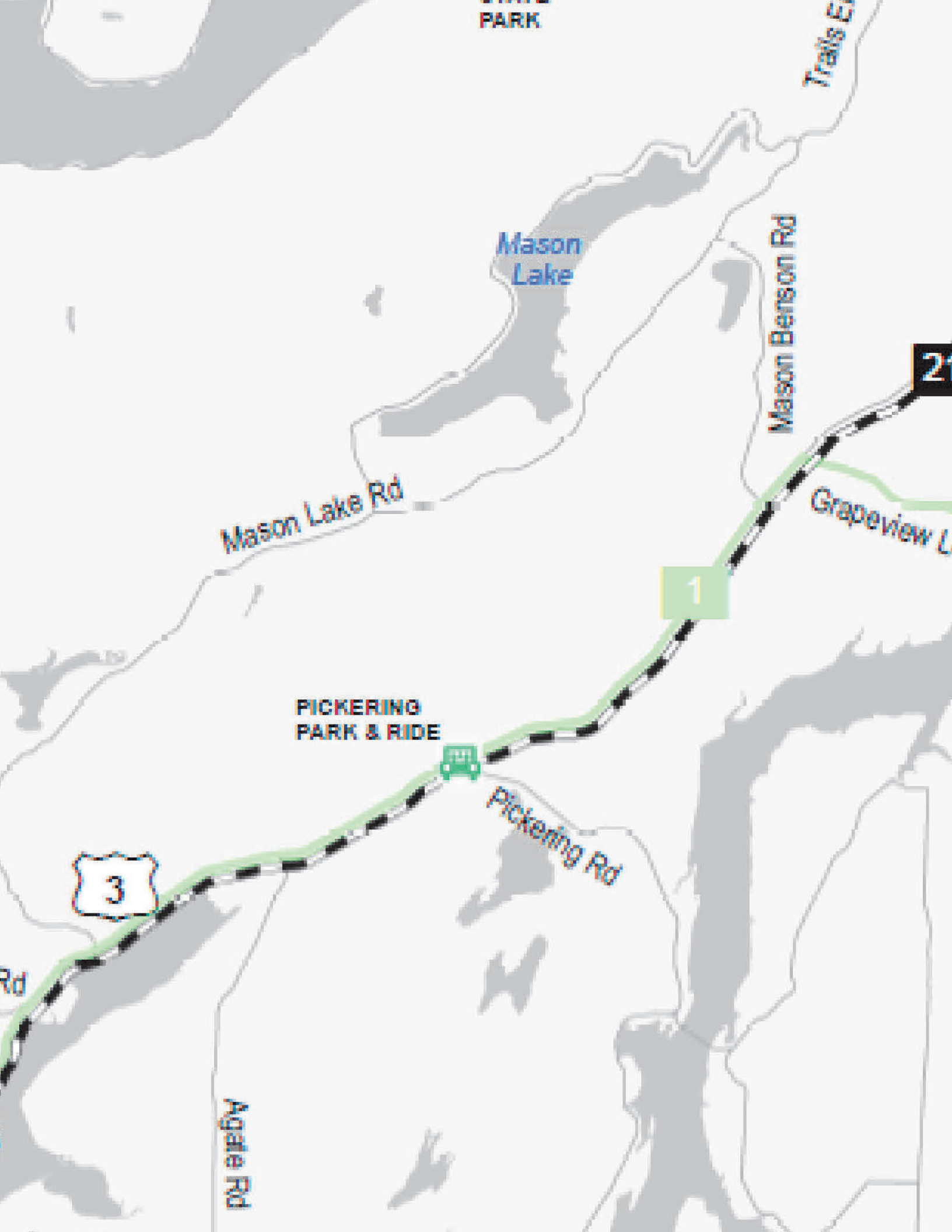
ITEM	STATE OF WASHINGTON, WA	SHELTON, WA	VARIANCE
MODESTY PANEL FWD OF REAR DOOR	NOT INCLUDED	NOT REQUIRED	-
OVERHEAD GRAB STRAPS	NOT INCLUDED	(8) NYLON GRAB STRAPS	200.00
STANCHIONS	YELLOW POWDER COATED	SSTL	-
PASSENGER WINDOWS	STD FRAME / UPPER TRANSOM	BONDED FRAMES / UPPER TRANSOM	10,618.00
GLAZING GUARDS	NOT INCLUDED	NOT REQUIRED	-
HEAD LAMPS	LED LOW & HIGH BEAMS	LED LOW & HIGH BEAMS	-
STOP/TAIL/TURN/BACK UP LAMPS	4" ROUND DIALIGHT LED	4" ROUND DIALIGHT LED	-
REAR CAP AUX STOP LAMPS	NOT INCLUDED	REQUIRED	175.00
YIELD SIGN	NOT INCLUDED	REQUIRED (REAR HVAC DOOR,STREET-SIDE)	640.00
BATTERY COMPARTMENT LAMPS	(1) LED 12" STRIP LAMP	(1) LED 12" STRIP LAMP	-
INTERIOR LAMPS	LED I/O CONTROLS	LED PRETORIA W/ MANUAL DIMMING	-
PLEASURE RADIO	NOT INCLUDED	NOT REQUIRED	-
2-WAY RADIO & ANTENNA	PRE-WIRE W/ANTENNA	ASP 572	130.00
PA SYSTEM/VOICE ANNUCIATOR	STD REI	STD REI	-
CAD / AVL ITS SYSTEM	NOT INCLUDED	NOT REQUIRED	-
DRIVERS SPEAKER	NOT INCLUDED	NOT REQUIRED	-
HAND HELD MIC	INCLUDED	REQUIRED	-
BOOM MIC	INCLUDED	SOUND VIEW SVA505F	175.00
HEATED FRONT GLAZING	NOT INCLUDED	NOT REQUIRED	-
DESTINATION SIGNS - FRONT, CURBSIDE & REAR	TWIN VISION AMBER	HANOVER AMBER LED W/ EG 4 CONTROLLER W/WIRELESS DOWLOAD CAPABILITY	817.00
FRONT RUN SIGN	NOT INCLUDED	NOT REQUIRED	-
FAREBOX	PRE-WIRE ONLY	PRE-WIRE ONLY	-
FAREBOX GUARD	INCLUDED	REQUIRED	-
CEILING MTD FAREBOX LAMP	NOT INCLUDED	NOT REQUIRED	-
TRANSFER CUTTER	NOT INCLUDED	NOT REQUIRED	-
PASSENGER COUNTER	NOT INCLUDED	REQUIRED (1 X 5 DENOMINATOR)	160.00
FULL COMPOSITE FLOOR	NOT INCLUDED	REQUIRED	2,200.00
FLOORING MATERIAL	ALTRO	ALTRO	-
ROOF HATCHES	(1) REAR MANUAL	(2) FRONT & REAR MANUAL OPEN/CLOSE WITH POWERED VENT	849.00
EXTERIOR MIRRORS	8" X 8" 1-PC, NON-HEATED W/ REMOTE	10X13, 2-PC, 5"X7" CONVEX, HTD W/REMOTE CONTROL	394.00
FIRE SUPRESSION	AMEREX V-25	NOT REQUIRED	(2,099.00)
TRAFFIC LIGHT PREEMPTION	NOT INCLUDED	NOT REQUIRED	-
VIDEO SURVEILLANCE	NOT INCLUDED	ANGELTRAX 8-CAMERA SYSTEM W/ VULCAN MDVR V12 & 1TB	7,633.00
BACK UP CAMERA W/ DASH MOUNTED MONITOR	NOT INCLUDED	NOT REQUIRED	-
BIKE RACK	SPORTWORKS MOUNTING BRACKETS ONLY	SPORTSWORKS DL2 BLACK POWDER COATED	1,378.00
BIKE RACK MIRROR	NOT INCLUDED	REQUIRED	36.00
BIKE RACK DEPLOYED LAMP	NOT INCLUDED	REQUIRED	200.00
MEDICAL AID KIT	NOT INCLUDED	REQUIRED	69.00
BLOODBORN PATHOGEN KIT	NOT INCLUDED	REQUIRED	35.00

PRICE VARIANCE
7/11/2023
SHELTON, WA OFF OF STATE OF WASHINGTON RFP# 2020 06719-01
(3) 35' DIESEL LOW FLOOR BUS, SN: TBD

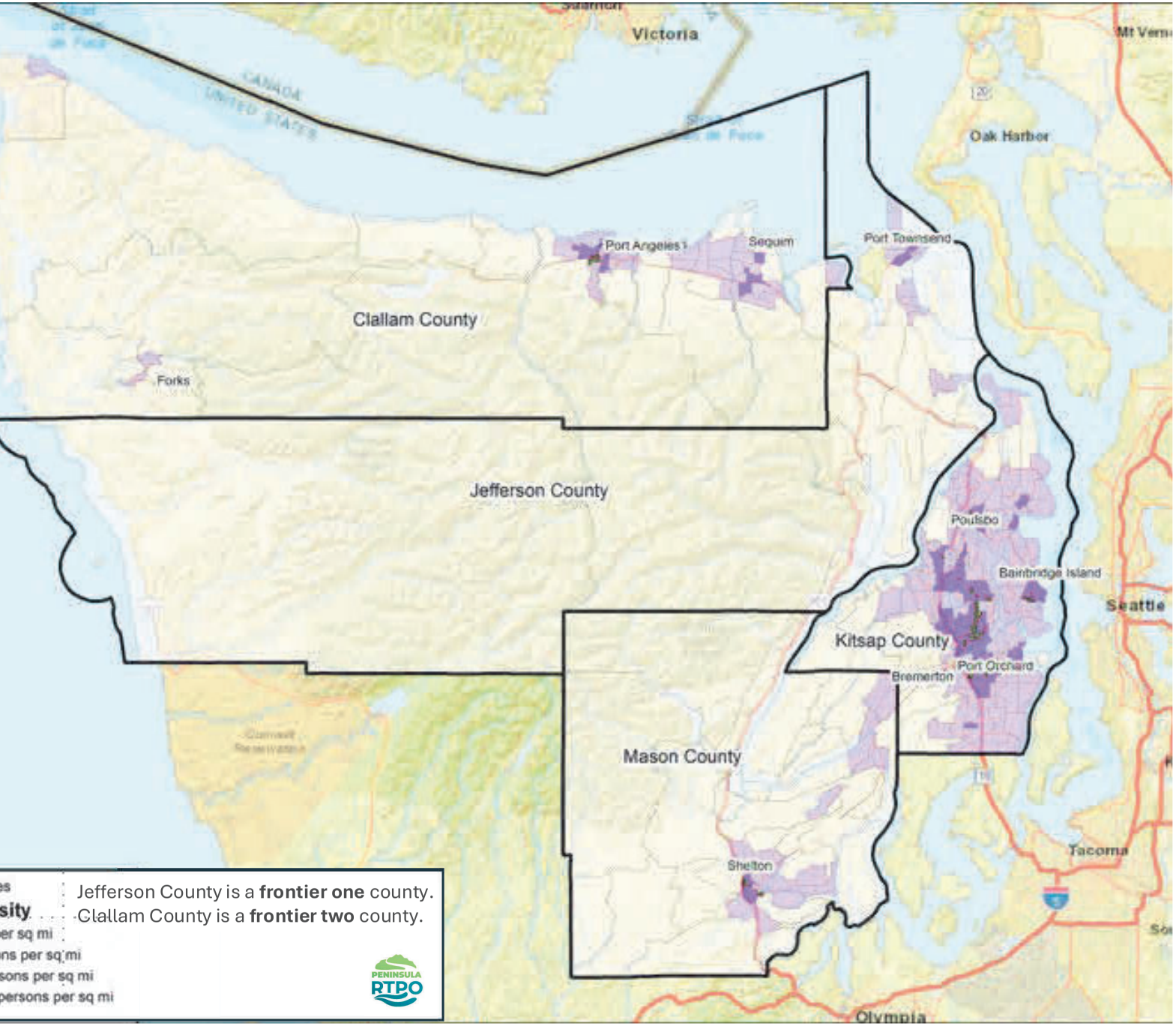
ITEM	STATE OF WASHINGTON, WA	SHELTON, WA	VARIANCE
BIO-HAZARD KIT	NOT INCLUDED	NOT REQUIRED	-
WHEEL CHOCKS (SET)	NOT INCLUDED	NOT REQUIRED	-
DASH MTD MULTI FUNCTION DISPLAY (MFD)	NOT INCLUDED	NOT REQUIRED	-
DRIVERS DASH GAUGES	NOT INCLUDED	I/O MFD II ELECTRONIC DIGITAL DASH	3,534.00
12V POWER PORT AT DASH	NOT INCLUDED	NOT REQUIRED	-
CUP HOLDER	NOT INCLUDED	(1) BIG GULP	35.00
WASTE CONTAINER	NOT INCLUDED	NOT REQUIRED	-
I/O PROGRAM MODULE	NOT INCLUDED	NOT REQUIRED	-
ADJUSTABLE PEDALS	NOT INCLUDED	REQUIRED	1,130.00
EXTERIOR PAINT	1-COLOR	3-COLORS	4,300.00
CLEAR COAT	NOT INCLUDED	REQUIRED	1,350.00
EXTERIOR GRAPHICS	BUS NUMBERS ONLY	SHELTON, WA CUSTOM GRAPHICS (SAME AS 196477)	6,848.00
ROOF NUMBERS	INCLUDED	REQUIRED	-
EXT WARRANTY (BASIC BUS)	24 MONTHS / 100,000 MILES	12 MONTHS / 50,000 MILES	(500.00)
EXT WARRANTY (STRUCTURAL INTEGRITY CORROSION)	144 MONTHS / 500,000 MILES	84 MONTHS / 350,000 MILES	(266.00)
EXT WARRANTY (ENGINE L9)	24 MONTHS / UNL MILES	24 MONTHS / UNL MILES	-
EXT WARRANTY (TRANSMISSION - ALLISON)	60 MONTHS / 300,000 MILES	24 MONTHS / 150,000 MILES	(2,943.00)
WARRANTY (ALL OTHERS)	BASE COVERAGE PER CONTRACT	BASE COVERAGE PER CONTRACT	-
TRAVEL BUDGET	NOT INCLUDED	REQUIRED	1,500.00
TRAINING	NOT INCLUDED	NOT REQUIRED	-

TOTAL SHELTON, WA VARIANCES	72,268.00
STATE OF WASHINGTON, WA 35' LOW FLOOR BASE UNIT PRICE (APRIL 2021)	410,601.00
SHELTON, WA 35' LOW FLOOR BASE UNIT PRICE	482,869.00
PPI 1413 ADJUSTMENT PER WA STATE CONTRACT AMENDMENT #1 (6-1-22) = 11.78%	56,882.00
PPI 1413 ADJUSTMENT PER WA STATE CONTRACT AMENDMENT #3= (15%) ONE TIME REDUCTION TO (10%)	53,975.00
SPARE / TOOLING BUDGET	5,937.00
SHELTON, WA 35' LOW FLOOR TAXABLE PRICE	599,663.00
DELIVERY	1,987.00
WASHINGTON SALES TAX (8.8%)	52,945.00
SHELTON, WA 35' LOW FLOOR CURRENT PRICE (7/11/2023)	**654,595.00**

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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.

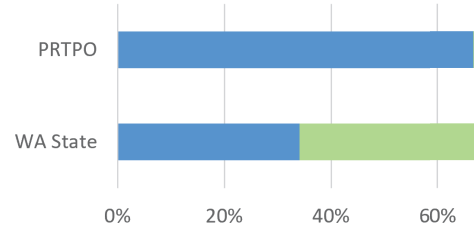
Peninsula Region Population Density Per S

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.

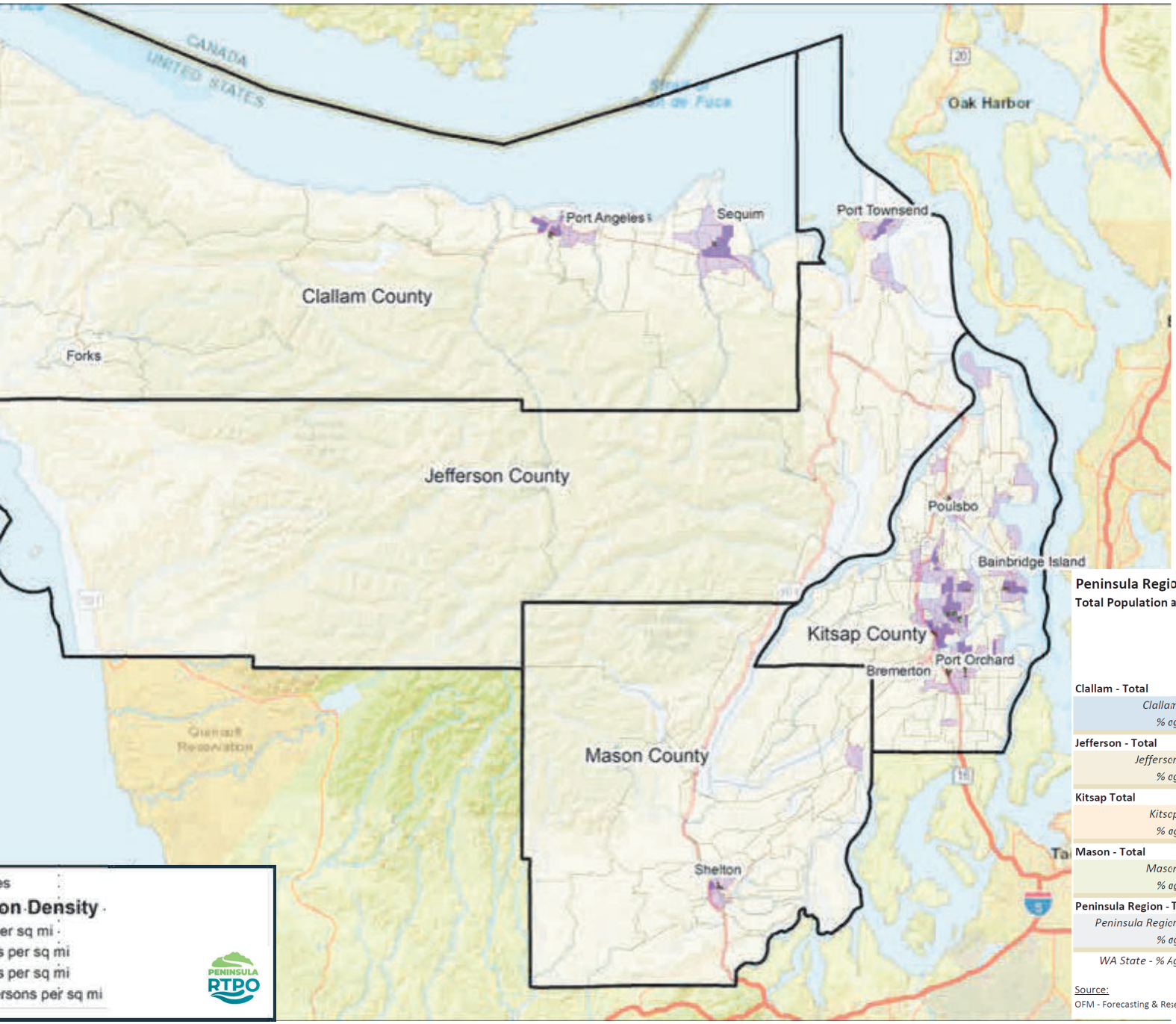
Note: Land area excludes lakes and other water bodies

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

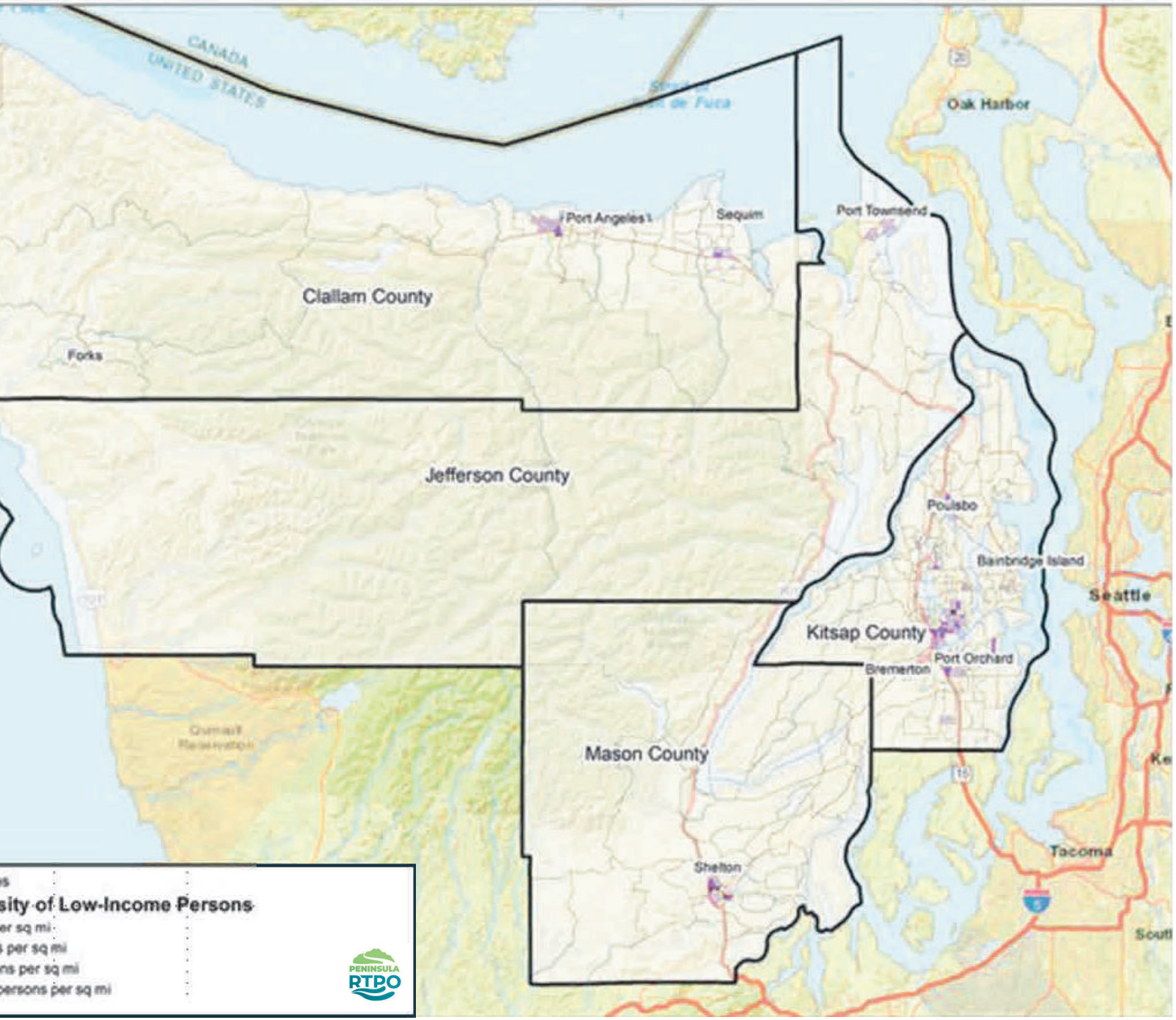
Total Population and Population Age 65+, by County and Region Totals

	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

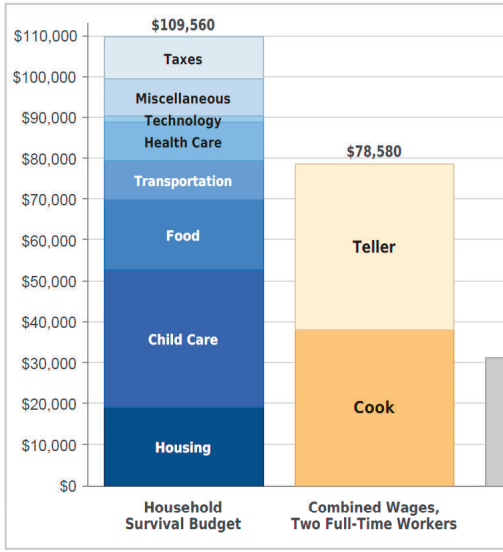


LOW INCOME

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

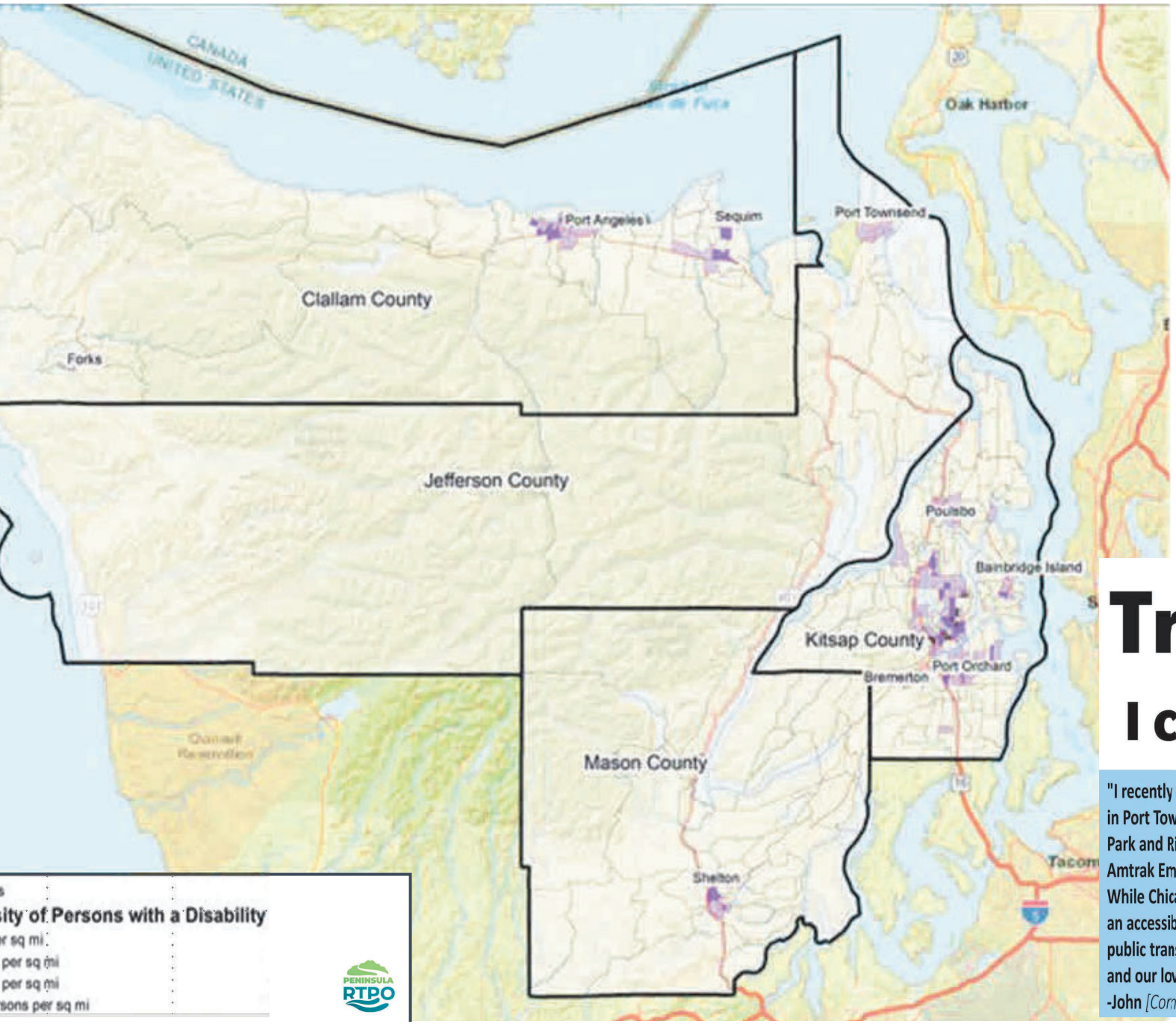
Family of Four, Washington, 2024



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]*