PENINSULA RTPO 2026 CONSOLIDATED GRANTS REVIEW PACKET

Here are the 15 projects being evaluated, arranged in alphabetical order by applicant and hyperlinked to each project. Content is copied verbatim from the original WSDOT applications. Rankings should consider the Human Services Transportation Plan and its mobility strategies.

Please contact me if you want more of the technical and financial details omitted from the complete WSDOT applications. To help shape the baseline ranking the TAC will start with, please complete your preliminary ranking of projects by 5:00 on November 17th. You have (8) A, (7) B, and (7) C grades to assign for these 14 projects. Also, please share any questions you'd like project sponsors to address. All project sponsors are invited to participate in this preliminary review, not just those who are TAC members. However, only TAC members will participate in the ranking discussion on November 19th.

A printout of the Survey Monkey tool we're using to collect your initial ranking is attached. Please submit your responses to the Preliminary Ranking Poll here or email back to me a scan of the pdf form with your findings. While your responses will remain anonymous to the group, the input of all responses received by the cutoff will be used to establish a starting point for the TAC's discussion and ranking recommendations to the Board.

If you have any questions or difficulties with any aspect of this, please contact me any time by email at TheraB@PeninsulaRTPO.org or by phone or text at 360.473.1132. Thank you very much for your help with this important PRTPO process.

SUMMARY

Makah Tribe - Makah Public Transit Deviated Fixed Route Operating
Makah Tribe - Makah Public Transit Capital Bus Purchase
Squaxin Tribe - Sustaining Squaxin Transit Operations Due to Loss of Other Funding
Squaxin Tribe - Squaxin Transit Aging Vehicles Replacement
Clallam Transit - Paratransit services - operating 2027-2029
Jefferson Transit - Jefferson Transit East County Operating - Sustaining
Jefferson Transit - Jefferson Transit Olympic Connection - Sustaining
Jefferson Transit - Jefferson Transit Sunday Service - Expansion
Jefferson Transit - Jefferson Transit Gateway Visitor Center
Mason Transit - Sustain Mason County Dial a Ride Service
Mason Transit - Purchase one 35' Fixed Route Bus
Jamestown S'Klallam Tribe - Jamestown Tribal Health Patient Transportation Vehicle Replacement
Mobility For All - Peninsula Mobility Management Project (PMMP)
FEED NEEDS - FEED NEEDS Rural Community Access & Mobility
Suquamish Tribe - Suquamish Connector Service Plan

For More Information:
Amna Parson | 360.473.1132 | AmnaP@kitsaptransit.com

Peninsula RTPO
2026 Consolidated Grants Project

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

Organization Name: Makah Tribal Council

Contact Name: Jeff Bartlett

Project Description

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

Project Funding Summary

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

WSDOT has different match requirements for different kinds of projects.

Type of Project

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

Type of Service

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

Duration

- ( ) 2 years
- (•) 4 years

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

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

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

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

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

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

39491 - Makah Public Transit Deviated Fixed Route Operating

Project Need

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

Special Needs Transportation

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

Benefits to Vulnerable Populations in Overburdened Communities

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

Coordination Efforts

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

Multimodal Partnerships

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

Measurement of Project Success

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

Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **39627 - Makah Public Transit Capital Bus Purchase**

Organization Name: Makah Tribal Council

Contact Name: Jeff Bartlett

Project Description

This grant will be used to order two (2) buses to replace busses in our fleet that are past their useful life benchmark.

Project Funding Summary

Total Project Cost	$ 379,768
Grant Request	$ 341,792
Match Amount	$ 37,976

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

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

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

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

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

39627 - Makah Public Transit Capital Bus Purchase

Project Need

These buses are needed to replace aging buses in our fleet which will help keep "out of service days" to a minimum as well as assist with keeping overall repair costs down. As maintenance/repair costs continue to increase, it becomes increasingly more difficult to keep aging buses up and running. Also, due to our remote location, maintenance/repairs are very difficult as repair facilities range from 85 to 90 miles depending on what service is needed.

Special Needs Transportation

The replacement buses are ADA equipped with features like wheelchair lifts. This allows for safe, reliable access to transportation for special needs populations like seniors/elders and persons with disabilities. Additionally, the buses serve as the only form of transportation for those who cannot afford a car or cannot drive.

Benefits to Vulnerable Populations in Overburdened Communities

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

Coordination Efforts

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

Multimodal Partnerships

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

Measurement of Project Success

Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **39785 - Sustaining Squaxin Transit Operations Due to Loss of Other Funding**

Organization Name: Squaxin Island Tribe

Contact Name: Zoe Gish

Project Description

This project requests $422,000 to sustain Squaxin Island Tribal Transit current operations to cover the funding gapcreated by BIA Tribal Transportation funding that is no longer available. Squaxin Transit is fare-free serving SquaxinIsland and the regional community. The service provides access to critical destinations and essential services.

Project Funding Summary

Total Project Cost	$ 3,704,521
Grant Request	$ 1,393,661
Match Amount	$ 2,310,860

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

- [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
- [ ] Improve access to transit information & trip reservation tools
- [x] Strengthen coordination of paratransit transfers between systems
- [ ] Ensure WA 211 provider data is current across all Peninsula counties
- [x] Increase engagement between providers & regional care hubs

Vehicles / Equipment

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

Small Construction

- [ ] 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
- [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

39785 - Sustaining Squaxin Transit Operations Due to Loss of Other Funding

Project Need

Squaxin Transit serves as a lifeline for Tribal members and the general public. Through fixed-route, deviated-route, and demand-response (Dial-A-Ride) services, the program connects riders to a variety of critical services and destinations. These services are particularly important for seniors, individuals with disabilities, low-income households, and residents without a personal vehicle. The need for this project is identified in Chapters 4 & 5 of the PRTPO 2026 HSTP Update, which highlights persistent transportation challenges in rural and Tribal communities. Key barriers include long travel distances, limited transportation options, difficulty accessing healthcare, and the ongoing need to maintain reliable transit operations. This project directly addresses those unmet needs by sustaining Squaxin Transit operations. Continued funding will sustain safe, reliable, and accessible transportation services that improve access to services while reducing social isolation and enhancing quality of life. Without grant funding this critical service will have to be reduced creating additional transportation barriers, further jeopardizing access to services, and negatively impacting the well-being of Tribal members and the general public who rely on public transit.

Special Needs Transportation

Squaxin Transit supports a number of special needs populations with deviated fixed route and demand response (Dial a ride) service including persons with disabilities, seniors, low income individuals, youth and those without personal vehicles. Drivers support these populations by keeping in close contact with the riders and/or their caretakers, to ensure they are scheduled for pick up and reach their planned destination safely. Dial-A-Ride services are available to accommodate those whose transportation needs cannot be met with the regular deviated fixed-route service. For those needing services outside the Kamilche area, Squaxin Transit coordinates connections with Mason Transit Authority for transportation to Shelton or Olympia and a connection to Grays Harbor Transit through our limited route to McCleary/Elma for those wishing to travel to Aberdeen or other areas of Grays Harbor.

Benefits to Vulnerable Populations in Overburdened Communities

Squaxin Transit, operated by the Squaxin Island Tribe, serves not only Tribal members but also the general public across its service area. The transit program provides essential transportation services for a broad range of vulnerable populations, including low-income individuals and families, seniors, veterans, people with disabilities, youth, and individuals without access to a personal vehicle. The population served by Squaxin Transit includes both vulnerable populations and overburdened communities as defined by Washington State law. Historical socioeconomic, environmental, and health disparities continue to affect Tribal members and many residents within the service area. This project will provide direct and meaningful benefits by addressing the need for reliable, fare-free, and accessible transportation. In rural Mason County, where travel distances are long and transportation alternatives are limited, public transit is often the only transportation option available. Through fixed-route, deviated-route, and demand-response services, Squaxin Transit connects riders essential services and critical destinations, as well cultural activities and programs for Tribal members. By reducing transportation barriers, the project improves access to opportunities that support health, economic stability, independence, and quality of life. The project also supports environmental justice goals by providing shared transportation options that reduce transportation costs, decrease reliance on personal vehicles, reduce single-occupancy vehicle trips, and improve mobility for vulnerable populations and residents of overburdened communities.

Coordination Efforts

The Squaxin Island Tribe coordinates closely with local, and regional partners to ensure transportation planning addresses community needs and aligns with regional priorities. The Tribe serves on the PRTPO Executive Board and TAC and participates in the development and implementation of the 2026 Peninsula Regional HSTP. This project advances multiple strategies in Chpts 4 & 5 of the 2026 HSTP, including sustaining existing service while preserving mobility for low-income, elders, and disabled Tribal members who often face increased transportation barriers, including limited transportation options and long travel distances. Transportation needs were identified through coordination among the Tribe's Transit Program, Tribal leadership, riders, the community, and regional planning partners. Rider feedback, operational experience, service data, and regional planning discussions identified the need to maintain reliable access for a variety of activities and destinations. Alternatives considered included relying solely on existing public transit providers or reducing service levels. These options were inadequate because they do not provide the flexible first-mile/last-mile connections needed by Tribal and rural communities or adequately serve remote areas. Implementation is coordinated with Mason Transit Authority, Grays Harbor Transit, Tribal departments, healthcare providers, educational institutions, veterans' services, and social service organizations.

Multimodal Partnerships

Squaxin Transit enhances the regional multimodal transportation network by providing first mile/last-mile connections between Tribal and rural communities and regional transportation providers, including Mason Transit Authority, Grays Harbor Transit, and local park-and-ride facilities. The project increases efficiency by coordinating services with local transit agencies, allowing each provider to focus on resources within its service area while maintaining continuous connections for riders. This coordinated approach expands the reach of the regional transportation network, reduces duplication of services, helps fill transportation gaps in rural and Tribal communities, and maximizes the value of limited transportation resources. Squaxin Transit supports other modes of transportation including allowing riders to utilize bike racks on buses or bring their scooters on the bus. Many youths utilize the bus to take their scooter to the skate park in Shelton. Additionally, riders utilize Squaxin Transit to access the Shelton Creek Watershed trail system and other recreational opportunities.

Measurement of Project Success

Project success will be measured by tracking passenger trips, passenger vehicle hours, passenger vehicle miles, service availability, and trips provided for medical, employment, education, shopping, and community/cultural events. If performance falls below targets, Squaxin Transit will review ridership trends, trip scheduling, staffing, vehicle availability, and service demand to identify the gaps in performance targets. Adjustments may include modifying schedules or service areas, improving trip coordination and increasing outreach to Tribal members. Performance will be reviewed regularly to ensure the project continues to meet community transportation needs.

Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **39812 - Squaxin Transit Aging Vehicles Replacement**

Organization Name: Squaxin Island Tribe

Contact Name: Zoe Gish

Project Description

This project requests $520,000 to purchase and replace three ADA-accessible (including wheelchair access) cutaway buses.

Project Funding Summary

Total Project Cost	$ 468,978
Grant Request	$ 422,079
Match Amount	$ 46,899

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

39812 - Squaxin Transit Aging Vehicles Replacement

Project Need

Squaxin Transit serves as a lifeline for Tribal members and the general public. Through fixed-route, deviated-route, and demand-response (Dial-A-Ride) services, the program connects riders to a variety of critical services and destinations. These services are particularly important for seniors, individuals with disabilities, low-income households, and residents without a personal vehicle. Chapters 4 & 5 of the PRTPO 2026 HSTP Update identify the need for this project by highlighting persistent transportation challenges in rural and Tribal communities. Key barriers include long travel distances, limited transportation options, difficulty accessing healthcare, and the ongoing need to maintain reliable transit operations. This project directly addresses those unmet needs by sustaining Squaxin Transit operations. Continued funding will sustain safe, reliable, and accessible transportation services that improve access to services while reducing social isolation and enhancing quality of life. Without grant funding this critical service will have to be reduced creating additional transportation barriers, further jeopardizing access to services, and negatively impacting the well-being of Tribal members and the general public who rely on public transit.

Special Needs Transportation

Squaxin Transit supports a number of special needs populations with deviated fixed route and demand response (Dial a ride) service including persons with disabilities, seniors, low income individuals, youth and those without personal vehicles. Drivers support these populations by keeping in close contact with the riders and/or their caretakers, to ensure they are scheduled for pick up and reach their planned destination safely. Dial-A-Ride services are available to accommodate those whose transportation needs cannot be met with the regular deviated fixed-route service. For those needing services outside the Kamilche area, Squaxin Transit coordinates connections with Mason Transit Authority for transportation to Shelton or Olympia and a connection to Grays Harbor Transit through our limited route to McCleary/Elma for those wishing to travel to Aberdeen or other areas of Grays Harbor.

Benefits to Vulnerable Populations in Overburdened Communities

Squaxin Transit, operated by the Squaxin Island Tribe, serves not only Tribal members but also the general public across its service area. The transit program provides essential transportation services for a broad range of vulnerable populations, including low-income individuals and families, seniors, veterans, people with disabilities, youth, and individuals without access to a personal vehicle. The population served by Squaxin Transit includes both vulnerable populations and overburdened communities as defined by Washington State law. Historical socioeconomic, environmental, and health disparities continue to affect Tribal members and many residents within the service area. This project will provide direct and meaningful benefits by addressing the need for reliable, fare-free, and accessible
transportation. In rural Mason County, where travel distances are long and transportation alternatives are limited, public transit is often the only transportation option available. Through fixed-route, deviated-route, and demand-response services, Squaxin Transit connects riders essential services and critical destinations, as well cultural activities and programs for Tribal members. By reducing transportation barriers, the project improves access to opportunities that support health, economic stability, independence, and quality of life.
The project also supports environmental justice goals by providing shared transportation options that reduce transportation costs, decrease reliance on personal vehicles, reduce single-occupancy vehicle trips, and improve mobility for vulnerable populations and residents of overburdened communities.

Coordination Efforts

The Squaxin Island Tribe coordinates closely with local, and regional partners to ensure transportation planning addresses community needs and aligns with regional priorities. The Tribe serves on the PRTPO Executive Board and TAC and participates in the development and implementation of the 2026 Peninsula Regional HSTP. This project advances multiple strategies in Chpts 4 & 5 of the 2026 HSTP, including sustaining existing service while preserving mobility for low-income, elders, and disabled Tribal members who often face increased transportation barriers, including limited transportation options and long travel distances. Transportation needs were identified through coordination among the Tribe's Transit Program, Tribal leadership, riders, the community, and regional planning partners. Rider feedback, operational experience, service data, and regional planning discussions identified the need to maintain reliable access for a variety of activities and destinations. Alternatives considered included relying solely on existing public transit providers or reducing service levels. These options were inadequate because they do not provide the flexible first-mile/last-mile connections needed by Tribal and rural communities or adequately serve remote areas. Implementation is coordinated with Mason Transit Authority, Grays Harbor Transit, Tribal departments, healthcare providers, educational institutions, veterans' services, and social service organizations.

Multimodal Partnerships

Squaxin Transit enhances the regional multimodal transportation network by providing first mile/last-mile connections between Tribal and rural communities and regional transportation providers, including Mason Transit Authority, Grays Harbor Transit, and local park-and-ride facilities. The project increases efficiency by coordinating services with local transit agencies, allowing each provider to focus on resources within its service area while maintaining continuous connections for riders. This coordinated approach expands the reach of the regional transportation network, reduces duplication of services, helps fill transportation gaps in rural and Tribal communities, and maximizes the value of limited transportation resources. Squaxin Transit supports other modes of transportation including allowing riders to utilize bike racks on buses or bring their scooters on the bus. Many youths utilize the bus to take their scooter to the skate park in Shelton. Additionally, riders utilize Squaxin Transit to access the Shelton Creek Watershed trail system and other recreational opportunities.

Measurement of Project Success

Project success will be measured by tracking passenger trips, passenger vehicle hours, passenger vehicle miles, service availability, and trips provided for medical, employment, education, shopping, and community/cultural events. If performance falls below targets, Squaxin Transit will review ridership trends, trip scheduling, staffing, vehicle availability, and service demand to identify the gaps in performance targets. Adjustments may include modifying schedules or service areas, improving trip coordination and increasing outreach to Tribal members. Performance will be reviewed regularly to ensure the project continues to meet community transportation needs.

Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **39790 - Paratransit services - operating 2027-2029**

Organization Name: Clallam County Public Transportation Benefit Area

Contact Name: Jason McNickle

Project Description

This project will sustain essential demand response paratransit services for the elderly and persons with disabilities throughout Clallam County.

Project Funding Summary

Total Project Cost	$ 11,283,919
Grant Request	$ 9,992,297
Match Amount	$ 1,291,622

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

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

Duration

- ( ) 2 years
- (x) 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
- [ ] 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
- [x] Expand travel training programs
- [x] 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
- [ ] 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

Clallam Transit System's ADA Paratransit service provides essential transportation for seniors, individuals with disabilities, and others who are unable to use the fixed-route system. The need to maintain this service is identified in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP), which prioritizes accessible transportation for older adults, people with disabilities, and rural residents. Ongoing ridership trends, customer feedback, and coordination with local human service agencies continue to demonstrate the importance of preserving reliable paratransit service throughout Clallam County. This project will provide operating assistance to maintain current ADA paratransit service levels, ensuring eligible riders have continued access to medical care, employment, education, shopping, and other essential destinations. Without this funding, increasing operating costs could require service reductions or limit Clallam Transit's ability to meet growing demand, negatively impacting mobility, independence, and quality of life for those who depend on paratransit as their primary means of transportation.

Special Needs Transportation

Clallam Transit System (CTS) focuses on the special needs population by providing services in the required 3/4 mile corridor either side of fixed route as mandated by the Americans with Disabilities Act. Additionally, demand response paratransit service is available to persons beyond the 3/4 mile corridor either side of fixed route at an additional cost. This comprehensive approach ensures that all persons have access to critical services throughout Clallam County. CTS also coordinates services with Jefferson County to accommodate paratransit trips across both Jefferson and Clallam County. CTS also recognizes that with a population of individuals having at least one type of disability being higher than other counties on the Olympic Peninsula (19% verses 15% for the region), and the rural and remote nature of Clallam County, it is critical to provide paratransit services throughout the community. Clallam County also has the highest population of American Indians and Alaska Natives on the Olympic Peninsula (7%). The Jamestown S'Klallam, Lower Elwha, Quileute, and Makah Tribes are located within Clallam County, and therefore it is imperative to provide demand response paratransit and special need transportation services within these communities.

Benefits to Vulnerable Populations in Overburdened Communities

Clallam Connect provides essential transportation services to vulnerable populations and overburdened communities throughout Clallam County. The Peninsula Regional Transportation Planning Organization's 2022 Human Services Transportation Plan identifies Clallam County as having the highest percentage of persons with disabilities in the Peninsula region (19%), approximately 13% of residents living below the federal poverty level, 7% of residents identifying as American Indian or Alaska Native, and the highest percentage of zero-vehicle households in the region (7%). These demographic characteristics demonstrate the continued need for accessible public transportation. Clallam County is home to the Lower Elwha Klallam Tribe, Jamestown S'Klallam Tribe, Makah Tribe, and Quileute Tribe. Many tribal members, seniors, individuals with disabilities, and low-income residents face transportation barriers due to the county's rural geography, long travel distances, and limited transportation alternatives. Clallam Connect provides ADA complementary paratransit and demand-response transportation to medical appointments, employment, education, grocery stores, nutrition programs, and other essential community services. By providing reliable, accessible transportation, the project reduces barriers to healthcare and other vital resources while supporting independent living and improving mobility for residents in vulnerable andmhistorically underserved communities.
Inclusive outreach in planning:
Clallam Transit routinely engages riders and community partners through public Board meetings, service change outreach, rider feedback, customer service interactions, and coordination with local governments, Tribal partners

Coordination Efforts

Clallam Transit paratransit services are included in the Peninsula Region Human Services Transportation Plan (HSTP). The project is also included in the STIP. In the development of the Peninsula Region Human Services Transportation Plan, a community survey was distributed throughout the Olympic Peninsula to better understand current transit riders within the study area and the potential gaps/needs for transportation. The information submitted as part of the completed surveys is reviewed and comments are considered in the development and modification of service, as appropriate.

Multimodal Partnerships

CTS coordinates paratransit and special needs transportation with Clallam Transit fixed route services, when possible and appropriate. This allows passengers to have greater access to regional bus services traveling to Jefferson County, Kitsap County, and the Bainbridge/Seattle Ferry system. We employ a mobility coordinator who is promoting transportation services that are available through Clallam Transit. This position also offers travel training to teach clients how to use public transportation and also performs outreach to community organizations to promote transportation options.

Measurement of Project Success

Clallam Transit will measure project success through regular review of passenger trips, revenue vehicle hours and miles, on-time performance, noshows, same-day cancellations, ADA trip denials, customer comments, and service complaints. Data will be monitored through scheduling and dispatch records, operating reports, and monthly performance reporting. Corrective actions, which may include adjusting schedules, improving trip grouping and dispatching practices, reviewing staffing or vehicle availability, providing additional employee training, and evaluating service procedures.

Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **40780 - Jefferson Transit East County Operating - Sustaining**

Organization Name: Jefferson Transit Authority

Contact Name: Jayme Brooke

Project Description

This project preserves existing Fixed Route and On-Demand ADA service for the residents of East Jefferson County. The communities of PortTownsend, Brinnon, Quilcene, and the Tri-Area (Port Hadlock, Irondale & Chimacum) are home to some of the most vulnerable and transitdependent individuals in the community.

Project Funding Summary

Total Project Cost	$ 15,728,041
Grant Request	$ 4,141,109
Match Amount	$ 11,586,932

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

- [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
- [ ] 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
- [x] Expand travel training programs
- [x] 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

- [x] Maintain & replace vehicles to meet SGR standards
- [ ] Expand vehicle fleet to support service needs
- [x] Integrate onboard safety, performance, & fleet management technology
- [ ] Modernize communications equipment
- [x] 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
- [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

Reliable public transportation is essential to maintaining mobility and access to basic services in rural East Jefferson County. The Peninsula RTPO's Human Services Transportation Plan identifies seniors, people with disabilities, and low-income residents as populations with significant transportation needs. These needs are particularly important in communities where owning and maintaining a private vehicle can be a substantial household expense. Jefferson Transit has identified transportation needs through its long-range planning process, annual Transit Development Plan updates, community forums, rider surveys, and ongoing customer feedback. The proposed project addresses these needs by sustaining existing fixed-route and ADA-compliant demand-response service and maintaining connections to healthcare, employment, education, social services, shopping, and regional transportation providers. Without grant funding, Jefferson Transit would face a significant funding gap that could affect its ability to maintain current service levels. Reduced or eliminated service would disproportionately affect residents who cannot drive, cannot afford a vehicle, or require accessible transportation, limiting their ability to reach essential services and employment. Continued operating assistance will help preserve a critical transportation lifeline and the regional connections that support mobility and quality of life throughout East Jefferson

Special Needs Transportation

Jefferson Transit advances the efficiency, accessibility, and coordination of special needs transportation by providing complementary ADA paratransit service alongside its fixed-route network and continually improving the tools used to deliver that service. The project serves seniors, people with disabilities, and other individuals who are unable to use fixed-route transportation because of a disability or other transportation-related limitation. Jefferson Transit travels beyond the ADA 3/4 miles requirement by providing two-day per week service to Kala Point, Marrowstone Island, and Cape George. A significant recent improvement is the implementation of new dispatch and paratransit scheduling software. The system provides real-time route optimization, allowing staff to more efficiently coordinate trips, reduce unnecessary travel, and make better use of available vehicles and drivers. The software also provides customers with the ability to schedule rides through a mobile app, improving access and convenience while reducing barriers associated with traditional scheduling methods. Jefferson Transit will continue using technology, service data, customer feedback, and coordination between dispatch and operations staff to improve the efficiency and effectiveness of ADA transportation. Providing paratransit in conjunction with fixed-route service allows eligible riders to access the same communities and essential destinations served by the broader

Benefits to Vulnerable Populations in Overburdened Communities

Jefferson Transit provides direct and meaningful benefits to vulnerable populations throughout its rural service area, including low-income residents, seniors, people with disabilities, and individuals who do not drive or cannot afford reliable private transportation. These populations are particularly dependent on public transportation for access to healthcare, employment, education, food, social services, and other essential destinations. Maintaining fixed-route and ADA paratransit service provides a reliable alternative to private automobile travel, helping reduce transportation related costs for households with limited financial resources and supporting mobility for individuals who may otherwise have limited transportation options. Transit also reduces the number of individual vehicle trips required to access essential services, providing a community-level environmental benefit through reduced vehicle use and associated emissions. The project directly addresses transportation needs identified through Jefferson Transit's planning processes, customer feedback, and regional human services transportation planning. Continued service will help protect mobility, independence, and access to essential resources for vulnerable residents while supporting equitable access to transportation throughout East Jefferson County.Inclusive outreach in planning: Jefferson Transit engages community members and transit riders through its Transit Advisory Group, which advises the agency and Authority Board on issues affecting transit service. Members provide direct feedback on service needs and rider experiences and participate in community tabling and outreach events. This ongoing engagement allows riders and vulnerable community members to identify transportation barriers, communicate changing needs, and provide feedback on service. Input from the Advisory Group and outreach activities informs

Coordination Efforts

Jefferson Transit's proposed project directly supports the 2026 Peninsula Regional Transportation Planning Organization (PRTPO) Human Services Transportation Plan (HSTP), which identifies sustaining existing transportation services and service levels supporting rural mobility as a priority strategy. The HSTP recognizes that reliable fixed-route, demand-response, and complementary paratransit services are essential to connecting people who do not drive with healthcare, employment, food, social services, and other daily needs. The transportation needs addressed by this project were identified through the regional HSTP process, Jefferson Transit's TDP and long-range planning, community and rider feedback, and ongoing coordination with human service and transportation providers. Jefferson Transit participates in PRTPO and works with Clallam, Kitsap, Mason, and Grays Harbor Transit to maintain regional connections and coordinated travel across the Peninsula. The project addresses HSTP priorities by sustaining existing fixed-route and ADA paratransit service while using improved technology to make paratransit scheduling and dispatch more efficient. New software provides real-time route optimization and app-based trip scheduling, supporting the HSTP strategies of improving access to paratransit reservations and enhancing coordinated scheduling and dispatch. Alternatives to maintaining this coordinated system would include greater reliance on private vehicles, family and friends, or limited communitybased transportation providers. In a rural region where distances are long and alternatives are limited, these options do not provide a comprehensive substitute for public transit. The proposed project therefore preserves and strengthens an established regional transportation network rather than creating a duplicative service.

Multimodal Partnerships

Jefferson Transit connects riders to a coordinated regional transportation network through partnerships with Clallam, Kitsap, Mason, and Grays Harbor Transit, Island Transit, and Washington State Ferries. These connections expand access to regional healthcare, employment, social services, and other essential destinations. The project also supports multimodal access by connecting transit with bicycle and pedestrian facilities. Haines Place Park & Ride and Four Corners Park & Ride serve as important transfer points, with bicycle facilities at both locations. They also provide access to the Larry Scott Trail and Olympic Discovery Trail, allowing residents and visitors to combine walking, bicycling, and transit for local and regional trips. Continued fixed-route and ADA paratransit service allows riders to make these connections without relying on a private vehicle, improving access to social services and other essential destinations. Operational efficiencies will be enhanced through Jefferson Transit's new dispatch and paratransit software, which provides real-time route optimization and app-based trip scheduling. These tools improve coordination, maximize available resources, and make specialized transportation easier to access.

Measurement of Project Success

Jefferson Transit will measure project success by monitoring passenger trips, revenue vehicle hours and miles, service reliability, operating costs, and customer feedback for both fixed-route and demand-response services. Staff will regularly compare actual performance with projected service levels. If performance falls below identified targets, staff will review operational and ridership data to determine the cause, including scheduling, capacity, service reliability, or changes in customer needs. Jefferson Transit will then make appropriate adjustments to scheduling, dispatching, resource allocation, outreach, or other operational practices. Ongoing customer feedback and staff observations will also be used to identify opportunities to improve service quality, accessibility, and efficiency.

Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **40894 - Jefferson Transit Olympic Connection - Sustaining**

Organization Name: Jefferson Transit Authority

Contact Name: Jayme Brooke

Project Description

This project preserves an existing Deviated Fixed Route service between Forks and Amanda Park along US 101, Monday through Saturday. Route deviations are used to accommodate ADA requirements as well as to serve the Hoh Reservation, Queets Village, and the Upper Hoh Road.

Project Funding Summary

Total Project Cost	$ 3,704,521
Grant Request	$ 1,393,661
Match Amount	$ 2,310,860

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
- [ ] Improve access to behavioral health and substance use centers
- [ ] Improve transport access for patients being discharged

Mobility Management

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

Vehicles / Equipment

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

Small Construction

- [ ] 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

The Olympic Connection provides a critical transportation lifeline between Forks and Amanda Park along the US 101 corridor, serving rural communities where transportation options are limited. The service addresses needs identified in the Peninsula RTPO's Coordinated Public Transit- Human Services Transportation Plan, particularly for older adults, people with disabilities, and economically disadvantaged residents who may not have access to a reliable or affordable vehicle. Without dependable public transportation, residents can face significant barriers to employment, medical care, groceries, education, and other essential services. The need is demonstrated by the rural and isolated nature of the service area, limited transportation alternatives, and ongoing community reliance on the route. The Olympic Connection also provides important regional connections to Clallam Transit, Grays Harbor Transit, and the Quileute Community Shuttle, extending access to services and destinations beyond the immediate corridor. Grant funding will allow Jefferson Transit to maintain this essential service throughout the 2027-2029 biennium. Without funding, service reductions or discontinuation could significantly limit mobility for residents who depend on the Olympic Connection, increase transportation barriers, and further isolate communities along the corridor.

Special Needs Transportation

The Olympic Connection advances the efficiency, accessibility, and coordination of special needs transportation by incorporating route deviations into an existing scheduled public transportation service. Rather than operating a separate complementary ADA service, the route can deviate from its regular alignment when appropriate to accommodate passengers with special transportation needs. This approach provides greater accessibility while making efficient use of existing service, vehicles, and operating resources. Route deviations allow passengers who may have difficulty accessing a standard stop to receive transportation closer to their origin or destination, including access to medical facilities and other essential services. This flexibility is particularly important in the rural communities along the US 101 corridor, where distances between communities are significant and transportation alternatives are limited. The project serves older adults, people with disabilities, individuals with limited mobility, and economically disadvantaged residents who may not have access to a reliable personal vehicle. It also supports residents who require additional assistance accessing essential services because of the rural nature of the service area. Jefferson Transit will continue to monitor service use, ridership, route deviations, and community feedback to ensure the service remains responsive to the needs of the populations it serves. Coordination with regional

Benefits to Vulnerable Populations in Overburdened Communities

The Olympic Connection provides direct and meaningful benefits to vulnerable populations by improving access to essential transportation for low-income residents, older adults, people with disabilities, and others who may not have access to a reliable or affordable personal vehicle. These populations are particularly vulnerable to the transportation barriers created by the rural, geographically dispersed nature of the US 101 corridor. The project reduces these barriers by providing dependable public transportation between Forks and Amanda Park, with route deviations available to accommodate passengers with special transportation needs. This flexibility can improve access to medical care, employment, groceries, education, social services, and other essential destinations that may otherwise be difficult or impossible to reach. The service also benefits residents of communities within or adjacent to tribal lands, including the Hoh Reservation and Queets area, by maintaining transportation access along the corridor. The Olympic Connection provides an important link to other regional transit services, expanding access to destinations and resources beyond the immediate service area. By maintaining this service, the project helps address transportation-related socioeconomic burdens, supports mobility and independence, and reduces reliance on personal vehicles for populations with limited transportation choices. Continued operation will help ensure that rural residents who are most affected by limited transportation options can maintain access to the services and opportunities necessary for daily life.

Coordination Efforts

The Olympic Connection supports the Peninsula RTPO's regional approach to coordinated rural mobility and is consistent with the 2026 Human Services Transportation Plan update currently underway. The project directly advances Mobility Objective 1: Operate Services that Provide Access and Mobility for Residents, particularly Strategy 1(a), which calls for sustaining existing transportation services and service levels that support rural mobility throughout the Peninsula region. It also supports the HSTP's broader objective of preserving and enhancing the coordinated network of transportation services on which rural residents depend. The needs addressed by the project have been identified through regional planning, community input, human services providers, transportation providers, and local health needs assessments. PRTPO's HSTP recognizes that rural residents face long distances, low population densities, scattered destinations, and limited transportation alternatives, with seniors, people with disabilities, and low-income households particularly vulnerable to transportation barriers. Jefferson Transit actively participates in PRTPO's regional planning process, working with other transit agencies, local governments, tribes, and community partners to identify transportation needs and coordinate services. The Olympic Connection provides direct connections with Clallam Transit in Forks and Grays Harbor Transit in Amanda Park, allowing passengers to continue their trips beyond Jefferson County, making the route an important component of the regional transit network. Alternatives to maintaining scheduled transit service are limited in this rural corridor. Demand-response and specialized transportation can address individual trips but are not a practical substitute for regularly scheduled intercommunity service. Maintaining the Olympic Connection is the most efficient way to preserve an established connection while allowing deviations to respond to accessibility needs.

Multimodal Partnerships

The Olympic Connection is a key link in the regional multimodal transportation network, connecting with Clallam Transit at the Forks Transit Center and Grays Harbor Transit in Amanda Park. These coordinated connections allow riders to travel beyond the immediate service area and access medical care, employment, education, groceries, and other social services throughout the Olympic Peninsula. The route also supports pedestrian access through flag stops and route deviations, allowing riders in dispersed rural communities to access transit without requiring a vehicle. Maintaining the Olympic Connection creates efficiencies by coordinating existing transit resources rather than duplicating service between agencies. Timed connections with Clallam Transit allow riders to continue toward Port Angeles and other destinations, while the connection with Grays Harbor Transit extends mobility south and east. Together, these partnerships preserve a continuous public transportation network around the Olympic Peninsula and improve access to essential services for rural, transit-dependent residents.

Measurement of Project Success

Jefferson Transit will measure project success through passenger trips, service hours, reliability, and route-deviation activity. Ridership will be compared with the established baseline and projected performance targets to evaluate whether the service continues to meet community demand. Jefferson Transit will also monitor missed or cancelled trips, service disruptions, and passenger and community feedback to ensure the route remains reliable and responsive to the needs of this rural service area. If performance falls below targets, Jefferson Transit will review the causes and work with community partners to identify appropriate adjustments. Potential actions may include improving scheduling, addressing recurring service issues, increasing outreach to inform residents about available service, or adjusting operations to better respond to demonstrated transportation needs. The goal is to maintain dependable public transportation where no other public transit alternative exists.

Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **40895 - Jefferson Transit Sunday Service - Expansion**

Organization Name: Jefferson Transit Authority

Contact Name: Jayme Brooke

Project Description

Jefferson Transit will expand public transportation access by adding Sunday fixed-route service throughout its existing service area. The new service will mirror the current Saturday schedule, providing residents, workers, visitors, and others who rely on transit with seven-day-a-week service.

Project Funding Summary

Total Project Cost	$ 2,621,340
Grant Request	$ 681,548
Match Amount	$ 1,939,792

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
- [x] Expand service hours, frequency, days, and coverage
- [x] Increase opportunities for efficient single seat trips
- [x] 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

- [x] Increase awareness and visibility of available mobility services
- [ ] Expand travel training programs
- [x] 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
- [ ] Improve ADA compliant access to stops
- [x] 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

Reliable transportation is essential to rural mobility, particularly for people who do not drive or cannot afford to rely on a personal vehicle. The 2026 draft CPT-HSTP identifies limited service availability as a regional barrier, specifically noting that some transportation services do not operate on Sundays even though people need to travel that day. It also recommends expanding the duration, frequency, or coverage of existing services to address unmet needs. Jefferson Transit identified the local need for Sunday service through rider and community requests, reinforced through public outreach. The agency began Sunday service as a pilot in response to this demonstrated need. Funding will allow Jefferson Transit to continue the service throughout the 2027-2029 biennium, providing the same schedule currently available on Saturdays across the existing fixed-route service area. Without grant funding, Jefferson Transit may be unable to sustain this expanded service. The community would lose a critical weekend transportation option, increasing reliance on personal vehicles, family and friends, or other limited alternatives and creating additional barriers to employment, essential services, appointments, shopping, and community activities.

Special Needs Transportation

Jefferson Transit advances the efficiency, accessibility, and coordination of special needs transportation by providing complementary ADA paratransit service alongside its fixed-route network and continually improving the tools used to deliver that service. The project serves seniors, people with disabilities, and other individuals who are unable to use fixed-route transportation because of a disability or other transportation-related limitation. A significant recent improvement is the implementation of new dispatch and paratransit scheduling software. The system provides real-time route optimization, allowing staff to more efficiently coordinate trips, reduce unnecessary travel, and make better use of available vehicles and drivers. The software also provides customers with the ability to schedule rides through a mobile app, improving access and convenience while reducing barriers associated with traditional scheduling methods. Jefferson Transit will continue using technology, service data, customer feedback, and coordination between dispatch and operations staff to improve the efficiency and effectiveness of ADA transportation. Providing paratransit in conjunction with fixed-route service allows eligible riders to access the same communities and essential destinations served by the broader transit system, while maintaining the flexibility and individualized service necessary for customers with specialized transportation needs.

Benefits to Vulnerable Populations in Overburdened Communities

The project provides a direct and meaningful benefit by meeting a community-identified transportation need and reducing mobility barriers for vulnerable populations who rely on public transportation. Beneficiaries include low-income residents, older adults, people with disabilities, and people who do not drive or cannot consistently rely on a personal vehicle. The 2026 draft CPT-HSTP identifies the loss or lack of access to a personal vehicle as a significant challenge in rural communities, where alternatives to driving are limited. It specifically identifies the lack of Sunday transportation as an unmet need and notes that vehicle ownership and operating costs can make travel unaffordable for some households. Jefferson Transit's Sunday service directly addresses this need by providing an affordable, accessible transportation option throughout the existing fixed-route service area on a day when transportation alternatives are particularly limited. The service was initiated in response to years of rider and community requests and provides greater flexibility for accessing employment, health care, social services, shopping, and other essential activities. Continuing Sunday service will reduce reliance on personal vehicles and informal transportation arrangements such as rides from family and friends, which may be unavailable or difficult to coordinate. For people with fewer transportation options, maintaining this additional day of fixedroute service can reduce isolation, improve access to essential destinations, and support greater independence and participation in community life.

Coordination Efforts

The proposed Sunday service is consistent with the 2026 draft Peninsula Regional Transportation Planning Organization (PRTPO) Human Services Transportation Plan. The plan identifies the lack of Sunday transportation as an unmet rural mobility need and prioritizes increasing service by extending the duration, frequency, or coverage of existing services. The transportation problem was defined through years of requests from Jefferson Transit riders and community members, reinforced through public outreach. The agency has been asked for Sunday service for many years and initiated a Sunday pilot when resources became available to respond to the need. Alternatives to public fixed-route service are limited. Jefferson Transit's demand-response service is restricted to individuals whose medical circumstances prevent them from using fixed-route service and therefore cannot serve the general public. There are no other reliable transportation providers available to meet this community-wide need. Volunteer transportation cannot substitute for public transit because insurance restrictions prevent volunteers from operating revenue-service vehicles and transporting the general public, aside from limited vanpooltype operations that are not suited to general Sunday transit needs. The proposed project builds on existing local transit infrastructure, operating practices, and community connections rather than creating a separate transportation system. Jefferson Transit will coordinate internally across operations, dispatch, maintenance, administration, and public information functions to sustain the service. The service will mirror the existing Saturday schedule, allowing the agency to leverage established routes, schedules, facilities, and operational knowledge while expanding coverage to an additional day. This approach directly supports the HSTP goal of preserving and enhancing the coordinated rural transportation network while expanding service where unmet needs exist.

Multimodal Partnerships

Sunday service will strengthen connections between Jefferson Transit and other transportation modes throughout the service area. The Sunday schedule connects with Kitsap Transit at the Viking Transit Center in Poulsbo and with Washington State Ferries at both the Port Townsend and Kingston ferry terminals, improving regional mobility and access to employment, health care, social services, shopping, and other essential destinations beyond Jefferson Transit's service area. The project also supports bicycle and pedestrian travel by providing transit access near the Larry Scott Trail and Olympic Discovery Trail, which connect to the Haines Place Transit Center and the 4 Corners Park & Ride. Riders can combine walking, bicycling, and transit for trips without requiring a personal vehicle. Extending the existing Saturday schedule to Sunday leverages established routes, facilities, vehicles, operating practices, and transfer points rather than creating a separate service network. This provides a consistent and predictable option for riders and improves the efficiency of the regional transportation network by making existing connections available seven days a week. For people who rely on transit to reach social and human services, the additional day of service reduces gaps in access and provides greater flexibility for coordinating trips and connections.

Measurement of Project Success

Jefferson Transit will measure project success by monitoring passenger trips, revenue vehicle hours and miles, service reliability, operating costs, and customer feedback for both fixed-route and demand-response services. Staff will regularly compare actual performance with projected service levels, including the estimated 7,873 demand-response passenger trips for the July 1, 2027 - June 30, 2029 project period. If performance falls below identified targets, staff will review operational and ridership data to determine the cause, including scheduling, capacity, service reliability, or changes in customer needs. Jefferson Transit will then make appropriate adjustments to scheduling, dispatching, resource allocation, outreach, or other operational practices. Ongoing customer feedback and staff observations will also be used to identify opportunities to improve service quality, accessibility, and efficiency.

Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **40896 - Jefferson Transit Gateway Visitor Center**

Organization Name: Jefferson Transit Authority

Contact Name: Jayme Brooke

Project Description

Construct a regional transit hub at the Gateway Visitor Center with a bus loop and park-and-ride. The project will serve Jefferson County residents and visitors traveling throughout the Olympic Peninsula, improving regional transit connections between Jefferson, Clallam, and Kitsap counties,along with the Washington State Ferries (WSF).

Project Funding Summary

Total Project Cost	$ 2,300,000
Grant Request	$ 2,185,000
Match Amount	$ 115,000

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

- [x] Sustain current transportation service operations
- [x] Expand service hours, frequency, days, and coverage
- [x] Increase opportunities for efficient single seat trips
- [x] 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

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

Vehicles / Equipment

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

Small Construction

- [x] Install curbside amenities to improve comfort & security
- [x] Improve ADA compliant access to stops
- [x] 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

The Olympic Peninsula's rural geography creates significant barriers to regional transportation, particularly for residents who depend on public transit and must travel long distances to make connections. A key gap identified through the CPT-HSTP and reinforced through rider and community feedback is the need for stronger regional transit connectivity. JTA Board members and community members have also identified the lack of a direct connection between Clallam Transit's #123 Strait Shot and Jefferson Transit's #14 Kingston Express as a longstanding need. The proposed transit hub addresses this gap by creating a convenient regional transfer point in Port Ludlow. The bus loop and park-and-ride will enable connections between Jefferson and Clallam Transit services, and provide access for a wider range of riders to Kitsap Transit and the WSF, while providing a more accessible transportation option for rural and disadvantaged residents. With adjustments to existing Jefferson Transit routes, the hub can allow riders to access out-of-county connections without traveling to Port Townsend. The facility will also improve access for visitors traveling throughout the Olympic Peninsula. If the grant is not awarded, Jefferson Transit intends to proceed with acquisition of the property, but construction of the transit hub may be delayed until a future grant cycle. This would prolong the existing connectivity gap and delay improved

Special Needs Transportation

The proposed Gateway Visitor Center transit hub will improve the accessibility, coordination, and efficiency of transportation services for people with special transportation needs. Jefferson Transit's facilities and vehicles are ADA accessible, and the new hub will provide an accessible location for riders to safely transfer between regional transit services. By creating a dedicated bus loop and passenger facility, the project will make transfers between Jefferson Transit and Clallam Transit more convenient and predictable for riders who may face additional challenges when navigating transportation connections. The project will also improve coordination between transit providers by establishing a common regional transfer point for Jefferson Transit's Route 14 Kingston Express and Clallam Transit's Route 123 Strait Shot. With future adjustments to existing Jefferson Transit routes, the hub can reduce unnecessary travel and make regional connections more efficient for riders who would otherwise need to travel to Port Townsend to connect to services outside the county. The project will serve people with disabilities, older adults, and other rural and transportation-disadvantaged residents who rely on public or specialized transportation to access employment, medical care, social services, shopping, and other essential destinations. It will also improve transportation access for visitors with disabilities traveling throughout the Olympic Peninsula. By

Benefits to Vulnerable Populations in Overburdened Communities

The project will provide direct and meaningful transportation benefits to vulnerable populations, particularly low-income, rural, and transportation- disadvantaged residents who rely on public transportation. Jefferson Transit's fare-free service provides a direct financial benefit to low-income riders by eliminating the cost of transit fares. The new regional hub will further reduce transportation barriers by creating a convenient, ADA accessible connection between Jefferson and Clallam Transit services. The need for improved regional connectivity has been identified over many years through rider and community feedback, coordination with regional partners, and requests from multiple sources, including Jefferson Transit's Authority Board. The project responds to this longstanding need by creating a safe, purpose-built location where riders can transfer between regional routes without traveling to Port Townsend first. This is particularly meaningful for residents who do not have access to a personal vehicle or cannot afford the costs associated with driving. The project will also provide indirect environmental benefits by making transit a more practical alternative to individual vehicle travel. The park-andride and coordinated regional bus connections can reduce vehicle trips, fuel consumption, and transportation-related emissions by allowing travelers to make longer regional trips by transit. These benefits will improve access to employment, medical care, social services, shopping, and other essential destinations while reducing transportation barriers for vulnerable populations. Inclusive outreach in planning: JTA has not conducted targeted outreach to vulnerable populations specifically for this project. However, the need for improved regional connectivity has been communicated through public feedback and requests over several years from riders

Coordination Efforts

The Gateway Visitor Center transit hub is identified in Jefferson Transit's Transit Development Plan (TDP) as a priority for improving regional transit connectivity. The project also supports the CPT-HSTP priority of improving access to transportation for rural and transportation disadvantaged residents by creating a coordinated, accessible connection between regional transit services. The transportation problem has been identified and discussed through rider and community feedback, Jefferson Transit Authority Board discussions, and coordination with Clallam Transit and Jefferson County. Authority Board members have advocated for a connection between Clallam Transit's Strait Shot and Jefferson Transit's Kingston Express for years. Jefferson Transit and Clallam Transit have coordinated on the proposed regional connection, while Jefferson County has been engaged in planning for the acquisition and future use of the Gateway property. Several alternatives have been considered over time. Extending or deviating the Strait Shot into Port Townsend is not feasible because of the additional travel time and operational impacts. Connections along US 101 were also considered, but there are no suitable safe locations that would allow the routes to connect without potentially requiring riders to cross the highway. The Gateway Visitor Center provides a safer, more efficient, and strategically located alternative. Implementation will continue through coordinated work among Jefferson Transit, Clallam Transit, Jefferson County, the project design team, and other applicable agencies. This ongoing regional coordination will support final design, permitting, construction, and ultimately coordinated transit service at the new hub.

Multimodal Partnerships

The Gateway Visitor Center transit hub will strengthen connections among public transit, park-and-ride, bicycle, and pedestrian travel. The facility will provide a transfer point between Jefferson Transit's Route 14 Kingston Express and Clallam Transit's Route 123 Strait Shot, allowing connections between regional services without traveling into Port Townsend. All Jefferson Transit buses serving the connection are equipped with bicycle racks, allowing riders to combine transit and bicycling to reach destinations throughout the Olympic Peninsula, including the Larry Scott Trail and Olympic Discovery Trail. The project will improve access to social services by making regional connections more convenient for rural and transportation-disadvantaged residents who may not have access to a personal vehicle. More efficient connections will expand the geographic reach of public transportation and make it easier for riders to access medical care, employment, shopping, social services, and other essential destinations throughout the region. The project will create efficiencies by establishing a single, purpose-built transfer location rather than requiring riders to travel to Port Townsend for regional connections. A bus loop will improve transit circulation and provide a safer, more predictable transfer environment. Coordinating Jefferson and Clallam Transit services at the hub will reduce unnecessary travel and support more efficient route connections.

Measurement of Project Success

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
- [x] Install curbside amenities to improve comfort & security
- [ ] Improve ADA compliant access to stops
- [x] 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.

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

Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **41603 - Jamestown Tribal Health Patient Transportation Vehicle Replace-**

Organization Name: Jamestown S'Klallam Tribe

Contact Name: Andrew Shogren

Project Description

Jamestown Tribe will purchase 4 replacement vehicles (two 14-passenger vans and two ADA-accessible minivans) to support demand-responsetransit services in Clallam and Jefferson Counties. The program provides 15,000+ annual passenger trips for Tribal citizens and patients accessinghealthcare, social services, shopping, and community activities.

Project Funding Summary

Total Project Cost	$ 370,668
Grant Request	$ 333,600
Match Amount	$ 37,068

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

Project Need

Jamestown HealthCARE provides more than 15,000 annual passenger trips for Tribal citizens and patients throughout Clallam and Jefferson Counties. The Peninsula Coordinated Public Transit-Human Services Transportation Plan identifies transportation barriers for rural residents, older adults, individuals with disabilities, and individuals needing access to healthcare and other essential services. These challenges are particularly acute in rural communities where public transportation options are limited and many individuals are unable to drive or access fixed-route transit. The need for this project was identified through ongoing transportation operations, vehicle condition assessments, maintenance records, and rider needs. Several vehicles used in the transportation program have reached or exceeded their useful life and require replacement to maintain reliable service. In addition, the program currently lacks sufficient wheelchair-accessible vehicles to meet the transportation needs of passengers with mobility limitations. Without grant funding, the program would continue operating aging vehicles with increasing maintenance and reliability concerns, creating a greater risk of service disruptions. This project aims to replace aging vehicles with ADA-accessible vans and minivans to improve accessibility and reliability, ensuring continued access for Tribal citizens and patients who rely on these transportation services throughout rural Clallam

Special Needs Transportation

Jamestown HealthCARE provides demand-response transportation services for individuals with special transportation needs, including older adults, persons with disabilities, individuals with mobility limitations, low-income residents, Tribal citizens, and patients accessing healthcare, social services, and other essential services. Many riders are unable to use fixed-route transit due to physical limitations, medical conditions, treatment schedules, geographic isolation, or lack of access to a personal vehicle. This project advances accessibility by replacing two non-wheelchair-accessible vehicles with ADA-accessible vehicles, increasing the program's capacity to safely and reliably transport passengers who use wheelchairs or require additional mobility accommodations. The project also advances efficiency and service reliability by replacing vehicles that have reached or exceeded their useful life, reducing the risk of mechanical failures and service disruptions. The program coordinates transportation services for Tribal citizens and patients who may otherwise be unable to access essential services. Demand-response scheduling allows transportation to be tailored to individual mobility, medical, and treatment needs, improving transportation efficiency while reducing barriers for older adults, individuals with disabilities, low-income residents, and persons living in rural areas with limited transportation options. Transportation services

Benefits to Vulnerable Populations in Overburdened Communities

Jamestown HealthCARE provides demand-response transportation services for Tribal citizens and patients throughout Clallam and Jefferson Counties, where public transportation options are limited and transportation barriers can significantly affect access to essential services. Many riders served by the program are members of vulnerable populations, including older adults, persons with disabilities, low-income individuals, individuals experiencing housing instability, persons with chronic health conditions, and individuals receiving behavioral health or substance use disorder treatment. The transportation program helps connect riders to healthcare appointments, social services, shopping, community activities, and other essential destinations. Many riders live in rural communities where transportation alternatives are limited and fixed-route transit may not adequately meet their mobility, medical, or scheduling needs. Without reliable transportation, these individuals may face barriers accessing services that support their health, independence, and quality of life. This project will provide direct benefits to vulnerable populations by replacing aging vehicles and improving accessibility. Two existing nonwheelchair- accessible vehicles will be replaced with ADA-accessible vehicles, increasing the number of wheelchair-accessible vehicles in the fleet from three to five. The project will improve transportation options for passengers with mobility limitations while reducing the risk of service disruptions associated with aging vehicles. By improving reliability and accessibility, the project will help ensure that Tribal citizens and patients throughout rural Clallam and Jefferson Counties can continue to access essential services and remain connected to their communities

Coordination Efforts

This project is consistent with the Peninsula Coordinated Public Transit-Human Services Transportation Plan. The project serves vulnerable and priority populations, including Tribal citizens, older adults, low-income individuals, and persons with disabilities, while supporting rural connectivity throughout Clallam and Jefferson Counties. The project addresses identified transportation barriers by maintaining reliable demand-response transportation services, reducing transportation costs for riders, improving accessibility through the addition of ADA-accessible vehicles, and ensuring continued access to healthcare, social services, shopping, community activities, and other essential destinations.

Multimodal Partnerships

Jamestown HealthCARE provides demand-response transportation services throughout Clallam and Jefferson Counties, connecting Tribal citizens and patients to healthcare, social services, shopping, community activities, and other essential destinations. The service complements existing transportation providers by serving individuals who are unable to use fixed-route transit due to mobility limitations, medical needs, geographic isolation, or scheduling constraints. The program supports multimodal transportation by coordinating with local transit providers and transportation services when patients and Tribal citizens travel to destinations outside the immediate service area, including specialized medical appointments in the Seattle metropolitan area. These connections help improve access to healthcare, social services, and other essential resources. The project will improve accessibility by replacing two non-wheelchair-accessible vehicles with ADA-accessible vehicles, increasing transportation options for passengers with mobility limitations. The replacement vehicles will also improve reliability by reducing service disruptions associated with aging vehicles. Efficiencies gained through this project include improved vehicle reliability, reduced maintenance downtime, enhanced accessibility for passengers with disabilities, and continued transportation access for individuals living in rural and underserved areas of Clallam and Jefferson Counties.

Measurement of Project Success

Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **40666 - Peninsula Mobility Management Project (PMMP)**

Organization Name: Mobility For All

Contact Name: Andi Fay

Project Description

Kitsap County has excellent public transit and many private and community providers, yet significant gaps remain. The missing link is awarenessand coordination. This project will establish mobility management in Kitsap, connect services across county lines, help residents navigate theiroptions, and explore new services to address unmet needs.

Project Funding Summary

Total Project Cost	$ 475,917
Grant Request	$ 452,121
Match Amount	$ 23,796

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

Project Need

Mobility means the freedom to move and access those things necessary for a full life. Everybody needs mobility. The draft 2026 Peninsula CPTHSTP identifies four connected unmet needs: "Available Transportation Services and Facilities Don't Meet Everyone's Needs"; "Uncertainty and Lack of Information Makes Travel Even Harder"; "Lack of Reliable Transportation Negatively Impacts Health Outcomes"; and "Long-Distance Travel can be Hard." Residents often do not know which services exist, whether they qualify, or how to plan trips, especially those involving multiple systems. Limited service coverage and hours, difficult connections, and complex trip planning can prevent people from reaching essential destinations. These barriers disproportionately affect older adults, people with disabilities, people with low incomes, and others who do not drive. The problem was identified through public and provider input, Community Health Needs Assessments, transportation plans, and regional data. PMMP will begin in Kitsap County and implement five tasks that provide individual benefits and far greater impact when combined. In total, the project they will help residents understand and use existing services while identifying gaps and planning new solutions. Critically, the project will establish mobility management services on the Olympic Peninsula and strengthen cross-county coordination, creating a foundation that can expand in future years, directly by M4A or

Special Needs Transportation

The PMMP will improve the efficiency, accessibility, and coordination of transportation for people who, because of disability, income, or age, cannot transport themselves or purchase appropriate transportation. This includes older adults, people with disabilities, low-income residents, and personal attendants. Through the Peninsula Mobility Coalition, M4A will convene transportation providers, human-service organizations, tribal entities, and community partners to reduce duplication, identify gaps, coordinate referrals, and develop solutions. M4A will work with Kitsap Transit, which provides ACCESS paratransit services and Bremerton-based Paratransit Services, which brokers Medicaid transportation in Kitsap County. Coordination will improve awareness, clarify eligibility and reservations, and strengthen local, medical, and cross-county connections. Working with community-based organizations, M4A will help reach special needs residents who these organizations serve and may be isolated or unaware of other available options. M4A will also increase awareness and use of the electric ADA-accessible vans it is introducing in Kitsap County. Individuals and organizations willing to provide transportation can rent these vehicles when they lack accessible equipment. This expands community transportation capacity without requiring each organization to purchase a specialized vehicle. Together, these activities will make transportation easier to find and use, increase

Benefits to Vulnerable Populations in Overburdened Communities

Kitsap County's overall prosperity masks concentrated vulnerability. Census data show that 21.9% of residents are age 65 or older, 10.5% ofeople under 65 have a disability, 7.8% live in poverty, and 9.4% speak a language other than English at home. The county is also home to 30,744 veterans. Federal Justice40 data identify Bremerton Census Tract 810 as disadvantaged; a recent state assessment reports that 40% of its residents are low-income. Kitsap County includes two reservations: the Port Gamble S'Klallam Reservation in North Kitsap and the Port Madison Reservation, home of the Suquamish Tribe. Washington identifies census tracts overlapping both reservations as overburdened communities. Tribal residents may face additional barriers created by rural geography, distance from services, limited transportation choices, and, on the Port Madison Reservation, a checkerboard pattern of Tribal and non-Tribal lands. Washington's Environmental Health Disparities Map considers pollution exposure, cardiovascular disease, low birth weight, housing affordability, poverty, unemployment, race, and language. These burdens are intensified by Kitsap's waterways, rural areas, fragmented transportation systems, and long trips to healthcare and essential services. Older adults, people with disabilities, low-income households, Tribal communities, veterans, people of color, and people with limited English proficiency face the greatest mobility barriers. PMMP will give vulnerable residents accurate transportation information, personalized trip planning, referrals, and one-call/one-click access through community outreach and Find a Ride. Coordinating providers will make it easier to navigate eligibility, reservations, transfers, and crosscounty trips. This will reduce missed trips and isolation while improving access to healthcare, food, employment, education, social services, and

Coordination Efforts

The Peninsula Regional Transportation Planning Organization (PRTPO) will rank this application, which is rooted in the 2026 Peninsula CPT-HSTP. Because Kitsap is also within the Puget Sound Regional Council (PSRC) planning area, M4A evaluated PMMP against PSRC's 2026 Coordinated Mobility Plan. The project advances priorities in both plans: mobility management, rider awareness, cross-agency and cross-county coordination, and access to essential services. Coordination is a core PMMP objective. The Peninsula Mobility Coalition will convene agencies, providers, tribal entities, human services, and community partners. Expanding Hopelink's Find a Ride directory and trip planner to Kitsap is a core task, connecting Kitsap mobility management with the established network in King, Pierce, and Snohomish counties. M4A will also initiate Olympic Peninsula coordination. M4A already coordinates on current transportation services with all organizations supporting this application. It participates in the King County Mobility Coalition and Pierce County Coordinated Transportation Coalition and works with Kitsap Transit, the backbone of public transit in Kitsap. PMMP will deepen these relationships and engage major employers such as the U.S. Navy; healthcare providers such as St. Michael Medical Center; Olympic College and school districts; cities; Kitsap County; social service organizations; and others. Partners will support outreach, validate resources, identify gaps, and help shape complementary services. PRTPO and PSRC gathered input from riders, providers, human services, and priority populations, including in Kitsap, to define the need. Letters of support show partners are prepared to implement PMMP; Hopelink will mentor M4A and support Find a Ride. Rather than rely on fragmented information or build a separate local platform, PMMP strengthens existing services and regional systems, avoids duplication, and links Kitsap to the regional mobility management network.

Multimodal Partnerships

The PMMP will connect residents to transportation throughout Kitsap County, including Kitsap Transit fixed-route buses, Demand Responsive Transport, ACCESS paratransit, Worker/Driver buses, vanpools and park-and-rides; Washington State Ferries and connections to regional bus and rail; nonprofit and volunteer-driver programs; community shuttles, taxis, rideshare and carshare; and walking and bicycling options for first and last-mile travel. Through the Peninsula Mobility Coalition, a validated provider inventory, individualized trip-planning assistance and expansion of Hopelink's Find a Ride platform into Kitsap County, M4A will help these services function as a coordinated network. Residents will receive information on eligibility, fares, reservations, transfers and connections, including trips requiring multiple providers or modes. These partnerships will improve access to healthcare, food, housing, employment, education and other social services, particularly for older adults, people with disabilities and people with low incomes. Community and human-service partners will be better equipped to make accurate referrals, while M4A helps individuals navigate the complete trip. The project will improve efficiency by increasing use of existing transportation capacity, reducing duplicated outreach and disconnected provider information, improving referrals and multimodal connections, and identifying true service gaps before new resources are

Measurement of Project Success

M4A will measure project success by tracking the performance measures and intended outputs identified above. Project activities, community contacts, referrals, participation, and other service data will be recorded in M4A's customer relationship management system. A project KPI tracker will compare actual results with the estimated target and timeline for each measure. Staff will review progress regularly and provide results through required grant and M4A management and board reporting. Because this project launches a new mobility management program, M4A does not have directly comparable historical data for establishing performance targets. Initial targets will therefore be reasonable estimates informed by the project scope, available resources, partner input, and the experience of established mobility management programs. Completing the five project tasks will itself represent a substantial accomplishment: establishing the Peninsula Mobility Coalition, completing the Mobility Inventory, launching mobility management services, expanding Find a Ride into Kitsap County, and producing a gaps

Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **41104 - FEED NEEDS Rural Community Access & Mobility**

Organization Name: FEED NEEDS

Contact Name: Adam Maldonado

Project Description

Expand FEED NEEDS' existing demand-response transportation in rural Mason County, providing shared rides for seniors, people with disabilities, low-income residents and other transportation-disadvantaged residents, including rural first/last-mile connections, Sunday service and access to essential services.

Project Funding Summary

Total Project Cost	$ 614,660
Grant Request	$ 544,660
Match Amount	$ 70,000

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

Mobility Management
- [x] Increase awareness and visibility of available mobility services
- [x] Expand travel training programs
- [x] 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
- [x] Maintain & replace vehicles to meet SGR standards
- [ ] Expand vehicle fleet to support service needs
- [ ] Integrate onboard safety, performance, & fleet management technology
- [ ] Modernize communications equipment
- [x] 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
- [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

Rural Mason County residents face transportation barriers that can prevent reliable access to food, healthcare, behavioral health and recovery services, employment, social services and other essential destinations. The draft 2026 Peninsula Human Services Transportation Plan (HSTP), Ch. 4, identifies service-hour gaps including Sunday travel needs; residents living too far from bus service to reach it without a ride; lack of complementary ADA paratransit outside fixed-route service areas; and transportation programs unable to accommodate some wheelchairs or mobility devices. The HSTP also documents the challenge of long-distance rural travel, including residents traveling 50 miles or more one way for healthcare, human services and government programs. FEED NEEDS encounters these access barriers through its food/resource distributions, deliveries and existing passenger transportation. This project responds by expanding flexible shared transportation, including Sunday service, rural first/last-mile connections and access to essential services. Without funding, FEED NEEDS' transportation capacity will remain limited and residents facing documented rural mobility barriers will continue to experience gaps in accessing services and established transit.

Special Needs Transportation

FEED NEEDS will improve the accessibility, efficiency, and coordination of special needs transportation for rural Mason County residents by expanding flexible, shared demand-response transportation that complements existing public transit.The project will primarily serve seniors, people with disabilities, people with low incomes, residents using wheelchairs or other mobility devices, and other transportation-disadvantaged residents who cannot reliably access existing transportation or essential services.Accessibility will be improved through flexible pickup and destination options, rural first-mile/last-mile connections, expanded service availability including identified Sunday gaps, and coordination with the separate FEED NEEDS capital project to increase wheelchair-accessible transportation capacity.Efficiency will be improved by coordinating trips when practical, grouping shared rides, connecting riders with existing Mason Transit Authority services when those services can meet the rider's needs, and using FEED NEEDS transportation to address gaps rather than unnecessarily duplicating existing transit.Coordination will include continued engagement with Mason Transit Authority, Peninsula RTPO, health and human-service organizations, and community partners to identify transportation barriers, make appropriate referrals, connect riders with existing services, and respond to unmet rural transportation needs.This approach

Benefits to Vulnerable Populations in Overburdened Communities

Our Rural Community Access & Mobility project will provide direct and meaningful benefits by addressing a community-identified barrier that disproportionately affects people with limited financial resources and transportation options: reliable access to essential destinations. The project will primarily benefit low-income residents and other transportation-disadvantaged populations in rural Mason County, including seniors, people with disabilities, residents using mobility devices, and households without reliable personal transportation. Rural distance and limited transportation options can compound socioeconomic barriers by making healthcare, behavioral health and recovery services, nutritious food, employment, social services, and other essential resources difficult to reach. FEED NEEDS will reduce these barriers through fare-free shared demand-response transportation, rural first-mile/last-mile connections, expanded service availability including identified Sunday/service-hour gaps, and transportation to essential services. Connecting residents to existing Mason Transit Authority services whenever practical will further expand mobility without unnecessarily duplicating existing public transportation. The project also provides a transportation alternative to individual automobile trips for residents who otherwise may depend on informal or unreliable transportation. Shared rides and coordinated routing will improve vehicle utilization while expanding community access. These benefits respond directly to transportation barriers documented in the draft 2026 Peninsula Human Services Transportation Plan, including difficulty reaching existing transit, rural service gaps, accessibility limitations, and long-distance travel to health and human services. Inclusive outreach in planning: Our organization has developed this project through direct service, resident feedback, and

Coordination Efforts

FEED NEEDS has actively coordinated this project with Peninsula RTPO (PRTPO) and Mason Transit Authority (MTA). Through PRTPO, FEED NEEDS has reviewed the draft 2026 Human Services Transportation Plan (HSTP), including Chapter 4 - Unmet Needs and Barriers and Chapter 5 - Mobility Strategies, and has communicated directly with HSTP planning staff regarding alignment of the proposed project with regional priorities. The project advances HSTP strategies supporting expansion of transportation into underserved areas, first-mile/last-mile ? collect and connect? service, preservation and development of nonprofit/community transportation, improved access to behavioral health and other essential services, and stronger coordination between transportation and human-service providers.FEED NEEDS also has an established partnership with MTA, which previously donated the 12-passenger van used in our existing transportation activities. We have contacted MTA leadership regarding this expansion and requested coordination, identification of service gaps, technical guidance, and other support appropriate to the Consolidated Grant.Alternatives considered include relying solely on existing transit, maintaining FEED NEEDS' current limited transportation capacity, or relying primarily on resource delivery. These alternatives do not fully address residents unable to reach transit, Sunday/service-hour gaps, accessibility barriers, or rural first/last-mile needs. FEED NEEDS therefore proposes a complementary demand-response service designed to fill documented gaps rather than duplicate MTA service.

Multimodal Partnerships

FEED NEEDS will operate as a connector within Mason County's existing transportation network rather than as a competing transit system. The project will coordinate with Mason Transit Authority to connect residents in rural and outlying areas with existing transit services and transportation hubs when those options can meet the rider's needs.Demand-response and first-mile/last-mile trips will help residents reach established transportation connections as well as healthcare, behavioral health and recovery services, food and resource programs, employment, social services, and other essential destinations. FEED NEEDS will also coordinate referrals with community and human-service organizations so transportation needs can be identified alongside the services residents are trying to access.Efficiencies will be achieved through shared rides, coordinated trip scheduling, connecting passengers to existing MTA services when practical, and deploying FEED NEEDS vehicles primarily where geographic, accessibility or service-hour gaps exist. This approach extends the effective reach of existing transportation resources while reducing unnecessary duplication and improving access to essential services.

Measurement of Project Success

FEED NEEDS will measure project success monthly and cumulatively using passenger trips, passenger vehicle hours and miles, unique riders served, rural trips, Sunday trips, accessibility/mobility-device trips, first/last-mile connections, essential-service trips, trip requests fulfilled or denied, volunteer hours, and service locations. Performance will be reviewed against the biennial targets of 12,000 passenger trips, 8,000 passenger vehicle hours, 160,000 vehicle mils, and 1,000 volunteer hours. FEED NEEDS will also evaluate whether the project is reaching the intended special-needs and rural populations and effectively complementing existing transportation. If performance falls below target, FEED NEEDS will review trip demand, scheduling, geographic coverage, service hours, referral patterns, outreach and vehicle utilization. Corrective actions may include adjusting schedules or service areas, increasing partner referrals and outreach, coordinating additional connections with Mason

Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **41507 - Suquamish Connector Service Plan Application Details**

Organization Name: Suquamish Indian Tribe of the Port Madison Reservation

Contact Name: Angela Flemming

Project Description

Two-year, community-led planning project to design the Suquamish Connector, Suquamish Tribe's first public transit service: rider and community engagement, an alternatives analysis of routes, spans and fares, a Kitsap Transit connection plan, an asset management plan, and an implementation preferred option with capital & operating cost estimates.

Project Funding Summary

Total Project Cost	$ 240,000
Grant Request	$ 228,000
Match Amount	$ 12,000

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

Project Need

The Tribe has no transit plan beyond a stub entry in its draft LRTP and has never designed public transit with its own community. Village center to the Tribe's Poulsbo health campus is 6.3 road miles, but the weekday transit trip takes roughly two and a half hours on two buses with a 96-minute outdoor wait; no fixed-route service runs on Saturdays; Route 92, which once served the reservation, was suspended in 2020 and never restored; and ACCESS paratransit requires up to seven days' notice, while our community needs daily connectivity. Approximately 22.33% of reservation residents are 65 or older (versus 19.65% countywide and 16.62% statewide); no fewer than 90 reservation households have no vehicle available. This need was identified through the Tribe's LRTP planning process and is corroborated by the Kitsap County Area Plan on Aging (in which transportation is the number-one need identified by adults with disabilities), the PRTPO Human Services Transportation Plan, and the Kitsap Public Health District's 2024 community health assessment. Without this planning phase, any future Suquamish Connector service would launch without a community-directed route, span, or fare design, and without an asset management plan to sustain it past the first grant cycle.

Special Needs Transportation

This project advances equitable access to transportation by planning the Suquamish Connector, the Tribe's first public transit service, through a two-year, community-led process. Using targeted outreach, surveys, listening sessions, and rider engagement, the Tribe will evaluate route options, service hours, connections, fares, and accessibility needs to develop an implementation-ready transit plan. The project addresses significant transportation gaps that currently limit access to health care, employment, education, and essential services. Special populations servedinclude older adults, people with disabilities, low-income residents, youth, tribal members, and others without reliable transportation, with a particular focus on meeting the mobility needs of elders, who comprise 22.33% of reservation residents.

Benefits to Vulnerable Populations in Overburdened Communities

The applicant is the Suquamish Tribe, a federally recognized tribe, and the project serves the Port Madison Indian Reservation. Approximately 22.33 percent of reservation residents are 65 or older, compared with 19.65 percent in Kitsap County and 16.62 percent statewide; at least 90 reservation households have no vehicle; and 268 tribal households live in the reservation's housing complexes near the village center. Transportation is the top need identified by adults with disabilities in the Kitsap County Area Plan on Aging. Today the weekday transit trip from the village to the Tribe's Poulsbo health facilities takes roughly two and a half hours on two buses for 6.3 road miles, there is no Saturday fixed-route service, and the route that once served the reservation was suspended in 2020 and not restored. Inclusive outreach in planning: This project is designed to be led by the people it affects: engagement is structured around elders, students, tribal employees, and health-program participants, and the budget funds translation, interpretation, large-print and plain-language materials, and in-person, paper-based participation so that the residents least likely to be reached online shape the service.

Coordination Efforts

The Suquamish Tribe's transit needs are identified in the Peninsula Regional Transportation Planning Organization (PRTPO) Coordinated Public Transit - Human Services Transportation Plan (2022, amended December 2024), the coordinated plan for the region that includes Kitsap County. The 2026 draft update carries the same direction in chapters 4 and 5 with strategies including how existing transportation does not meet everyone's needs, the access people lose when transportation is not available, and how vital planning to reduce unmet needs is. The planning grant will assess and analyze existing gaps and unmet transportation needs. Suquamish will connect with other providers/programs like the Kitsap Transit Connector and Access and regional entities like Peninsula RTPO to better understand the existing network and how Suquamish Tribe's unmet needs might be met through the Tribe's capacity. Internally, the Tribe will also coordinate with its Elder Van fleet and the Community Rides pilot so that the three services complement rather than overlap one another. The project reflects a community process of coordination and input. The need was identified through the Tribe's Long-Range Transportation Plan process and corroborated by the Kitsap County Area Plan on Aging, the PRTPO HSTP, and the Kitsap Public Health District's 2024 community health assessment; and the project itself is built around a two-round community engagement program reaching elders, students, tribal employees, and health-program participants.

Multimodal Partnerships

Walking, biking, driving and many modes are necessary for people to get around our community. Highway 305 is a dangerous corridor that poses safety risks, particularly during peak ferry traffic times. This planning grant will analyze unmet transportation needs but part of that is understanding how and why people move throughout the community or also why they don't (i.e. safety, access to multi-modal options, etc.). Furthering our understanding of these multi-modal gaps, will allow Suquamish Tribe to better plan capacity around meeting those unique needs which could look like active transportation programming, vanpool programming, fixed routed service, rideshare availability and allowing people to get where they need to go with access to the modes they require.

Measurement of Project Success