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.

Washington State Department of Transportation

Submitted Applications

List of all current submitted Applications

Click the “Edit Application” button to make changes or additions to the application. You can click the “Online Help" button in the toolbar at the top of the screen for a description of this section and all available actions.

Application Preview | Attachments | Alert History | Map

Application Details

39785 - 2027- 2029 - Sustaining Squaxin Transit Operations Due to Loss of Other Funding Source and Inflation

Application Details

Funding Opportunity:	38336-2027-2029 Consolidated Grant Program - Operating
Funding Opportunity Due Date:	Sep 9, 2026 3:01 PM
Program Area:	Consolidated Grant Program
Status:	Submitted
Stage:	Final Application
Initial Submit Date:	Sep 3, 2026 2:21 PM
Initially Submitted By:	Zoe Gish
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Name:	Salutation	Zoe First Name		Middle Name	Gish Last Name
Title:					

Email*:	zgish@squaxin.us
Address*:	10 SE Squaxin Lane
	Shelton Washington 98584-9200 City State/Province Postal Code/Zip
Phone*:	206-683-0507
Fax:	

Organization Information

Legal Name*:	Squaxin Island Tribe
DBA Name*:	Squaxin Island Tribe
Organization Type*:	Tribe
Organization Website:	(Please enter http://... for this field)
SAM UEI #:	Z7IUCA1NAJ85
Physical Address*:	10 SE Squaxin Lane
	Shelton Washington 98584-9200 City State/Province Postal Code/Zip
Mailing Address*:	10 SE Squaxin Lane
	Shelton Washington 98584-9200 City State/Province Postal Code/Zip
Remit to Address*:	10 SE Squaxin Lane
	Shelton Washington 98584-9200 CIty State/Province Postal Code/Zip
Phone*:	(360) 432-3877 Ext.
Fax:	
Fiscal Year End Last day of*:	September
Indirect Cost Rate:	33.09%
IDR Expiration Date:	09/30/2024

Organization Contact Information

Organization Director*:	Erika	Thale
	First Name	Last Name
	Executive Director	ethale@squaxin.us
	Title	Email Address
Applicant Contact*:	Zoe	Gish
	First Name	Last Name
	Planner	zgish@squaxin.us
	Title	Email Address
Project Contact:	Tracy	Parker
	First Name	Last Name
	Planning Manager	tparker@squaxin.us
	Title	Email Address

Summary of Project Information

Summary of Project Information

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

Service Type*: Demand-response,Fixed-route
Select all that apply

Need for Service*:

Expand service
Expansion can’t be combined with sustaining existing service within the same application for the first biennium.
NOTE: Sustain existing service is the only project type eligible for a 4-year term.
Select item(s) from the list below that best describes the nature of the expansion.

If Expand Service: Increase budget
Select all that apply

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

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

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

Is this a purchase-of-service project?: No

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

Does your organization have 501(c) nonprofit status?: No

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

Congressional District(s) Select as many as apply *: 10

Legislative District(s) 35

Select as many as apply
*:

County(ies) Grays Harbor,Mason,Thurston
Select as many as apply
*:

Scope of Work

Scope of Work

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

RTPO/MPO*: Peninsula RTPO

Project Summary (Scope)

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

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

Proposed summary/scope of work*:

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

Project Description

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

Description of project*:

Squaxin Island Tribe requests $422,000 in operating funds to sustain existing transit service. Former BIA Tribal Transportation funding that supported the program is no longer available. This loss of local funding, inflation and increased costs have created this funding gap. This grant will make up that funding gap to ensure this critical existing service can be sustained.

Squaxin Transit is fare-free public transportation serving Tribal members and the general public in rural Mason County and the surrounding region. Funding will support the continued operation of a deviated fixed-route service and Dial-A-Ride service, vehicle operations, driver wages and benefits, increased fuel costs, maintenance, insurance, dispatching, reporting, and administrative activities necessary to provide safe and reliable transit service. We have seen an increase in many of these costs due to high inflation.

Squaxin Transit connects riders to medical appointments, social services, grocery shopping, and other destinations regionally via connections with Mason Transit & Grays Harbor Transit. Deliverables include continued transit operations, passenger transportation services, regional transit connections, performance monitoring, vehicle maintenance, data collection and reporting, and ongoing coordination with local and regional transportation partners. The project will preserve access to essential services, reduce transportation barriers, and support mobility for vulnerable populations.

Project Need

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

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

Need*:

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.

Area Served

Is this project primarily serving a rural area?*:

Yes

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

Special Needs Transportation

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

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

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

Special Needs Transportation:

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.

Project Staff

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

Project Staff*:

Squaxin Transit has provided reliable public transportation services to the Squaxin Island Tribal Community and surrounding areas since 1999. The program is administered through the Tribe's Executive Services Department, led by Executive Director Erika Thale, who has 23 years of experience. Erika provides executive oversight of Tribal programs and grant-funded initiatives.

The program is managed by the Planning and Community Development Department Director, Chad Bedlington, who has 25 years of experience. Chad provides overall oversight for transportation planning, grant administration, project management, and program operations. He has extensive experience managing federally and state-funded transportation, infrastructure, and community development projects.

Day-to-day management of Squaxin Transit is conducted by Transit Program Manager Monica Nerney, who has been with the Tribe since 2017. Monica is responsible for service delivery, operational coordination, regulatory compliance, documentation, reporting, and implementation of grant-funded activities.

Financial oversight is led by Chief Financial Officer Darren Bennett, who has 25 years of experience. The Finance Department is responsible for grant financial management, budget oversight, financial reporting, internal controls, audit coordination, expenditure tracking, and compliance with grant and contract requirements.

Relationship to Other Projects

Relationship to Other Projects

Is this project dependent on any other projects submitted by your organization?*:	No
Did you, or will you, apply for this project in another grant program this biennium?*:	Yes

Choose the grant program(s)*:

Tribal Transit Mobility

Select *Other* to indicate any local, state, or federal funding requests, not through WSDOT Public Transportation Division

If *Other* is chosen above, enter the name(s) of the applicable grant program(s).

Other grant program(s):

Have you applied for the same project in a prior biennium and did not receive funding?*:	No
Are you applying for other projects within this funding opportunity?*:	Yes

List all project applications for

this funding opportunity, including this project, in order of priority*:

1. Operating (Expansion)
2. Capital (Vehicle replacement)

Planning and Coordination

Coordinated Public Transit - Human Services Transportation Plan

Coordinated Public Transit - Human Services Transportation Plan	Page number(s) or TBD	How is the need in the CPT-HSTP met by this project?
Peninsula RTPO	4-2	This project addresses the HSTP need that available transportation services do not always align for Tribal communities. Squaxin Transit provides a lifeline for Tribal members in a rural area where other transit options are limited or inaccessible. Operating funding supports access to healthcare, social services, and cultural events, helping Tribal members remain connected to their community, access services, while continuing to support Tribal resilience and self-determination.
Peninsula RTPO	4-4	This project addresses transportation barriers that cause missed medical appointments and prevent access to healthcare and social services. Tribal communities experience disproportionate health disparities, making reliable transportation critical to improving health outcomes. Some Tribal members must travel long distances for specialty care unavailable locally. Continued operating funds ensures access to medical appointments, treatment and support services necessary for Tribal members to thrive.
Peninsula RTPO	4-5	This project addresses the HSTP finding that rural transportation providers must meet growing demand for long-distance trips to services unavailable locally. For many Squaxin Tribal members, access to specialty healthcare, social services, and other resources requires travel well beyond the local community. Operating support helps sustain safe, reliable transportation for these trips, reducing barriers to care and ensuring rural residents remain connected to services that support well-being.
Peninsula RTPO	5-1	Mobility strategy 1-A: Sustain operations of existing transportation services in the Peninsula region, including public, tribal, non-profit, and private carrier services. This grant sustains operations for Squaxin Transit.
Peninsula RTPO	5-2	Mobility strategy 2-A: Increase awareness and visibility of available transportation services, with information specifically aimed at seniors, people with disabilities, and those with low income, and including engagement of human services providers and community care hubs. Squaxin Transit advertises and shares service information with local senior centers, adult care centers, medical providers/clinics, and the VA.

Cross-region Project

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

Project Coordination

Describe coordination efforts. Include details such as:

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

Coordination Efforts*:

The 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.

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

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

Multimodal Partnerships*:

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.

Budget

Duration of Project

Duration of Project*:	Two Years

Expenses

Expenses	If Other, List the Expense	** July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	Variance Between Biennia	** July 1, 2029 - June 30, 2031 (Projected)	Variance Between Biennia
Labor & Benefits		$615,844.00	$798,387.00	29.64%	$0.00	-100.00%
Other	IT, Advertising	$19,291.00	$21,500.00	11.45%	$0.00	-100.00%
Project Supplies		$6,463.00	$7,200.00	11.40%	$0.00	-100.00%
Other	Indirect	$223,989.00	$291,970.00	30.35%	$0.00	-100.00%
Maintenance Parts & Supplies		$49,462.00	$55,100.00	11.40%	$0.00	-100.00%
Insurance		$28,937.00	$32,250.00	11.45%	$0.00	-100.00%
Fuel & Lubricants		$49,976.00	$58,512.00	17.08%	$0.00	-100.00%
		$993,962.00	**$1,264,919.00**		**$0.00**	

Sources of Revenue/Match

Revenue/Match Source	If Other, List the Source	** July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	** July 1, 2029 - June 30, 2031 (Projected)
State: Other	Current Tribal Transit Mobility Grant Funding	$0.00	$724,275.00	$0.00
Federal: FTA Direct		$0.00	$117,784.00	$0.00

Fares and Donations

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

Variances

Variance between 2025-2027 and 2027-2029: 27.26%

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

Variances:

Labor & Benefits: Increased compensation & benefits costs, anticipated COLA & staffing requirements
IT & Advertising: Inflationary increases
Project Supplies: Higher material & supply costs due to inflation
Indirect Costs: Increased overhead costs corresponding to higher direct project expenditures
Maintenance Parts & Supplies: Anticipated increase in maintenance activities & material costs
Insurance: Higher projected insurance premiums

Fuel & Lubricants: Major increases in fuel pricing

Other Sources and In-Kind Match

Other Sources*:

Squaxin Island Transit is funded in Tribal Transit Mobility through 2029 in the amount of $724,275. The program was being sustained with BIA Tribal transportation funding that is no longer available for transit purposes. That has left a gap in funding to sustain service in the amount of $422,000. This grant is to apply for that gap in funding to sustain service in addition to increasing costs such as fuel and driver salary.

Please see supplemental section for further details.

Are you using in-kind match?*: No

Other Support

Other Support:

Budget Development Methodology

Budget development methodology*:

The budget was developed using actual ridership, mileage and expense data from the previous biennium (historical costs) and includes allowance for reasonable growth and projected increase in cost based on recent year expenses. Budgetary costs also take into consideration rise in operating costs due to inflation. The requested funds are necessary to support the proposed scope of work of the Squaxin Transit Program and reflects realistic, reasonable and necessary expenses to meet the growing need of the Squaxin and surrounding communities.

Please see Supplemental section for further information regarding Sustaining request.

Summary

July 1, 2027 - June 30, 2029

Total Expenses: $1,264,919.00

Match Total: $842,059.00

Requested Amount:

$422,860.00

This is the amount of grant funds your organization is requesting from July 1, 2027 - June 30, 2029

Percentage of Match: 66.57%

July 1, 2029 - June 30, 2031

Total Expenses: $0.00

Match Total: $0.00

Requested Amount:

$0.00

This is the amount of grant funds your organization is requesting from July 1, 2029 - June 30, 2031

Percentage of Match: 0.00%

Indirect Costs

Indirect Costs

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

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

Method*: Negotiated indirect cost rate

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

Rate: 36.52 %

Expiration Date: 09/30/2026

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

Rate: 36.52 %

Service Level

Project Service Level Information

Project Specific Information	July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	Percent of Change	July 1, 2029 - June 30, 2031 (Projected)	Percent of Change
Passenger Vehicle Hours	7484	7858	5.00%	8251	5.00%
Passenger Vehicle Miles	170334	178851	5.00%	187794	5.00%
Passenger trips should be entered as whole numbers only.					
Passenger Trips	16878	17722	5.00%	18608	5.00%
Volunteer Hours	0	0	0.00%	0	0.00%

Project Service Level Description

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

How were service-level estimates developed?*:

The 7/1/2025-6/30/2027 biennium estimates were calculated by doubling the annual service levels: Passenger Vehicle Hours: 3742 X 2 =7484, Passenger Vehicle Miles: 85,167 X 2 =170,334, Passenger Trips 8439 X 2 =16,878.

For the 7/1/2027-6/30/2029 biennium, a 5% increase was applied to the baseline totals to reflect anticipated growth in service demand and operations, resulting in 7,858 VRH, 178,851 VRM, and 17,722 passenger trips. An additional 5% increase was applied for the 7/1/2029-6/30/2031 biennium, resulting in 8,251 VRH, 187,794 VRM, and 18,608 passenger trips.

These projections assume continued funding, stable service delivery, and gradual growth in ridership consistent with historical trends and anticipated community demand.

The primary data sources include operating records, driver logs, dispatch and scheduling records, mileage reports, and passenger trip counts.

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

Intended Outputs:

Squaxin Transit will continue to provide demand-response transportation services for Tribal members within a 100-mile service area. The project will improve access to medical appointments, employment, education, shopping, social services, and community events. Funding will support the continued operation of the Tribe's Dial-A-Ride service, helping ensure that community members are not isolated due to transportation barriers. The service will also support mobility for residents in rural areas who have limited or no alternative transportation options.

During the grant period, Squaxin Transit anticipates achieving the following measurable outputs:
Provide approximately 12,000 passenger trips
Operate approximately 150,000 vehicle revenue miles (VRM)
Deliver approximately 8,000 vehicle revenue hours (VRH)
Maintain demand-response service 5 days per week, year-round
Conduct transportation services for medical, employment, educational, activities at a minimum of 4 community events annually.

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

Project Success Measurement*:

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.

Milestones

Readiness to Proceed

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

Milestones

Activities	Date (mm/yy)
Project Start	07/27

Supplemental Information

Supplemental Information

Supplemental Information:

See attached Squaxin Island Tribe Procurement Policy.

Sustaining Request in further detail:
Our request is unique in that Squaxin Island Tribe is seeking funding solely to address an operating funding gap for the Squaxin Transit Program. Because the application requires applicants to report their full transit operating budget, including all current and projected revenues and expenditures, the budget tables may overstate the amount of local match being provided.
The Squaxin Island Tribe is requesting $401,717 through the 2027-2029 WSDOT Consolidated Grant Program and will contribute up to $21,143 (5%) from General Tribal Revenue. Together, these funds will support the total project cost of $422,860.
Historically, the Tribe has supplemented transit operations with Bureau of Indian Affairs Tribal Transportation Program (TTP) funds. However, those funds are limited and are no longer available to support transit operations during the 2027-2029 period.
While transit is an eligible use of TTP funds, those funds must also support essential transportation infrastructure needs, including road maintenance, bridge replacement, and safety improvements. Future TTP funding is already committed to high-priority projects such as the Child Care Bridge Replacement Project and the SR 108 Roundabout Safety Project.
Rising fuel, labor, maintenance, and operating costs have further increased the cost of providing transit service, creating a funding gap that cannot be sustained through existing resources alone.

Vulnerable Populations in Overburdened Communities & Tribes

Vulnerable Populations in Overburdened Communities

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

Vulnerable Populations in Overburdened Communities*:

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.

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

Inclusive outreach in planning:

Tribal Support

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

Environmental Justice

Environmental Justice Assessment (EJA)

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

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

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Required for all projects						
Population density map	✓	Squaxin Island Tribe Population Density Map	Population Density Map.png	png	329 KB	09/01/2026 01:42 PM
Service area map	✓	Service Area Map for Squaxin Island Transit	Service_Area_Map.pdf	pdf	447 KB	08/18/2026 07:58 AM
Required for new nonprofit applicants only						
501(c) IRS Letter of Determination						
WA Utilities & Transportation Commission (UTC) Certification (required for new nonprofit applicants that are direct service providers)						
Conditionally required						

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Indirect costs documentation - de minimis rate self-certification; negotiated indirect cost rate letter from cognizant agency; or a cost allocation plan		Squaxin Island Tribe Indirect	2026 Indirect Cost Rate.pdf	pdf	210 KB	08/19/2026 02:03 PM
In-kind match valuation proposal (required for operating & mobility management projects that are proposing to use in-kind as matching funds)						
Procurement policy (required for new applicants or existing grantees without a current policy on file with WSDOT if this project includes the procurement of services or capital assets)		Procurement Policy	Squaxin Island Tribe - Procurement Policy.pdf	pdf	123 KB	09/01/2026 01:42 PM
Correspondence from a tribe in support of your project (if project is serving and supported by tribe(s). Not required if the applicant is a tribe.)						
Optional attachments						
Letters committing matching funds						
Letter of concurrence (for projects that operate in multiple planning regions)						
Letters of support (combine into one file attachment)		Combined Letters of Support from PRTPO & MTA	Letters of Support -Operating-Consolidated Grant - Squaxin Island Tribe.pdf	pdf	551 KB	09/01/2026 02:42 PM
Supplemental information						
Optional construction attachments						
NEPA/SEPA assessment, if available						
Supplemental construction project information (building or site designs, site plans, location exhibits, etc.), if available						

Certification

Certification

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

Certification*: Yes

Application Authority*:	Erika	Thale
	First Name	Last Name
Title*:	Executive Director	
Date*:	09/03/2026	