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.

40894 - Jefferson Transit Olympic Connection - Sustaining

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 9:52 AM
Initially Submitted By:	Jayme Brooke
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Name:	Salutation	Jayme	M	Brooke
		First Name	Middle Name	Last Name
Title:	Grants & Procurement Coordinator			
Email*:	jbrooke@jeffersontransit.com			
Address*:	63 Four Corners Rd			
	Port Townsend	Washington	98368-9366	
	City	State/Province	Postal Code/Zip	
Phone*:	(360) 385-3020	110		
Fax:				

Organization Information

Legal Name*:	Jefferson Transit Authority
DBA Name*:	Jefferson Transit
Organization Type*:	Transit Agency ? Rural
Organization Website:	(Please enter http://... for this field)
SAM UEI #:	CDKCRDC5A7J7
Physical Address*:	63 Four Corners Rd
	Port Townsend Washington 98368-9366
	City State/Province Postal Code/Zip
Mailing Address*:	63 Four Corners Rd

	Port Townsend	Washington	98368-9366
	City	State/Province	Postal Code/Zip
Remit to Address*:	63 Four Corners Rd		
	Port Townsend	Washington	98368-9366
	City	State/Province	Postal Code/Zip
Phone*:	(360) 385-3020	120	
		Ext.	
Fax:	(360) 385-2321		
Fiscal Year End Last day of*:	December		
Indirect Cost Rate:	0.00%		
IDR Expiration Date:			

Organization Contact Information

Organization Contact Information

Organization Director*:	Nicole	Gauthier	
	First Name	Last Name	
	General Manager	ngauthier@jeffersontransit.com	
	Title	Email Address	
Applicant Contact*:	Jayme	Brooke	
	First Name	Last Name	
	Grants & Procurement Coordinator	jbrooke@jeffersontransit.com	
	Title	Email Address	
Project Contact:	Jayme	Brooke	
	First Name	Last Name	
	Grants & Procurement Coordinator	jbrooke@jeffersontransit.com	
	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*: Route-deviated
Select all that apply

Need for Service*: Sustain existing service
Expansion can?t be combined with sustaining existing service within the same application for the first biennium.
NOTE: Sustain existing service is the only project type eligible for a 4-year term.

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

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

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

Is this a purchase-of-service project?: 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
*:
6

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

County(ies)
Select as many as apply
*:
Clallam, Grays Harbor, Jefferson

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 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 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*:

The project will operate and maintain Jefferson Transit's Olympic Connection, a route-deviated service connecting Forks and Amanda Park along the US 101 corridor on the west end of Jefferson County. Throughout the 2027-2029 biennium, JTA will provide scheduled service, including route deviations as requested, to maintain reliable transportation for residents and visitors in the rural communities served by the route. Service will accommodate ADA needs and provide access to employment, medical care, groceries, education, and other essential services.

Project activities will include operating scheduled revenue service; providing requested route deviations; maintaining vehicles and equipment used for the service; monitoring ridership, service hours, miles, and other performance measures; and making operational adjustments as appropriate to maintain safe, efficient, and effective service. Jefferson Transit will coordinate with regional transportation partners and continue gathering community input regarding service performance and needs.

Key deliverables will include continued operation of the Olympic Connection throughout the grant period, completion of scheduled revenue service, maintenance of service vehicles and equipment, collection and monitoring of performance data, and required grant reporting. The project will preserve a critical rural transportation connection and maintain the Olympic Connection as an important link in the regional Olympic Peninsula transit network.

Project Need

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

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

Need*:

The 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.

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:

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 transportation providers, including Clallam Transit, Grays Harbor Transit, and the Quileute Community Shuttle, further expands transportation options for individuals with special transportation needs. The Olympic Connection therefore provides an efficient and flexible approach to improving accessibility while maintaining an important regional transportation connection.

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*:

Administrative Staff: Nicole Gauthier, General Manager, Kari Mathews, Finance Manager, Jayme Brooke, Grants and Procurement Coordinator. Grants and Procurement Coordinator has extensive grant management experience with record keeping, reporting, and service implementation including contract adherence. Specific experience includes: a) Federal Transit Administration funds - Jefferson Transit staff has administered several million dollars in FTA funds (both direct and pass-through) from the following programs: 5311, 5311(f), 5309, CARES, CRRSSA, and ARPA. b) Others Federal Funds - Jefferson Transit staff has administered over a million dollars in non-FTA federal funds including FHWA-STP funds. c) State Funds - Jefferson Transit has administered hundreds of thousands of dollars in state funds including funds from the following programs: Rural Mobility, Paratransit/Special Needs, and state formula allocation funds.

Relationship to Other Projects

Relationship to Other Projects

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

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

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

Are you applying for other projects within this funding opportunity?*: Yes

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

Jefferson Transit East County Operating - Sustaining
Jefferson Transit Olympic Connection - Sustaining
Jefferson Transit Sunday Service - Expansion

Planning and Coordination

Coordinated Public Transit - Human Services Transportation Plan

Coordinated Public Transit - Human Services Transportation Plan	Page number(s) or TBD	How is the need in the CPT-HSTP met by this project?
Peninsula RTPO	TBD	The Olympic Connection advances the HSTP?s focus on reliable, safe, and affordable transportation for people who do not drive due to age, disability, or income. By maintaining deviated fixed-route service along the rural US 101 corridor, the project connects residents to essential services, employment, healthcare, and regional transportation, helping overcome the distance, limited alternatives, and access barriers inherent to rural communities.

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 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.

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

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

Multimodal Partnerships*:

The 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.

Budget

Duration of Project

Duration of Project*: Four Years

Expenses

Expenses	If Other, List the Expense	** July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	Variance Between Biennia	** July 1, 2029 - June 30, 2031 (Projected)	Variance Between Biennia
Labor & Benefits		$738,735.00	$822,951.00	11.40%	$847,640.00	3.00%
Fuel & Lubricants		$123,328.00	$177,326.00	43.78%	$182,646.00	3.00%
Maintenance Parts & Supplies		$4,960.00	$5,109.00	3.00%	$5,262.00	2.99%
Rent & Utilities		$48,090.00	$48,323.00	0.48%	$49,773.00	3.00%
Contracted Services - Other		$68,972.00	$83,455.00	21.00%	$85,958.00	3.00%
Other	Insurance & Misc	$867.00	$1,191.00	37.37%	$1,226.00	2.94%
		$984,952.00	**$1,138,355.00**		**$1,172,505.00**	

Sources of Revenue/Match

Revenue/Match Source	If Other, List the Source	** July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	** July 1, 2029 - June 30, 2031 (Projected)
Local: Transit Sales Tax		$530,637.00	$671,311.00	$692,350.00
Local: Other	Match from Clallam Transit	$15,000.00	$15,000.00	$15,000.00

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: 15.57%

Variance between 2027-2029 and 2029-2031: 3.00%

Variances:

Estimated net operating expenses from the 2025-2027 biennium to the 2027-2029 biennium are increased by an estimated 15.57% due to inflation, union wage increases, fuel cost increases, and maintenance cost increases. Estimated net operating expenses from the 2027-2029 biennium to the 2029-2031 biennium are increased by an estimated modest 3% due to the same reasons with limited economic forecasts.

Other Sources and In-Kind Match

Other Sources*:

The "Other" matching source of funding for the Jefferson Transit Olympic Connection is a contribution from Clallam Transit for this service. Jefferson Transit Olympic Connection is a key link in the ability to provide public transportation around the entire Olympic Peninsula; Clallam Transit recognized the importance of the connection and provides financial support.

Are you using in-kind match?*: No

Other Support

Other Support:

Budget Development Methodology

Budget development methodology*:

Jefferson Transit has utilized the invoices submitted to WSDOT for the 2025-2027 biennium to forecast the budget for the 2027-2029 and 2029-2031 grant biennia. Jefferson Transit has predicted increases for labor. Represented staff will receive contractual increases, non-represented staff will also see compensatory increases. Health insurance rates are predicted to increase steadily over the coming years. Fuel costs have risen over 40% since 2020 and continue to rise. Liability insurance rates increased over the past biennia, and this trend will likely continue. Utilities are projected to increase. The 2029-2031 grant biennium expense/revenue increases are forecasted conservatively.

Summary

July 1, 2027 - June 30, 2029

Total Expenses: $1,138,355.00

Match Total: $686,311.00

Requested Amount: $452,044.00
This is the amount of grant funds your organization is requesting from July 1, 2027 - June 30, 2029

Percentage of Match: 60.29%

July 1, 2029 - June 30, 2031

Total Expenses: $1,172,505.00

Match Total: $707,350.00

Requested Amount: $465,155.00
This is the amount of grant funds your organization is requesting from July 1, 2029 - June 30, 2031

Percentage of Match: 60.33%

Indirect Costs

Indirect Costs

Are you charging indirect costs to this grant/project?*: No

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	9262	9540	3.00%	9826	3.00%
Passenger Vehicle Miles	284416	292948	3.00%	301736	3.00%
Passenger trips should be entered as whole numbers only.					
Passenger Trips	14344	14774	3.00%	15217	3.00%
Volunteer Hours	0	0	0.00%	0	0.00%

Project Service Level Description

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

How were service-level estimates developed?*:

Service levels for Jefferson Transit Olympic Connection are not expected to change in the near future. A modest 3% growth in ridership was assumed. The route is an established route that deviates upon request. This service also serves the Hoh Reservation, Queets Village, the Upper Hoh Road, and the surrounding rural area.

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:

The Olympic Connection provides essential transportation along an extremely rural and isolated portion of the US 101 corridor between Forks and Amanda Park. Communities along this route are widely dispersed, with few transportation alternatives and no other public transit serving the corridor. For residents who do not have access to a reliable personal vehicle, JTOC may be the only means of reaching employment, healthcare, groceries, education, and other essential services.

The project will maintain scheduled deviated fixed-route service throughout the 2027-2029 biennium, including route deviations to accommodate passengers with special transportation needs. Jefferson Transit will measure the service through passenger trips and service delivery data, establishing a quantitative baseline for future performance evaluation. The primary intended outcome is to preserve reliable public transportation and prevent further isolation of rural residents who depend on this service.

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*:

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.

Milestones

Readiness to Proceed

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

Milestones

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

Supplemental Information

Supplemental Information

Supplemental Information:

Vulnerable Populations in Overburdened Communities & Tribes

Vulnerable Populations in Overburdened Communities

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

Vulnerable Populations in Overburdened Communities*:

The 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.
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?*: No

Is your project serving and is it supported by a tribal nation in Washington?: No

Environmental Justice

Environmental Justice Assessment (EJA)

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

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

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Required for all projects						
Population density map	✓	Population Density Map	Washington_population_density_2020.png	png	254 KB	09/03/2026 09:08 AM
Service area map	✓	Service Area Map	JTOC Route Map.pdf	pdf	130 KB	09/03/2026 09:10 AM
Required for new nonprofit applicants only						
501(c) IRS Letter of Determination						
WA Utilities & Transportation Commission (UTC) Certification (required for new nonprofit applicants that are direct service providers)						
Conditionally required						
Indirect costs documentation - de minimis rate self-certification; negotiated indirect cost rate letter from cognizant agency; or a cost allocation plan						
In-kind match valuation proposal (required for operating & mobility management projects that are proposing to use in-kind as matching funds)						
Procurement policy (required for new applicants or existing grantees without a current policy on file with WSDOT if this project includes the procurement of services or capital assets)						
Correspondence from a tribe in support of your project (if project is serving and supported by tribe(s). Not required if the applicant is a tribe.)						
Optional attachments						
Letters committing matching funds						
Letter of concurrence (for projects that operate in multiple planning regions)						
Letters of support (combine into one file attachment)		Letters of Support	JTA ConsOp 27-29 LOS.pdf	pdf	3 MB	09/03/2026 09:10 AM
Supplemental information						
Optional construction attachments						
NEPA/SEPA assessment, if available						
Supplemental construction project information (building or site designs, site plans, location exhibits, etc.), if available						

Certification

Certification

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

Certification*: Yes

Application Authority*: Jayme (First Name) Brooke (Last Name)

Title*: Grants & Procurement Coordinator

Date*: 09/03/2026

CHIMACUM SCHOOL DISTRICT

91 West Valley Rd, PO Box 278
Chimacum, WA 98325

P: 360.302.5890
F:360.732.4336

WWW.CSD49.ORG

August 7, 2026

Nicole Gauthier
General Manager, Jefferson Transit
63 Four Corners Road
Port Townsend, WA 98368

Dear Nicole,

On behalf of the Chimacum School District, I strongly support Jefferson Transit Authority's grant applications to sustain and expand public transportation services and infrastructure throughout Jefferson County.

In Chimacum, we know thriving communities depend on people being able to get where they need to go. Reliable public transportation connects families to employment, schools, healthcare, essential services, and one another. This is especially important in a rural county, where students, seniors, people with disabilities, and families with limited transportation options depend on transit and regional connections.

We support Jefferson Transit's efforts to construct a new Facilities Maintenance building and dedicated driver training area. Safe, reliable transportation depends on well-maintained vehicles, strong infrastructure, and well-trained drivers. These investments will strengthen Jefferson Transit's ability to safely and sustainably serve our community.

We also support the purchase and development of the Gateway Visitor Center in Port Ludlow as a regional transit hub. Improved connections with neighboring transit systems will help residents travel throughout the Olympic Peninsula and beyond for work, education, medical care, and other important needs.

Chimacum School District also supports continued operating assistance for East and West Jefferson County service and expansion to Sundays. For families without reliable transportation, seven-day service can make the difference between access to opportunities and essential services and being isolated from them.

Jefferson Transit helps hold our rural communities together by supporting families, employers, schools, healthcare providers, and community organizations. Chimacum School District strongly supports these grant applications and encourages WSDOT to fund these important investments in transportation access, opportunity, and quality of life throughout Jefferson County.

Warmly,

Dr. Scott Mauk, Superintendent

DEEP ROOTS BROAD HORIZONS

830 West Lauridsen Boulevard
Port Angeles, Washington 98363

CLALLAM TRANSIT

www.clallamtransit.com
360-452-4511

August 6, 2026

Nicole Gauthier, General Manager
Jefferson Transit Authority
63 4 Corners Road
Port Townsend, WA 98368

Re: Washington State Department of Transportation
2027-2029 Operational Consolidated Grant Applications
Letter of Support for Jefferson Transit Projects:

- Sustain and enhance current levels of fixed route services to special needs and economically disadvantaged areas of Port Townsend, the Tri-Area, Brinnon/Quilcene, including connections to Grays Harbor, Mason, Clallam, Quinault Nation and Kitsap Transits and to the Washington State Ferries.
- Preserve the Olympic Connection, between Forks and Amanda Park along US 101, a key link in the "Olympic Loop".
- Support service on Sundays, expanding service to all seven days of the week.

Dear Nicole:

Clallam Transit System is pleased to support the projects referenced above. Many residents of Jefferson County need to travel to work, education, and other purposes within Jefferson County or in adjacent cities through connections with transit systems in Kitsap, Mason, Clallam, Grays Harbor Counties, the Quinault Nation and the Washington State Ferry System. By providing both fixed route and demand response service on both coasts of the Olympic Peninsula, Jefferson Transit Authority can meet the transportation needs of a large segment of the population of Jefferson County.

Transit has a positive impact in these remote and rural communities. Regional connections with adjacent transit systems are vital to their community residents with obvious economic benefits and improved quality of life. Without transit services many of our seniors, people with disabilities and people who do not drive, or who cannot afford to drive, would find their access to jobs and basic services severely limited.

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

Sincerely,

Jason McNickle
General Manager
Clallam Transit System

Forks Community Hospital

"Pioneers in Rural Health Care"

August 7th, 2026

Nicole Gauthier
General Manager
63 4 Corners Road
Port Townsend, WA 98368

Re: Washington State Department of Transportation
2027-2029 Operational Consolidated Grant Applications
Letter of Support for Jefferson Transit Projects:

- Sustain and enhance current levels of fixed route services to special needs and economically disadvantaged areas of Port Townsend, the Tri-Area, Brinnon/Quilcene, including connections to Grays Harbor, Mason, Clallam, Quinault Nation and Kitsap Transits and to the Washington State Ferries.
- Preserve the Olympic Connection, between Forks and Amanda Park along US 101, a key link in the "Olympic Loop".
- Support service on Sundays, expanding service to all seven days of the week.

Dear Nicole:

Forks Community Hospital is pleased to support the projects referenced above. Many residents of Jefferson County need to travel to work, education, and other purposes within Jefferson County or in adjacent cities through connections with transit systems in Kitsap, Mason, Clallam, Grays Harbor Counties, the Quinault Nation and the Washington State Ferry System. By providing both fixed route and demand response service on both coasts of the Olympic Peninsula, Jefferson Transit Authority can meet the transportation needs of a large segment of the population of Jefferson County.

Transit has a positive impact in these remote and rural communities. Regional connections with adjacent transit systems are vital to their community residents with obvious economic benefits and improved quality of life. Without transit services many of our seniors, people with disabilities and people who do not drive, or who cannot afford to drive, would find their access to jobs and basic services severely limited.

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

Sincerely,

Heidi Anderson MBA BSN RN
Chief Executive Officer
530 Bogachiel Way
Forks, Washington 98331

Phone: (360) 374-6271

2326 Washington Street, Port Townsend, WA 98368

(360) 379-ECHO or (360) 379-3246

August 12, 2026

Nicole Gauthier
General Manager
63 4 Corners Road
Port Townsend, WA 98368

Re: Washington State Department of Transportation
2027-2029 Operational Consolidated Grant Applications

Letter of Support for Jefferson Transit Projects:

1. Sustain and enhance current levels of fixed route services to special needs and economically disadvantaged areas of Port Townsend, the Tri-Area, Brinnon/Quilcene, including connections to Grays Harbor, Mason, Clallam, Quinault Nation and Kitsap Transits and to the Washington State Ferries.
2. Preserve the Olympic Connection, between Forks and Amanda Park along US 101, a key link in the "Olympic Loop".
3. Support service on Sundays, expanding service to all seven days of the week.

Dear Nicole:

ECHHO offers our whole-hearted support for the projects referenced above.

Without transit services many of our seniors, people with disabilities and people who do not drive, or who cannot afford to drive, would find their access to jobs and basic services severely limited.

We support Jefferson Transit Authority's grant application.

Sincerely,

Kit Malone
ECHHO Executive Director

CITY OF FORKS

500 E. Division St. • Forks, Washington 98331-8618

(360) 374-5412 • Fax: (360) 374-9430 • TTY: (360) 374-2696

forkswashington.org

Nicole Gauthier
General Manager
63 4 Corners Road
Port Townsend, WA 98368

10 August 2026

Dear Nicole,

Re: Washington State Department of Transportation
2027-2029 Operational Consolidated Grant Applications

- Sustain and enhance current levels of fixed route services to special needs and economically disadvantaged areas of Port Townsend, the Tri-Area, Brinnon/Quilcene, including connections to Grays Harbor, Mason, Clallam, Quinault Nation and Kitsap Transits and to the Washington State Ferries.
- Preserve the Olympic Connection, between Forks and Amanda Park along US 101, a key link in the "Olympic Loop".
- Support service on Sundays, expanding service to all seven days of the week.

Dear Nicole:

On behalf of the City, I wanted to write and voice our strong support for the projects referenced above. Many residents of Jefferson County need to travel to work, education, and other purposes within Jefferson County or in adjacent cities through connections with transit systems in Kitsap, Mason, Clallam, Grays Harbor Counties, the Quinault Nation and the Washington State Ferry System. By providing both fixed route and demand response service on both coasts of the Olympic Peninsula, Jefferson Transit Authority can meet the transportation needs of a large segment of the population of Jefferson County.

Transit has a positive impact in these remote and rural communities. Regional connections with adjacent transit systems are vital to their community residents with obvious economic benefits and improved quality of life. Without transit services many of our seniors, people with disabilities and people who do not drive, or who cannot afford to drive, would find their access to jobs and basic services severely limited.

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

Sincerely,

Tim Fletcher
Mayor

Department of Public Works
Jefferson County, Washington

623 Sheridan Street
Port Townsend, WA 98368
360-385-9160

August 7, 2026

Nicole Gauthier, General Manager
Jefferson Transit Authority
63 4 Corners Road
Port Townsend, WA 98368

Re: Washington State Department of Transportation
2027-2029 Operational Consolidated Grant Applications
Letter of Support for Jefferson Transit Projects:

- Sustain and enhance current levels of fixed route services to special needs and economically disadvantaged areas of Port Townsend, the Tri-Area, Brinnon/Quilcene, including connections to Grays Harbor, Mason, Clallam, Quinault Nation and Kitsap Transits and to the Washington State Ferries.
- Preserve the Olympic Connection, between Forks and Amanda Park along US 101, a key link in the "Olympic Loop".
- Support service on Sundays, expanding service to all seven days of the week.

Dear Nicole:

JEFFERSON COUNTY PUBLIC WORKS is pleased to support the projects referenced above. Many residents of Jefferson County need to travel to work, education, and other purposes within Jefferson County or in adjacent cities through connections with transit systems in Kitsap, Mason, Clallam, Grays Harbor Counties, the Quinault Nation and the Washington State Ferry System. By providing both fixed route and demand response service on both coasts of the Olympic Peninsula, Jefferson Transit Authority can meet the transportation needs of a large segment of the population of Jefferson County.

Transit has a positive impact in these remote and rural communities. Regional connections with adjacent transit systems are vital to their community residents with obvious economic benefits and improved quality of life. Without transit services many of our seniors, people with disabilities and people who do not drive, or who cannot afford to drive, would find their access to jobs and basic services severely limited.

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

Sincerely,



Eric Kuzma, Jefferson County Public Works Director

August 27, 2026

Nicole Gauthier
General Manager
Jefferson Transit Authority
63 Four Corners Road
Port Townsend, WA 98368

Ref: Washington State Department of Transportation 2027-2029 Operational Consolidated Grant Applications Letter of Support for Jefferson Transit Projects:

- Sustain and enhance current levels of fixed route services to special needs and economically disadvantaged areas of Port Townsend, the Tri-Area, Brinnon/Quilcene, including connections to Grays Harbor, Mason, Clallam, Quinault Nation and Kitsap Transits and to the Washington State Ferries.
- Preserve the Olympic Connection, between Forks and Amanda Park along US 101, a key link in the "Olympic Loop".
- Support service on Sundays, expanding service to all seven days of the week.

Dear Nicole,

The Peninsula Regional Transportation Planning Organization (PRTPO) is pleased to support the projects referenced above. Many residents of Jefferson County need to travel to work, education, and other purposes within Jefferson County or in adjacent cities through connections with transit systems in Kitsap, Mason, Clallam, Grays Harbor Counties, the Quinault Nation and the Washington State Ferry System. By providing both fixed route and demand response service on both coasts of the Olympic Peninsula, Jefferson Transit Authority can meet the transportation needs of a large segment of the population of Jefferson County.

Transit has a positive impact in these remote and rural communities. Regional connections with adjacent transit systems are vital to their community residents with obvious economic benefits and improved quality of life. Without transit services many of our seniors, people with disabilities and people who do not drive, or who cannot afford to drive, would find their access to jobs and basic services severely limited.

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

Sincerely,



Mike French, Vice Chair
Peninsula Regional Transportation Planning Organization

JAMESTOWN S'KLALLAM TRIBE
1033 Old Blyn Highway, Sequim, WA 98382 360/683-1109 FAX 360/681-4643

August 10, 2026

Nicole Gauthier, General Manager
Jefferson Transit Authority
63 4 Corners Road
Port Townsend, WA 98368

Re: Support for Washington State Department of Transportation 2027-2029 Operational Consolidated Grant Application by Jefferson Transit Authority

Dear Nicole:

Our Tribe is pleased and honored to fully support the projects referenced below:

- Sustain and enhance current levels of fixed route services to special needs and economically disadvantaged areas of Port Townsend, the Tri-Area, Brinnon/Quilcene, including connections to Grays Harbor, Mason, Clallam, Quinault Nation and Kitsap Transits and to the Washington State Ferries.
- Preserve the Olympic Connection, between Forks and Amanda Park along US 101, a key link in the "Olympic Loop".
- Support service on Sundays, expanding service to all seven days of the week.

Many residents of Jefferson County need to travel to work, education, and other purposes within Jefferson County or in adjacent cities through connections with transit systems in Kitsap, Mason, Clallam, Grays Harbor Counties, the Quinault Nation and the Washington State Ferry System. By providing both fixed route and demand response service on both coasts of the Olympic Peninsula, Jefferson Transit Authority can meet the transportation needs of a large segment of the population of Jefferson County.

Transit has a positive impact in these remote and rural communities. Regional connections with adjacent transit systems are vital to their community residents with obvious economic benefits and improved quality of life. Without transit services many of our seniors, people with disabilities and people who do not drive, or who cannot afford to drive, would find their access to jobs and basic services severely limited.

Our Tribe is pleased to offer our full support for Jefferson Transit Authority's grant application and for continued service.

Sincerely,

W. Ron Allen

W. Ron Allen, Tribal Chairman/CEO

PORT TOWNSEND
School District
LEARNING THROUGH A SENSE OF PLACE

Superintendent
Dr. Linda Rosenbury

Board of Directors
John Nowak, Chair
Simon Little, Vice-Chair
Amanda Grace
Nathanael O'Hara
Matt Klontz

August 7th, 2026

Nicole Gauthier
General Manager
63 4 Corners Road
Port Townsend, WA 98368

Dear Nicole,

Re: Washington State Department of Transportation 2027-2029 Operational Consolidated Grant Applications
Letter of Support for Jefferson Transit Projects

- Sustain and enhance current levels of fixed route services to special needs and economically disadvantaged areas of Port Townsend, the Tri-Area, Brinnon/Quilcene, including connections to Grays Harbor, Mason, Clallam, Quinault Nation and Kitsap Transits and to the Washington State Ferries.
- Preserve the Olympic Connection, between Forks and Amanda Park along US 101, a key link in the "Olympic Loop."
- Support service on Sundays, expanding service to all seven days of the week.

Dear Nicole:

Port Townsend School District is pleased to support the projects referenced above. Many of our students, families, and staff need to travel to school, work, and other essential activities within Jefferson County or in adjacent cities through connections with transit systems in Kitsap, Mason, Clallam, and Grays Harbor Counties, the Quinault Nation, and the Washington State Ferry System. By providing both fixed route and demand response service on both coasts of the Olympic Peninsula, Jefferson Transit Authority helps meet the transportation needs of a large segment of the population of Jefferson County, including the school community we serve.

Transit has a positive impact in these remote and rural communities. Regional connections with adjacent transit systems are vital to our students' and families' ability to access school, work, and essential services, with real benefits for educational access and quality of life. Without transit services, many of our students, staff, and families — including those with disabilities and those who do not drive or cannot afford to drive — would find their access to school and basic services severely limited.

On behalf of the Port Townsend School District, I am pleased to offer our support for Jefferson Transit Authority's grant application and for continued service.

Sincerely,

Linda K Rosenbury

Linda Rosenbury
Superintendent

1610 Blaine Street, Port Townsend, WA 98368
Phone: 360-680-5759 Fax: 360-385-3617
www.ptschools.org

August 7, 2026

Nicole Gauthier
General Manager
Jefferson Transit Authority
63 Four Corners Road
Port Townsend, WA 98368

Re: Washington State Department of Transportation
2027-2029 Operational Consolidated Grant Applications
Letter of Support for Jefferson Transit Operating Projects

- Sustain and enhance current levels of fixed route services to special needs and economically disadvantaged areas of Port Townsend, the Tri-Area, Brinnon/Quilcene, including connections to Grays Harbor, Mason, Clallam, Quinault Nation, and Kitsap Transits and to the Washington State Ferries.
- Preserve the Olympic Connection, between Forks and Amanda Park along US 101, a key link in the "Olympic Loop".
- Support service on Sundays, expanding service to all seven days of the week.

Dear Nicole:

Mason Transit Authority is pleased to support the projects referenced above. Many residents of Jefferson County need to travel to work, education, and other purposes within Jefferson County or in adjacent cities through connections with transit systems in Kitsap, Mason, Clallam, Grays Harbor Counties, the Quinault Nation, and the Washington State Ferry System. By providing both fixed route and demand response service on both coasts of the Olympic Peninsula, Jefferson Transit Authority can meet the transportation needs of a large segment of the population of Jefferson County.

Transit has a positive impact in these remote and rural communities. Regional connections with adjacent transit systems are vital to their community residents with obvious economic benefits and improved quality of life. Without transit services many of our seniors, people with disabilities and people who do not drive, or who cannot afford to drive, would find their access to jobs and basic services severely limited.

I am pleased to offer our support for Jefferson Transit Authority's grant applications.

Sincerely,

Amy Asher
General Manager
Mason Transit Authority

790 East Johns Prairie Rd ● Shelton, WA 98584 ● 360-427-5033 or 800-374-3747 ● MasonTransit.org

Jefferson County
Public Utility District

Board of Commissioners
Jeff Randall, District 1
Kenneth Collins, District 2
Dan Toepper, District 3
Joseph Wilson, General Manager

August 7, 2026

Nicole Gauthier, General Manager
Jefferson Transit Authority
63 Four Corners Road
Port Townsend, WA 98368

Re: Washington State Department of Transportation
2027-2029 Operational Consolidated Grant Applications
Letter of Support for Jefferson Transit Projects

- Sustain and enhance current levels of fixed route services to special needs and economically disadvantaged areas of Port Townsend, the Tri-Area, Brinnon/Quilcene, including connections to Grays Harbor, Mason, Clallam, Quinault Nation and Kitsap Transits and to the Washington State Ferries.
- Preserve the Olympic Connection, between Forks and Amanda Park along US 101, a key link in the "Olympic Loop".
- Support service on Sundays, expanding service to all seven days of the week.

Dear Nicole:

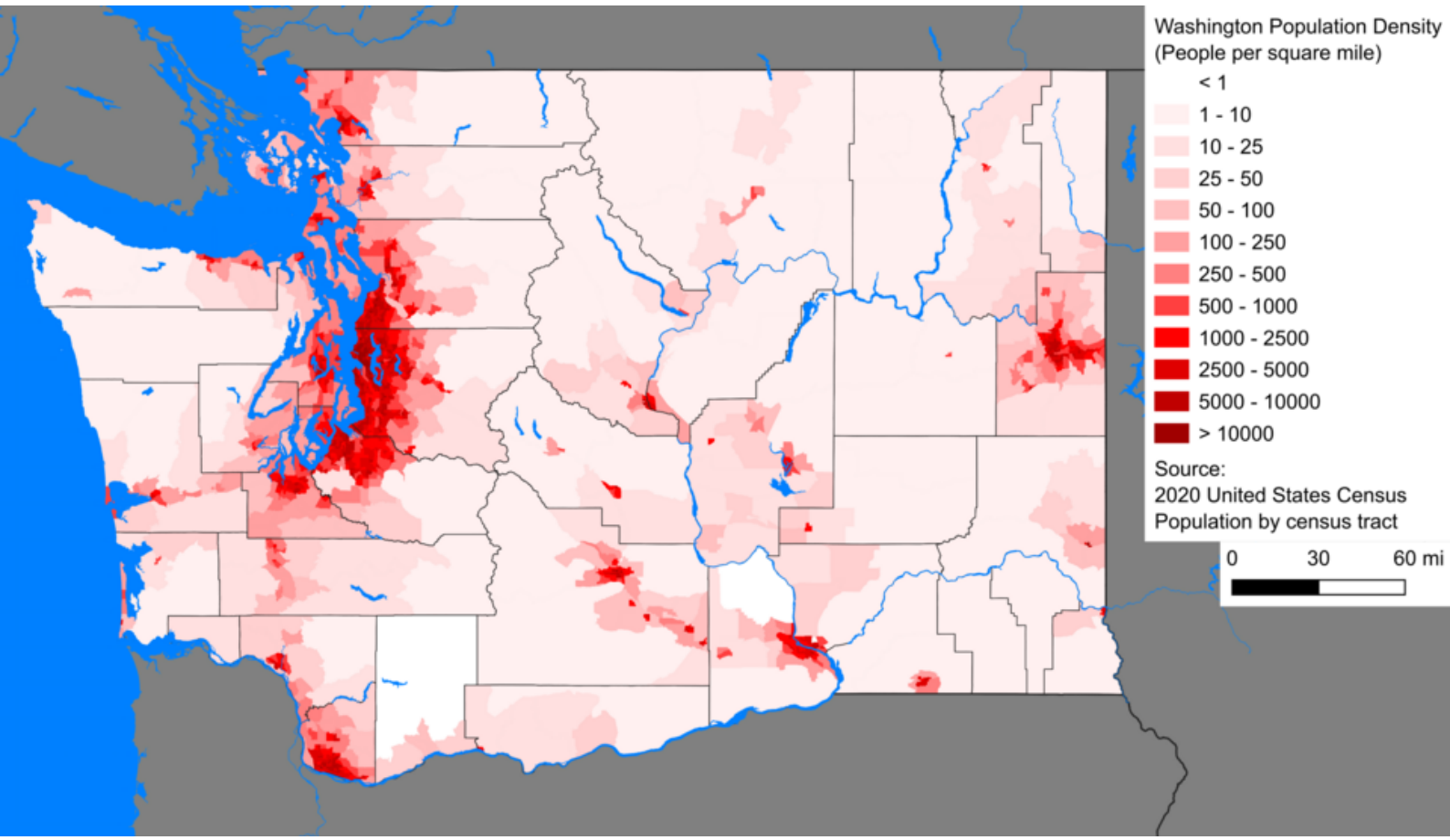
Jefferson County Public Utility District No. 1 is pleased to support the projects referenced above. Many residents of Jefferson County need to travel to work, education, and other purposes within Jefferson County or in adjacent cities through connections with transit systems in Kitsap, Mason, Clallam, Grays Harbor Counties, the Quinault Nation and the Washington State Ferry System. By providing both fixed route and demand response service on both coasts of the Olympic Peninsula, Jefferson Transit Authority can meet the transportation needs of a large segment of the population of Jefferson County.

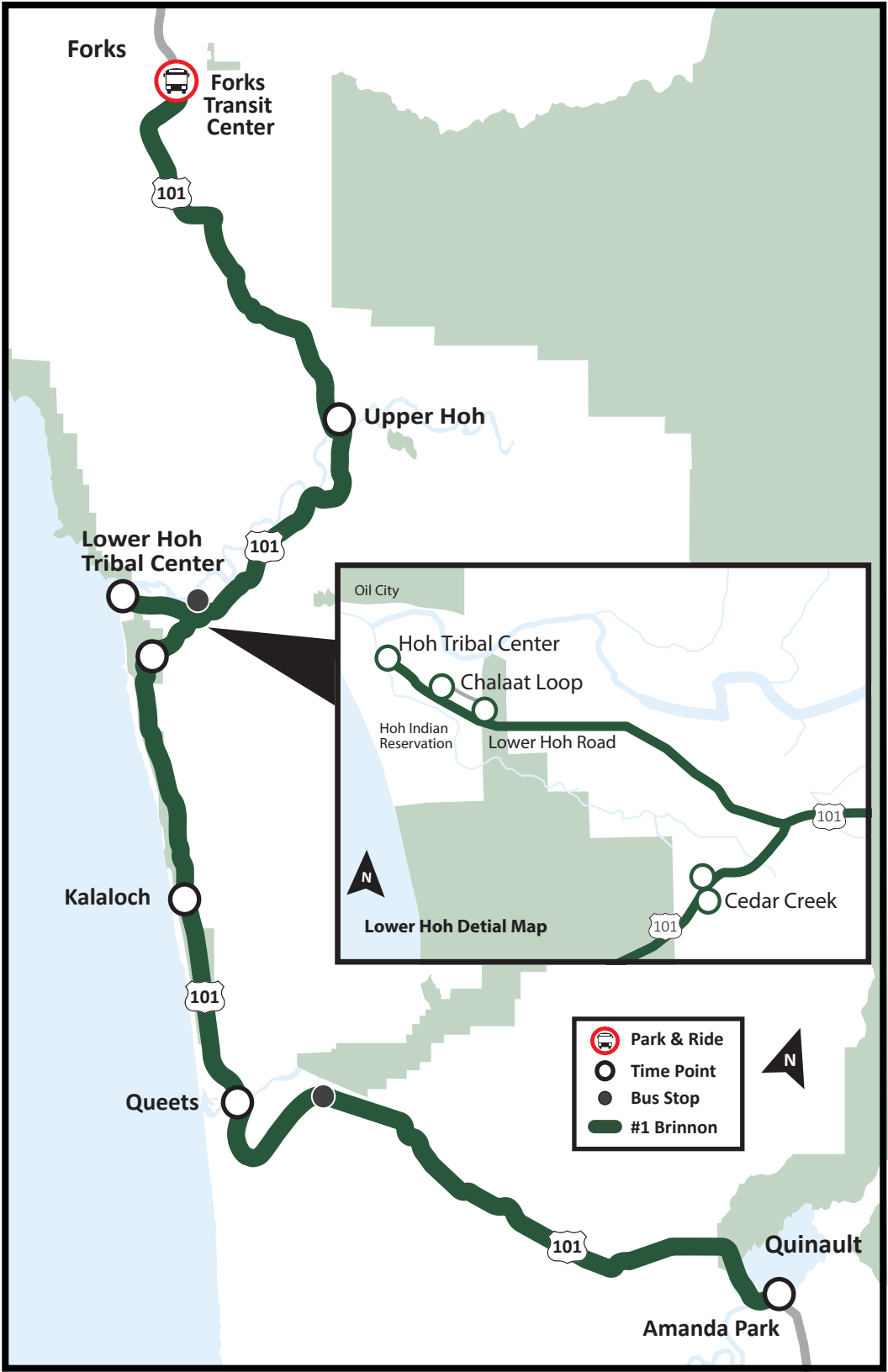
Transit has a positive impact in these remote and rural communities. Regional connections with adjacent transit systems are vital to their community residents with obvious economic benefits and improved quality of life. Without transit services many of our seniors, people with disabilities and people who do not drive, or who cannot afford to drive, would find their access to jobs and basic services severely limited.

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

Sincerely,

Joseph Wilson, General Manager


Washington Population Density
(People per square mile)
< 1
1 - 10
10 - 25
25 - 50
50 - 100
100 - 250
250 - 500
500 - 1000
1000 - 2500
2500 - 5000
5000 - 10000
> 10000
Source:
2020 United States Census
Population by census tract
0
30
60 mi


Forks
Forks Transit Center
101
Upper Hoh
Lower Hoh Tribal Center
101
Kalaloch
101
Queets
101
Quinault
Amanda Park
Oil City
Hoh Tribal Center
Chalaat Loop
Hoh Indian Reservation
Lower Hoh Road
101
Cedar Creek
101
N
Lower Hoh Detial Map
Park & Ride
Time Point
Bus Stop
#1 Brinnon
N