Peninsula RTPO
2026 Consolidated Grants Project

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

Organization Name: Jefferson Transit Authority

Contact Name: Jayme Brooke

Project Description

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

Project Funding Summary

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

WSDOT has different match requirements for different kinds of projects.

Type of Project

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

Type of Service

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

Duration

- (•) 2 years
- ( ) 4 years

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

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

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

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

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

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

Project Need

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

Special Needs Transportation

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

Benefits to Vulnerable Populations in Overburdened Communities

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

Coordination Efforts

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

Multimodal Partnerships

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

Measurement of Project Success

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

40895 - Jefferson Transit Sunday Service - Expansion

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 2:25 PM
Initially Submitted By:	Jayme Brooke
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

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

	Port Townsend City	Washington State/Province	98368-9366 Postal Code/Zip
Remit to Address*:	63 Four Corners Rd		
	Port Townsend City	Washington State/Province	98368-9366 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 First Name	Gauthier Last Name	
	General Manager Title	ngauthier@jeffersontransit.com Email Address	
Applicant Contact*:	Jayme First Name	Brooke Last Name	
	Grants & Procurement Coordinator Title		jbrooke@jeffersontransit.com Email Address
Project Contact:	Jayme First Name	Brooke Last Name	
	Grants & Procurement Coordinator Title		jbrooke@jeffersontransit.com 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: 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
*: 6

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

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

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*:

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

Project 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*:

Jefferson Transit will implement and operate new Sunday fixed-route service throughout its existing service area for the full 2027-2029 biennium. The service will mirror the existing Saturday schedule, providing a consistent and familiar level of service seven days a week.

Jefferson Transit will continue and sustain new Sunday fixed-route service throughout its existing service area for the full 2027-2029 biennium. The service, currently operating as a pilot, mirrors the agency's existing Saturday schedule and expands consistent public transportation access to seven days a week.

Throughout the biennium, Jefferson Transit will operate, monitor, and manage Sunday service, including vehicle operations, dispatch, maintenance, customer information, and administrative support. Staff will monitor ridership, service performance, operating costs, and customer feedback to evaluate the service and ensure it continues to meet community needs efficiently. Adjustments may be made as appropriate based on operational experience and available data.

The project will deliver Sunday fixed-route service, ongoing rider and community communication, and documentation of service performance and operating outcomes. By maintaining this additional day of service, the project will expand mobility options for residents, workers, visitors, and others who rely on public transportation for employment, appointments, shopping, essential services, and community activities.

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*:

Reliable transportation is essential to rural mobility, particularly for people who do not drive or cannot afford to rely on a personal vehicle. The 2026 draft CPT-HSTP identifies limited service availability as a regional barrier, specifically noting that some transportation services do not operate on Sundays even though people need to travel that day. It also recommends expanding the duration, frequency, or coverage of existing services to address unmet needs.

Jefferson Transit identified the local need for Sunday service through rider and community requests, reinforced through public outreach. The agency began Sunday service as a pilot in response to this demonstrated need. Funding will allow Jefferson Transit to continue the service throughout the 2027-2029 biennium, providing the same schedule currently available on Saturdays across the existing fixed-route service area.

Without grant funding, Jefferson Transit may be unable to sustain this expanded service. The community would lose a critical weekend transportation option, increasing reliance on personal vehicles, family and friends, or other limited alternatives and creating additional barriers to employment, essential services, appointments, shopping, and community activities.

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:

Jefferson Transit advances the efficiency, accessibility, and coordination of special needs transportation by providing complementary ADA paratransit service alongside its fixed-route network and continually improving the tools used to deliver that service. The project serves seniors, people with disabilities, and other individuals who are unable to use fixed-route transportation because of a disability or other transportation-related limitation.

A significant recent improvement is the implementation of new dispatch and paratransit scheduling software. The system provides real-time route optimization, allowing staff to more efficiently coordinate trips, reduce unnecessary travel, and make better use of available vehicles and drivers. The software also provides customers with the ability to schedule rides through a mobile app, improving access and convenience while reducing barriers associated with traditional scheduling methods.

Jefferson Transit will continue using technology, service data, customer feedback, and coordination between dispatch and operations staff to improve the efficiency and effectiveness of ADA transportation. Providing paratransit in conjunction with fixed-route service allows eligible riders to access the same communities and essential destinations served by the broader transit system, while maintaining the flexibility and individualized service necessary for customers with specialized transportation needs.

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. Project staff members have experience with grant management, record keeping, reporting, and service implementation including contract adherence. Specific experience includes: a) Federal Transit Administration funds - Jefferson Transit staff have administered several million dollars in FTA funds (both direct and pass-through) from programs 5311 and 5309. b) Other Federal Funds - Jefferson Transit staff have administered over a million dollars in non-FTA federal funds including FWHA-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	This project meets the needs identified in the CPT-HSTP by sustaining reliable fixed-route and complementary ADA paratransit services for residents who cannot drive or afford to drive. Continued operations provide safe, affordable access to healthcare, employment, food, social services, and other essential destinations, while maintaining the coordinated rural transportation network identified as critical to mobility in the Peninsula Region.

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 proposed Sunday service is consistent with the 2026 draft Peninsula Regional Transportation Planning Organization (PRTPO) Human Services Transportation Plan. The plan identifies the lack of Sunday transportation as an unmet rural mobility need and prioritizes increasing service by extending the duration, frequency, or coverage of existing services.
The transportation problem was defined through years of requests from Jefferson Transit riders and community members, reinforced through public outreach. The agency has been asked for Sunday service for many years and initiated a Sunday pilot when resources became available to respond to the need.

Alternatives to public fixed-route service are limited. Jefferson Transit's demand-response service is restricted to individuals whose medical circumstances prevent them from using fixed-route service and therefore cannot serve the general public. There are no other reliable transportation providers available to meet this community-wide need. Volunteer transportation cannot substitute for public transit because insurance restrictions prevent volunteers from operating revenue-service vehicles and transporting the general public, aside from limited vanpool-type operations that are not suited to general Sunday transit needs.

The proposed project builds on existing local transit infrastructure, operating practices, and community connections rather than creating a separate

transportation system. Jefferson Transit will coordinate internally across operations, dispatch, maintenance, administration, and public information functions to sustain the service. The service will mirror the existing Saturday schedule, allowing the agency to leverage established routes, schedules, facilities, and operational knowledge while expanding coverage to an additional day. This approach directly supports the HSTP goal of preserving and enhancing the coordinated rural transportation network while expanding service where unmet needs exist.

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*:

Sunday service will strengthen connections between Jefferson Transit and other transportation modes throughout the service area. The Sunday schedule connects with Kitsap Transit at the Viking Transit Center in Poulsbo and with Washington State Ferries at both the Port Townsend and Kingston ferry terminals, improving regional mobility and access to employment, health care, social services, shopping, and other essential destinations beyond Jefferson Transit's service area.

The project also supports bicycle and pedestrian travel by providing transit access near the Larry Scott Trail and Olympic Discovery Trail, which connect to the Haines Place Transit Center and the 4 Corners Park & Ride. Riders can combine walking, bicycling, and transit for trips without requiring a personal vehicle.

Extending the existing Saturday schedule to Sunday leverages established routes, facilities, vehicles, operating practices, and transfer points rather than creating a separate service network. This provides a consistent and predictable option for riders and improves the efficiency of the regional transportation network by making existing connections available seven days a week. For people who rely on transit to reach social and human services, the additional day of service reduces gaps in access and provides greater flexibility for coordinating trips and connections.

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		$1,808,772.00	$2,013,846.00	11.34%	$0.00	-100.00%
Fuel & Lubricants		$175,277.00	$248,706.00	41.89%	$0.00	-100.00%
Maintenance Parts & Supplies		$74,069.00	$78,256.00	5.65%	$0.00	-100.00%
Rent & Utilities		$35,318.00	$39,533.00	11.93%	$0.00	-100.00%
Insurance		$78,762.00	$84,337.00	7.08%	$0.00	-100.00%
Contracted Services - Other		$116,624.00	$122,913.00	5.39%	$0.00	-100.00%
Other	Training, Dues, Subscriptions	$29,096.00	$33,749.00	15.99%	$0.00	-100.00%
		$2,317,918.00	**$2,621,340.00**		**$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)
Local: Transit Sales Tax		$1,715,260.00	$1,939,792.00	$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: 13.09%

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

Variances:

Estimated net operating expenses from the 2025-2027 biennium to the 2027-2029 biennium are increased by an estimated 13.09% due to inflation, union wage increases, and fuel cost increases.

Other Sources and In-Kind Match

Other Sources*:

N/A

Are you using in-kind match?*: No

Other Support

Other Support:

Jefferson Transit believes that providing public transportation for this region is vital. Jefferson Transit intends to continue to solicit funding from state and federal sources into the future, as well as provide local funding from sales tax revenues. Jefferson Transit's sales tax rate is at the maximum of .9%. This shows tremendous support from the community, however, with a county population of approximately 33,000, this brings in limited funding. Jefferson Transit will continue to fund this service using a combination of grant funding and general transit sales tax revenues as necessary. Jefferson Transit is currently planning coordination meetings with other special needs service providers in Jefferson County to determine if service efficiencies are possible/feasible.

Budget Development Methodology

Budget development methodology*:

As this is an expansion service, Jefferson Transit utilized historical budget data from it's Saturday service, as Sunday service mirrors Saturday's service levels. Jefferson Transit has also accounted for labor increases as represented employees will receive contractual increases, non-represented employees will also see compensatory increases. Fuel and electricity costs have seen significant increases in recent years, which are reflected in the increase to the budget line item. Health insurance rates are projected to increase over the next two years. Liability Insurance rates increased over this past biennium; this trend is likely to continue. Maintaining Jefferson Transit's aging fleet continues to contribute to the cost of Vehicle Maintenance, especially considering all revenue vehicles now are performing an extra day of service.

Summary

July 1, 2027 - June 30, 2029

Total Expenses: $2,621,340.00

Match Total: $1,939,792.00

Requested Amount: $681,548.00
This is the amount of grant funds your organization is requesting from July 1, 2027 - June 30, 2029

Percentage of Match: 74.00%

July 1, 2029 - June 30, 2031

Total Expenses: $0.00

Match Total: $0.00

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

Percentage of Match: 0.00%

Indirect Costs

Indirect Costs

Are you charging indirect costs to this grant/project?*: 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	5152	5306	2.99%	0	-100.00%
Passenger Vehicle Miles	130378	134290	3.00%	0	-100.00%
Passenger trips should be entered as whole numbers only.					
Passenger Trips	60184	61990	3.00%	0	-100.00%
Volunteer Hours	0	0	0.00%	0	0.00%

Project Service Level Description

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

How were service-level estimates developed?*:

Service levels are expected to remain stable with minor route changes. Historical data is taken from ridership reports available since service began in May 2026, and estimated data is calculated by comparing with upcoming service days and a modest 3% room for change. The service level estimates included in this grant are based on input we have received as of the date of this grant.

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:

Jefferson Transit has begun Sunday service in East Jefferson County and continues to provide demand-response transportation for residents who require flexible and accessible service. The project will support reliable fixed-route and ADA/demand-response service throughout the July 1, 2027-June 30, 2029 project period, improving access to healthcare, employment, shopping, social services, recreation, and other essential destinations on Sundays.

A key output will be the number of Sunday fixed-route service hours and trips provided, along with demand-response passenger trips. Demand-response ridership totaled 18,591 passenger trips in 2025 and has historically increased by roughly 10% annually. Based on this trend and the addition of Sundays, Jefferson Transit projects approximately 7,873 demand-response Sunday passenger trips during the 2027-2029 project period. These measures will establish a baseline for evaluating service levels, ridership, and effectiveness of Sunday 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 by monitoring passenger trips, revenue vehicle hours and miles, service reliability, operating costs, and customer feedback for both fixed-route and demand-response services. Staff will regularly compare actual performance with projected service levels, including the estimated 7,873 demand-response passenger trips for the July 1, 2027 - June 30, 2029 project period.

If performance falls below identified targets, staff will review operational and ridership data to determine the cause, including scheduling, capacity, service reliability, or changes in customer needs. Jefferson Transit will then make appropriate adjustments to scheduling, dispatching, resource allocation, outreach, or other operational practices. Ongoing customer feedback and staff observations will also be used to identify opportunities to improve service quality, accessibility, and efficiency.

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	06/29

Supplemental Information

Supplemental Information

Supplemental Information:

Vulnerable Populations in Overburdened Communities & Tribes

Vulnerable Populations in Overburdened Communities

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

Vulnerable Populations in Overburdened Communities*:

The project provides a direct and meaningful benefit by meeting a community-identified transportation need and reducing mobility barriers for vulnerable populations who rely on public transportation. Beneficiaries include low-income residents, older adults, people with disabilities, and people who do not drive or cannot consistently rely on a personal vehicle.

The 2026 draft CPT-HSTP identifies the loss or lack of access to a personal vehicle as a significant challenge in rural communities, where alternatives to driving are limited. It specifically identifies the lack of Sunday transportation as an unmet need and notes that vehicle ownership and operating costs can make travel unaffordable for some households.

Jefferson Transit's Sunday service directly addresses this need by providing an affordable, accessible transportation option throughout the existing fixed-route service area on a day when transportation alternatives are particularly limited. The service was initiated in response to years of rider and community requests and provides greater flexibility for accessing employment, health care, social services, shopping, and other essential activities.

Continuing Sunday service will reduce reliance on personal vehicles and informal transportation arrangements such as rides from family and friends, which may be unavailable or difficult to coordinate. For people with fewer transportation options, maintaining this additional day of fixed-route service can reduce isolation, improve access to essential destinations, and support greater independence and participation in community 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:

Outreach included in planning efforts for Sunday service included: print ads in the Port Townsend Leader, print ads in Coffee News, ads on multiple area agency online newsletters, survey mailers, flyers posted in buses and shelters, five different pop-up events at community centers, food banks, the PT Food Co-Op, area libraries, website and social media promotion including paid ads.

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 02:23 PM
Service area map	✓	Service Area Map	2026 System Map Rev. 6.26.26.pdf	pdf	696 KB	09/03/2026 02:25 PM
Required for new nonprofit applicants only						
501(c) IRS Letter of Determination						
WA Utilities & Transportation Commission (UTC) Certification (required for new nonprofit applicants that are direct service providers)						
Conditionally required						
Indirect costs documentation - de minimis rate self-certification; negotiated indirect cost rate letter from cognizant agency; or a cost allocation plan						
In-kind match valuation proposal (required for operating & mobility management projects that are proposing to use in-kind as matching funds)						
Procurement policy (required for new applicants or existing grantees without a current policy on file with WSDOT if this project includes the procurement of services or capital assets)						
Correspondence from a tribe in support of your project (if project is serving and supported by tribe(s). Not required if the applicant is a tribe.)						
Optional attachments						
Letters committing matching funds						
Letter of concurrence (for projects that operate in multiple planning regions)						
Letters of support (combine into one file attachment)		Letters of Support	JTA ConsOp 27-29 LOS.pdf	pdf	3 MB	09/03/2026 02:25 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*: 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:

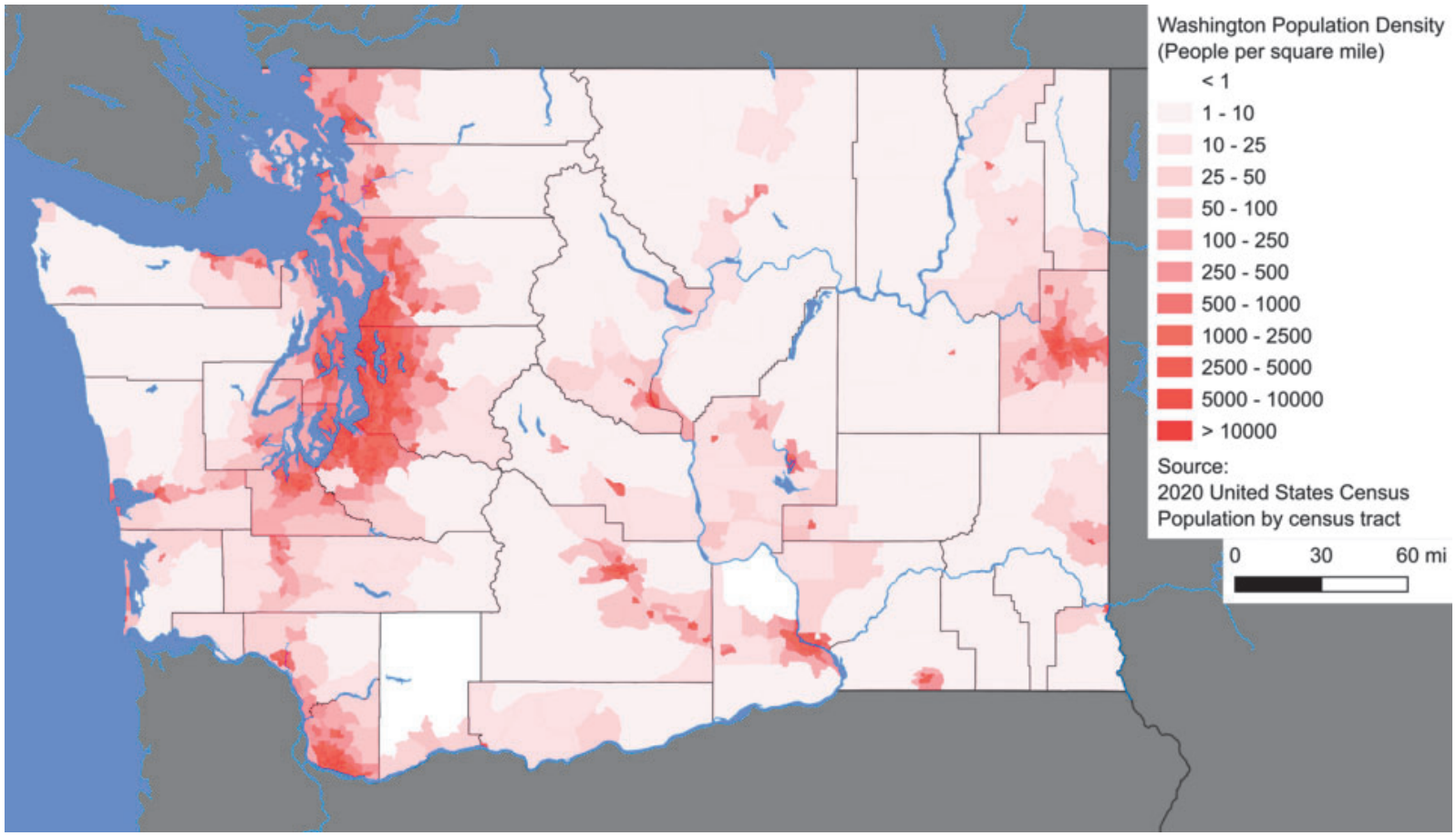
Jefferson County Public Utility District No. 1 is pleased to support the projects referenced above. Many residents of Jefferson County need to travel to work, education, and other purposes within Jefferson County or in adjacent cities through connections with transit systems in Kitsap, Mason, Clallam, 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.

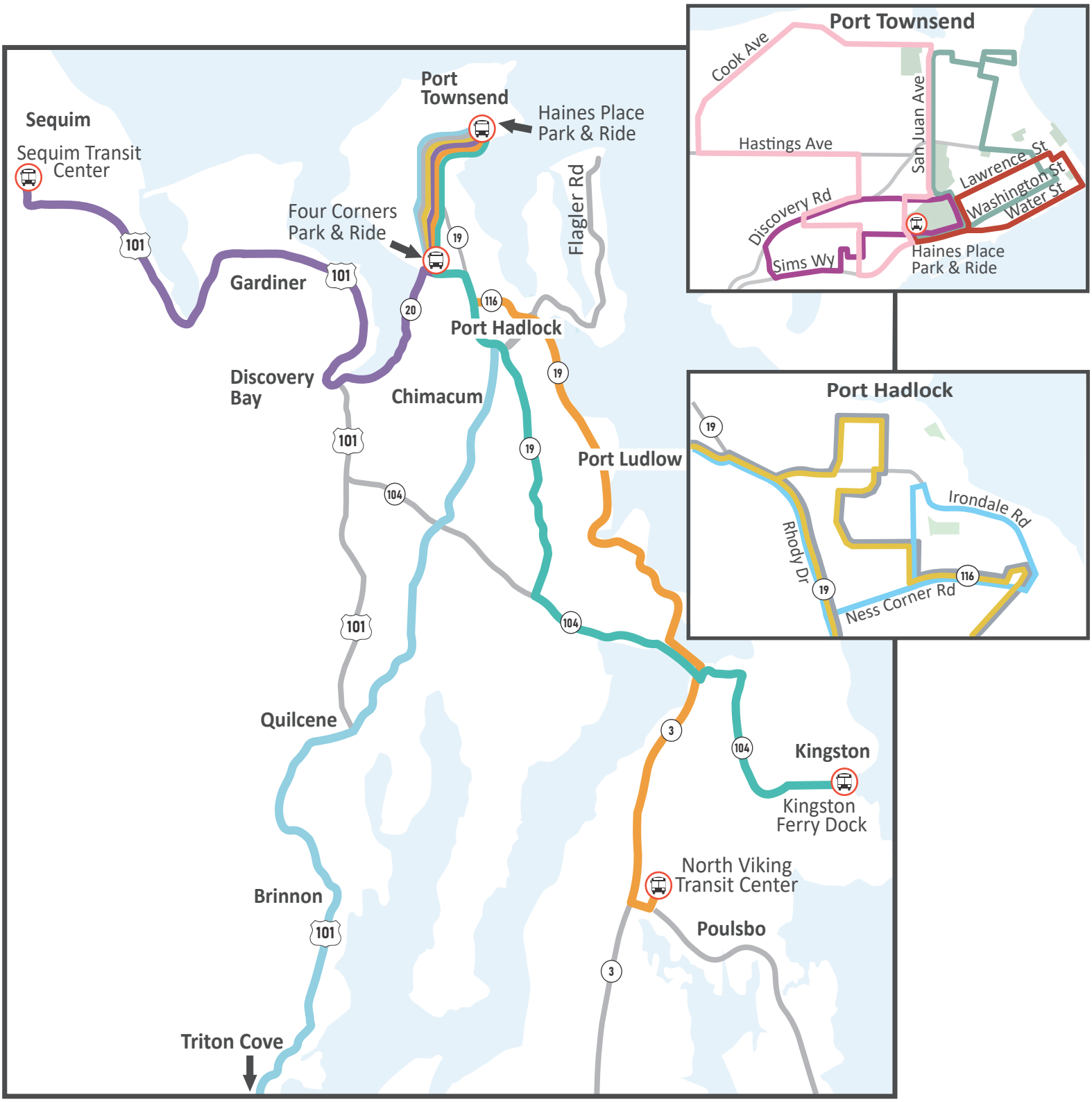
I am pleased to offer our support for Jefferson Transit Authority's grant application and for continued service.

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

Jefferson Transit System Map



- 1 Brinnon
- 2 Fort Worden
- 3 Castle Hill
- 4 Upper Sims
- 4 Upper Sims
- 6A Tri-Area
- 6B Tri-Area
- 7 Poulsbo
- 8 Sequim
- 11 Shuttle
- 14 Kingston Express