MEMO

To: PRTPO Members, the Public and WSDOT Public Transportation Division
From: Edward Coviello and Thera Black, PRTPO Coordinators
Date: February 23, 2021
Subject: Consolidated Grants Ranking and HSTP Amendment

The PRTPO Executive Board approved the amendment to the Human Services Transportation Plan at the February 19, 2021 regular meeting. The Board approved the following two actions:

1. Approve the rank assignment of Consolidated Grants applications for submittal to WSDOT
2. Amend the 2019 Human Services Transportation Plan to include by reference these 2021 Consolidated Grants projects

Recommendations brought before the Board:

1. The PRTPO Technical Advisory Committee concurred with the Ranking Committee recommendation concerning application rankings. The TAC recommends the Executive Board approve that ranking, as presented below.

PRTPO CY 2021 Consolidated Grants Ranking Recommendation
PRTPO Ranking Panel Recommendation, January 7, 2021
Endorsed by Technical Advisory Committee, January 21, 2021

PROJECTS	PRTPO Ranking	PRTPO Assign
ECHHO - ECHHO Service	1	A
CoastalCAP - Operations	2	A
CoastalCAP - Capital Project	3	B
Clallam Transit - Rt 16 Rural/Tribal	4	B
Clallam Transit - *Strait Shot*	5	B
Mason Transit - Vehicle Replacement	6	B
Clallam Transit - Coach Replacement	7	C
Jefferson Transit - Cutaway Replacement	8	C
Kitsap Transit - Battery-Electric Bus	9	C

2. The TAC further recommends that the Executive Board amend the ranked projects by reference into the 2019 Human Services Transportation Plan.

Board members were encouraged to familiarize themselves with the projects before the meeting. Videos of each project can be found on PRTPO's You Tube channel and applications can be viewed on the Documents page of the PRTPO website at www.prtpo.org

The rest of this brief summarizes the evaluation process that produced these recommendations.

Overview:

Every two years WSDOT identifies priority transit and special needs projects to receive funding in a statewide Consolidated Grants process. In its capacity as a Regional Transportation Planning Organization, PRTPO plays a role in that process, ranking the proposals WSDOT receives from applicants within the Peninsula region. Ranked projects are awarded points that contribute to their total scores in the statewide competitive process. *Note that PRTPO has no funding to award in this process and has no say in the final funding decisions beyond this ranking assignment.*

Nine projects from within the region were received by WSDOT for evaluation. Proposals included four operating projects and five capital (vehicle) projects. Applicants included four transit agencies and two non-profit service providers.

PRTPO convened a Ranking Committee to conduct the review and evaluation process:

- Melissa Mohr, Kitsap County
- Annette Nesse, Jamestown S'Klallam Tribe
- Dick Taylor, Port of Shelton
- Dina Geizler, OlyCAP
- Eric Phillips, Intercity Transit (Thurston)
- Dennis Engel, WSDOT Olympic Region

The Ranking Committee was tasked with forwarding a recommendation to the TAC and Executive Board on rank assignments. Those projects assigned an "A" ranking will receive 50 additional points to their overall statewide competitive application score, projects assigned a "B" ranking will receive an additional 25 points, and those assigned a "C" ranking will receive an additional 12 points to their score.

Committee members received copies of the statewide applications to review as well as pre-recorded presentations from each applicant about the proposals. They met on January 7th to review and evaluate the proposals, and to develop their ranking recommendation. Applicants were on hand to answer questions from committee members.

Committee members compared operations and capital projects against each other, submitted from agencies as diverse as volunteer-based non-profit service providers and Kitsap Transit. Using the Pairwise evaluation tool PRTPO employed for the Transportation Alternatives Program ranking in May 2020, they compared every proposal to every other proposal and weighed considerations regarding vulnerable populations, service area, highly rural access, other funding resources, and more. Members found every project to be a priority that serves important mobility needs that support coordinated human services transportation needs and worthy of funding.

The Committee's results are summarized in the table on page 1. Documentation of the Pairwise one-on-one evaluation results is attached.

On January 21st the TAC considered recommendations put forward by the Ranking Committee. TAC members discussed the projects and heard from some of the Ranking Committee members about the review process.

The TAC concurred with the Committee's ranking recommendation and endorsed the Executive Board's approval of the ranking recommendation as presented.

Amendment of the 2019 Human Services Transportation Plan

The Human Services Transportation Plan adopted by PRTPO in 2019 identifies vulnerable population groups and their mobility needs, and the array of service providers helping to meet this need. It describes mobility strategies and lists projects that support those needs. The HSTP is updated every four years.

Projects considered for funding for Consolidated Grants must support the HSTP and are typically derived from the plan. All the projects identified in the 2019 HSTP were fully funded in the 2019 Consolidated Grants call for projects.

The 2021 Consolidated Grants process currently underway generated applications for additional projects that support HSTP strategies. Each application was checked for consistency with the HSTP and its goals and strategies. Every application is consistent with and supportive of the plan.

That is why staff recommended the projects be amended by reference into the existing plan. This will help maintain continuity between PRTPO's responsibility to maintain the HSTP and PRTPO's role in ranking statewide applications that support the HSTP.

The TAC considered this during its review. **The TAC recommended these projects be amended into the 2019 HSTP by reference.**

Staff posted legal notices on January 31, 2021 that the Human Services Transportation Plan would be amended to include the 2021 Consolidated Grants projects by reference and requested any public comments. As of February 19, 2021 no comments have been received.

For More Information:

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Coordinated Public Transit – Human Services Transportation Plan

Approved February 15, 2019

Amended February 19, 2021



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Introduction

This *2018 Coordinated Public Transit - Human Services Transportation Plan* for Peninsula Regional Transportation Planning Organization (RTPO) is a planning tool to help the RTPO identify public transportation needs, and to provide recommendations to benefit those individuals who depend on public transportation services. It also meets federal requirements and state guidelines. The plan, which updates the *2014 Regional Human Services Transportation Coordination Plan* for Peninsula RTPO, provides a framework for coordinating and determining eligibility for federal funding for transportation projects.

The plan identifies transportation gaps for disadvantaged populations, establishes priorities for funding decisions, and focuses on a broad range of mobility services to improve coordination among public transit agencies and the human service transportation providers.

The Federal Transit Administration (FTA) changed the name of the plan from the Human Services Transportation Plan (HSTP) to the Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP) to reflect the added emphasis of coordination between the transit systems and other human services providers. An updated and approved CPT-HSTP is required before Peninsula RTPO representatives can apply for FTA grant program funding.

Planning area

The Peninsula RTPO is a voluntary regional organization of an association of cities, towns, counties, ports, tribes, transit agencies, and major employers that serves as a forum for developing regional transportation policies and making decisions, as well as economic and growth management issues in Clallam, Jefferson, Kitsap and Mason counties. Kitsap County has dual membership in both the Peninsula RTPO and the Puget Sound Regional Council (PSRC).

The primary objective of the Peninsula RTPO is to facilitate cooperative decision-making by the agencies within the region in order to bring about a coordinated and comprehensive transportation planning process. It seeks to ensure that all local plans are coordinated and consistent with the regional plan. This is accomplished through the participation of all jurisdictions and members of the private sector in the technical analysis and policy approvals of the plan.

The Peninsula RTPO consists of representation from Clallam, Jefferson, Mason and Kitsap counties, seven cities, ten tribal nations, four transit agencies, five ports and the Washington State Department of Transportation.

Exhibit 1-1 shows the geographic limits of the Peninsula RTPO region.

Exhibit 1-1: Peninsula RTPO area



Federal requirements

The Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)[1] provides funding for the enhanced mobility of seniors and individuals with disabilities. Grant funding is available for the following:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.);

[1] 49 U.S. Code § 5310 - Formula grants for the enhanced mobility of seniors and individuals with disabilities

- Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit; and
- Alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

Before receiving a grant for this funding program, the Peninsula RTPO shall certify the following:

- The projects selected by the recipient are included in a locally developed, coordinated public transit-human services transportation plan;
    - This *2018 Coordinated Public Transit - Human Services Transportation Plan* meets that purpose. Projects selected for funding are included in **Chapter 10**.
- The plan was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
    - Outreach for the development of this plan is described in **Chapter 2**.
- To the maximum extent feasible, the services funded under this section will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services.

State requirements

Every four years, Peninsula RTPO is required to prepare and submit to WSDOT a CTP-HSTP. This ensures the plan is consistent with state and federal requirements, including Chapter V of the FTA Circular 9070.1 G, which provides federal guidance on the coordinated planning process for projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities Program (FTA Section 5310). In 2018, a guidance document was developed and disseminated to regional governments, which recommended including the following elements:

- Stakeholder Involvement
    - This topic is addressed in **Chapter 2**.
- Demographics
    - This topic is addressed in **Chapters 4**, **5**, **6**, **7**, and **8**.
- Existing Transportation Services
    - This topic is addressed in **Chapter 3**.
- Coordination with Emergency Management Agencies
    - This topic is addressed in **Chapters 5**, **6**, **7**, and **8**.
- Common Origins and Destinations
    - This topic is addressed in **Chapters 5**, **6**, **7**, and **8**.
- Unmet Transportation Needs
    - This topic is addressed in **Chapter 9**.
- Strategies to Meet Public Transportation Needs
    - This topic is addressed in **Chapter 9**.
- Technology-Based Solutions
    - This topic is addressed in **Chapter 9**.

Coordination and outreach

Outreach efforts used to develop this *2018 Coordinated Public Transit Human Services Transportation Plan* included online surveys, one-on-one telephone conversations, and email messages. In particular, surveys of transit users and of social service providers helped with obtaining a large amount of the identified transportation needs.

Peninsula RTPO meetings

In 2018, Peninsula RTPO held 4 quarterly meetings of the Technical Advisory Committee and the Executive Board. At these meetings, the members and attendees were kept up-to-date on the status of the plan development. Members were encouraged to share information with their organizations.

Consolidated Grant Applications workshop

On June 15, 2018, WSDOT's Public Transportation Division released a Notice of Funding Availability for the 2019-2021 Consolidated Grants program. To give the notice as wide of distribution as possible, it was forwarded to the Peninsula RTPO's CTP-HSTP email distribution list with over 100 subscribers. Communication via email on August 10, 2018 was sent to the following entities describing the Peninsula RTPO's Consolidated Grant Application Ranking and Prioritization process and schedule: Clallam Transit System, Jefferson Transit, Mason Transit Authority, Kitsap Transit, Olympic Community Action Programs (OlyCAP), Ecumenical Christian Helping Hands Organization (ECHHO), Makah Tribe, Lower Elwha Klallam Tribe, Jamestown S'Klallam Tribe, Skokomish Indian Tribe and the Squaxin Island Tribe.

On October 11, 2018, the Peninsula RTPO held a 2019-2021 Peninsula RTPO Consolidated Grant Applications workshop to prioritize grant applications, as required by WSDOT's Public Transportation Division. Ranking committee members are neutral participants who are not submitting a Consolidated Grant application during this call for projects. Grant ranking committee members include volunteer representatives from the following entities: a county, a city, a transit agency, a tribal liaison, a social service agency, and WSDOT. Not all grant ranking committee representatives are always available to serve, due to the time commitment and/or the ineligibility to apply for a Consolidated Grant. For this round, Bek Ashby from the City of Port Orchard, Dick Taylor from the Port of Shelton, and Theresa Turpin from WSDOT served on the grant ranking committee. A volunteer representative from transit, tribal, and a social service agency were unable to serve due to their availability or their status eligibility.

Tribal outreach

Tribal government information in this plan was updated by requesting tribes review information in the previous plan. The request was sent via email to the Hoh Indian Tribe, Jamestown S'Klallam Tribe, Makah Tribe, Port Gamble S'Klallam Tribe, Quileute Nation, Quinault Indian Nation, Skokomish Tribe, Squaxin Island Tribe, Suquamish Tribe, and the Lower Elwha Klallam Tribe. Information that was received was used to update the plan, where appropriate. This information is provided in **Chapters 3** and **4**.

Transit use surveys

WSDOT's Olympic Region Communications staff produced two electronic surveys to identify and address unmet transportation needs. Survey Monkey, a free and popular online survey tool, was the survey tool

chosen. Both surveys focused on transit needs of the elderly, young people, disabled, low-income, and other customers who depend on public transportation in Clallam, Jefferson, Kitsap and Mason counties. One survey targeted transit users, and the other survey targeted social service providers. Both surveys were administered from July 19, 2018 through August 27, 2018.

WSDOT's Olympic Region Communications staff prepared and distributed an email news release to subscribers of this service. The message advertised the availability of the surveys, encouraging transit users and social service agencies to take the survey. The following subscribers received the email blast:

- 3,695 general WSDOT News Release subscribers
- 81 recipients within Kitsap County including media, local, county, and federal governments
- 36 recipients within Mason County including media, local, county, and federal governments
- 31 recipients within Clallam County including media, local, county, and federal governments
- 29 recipients within Jefferson County including media, local, county, and federal governments

The Bainbridge Island Review newspaper published a brief article providing a short explanation of the surveys and their respective web address links in their July 23, 2018 edition. Peninsula RTPO members were also encouraged to post a link to the surveys on their individual websites.

Staff delivered hardcopy survey folders to nineteen libraries within the Peninsula RTPO. Each library or book mobile received a survey folder containing the following materials with additional survey materials available upon request: 2 survey posters advertising the survey; 50 survey web address cards to be placed in the library's computer lab section; and 10 hardcopies of the survey. Copies of the survey folders were distributed to the following libraries:

North Olympic Library System

- Port Angeles Main Library
- Sequim Branch Library
- Forks Branch Library
- Clallam Bay Branch Library

Jefferson County Rural Library System

- Jefferson County Library (Port Hadlock)
- Jefferson County Book Mobile
- Port Townsend Public Library

Timberland Regional Library System

- Hoodsport Timberland Library
- North Mason Timberland Library
- Shelton Timberland Library

Kitsap Regional Library System

- Bainbridge Island Public Library
- Downtown Bremerton Branch Library
- Kingston Branch Library
- Little Boston Branch Library
- Manchester Branch Library
- Port Orchard Branch Library
- Poulsbo Branch Library
- Silverdale Branch Library
- Sylvan Way Branch Library

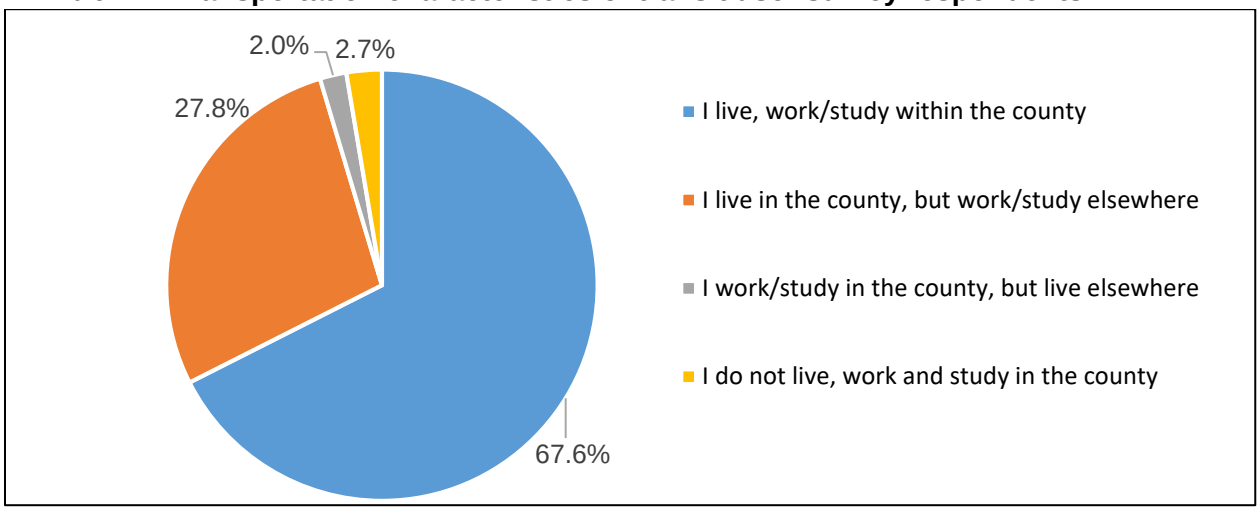
The library patrons within Kitsap County had a preference for the hardcopy version of the survey, so additional copies of the survey were made available when needed. All completed hardcopies of the survey were input by hand into the Survey Monkey tool.

Transit users survey results

One hundred and fifty-three responses were collected from transit users; Appendix A includes detailed survey responses and the custom comments regarding public transportation use. In general:

- Survey responders indicated that 68 percent live, work, or study within the same county in which they live; and 28 percent of the participants live in one county but work or study elsewhere. These results are shown in Exhibit 2-1.
- Survey responders indicated that 87 percent ride transit on Mondays and Fridays; 86 percent of the participants ride transit on Thursdays; 85 percent of the participants ride transit on Tuesdays and Wednesdays; 59 percent of the participants ride transit on Saturdays and 38 percent of the participants ride transit on Sundays.
- Survey responders indicated that 88 percent traveled by transit during the morning hours; 80 percent traveled by transit during the evening hours; 63 percent during the afternoon hours and 25 percent traveled by transit during the late night hours of 8 p.m. to midnight.

Exhibit 2-1: Transportation characteristics of transit user survey respondents

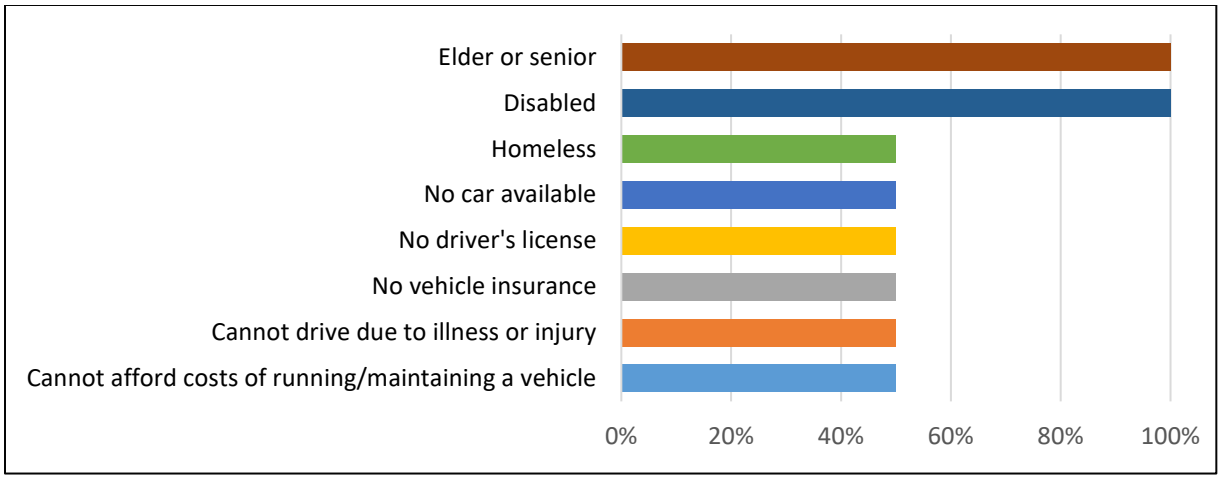


Social service providers survey results

Thirteen responses were collected from the social service providers in the Peninsula RTPO area regarding the transit needs of their clients; Appendix A includes all survey responses. In general:

- All respondents indicated that funding is provided for elderly and disabled clients. In addition, half of respondents indicated that funding is available for other types of clients. These results are shown in Exhibit 2-2.
- Survey respondents indicated that 100 percent of their clients are people with disabilities; 57 percent of their clients are seniors over 65 and limited or low income individuals; and 43 percent of their clients are adults accessing workforce retraining opportunities.
- Survey responders indicated that 71 percent of the social service providers do not provide transportation services as part of their programs offered.

Exhibit 2-2: Funding availability reported by social service survey respondents



Interviews

To supplement the information received from the two surveys, the study team conducted telephone interviews. The outreach team contacted transit agencies and social service provider groups within the Peninsula RTPO region to identify additional information related to transportation services. This effort identified the following trends and issues:

- Workforce transportation is critical for people with disabilities and/or low income.
- Workforce transportation resources are increasingly important for an aging workforce.
- Access to employment is a primary barrier to gainful employment in rural communities.
- Lack of workforce transportation can result in low-income persons losing access to state and federal resources including Temporary Assistance for Needy Families (TANF).
- Transit options are needed that include easy access for frail seniors and those with disabilities, who cannot tolerate the longer days involved in some public transport options.
- An aging population in the Peninsula RTPO area will lead to long term growth in transportation needs for medical, social connections, and low income senior populations; the current decision making may not meet this oncoming challenge.
- Late night and weekend transit service is needed to accommodate employees working in the hospitality industry.
- There may be institutional conflicts within medical transportation resources. Medicaid transportation and local resources seem to be competing rather than complimenting available resources.
- Transportation services seem uncoordinated.
- Geographic access is too limited.
- Scheduling is too limited.
- Transportation options that are affordable, reliable, safe and secure, are lacking.
- Convenient trip planning with seamless trip connections is desired.
- Transportation services to employment on Sunday is limited.
- Convenient transportation is limited to and from eastern Jefferson County.
- Transportation service frequency and time of travel options are limited.
- Young families who need to go grocery shopping or do laundry have transportation challenges.

- Children who want to participate in afterschool activities do not have adequate options from school to the activity and then back home.
- Paratransit services are too difficult to access, and the enrollment process is cumbersome.
- Free transportation for work-related activities to low-income job seekers is lacking.

Transportation service providers

Area Agency on Aging

Area Agencies on Aging (3A) are local organizations established by the Older Americans Act to coordinate and promote community services that support people to age in place and live independently in their own homes. The Area Agency on Aging provides assistance for seniors and adults with disabilities. The following 3A service areas are within the Peninsula Region: Olympic Area on Aging serves Clallam and Jefferson counties; Kitsap County Division of Aging and Long Term Care serves Kitsap County; and Lewis/Mason/Thurston Area Agency on Aging serves Mason County. Volunteer transportation is provided for those clients that are unable to tolerate public transit options.

Black Ball Ferry Line

Black Ball Ferry Line provides the daily, year-round vehicle and passenger ferry service between Port Angeles, and Victoria, British Columbia. The 90-minute service operates over the 23-nautical mile route on an 8:15 a.m. to 7:30 p.m. schedule. Since commencing operation in 1959, the M.V. Coho has transported more than 22 million passengers, and over 6 million vehicles.

The Patty Wagon Inc.

The Patty Wagon provides a fee-based, wheelchair-accessible transportation service day or night seven days a week, including holidays. The service is headquartered in Shelton, Washington, and has operated in the community for over 20 years. Services are focused on transportation to medical appointments, hospital discharges, dialysis centers, physical therapy centers, airport service, shopping social events, and holiday and family events. The cost for short-distance trips is $3.50 per mile, and the cost of trips longer than seven miles is $2.50 per mile.

Bremerton-Kitsap Airporter

The Bremerton-Kitsap Airporter, Inc. provides scheduled ground transportation to and from Seattle-Tacoma International Airport out of ten locations on the Kitsap Peninsula and eight locations at Joint Base Lewis-McChord. Kitsap-Seatac service includes 21 scheduled daily trips to and from SeaTac in 29-passenger mini-buses on every trip while JBLM service uses 21-passenger mini-busses and 11-passenger vans. Commuter fares are available for frequent travelers, and limited service is provided on Thanksgiving and Christmas Day. In March 2016 a total of 3.57 million passengers have been carried since the company's origin and nearly 1.5 million miles are driven by the company busses and vans each year.

Catholic Community Services

Catholic Community Services (CCS) is a faith-based non-profit organization who serves and supports poor and vulnerable people by providing integrated services and housing. Volunteer transportation services provide low-income elders and disabled adults with the transportation they need to be able to get to their medical appointments, the grocery store, and to other essential errands. Service for

Medicaid recipients is provided in some areas. The service area covers Clallam, Jefferson, Kitsap, Mason, and other nearby counties.

Clallam Transit System

Clallam Transit System (CTS) provides transit services throughout Clallam County. CTS has administrative and operations offices in Port Angeles and a maintenance facility located in a separate building on the property. A multi-use transportation center, small vehicle storage and light maintenance facility leased from the Quillayute Valley School District are provided in Forks. Service became operational in 1980. CTS service routes are shown in Exhibit 3-1, as published by Clallam Transit (http://www.clallamtransit.com/Routes-Schedules).

Exhibit 3-1: Clallam Transit System



CTS provides fixed-route, paratransit Dial-a-Ride, and vanpool services throughout Clallam County. Fixed-route service is provided by 14 routes on weekdays between 5:13 a.m. and 10:12 p.m., by 11 routes on Saturdays between 7:00 a.m. and 8:59 p.m., and on one route on Sundays between 3:15 p.m. and 8:10 p.m. These routes link all the cities, unincorporated areas, and tribal nations in Clallam County. Route 123, The Strait Shot, is a commuter bus service connecting Port Angeles and Sequim with Poulsbo and the Bainbridge Island Ferry Terminal in Kitsap County.

CTS provides wheelchair accessible, origin-to-destination paratransit service with assistance for elderly and disabled persons who cannot use the fixed-route service. Within ¾-mile of fixed routes, service is provided for the same fare as a comparable fixed-route trip. In other areas of Clallam County, paratransit service can be arranged in advance based on a fee for each mile beyond the 3/4 –mile ADA paratransit boundary.

Dial-A-Ride service is provided to the general public in the Dungeness Valley area, specifically north of US 101, east of the junction with Old Olympic Highway and west of Blake Avenue in Sequim.

Twenty-four vanpool groups operate seven days a week and currently depart from Port Angeles and Forks to the Clallam Bay and Olympic Corrections Centers, Coast Guard stations at La Push and Neah Bay, and to various employers in Clallam and Jefferson Counties participating in the West End Job Lift Program operated by Olympic Community Action Programs. Each vanpool group sets its own schedule

and pays a monthly mileage fee to cover the cost of operating and maintaining the vehicle and drivers' safety training which is supplied and supported by Clallam Transit.

Service connections and coordination
CTS connects with Jefferson Transit at the Sequim Transit Center for service to eastern Jefferson County and at the Forks Transportation Center and Rest Stop for service to western Jefferson County. CTS contributes annually to Jefferson Transit's Olympic Connector service between Forks and Amanda Park. CTS also links with Jefferson Transit's paratransit trips when they can be integrated into CTS's fixed-route system.

Beginning June 17, 2017, CTS implemented service from Port Angeles via Sequim to Bainbridge Island located within Kitsap County. This regional express service makes this connection twice per day Monday through Saturday and once on Sunday. This route completes travel east of Port Angeles and allows travelers enhanced access to and from the Seattle area. Connections with other transit agencies may be made at Discovery Bay (Jefferson Transit), North Viking Transit Center (Kitsap and Jefferson Transits), SR 305 and Suquamish Way (Kitsap Transit), and Bainbridge Island Ferry Terminal (Kitsap Transit and WSF).

CTS coordinates service with tribal transportation planners for transit connections in the county: Makah Transit in Neah Bay; Quileute Community Shuttle in Forks and La Push; Lower Elwha Transit in Port Angeles; and with Jamestown S'Klallam for contracted service to Blyn and the Jamestown Campus.

Service is provided to all of the major employment centers and public middle and high schools in CTS's service area, as well as to Peninsula Community College campus and satellite facilities in Port Angeles, Sequim and Forks.

CTS operates service to seven Park-And-Ride lots: US 101 at Deer Park Rest Stop; State Route 112 at Peters Road; US 101 at Laird's Corner; US 101 at Sappho; Sequim Transit Center; Gateway Transit Center; and Forks Transit Center.

Disabled American Veterans

Disabled American Veterans (DAV) is a nonprofit charity that provides a lifetime of support for veterans of all generations and their families, helping more than 1 million veterans each year. Annually, the organization provides more than 600,000 rides to veterans attending medical appointments and assists veterans with well over 200,000 benefit claims. The DAV operates a volunteer transportation program (non-wheelchair accessible) four days a week from Port Angeles, and less frequently from Forks and Port Townsend. Trips are provided to the veteran's medical facilities most commonly located in South Seattle and in American Lake/Tacoma. There are also smaller health care centers, referred to as Community Based Outreach Clinics in various communities, including Port Angeles and Bremerton.

Ecumenical Christian Helping Hands Organization

Ecumenical Christian Helping Hands Organization (ECHHO) a non-profit organization, is a volunteer-based transportation service for elderly, disabled, and low-income individuals. Clients are picked up at their residence and escorted to and from medical, legal, dental, vision and other essential appointments in Jefferson County communities, as well as facilities in Clallam, Kitsap, King, and Pierce counties. Rides are provided free of charge to assure access to healthcare, grocery stores, pharmacies, and other locations that are essential for clients to maintain their independence and a healthy quality of life. Clients are asked to make reservations for transportation at least two business days in advance for

appointments within Jefferson County, and at least five days in advance for trips to Seattle or other neighboring counties. Volunteers deliver the rides using their own vehicles. In 2017, ECHHO volunteers dedicated more than 4,000 hours and drove 78,000 miles to deliver 1,235 trips to medical appointments.

Greyhound Lines

Greyhound Lines, Inc. is the largest provider of intercity bus transportation, serving more than 3,800 destinations across North America. Greyhound provides regularly scheduled passenger service on the I-5 and I-90 corridors, and also provides Greyhound Connect, a service that connects rural communities to larger Greyhound markets using interline partnerships with a number of independent bus lines across the United States. These bus companies provide complementary service to Greyhound Lines to meet existing schedules and links to many of the smaller towns in Greyhound Lines national route system and to Amtrak.

Hospitality, Unity and Belonging

Hospitality, Unity and Belonging (HUB), formerly Faith in Action West Sound, is an interfaith and community non-profit organization whose mission is to support independent living for seniors and persons with disabilities. HUB provides a free medical lending library, manages a senior food commodity's program, provides accompanied transportation services to medical appointments and shopping, and helps with essential errands and chores for those senior community members in need.

Jamestown S'Klallam Tribe

The Jamestown S'Klallam Tribe works directly with Clallam Transit System to provide additional service to the east end of Clallam County. The Tribe's Blyn Campus is the site of Jamestown Campus Route #50 which runs four times per day between the transit center in Sequim and Blyn. With this expanded service, transit riders can access eastern Clallam County on a regular basis, seven times per day. The route was originally funded with a Federal Transit Administration discretionary grant in 2010. The Tribe was successful in getting additional grant funding for this route through 2019.

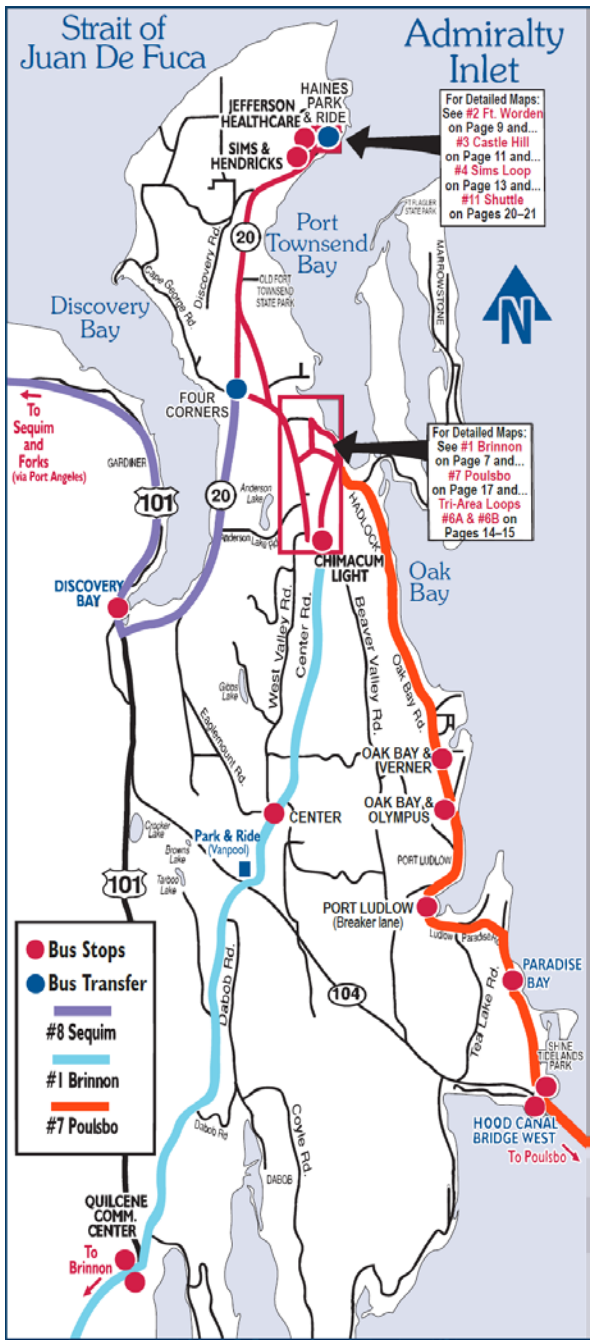
The service is part of Clallam Transit System's standard route schedule and is available to both Tribal and non-Tribal riders. This route is used by Tribal citizens who access Tribal services and employment, by patrons to the Jamestown S'Klallam Dental Clinic, by Tribal governmental, resort, and dental clinic staff. The medical clinic, located in the City of Sequim, is a stop on Route #40 (Sequim Shuttle). The dental clinic is located in Blyn at the Tribal governmental campus and is a stop on Route #50 (Jamestown Campus). The non-Tribal population makes use of the service as well. Its future is subject to funding availability.

Jefferson Transit

Jefferson Transit Authority (JTA) provides fixed route buses, paratransit, vanpool, and rideshare transit services throughout Jefferson County. Jefferson Transit has an operations, maintenance, and customer service, administrative offices, and a Park-and-Ride facility at 63 4 Corners Road, in Port Townsend. Jefferson Transit also has a customer service and Park-and-Ride facility located at 440 12th Street in Port Townsend. West End transit service operates out of a facility leased from the Quillayute Valley School District in Forks. Jefferson Transit became operational in 1981 as voters approved to establish the agency and subsequent sales tax levy revenue supported corporation of the State of Washington. Exhibit

3-2 shows the system map as published by Jefferson Transit (https://jeffersontransit.com/maps-schedules/schedules/).

Exhibit 3-2: Jefferson Transit System



Jefferson Transit provides a variety of public transportation services that include fixed-route, route deviation, and vanpool, with both regional and intercity bus connections. In 2017, eight fixed-routes (including deviated fixed-routes) operated Monday through Friday from approximately 6:00 a.m. to 8:00 p.m.; all routes operated on Saturdays on a slightly reduced schedule. Jefferson Transit Authority utilizes the Viking Transit Center for Route #7, utilizes the Sequim Transfer Center for Route #8, and utilizes Triton Cove for Route 1. These routes ensure the Olympic Loop service continues with Kitsap Transit, Clallam Transit, and Mason Transit.

Jefferson Transit operates route-deviated services south of Highway 104 in Eastern Jefferson County and between Forks and Amanda Park, on US 101 in Western Jefferson County Monday through Saturday. ADA paratransit service, Dial-A-Ride, is provided by Jefferson Transit. Service levels and geographic coverage provide full compliance with federal ADA complementary paratransit regulations. Jefferson Transit travels beyond the ADA ¾ mile requirement by providing one-day per week service to Kala Point, Marrowstone Island, and Cape George.

Service connections and coordination

Jefferson Transit connects passengers to major hubs six days a week, Monday through Saturday. The shuttle buses in Port Townsend provide frequent connecting service to the Port Townsend/Coupeville Washington State Ferry terminal. Jefferson Transit connects with Kitsap Transit in Poulsbo, Clallam Transit in Sequim; and Mason Transit at Triton Cove State Park. The Jefferson Transit Olympic Connection, a 64-mile route that travels between Forks and Amanda Park, links Grays Harbor Transit with Clallam Transit and Jefferson Transit. Through these connections, passengers can get to medical specialists in the urban areas, catch a flight at Sea-Tac International Airport or a bus at the Seattle Greyhound terminal. The economy benefits from the many travelers who use transit to get to Victoria BC, the Olympic Discovery Trail, the Pacific Beaches, and

other locations on the Olympic Peninsula. Jefferson Transit maintained excellent coordination with the Olympic Connection through 2018.

Jefferson Transit coordinates its routes to provide service to educational institutions such as the Port Townsend public schools, Chimacum High School, Quilcene High School, and to Peninsula College in Port Townsend and Port Angeles via Clallam Transit. It also connects to the Washington State University Cooperative Extension in Port Hadlock. Life services are also incorporated into the routes such as the Port Townsend Food Bank, Jefferson County Courthouse, Jefferson County Library, Jefferson County Hospital, and various grocery stores. Routes also stop at popular destinations such as Fort Worden, Jefferson County Fairgrounds, and Dosewallips State Park.

Jefferson Transit's 4 Corners Park-and-Ride lot in Port Townsend serves as a connection point for the Greyhound Dungeness Line and the Olympic Discovery Bicycle and Pedestrian Trail. All of Jefferson Transit fixed route vehicles are equipped with bicycle racks.

Kitsap Community Resources

Kitsap Community Resources (KCR) is a nonprofit social service agency. They are committed to creating hope and opportunity for all low-income Kitsap County residents by providing resources that promote self-sufficiency and stability. Established in 1965, KCR has developed a growing number of programs and services to meet the specific needs of Kitsap County's low-income populations, families in need, and veterans. Services include: employment assistance, rental assistance, energy and utilities assistance, assistance for food or transportation, medical and prescription costs, burial costs. KCR serves the area in partnership with a number of local, private and public organizations, including schools, churches, housing authorities, colleges, counties, state agencies, health districts and private businesses.

Kitsap Transit

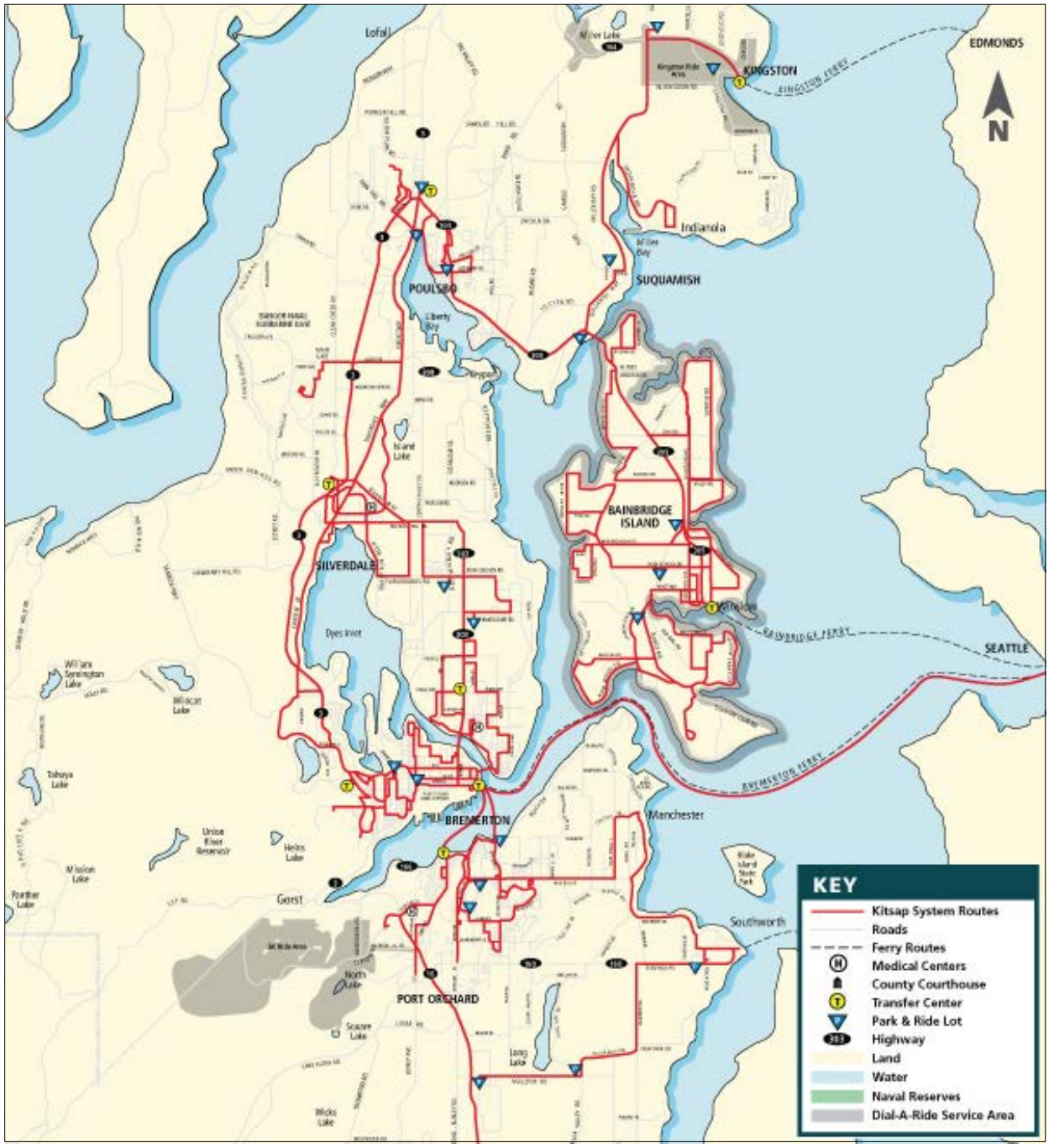
Kitsap Transit provides the primary public transit service in Kitsap County. The Bremerton-based system operates fixed route bus service, Dial-A-Ride services, a vanpool system, Worker/Driver services, and a foot ferry. Kitsap Transit transports more than 3.5 million riders a year, backed by a sales tax of 0.8 percent for transit and 0.3 percent sales tax for passenger-only ferries. Kitsap Transit began providing services in early 1983. Kitsap Transit is in the process of adjusting its bus routes and improving service frequency with expanded hours to improve access to employment, services, etc. The first of the frequency improvements will connect Silverdale and Bremerton. These will go into effect in early 2019. Administrative, maintenance, and operations facility are located in Bremerton. Exhibit 3-3 shows the system map as published by Kitsap Transit (http://www.kitsaptransit.com/system-map).

Kitsap Transit operates 40 fixed routes Monday through Friday. Of those, 14 are commute-hour only routes, timed to meet ferries. During commute hours many of these all-day routes are also scheduled to meet Washington State Ferries services at Bremerton, Southworth, and Bainbridge Island. The headways for routes that operate all day are usually one hour. Weekday service operates from 4:00 a.m. to 9:30 p.m., area dependent.

ACCESS Services provides door-to-door or curb-to-curb transportation to older adults and people with disabilities, who are unable to use the fixed route transit system. Trip purposes include medical appointments, shopping, social visits or any other destination within Kitsap County. ACCESS also provides general public Dial-A-Ride in portions of Kitsap County.

The ACCESS VanLink program provides local social agencies with vans to transport their clients. This program gives agencies the ability to schedule client outings, work programs, daycare, and training as their schedule dictates. VanLink gives social service agencies more control over scheduling client outings or work programs, since each agency operates their vans with their own staff.

Exhibit 3-3: Kitsap Transit System



The vanpool program provides service for commuters, allowing them to ride together to their workplace. Vanpool rates are determined by the size of the van, the number of miles traveled on the vanpool route and the number of passengers on board.

The Worker/Driver program offers another commuting option; full-time employees of the military facilities drive the buses. The buses operate much like a large carpool. The driver boards their bus near their home in the morning and travels to work, picking up co-workers along the way. After work, they return to their bus with their co-workers and drop them off on their drive home. Passengers may pay their fare with cash, ORCA, a Worker/Driver monthly pass, or a payment via the Department of Navy Transportation Incentive Program.

Kitsap Transit operates a Foot Ferry (passenger-only service) between Bremerton and Port Orchard and between Bremerton and Annapolis. In 2009, the ferry service carried 473,857 riders. The Bremerton-Port Orchard route runs from 4:30 a.m. to 9:00 p.m. on weekdays and from 8:30 a.m. to 8:00 p.m. on Saturdays. The Bremerton-Annapolis route operates during peak hours on weekdays, from 6:00 a.m. to 7:50 a.m., and from 3:30 p.m. to 6:00 p.m.

Kitsap Transit launched fast-ferry service in 2017 on the route between Bremerton and Seattle. The passenger-only service operates from 5:25 a.m. to 8:15 p.m. on weekdays. Kitsap Transit launched fast-ferry service in 2018 on the route between Kingston and Seattle. This passenger-only service operates from 5:25 a.m. to 7:24 p.m. on weekdays. Kitsap Transit will be providing additional Fast Ferry service over the next few years including service from Southworth by 2022.

Service connections and coordination
The following locations provide connections to transportation services:

- Bremerton Transportation Center provides connections to Washington State Ferries, Kitsap Transit Foot Ferry, Mason Transit Authority, and other Kitsap Transit bus routes.
- Bainbridge Island Ferry Terminal provides connections to Washington State Ferries and other Kitsap Transit bus routes.
- Kingston Ferry Terminal provides connections to Washington State Ferries and other Kitsap Transit bus routes.
- Southworth Ferry Terminal provides connections to Washington State Ferries.
- Port Orchard Ferry Dock provides connections to Kitsap Transit's Foot Ferry and other Kitsap Transit routes.
- Annapolis Ferry dock with connections to Kitsap Transit's Fast Ferries.
- East Bremerton Transfer Center provides connections to other Kitsap Transit bus routes.
- West Bremerton Transfer Center provides connections to other Kitsap Transit bus routes.
- Silverdale Transfer Center provides connections to other Kitsap Transit bus routes.
- North Viking Transit Center with connections to other Kitsap Transit bus routes, Clallam and Jefferson Transits.
- Purdy park & ride lot in Pierce County provides connections to Pierce Transit routes 100 and 102.
- Kitsap Transit's Fast Ferry arrival location in Seattle is a short walk from King County's Bus Route 12 serving the Seattle Capitol Hill area.

Kitsap Transit also provides service to many of the middle and high schools in its service area, as well as the Bremerton and Poulsbo branches of Olympic College. All but two of the Worker/Driver buses and many vanpool vans serve Puget Sound Naval Shipyard/Naval Base Kitsap. Other vanpools serve Naval Base Bangor along with two Worker/Driver buses.

The Bainbridge Island Ride service started in June 2014. The service provides curb to curb Dial-A-Ride service to the general public. It operates Monday-Friday from 9:30 a.m. to 3:20 p.m. and Saturdays from 10:34 a.m. to 3:55 p.m.

The South Kitsap Ride service commenced in 2015. It offers an on-demand style of bus service that utilizes both traditional call-in requests and an application that can be downloaded to a phone or computer to request rides in the McCormick Woods area of Port Orchard, parts of Bremerton and the County. The service offers connections to Routes 4 and 5.

Kingston Ride services began operation in June 2017. The service is based upon a similar model as the South Kitsap Ride bus service. The Kingston Ride will offer connections to WSF ferries at Kingston and Kitsap Transit routes #91 and #92 serving Bainbridge Island, Suquamish and Port Gamble. Kingston Ride (http://kitsaptransit.com/service/routed-buses/kingston-ride#) and Kingston Ride commuter service (http://kitsaptransit.com/service/routed-buses/kingston-ride-fast-ferry-commuter) serves the tribal land on weekdays. The Kingston Ride service is an example of rural demand response service.

Lower Elwha Klallam Tribe

Lower Elwha Klallam Tribe's Elwha Transit provides fixed route service three times daily via a one-hour ride connecting Bluffs, Heights, and Valley housing areas with the Elwha Health Clinic and Klallam Counseling Service, Justice Center, Social Services, Education, Tribal Center, Child Care, and the Laird Road Park-and-Ride lot. Elwha Transit provides about 1,200 rides per year connecting residents to Tribal services and activities, family and friends; and regional transit service via Clallam Transit System.

Clallam Transit System provides service to the Elwha Valley seven times per day on Monday through Fridays, and four times on Saturdays with direct access to the Gateway Center Port Angeles; and service from Elwha Heights to Port Angeles (eastbound) twice a day, Monday through Saturdays and westbound service from Port Angeles to Elwha Heights four time per day during the week and twice on Saturdays. Currently, Tribal Temporary Assistance to Needy Families provides 20 Clallam Transit bus passes per month to clients who use the bus to get to appointments.

Makah Tribe

Makah Public Transit provides deviated fixed-route service to the general public, elders, and disabled passengers from various community subdivisions throughout the Makah Reservation. The service operates year round, with the exception of holidays and weekends, five days a week, from 7:00 a.m. through 9:35 p.m. The targeted population for the transit service includes youth, older adults and disabled populations, along with the general public. Makah Public Transit provides a curb-to-curb Paratransit service for the elderly and disabled each weekday from 10:00 a.m. to 11:30 a.m. A Senior Citizens Program provides transportation to cultural or leisure events off-reservation for those 50 years or older. Makah Public Transit connects four times daily Monday through Friday with Clallam Transit in Neah Bay for service into Port Angeles, Forks, and the rest of the Olympic Peninsula.

On a limited basis, the Makah Health Program provides transportation for Tribal members who may have off-reservation medical appointments in the Clallam Bay, Forks, Port Angeles, Sequim, or the Seattle area.

Mason Transit Authority

Mason Transit Authority provides accessible public transportation services throughout Mason County with a combination of fixed-route, route deviation, and demand response (Dial-A-Ride) service, as well as coordinated volunteer transportation. Service connects the city of Shelton, Hoodsport, Grapeview, Allyn, Belfair, the native Tribal reservations of the Skokomish and Squaxin people; additional commuter services are provided beyond the county to Olympia, Brinnon, and Bremerton. The agency also provides general public Dial-A-Ride service, operates a vanpool fleet, a Worker/Driver program that provides commuter service to the Puget Sound Naval Shipyard, volunteer driver program for senior transportation, and a community van program. Service became operational in 1992. Exhibit 3-4 shows the system map as published by Mason Transit Authority (http://www.masontransit.org/busschedules/).

In June 2003, Mason Transit Authority purchased a facility to serve as the central base of operations located on Johns Prairie Road in Shelton. Administration staff and operations employees providing scheduling, dispatching, and driving began occupying the new facility in November 2003. Site and facility improvement projects included the renovation of Building 4 for maintenance operations in 2004, and the addition of a fueling station in 2009.

In May 2006, Mason Transit Authority purchased the Shelton National Guard Armory with the goal of converting the facility into a multimodal transit center and community resource center. The facility became fully operational in April 2015, and serves as a transportation information and transfer center and destination for persons seeking human and social service programs.

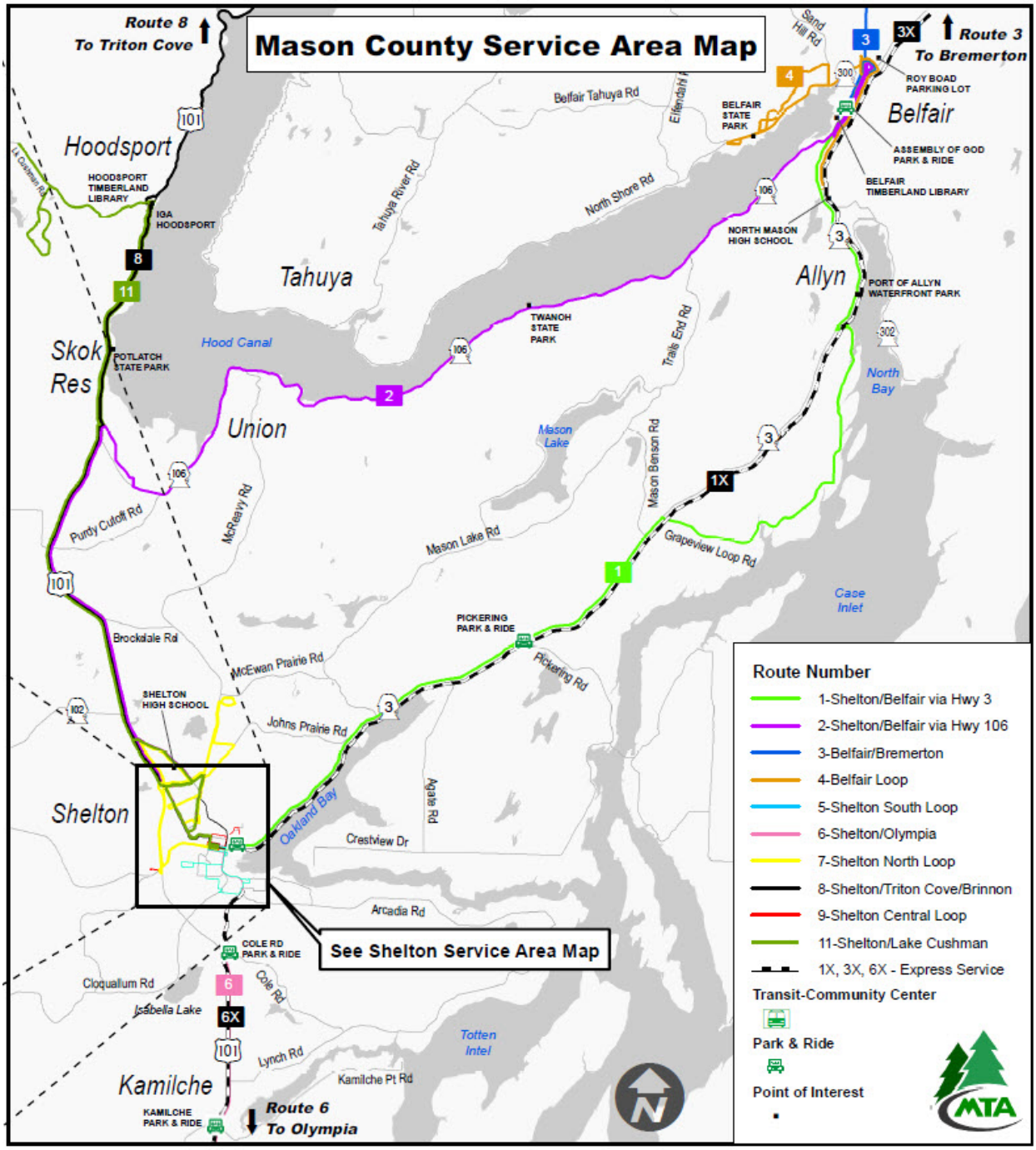
Mason Transit Authority operates 10 fixed routes in its service area, including the following transportation services:

- Routed service that has scheduled service going to the same locations at the same time on a regular basis
- Route deviation on most routes that allows a limited distance deviation off of the regular bus route for those who experience difficulty getting to bus stops
- Dial-A-Ride service that is available for customers who experience difficulty using regular routed service, and
- Link routes which is Dial-A-Ride service that is limited to a geographic area and may be limited to time of day or day of week.

Service connections and coordination

Scheduled connections are made at the Kamilche Transit Center, Olympia Transit Center, the Bremerton Transportation Center, and the Triton Cove State Park which, in turn provide access to State ferries, AMTRAK and Greyhound bus service plus the following neighboring transit systems: Kitsap Transit, Jefferson Transit, Squaxin Island Transit, Intercity Transit, Grays Harbor Transit, Pierce Transit and Sound Transit.

Exhibit 3-4: Mason County Transit System



Mason Transit Authority administers a Volunteer Driver Program funded by Lewis-Mason-Thurston Area Agency on Aging through the Washington State Senior Citizens Act, and/or provisions of the Older Americans Act of 1965, as amended. Using volunteers, senior citizens who are unable to use regular transit are provided essential transportation to kidney dialysis and cancer treatment centers as well as medical appointments as far away as Olympia, Bremerton, Tacoma, and within Mason County. Volunteer drivers donate their time and are reimbursed at a per mile rate for use of their personal vehicle.

A Worker/Driver program provides express routed service to and from the Puget Sound Naval Shipyard for day shifts. Four coaches operate from Shelton and Belfair to the shipyard in Bremerton, Monday through Friday.

Mason Transit Authority also provides special service for community events. Among those supported include the Forest Festival, Allyn Days, and Hoodsport 4th of July.

Olympic Bus Lines

Olympic Bus Lines operates the Dungeness Bus Line with transportation between Port Angeles, Sequim, Discovery Bay, Port Townsend, Kingston, Edmonds, Seattle, and SeaTac Airport. Service is provided twice daily with services originating in Port Angeles at the Gateway Transit Center. Service departs Port Angeles at 5:45 a.m. and 12:40 p.m. Arrival of the westbound service to Port Angeles is at 4:10 p.m. and 11:40 p.m. Service departs the Port Townsend area at the Jefferson Transit Center, located at 63 Four Corners Rd., in Port Hadlock at 6:55 a.m. and 2 p.m. Bus service is also available at all area hospitals with reservations. Adult one-way bus fares range from $37 to $49 depending on trip length. Reduced fares are offered for passengers 15 years old and under.

Olympic Community Action Program

Olympic Community Action Program (OlyCAP) is a non-profit human services organization offering a wide variety of programs serving low-income, at-risk, and special needs populations. OlyCAP's Clallam & Jefferson County West End Job Lift is a partnership between Clallam Transit, Jefferson Transit, WorkSource, WSDOT, Department of Social and Health Services, Department of Commerce, and OlyCAP. The project is in place to meet transportation needs for employment and employment related activities benefiting low-income households living and working on the rural West End of Clallam and Jefferson counties. The partnership was organized to address employment and employment related transportation needs and is responsible for establishing vehicles and systems for three multi-passenger vans supporting employment and employment related activities in remote locations with flexibility not always possible with work and bus schedules.

Paratransit Services

Paratransit Services is a non-profit broker of Medicaid transportation providing service to Clallam, Jefferson, Kitsap and Mason counties. In a brokerage capacity, from the Non-Emergency Medical Transportation (NEMT) call center in Bremerton, Paratransit arranges transportation to and from Medicaid covered appointments for Medicaid clients. Efforts include the confirmation of customer and trip eligibility, and arranging for medically-related trips with those providers under contract. NEMT is a federally-mandated program managed by the State of Washington Health Care Authority.

Quileute Tribal Nation

The Quileute Nation Transit Community Shuttle service is open to the public and provides nine trips from La Push to Forks Monday through Friday, beginning service at 6:45 a.m. and ending service at 5:40 p.m. The transit shuttle serves Tribal Offices, the Health Clinic, the Ravens Crest Resort, and the Quileute Heights residential area. The service averages 1,000 passengers per month, and ridership continues to increase. Over 50 percent of the community uses the Quileute Community Shuttle as their sole form of transportation.

Quinault Indian Nation

Quinault Indian Nation operates deviated fixed-route transit service, the Rez Racer, which serves the communities of Queets, Amanda Park, Taholah, and Quinai-elt Village. The service provides mobility around the reservation and connects to Grays Harbor Transit, giving access to jobs and essential services in Aberdeen and Hoquiam. The service also provides demand-response service for seniors and for special chartered trips throughout the reservation.

Rocket Transportation

Rocket Transportation offers reservation based door-to-door shared van service for up to 10 passengers. Rocket's service area encompasses all points on the Olympic Peninsula. However, passenger must be traveling to one of the pre-selected locations within Kitsap, Pierce or King Counties. Rocket picks up clients at their chosen location within Clallam and Jefferson counties, crosses the Hood Canal Bridge, and drops passengers off at select locations in Silverdale, Bremerton, Port Orchard, Gig Harbor, Tacoma, SeaTac, and Seattle returning in the reverse order. Rocket Transportation no longer provides Para-Transit services.

Skokomish Indian Tribe

Tribal programs serve limited community transportation needs. The Head Start school bus program provides service to preschool children living on the reservation who attend Skokomish Head Start programs. The Youth transportation program provides special bus and van services for youth off-reservation travel to educational and cultural activities. The Transportation for Tribal Elders program provides a service where Community Health Representatives use Tribal vehicles to transport Elders to medical and social service facilities on and off the reservation.

The Skokomish Indian Tribe was awarded a grant from Federal Transit Authority for a pilot public transit service enhancement project. Mason Transit Authority (MTA) is now operating and solely maintaining the services by providing the maintenance, vehicles and drivers. The route continues to run along US 101 between Shelton and Hoodsport and State Route 119 to the Skokomish Park.

Squaxin Island Tribe

The Squaxin Island Tribe operates Squaxin Transit, a free public transportation service that serves residents of the Squaxin Tribal community and the surrounding Kamilche area. Riders range from youth to elders regardless of race, disability, or income. Squaxin Transit operates on a deviated fixed route basis Monday through Friday 6:30 a.m. to 4:30 p.m. and connects with Mason Transit Authority (MTA) at the Kamilche Transit Center near the US101/SR108 interchange. Squaxin Transit also offers limited service to the communities of McCleary and Elma in Grays Harbor County where riders can connect with Grays Harbor Transit. The Tribe currently has two wheelchair accessible cutaway minibuses in use for this program. It contracts with MTA for vehicle maintenance.

Suquamish Tribe

The Suquamish Tribe operates a shuttle that is limited to Tribal members. Services include transportation for shopping and medical appointments, respite, and chore services. Funding is provided through Tribal government sources. Tribal members in need of transportation can complete a form providing a 48 hour notice when they need transportation services.

Kitsap Transit operates two routes that serve the public roadways within Suquamish Tribal Reservation. The reservation is easily accessible by county and state highways. State ferries that connect with the mainland at Seattle and Edmonds allow access to metropolitan areas of Bainbridge Island and Bremerton. Kitsap Transit has service to the area via SR 305 and Suquamish Way.

Tribal governments

This section provides information for tribal governments within the Peninsula RTPO area. Information in this chapter was collected from conversations, meetings, emails, webpages, and from Tribal staff editing their specific section of the draft plan.

Tribal lands are located throughout the Peninsula RTPO area. Exhibit 4-1 shows the locations of primary reservation lands.

Exhibit 4-1: Reservation lands in the Peninsula RTPO area



Hoh Tribe

The Hoh Indian Tribe is a coastal Tribe with 272 enrolled Hoh Tribal members, 136 living on or near the Hoh Indian Reservation. The 940-acre Hoh Reservation has approximately one mile of beach front running east from the mouth of the Hoh River, and south to Ruby Beach. It is located approximately half

way between Forks and Queets in Clallam County. US 101 is the major highway providing access for the reservation.

Services and programs provided on the Hoh Reservation include: the Indian Child Welfare program, Community Health Resources, Victims Advocate, Social Services, Youth Programs, and the Suicide Prevention Program. Direct health care from a doctor, dentist and nurse practitioner is available once per week at the health station in Queets.

Jamestown S'Klallam Tribe

The Jamestown S'Klallam Tribe is located east of Sequim along the shores of the eastern end of the Strait of Juan de Fuca. The Tribe now has over 1,519 acres of homelands, mainly in Blyn. The Tribal government serves 517 Jamestown S'Klallam Tribal citizens, their descendants and families, and 641 other Native Americans and Alaskan Natives who reside within the communities of Clallam and Jefferson counties. US 101 is the major highway providing access for the reservation.

The Tribe operates the Jamestown Family Health Clinic to provide primary health care services to Tribal citizens and non-Tribal community members seeking quality care. The clinic serves as a rural training center for physicians from the University of Washington's Family Medicine Residency Program. The resident physicians help maintain the quality of care that the clinic staff and physicians provide in Sequim. Tribal citizens are the priority population for services and are encouraged to receive services through the clinic. Each of the medical providers has a unique area of interest and expertise. The health clinic provides the following services:

- The Obstetrics and Gynecology Department provides Women's Health Care and care for pregnant women;
- Preventive care for all ages;
- Geriatric care, including care in nursing homes or assisted living settings;
- Disease management for chronic medical conditions;
- Procedures such as cardiac stress testing, casting, and minor surgery.

The Jamestown Family Dental Clinic serves Tribal citizens, Tribal employees and members of the local community who seek quality dental care. Services include cleaning, x-ray, fillings, root canal procedures, crowns, bridges, partials, dentures, and oral surgery implants. In addition, the Tribe operates several health care programs including medical and dental care programs.

Lower Elwha Klallam Tribe

The Lower Elwha Klallam homelands are located along the Elwha River and adjacent bluffs and along the Port Angeles harbor. Tribal and Homestead Reservation and Trust Lands include about a 1,400 acres with 583 residents. Seventy-five percent of the residents are Tribal members. There are 882 Tribal members. The Tribe's service area includes 1,150 Indian people in central Clallam County. Predominate access to the Reservation and Trust lands uses Clallam County and Tribal roadways. Lower Elwha Health Clinic, Klallam Counseling Services, and Elwha Food and Fuel are located on US 101.

The Lower Elwha Health Clinic is a primary care clinic specializing in continuing and comprehensive health care for individuals of all ages and their families. Medical services provided include:

- The evaluation and treatment of acute and chronic illness and injuries;

- Cancer screenings;
- Health risk assessment exams;
- Family planning services; and
- Pediatric services.

In addition, the Tribe operates several health care programs including: medical and dental care programs, community health nurse, community health representatives, chemical dependency, mental health, contract health services, and social services.

Makah Tribe

The Makah are an indigenous people enrolled in the Makah Indian Reservation, located at the northwestern most point of Clallam County. The Makah Indian Reservation consists of roughly 48 square miles of land, totaling 31,355 acres bounded on the north by the Strait of Juan de Fuca and on the west by the Pacific Ocean. The town of Neah Bay is the major population center on the reservation with a population of approximately 2,952 Tribal members. State Route 112 is the major highway providing access for the reservation.

The Sophie Trettevick Indian Health Center in Neah Bay is the only medical facility to service the Makah Indian Reservation. This Health Center provides integrative medicine, recovery services, community and public health services. Medical service transportation is severely taxed given the distance and minimal availability of resources.

Port Gamble S'Klallam Tribe

The Port Gamble S'Klallam Tribe currently includes approximately 1,200 enrolled members. The 1,767-acre Port Gamble S'Klallam Reservation, located in the northern part of Kitsap County, was founded in 1938. Local roads serve several Tribal residential neighborhoods along the western and southern boundaries of the reservation, a Tribal government campus on the western shoreline, and a Tribal business center at the southeast corner of the reservation. State Route 104 is the major highway providing access for the reservation.

Quileute Tribal Nation

The Quileute Tribal Nation is located in La Push in Clallam County. Surrounded on three sides by the Olympic National Park, the Quileute Reservation is located on 594 acres along the Pacific Ocean, and on the south banks of the Quillayute River. The reservation is approximately 14 miles from Forks, and 80 miles from Port Angeles. The Tribe's enrolled population is reported to be 784 members with 706 members living on or near the Reservation. Over forty percent of the population is less than 19 years of age, and two percent of the population is older than 65 years old. State Route 110 is the major highway providing access for the reservation.

Quileute Health Clinic provides primary medical, dental, and behavioral health services. Health programs include community health representatives, community health nursing, emergency care, an elders program, mental health, Women, Infants and Children (WIC) nutritional services, social services, addiction counseling, and maternal health case management. At this time, there are no veteran services or educational opportunities offered on the reservation. Medical service transportation is challenged by the distance and minimal availability of resources.

Quinault Indian Nation

The Quinault Indian Nation is headquartered in Taholah, at the mouth of the Quinault River in in Grays Harbor County. The Quinault Indian Nation manages a reservation of 208,150 acres. Founded in 1855, the reservation is in Grays Harbor and Jefferson counties, 45 miles north of Hoquiam. The reservation reaches from the Pacific Ocean to the Olympic Mountains. Quinault Indian Nation membership was 2,453 in 1999. US 101 and State Route 109 are the major highways providing access for the reservation.

Skokomish Indian Tribe

The Skokomish Indian Tribe is a Tribe of Southern Coast Salish indigenous people headquartered in Skokomish, with 777 enrolled members. The Tribe is primarily composed of Skokomish, Twana, Klallam, and Chimakum people. The Skokomish Reservation is located near Shelton, Washington at the great bend of the Hood Canal in Mason County. US 101 and State Route 106 are the major highways providing access for the reservation.

Squaxin Island Tribe

The Squaxin Island Tribe are the people from the Noo-Seh-Chatl of Henderson Inlet, Steh Chass of Budd Inlet, Squi-Aitl of Eld Inlet, Sawamish/T'Peeksin of Totten Inlet, Sa-Heh-Wa-Mish of Hammersley Inlet, Squawksin of Case Inlet and S'Hotle-Ma-Mish of Carr Inlet. Tribal headquarters are located in Kamilche, between Little Skookum and Totten Inlets. The reservation is located in southeastern Mason County, mostly composed of Squaxin Island, which is not inhabitable by modern standards. The total land area including off-reservation trust lands is 2,866.43 acres. The total community population is 431, with 402 individuals living in Tribal housing. US 101 and State Routes 3 and 108 are the major highways providing access to and from the reservation.

Suquamish Tribe

The Suquamish are a southern Coast Salish, Lushootseed-speaking Native American people that dwell on the Port Madison Indian Reservation. The reservation is located in northern Kitsap County, and consists of 7,657 acres and a population of 6,536 residents. The towns of Suquamish and Indianola are located within the reservation. State Route 305 is the major highway providing access for the reservation.

The Suquamish Tribe operates a shuttle that is limited to Tribal members. Services include transportation for shopping and medical appointments, respite, and chore services. Funding is provided through Tribal government sources. Tribal members in need of transportation can complete a form providing a 48 hour notice when they need transportation services.

Kitsap Transit operates two routes that serve the public roadways within Suquamish Tribal Reservation. The reservation is easily accessible by county and state highways. State ferries that connect with the mainland at Seattle and Edmonds allow access to metropolitan areas of Bainbridge Island and Bremerton. Kitsap Transit has service to the area via SR 305 and Suquamish Way.

Clallam County

Clallam County has a total area of 2,671 square miles. The Strait of Juan de Fuca, which is the international boundary with Canada, borders the northern side of the county; the Pacific Ocean borders the western side of the county; and Jefferson County borders the southern and eastern sides. Located in the county is Ozette, the westernmost town in the continental United States. Major highways include US 101, and State Routes 110, 112, and 113. This chapter includes information on demographics, transportation providers, origins, destinations, and emergency services for Clallam County.

Demographics

In 2017, the estimated population of Clallam County was 74,474. Within the boundaries of Clallam County are the following cities with the highest population:

- Port Angeles with 19,833 residents;
- Sequim with 6,964 residents, and
- Forks with 3,532 residents.

Within the boundaries of Clallam County, the following five Indian tribes or nations are represented:

- Makah Tribe has 2,952 enrolled Tribal members of which 1,434 live on the reservation;
- Hoh Tribe with 272 enrolled Tribal members with 136 people living on or near the reservation;
- Quileute Nation with 706 members living on or near the reservation;
- Lower Elwha Klallam Tribe with 882 enrolled Tribal members with a population of 583 people living on or near the reservation; and
- Jamestown S'Klallam Tribe with 517 Tribal citizens, their descendants and families, and 641 other Native Americans and Alaskan Natives who reside within the communities of Clallam and Jefferson counties.

Exhibit 5-1 shows the system demographics for Clallam County in 2016, and the population types with special transportation needs as identified in this plan.

Exhibit 5-1: Clallam County demographics

Type	Clallam County	Percent of County	Peninsula RTPO	Percent of RTPO	Washington State	Percent of State
Population	71,678	100.0%	410,899	100.0%	6,939,622	100.0%
Seniors	19,650	27.4%	83,060	20.2%	992,842	14.3%
Youth	12,889	18.0%	83,129	20.2%	1,480,747	21.3%
Disabled	14,583	20.3%	70,436	17.1%	889,964	12.8%
Poverty	11,273	15.7%	51,060	12.4%	883,256	12.7%
No Vehicle	2,187	3.1%	9,205	2.2%	188,807	2.7%
Veteran	9,374	13.1%	55,399	13.5%	552,863	8.0%

The following exhibits show demographic and geographic maps for Clallam County.

Exhibit 5-2: Senior population in Clallam County

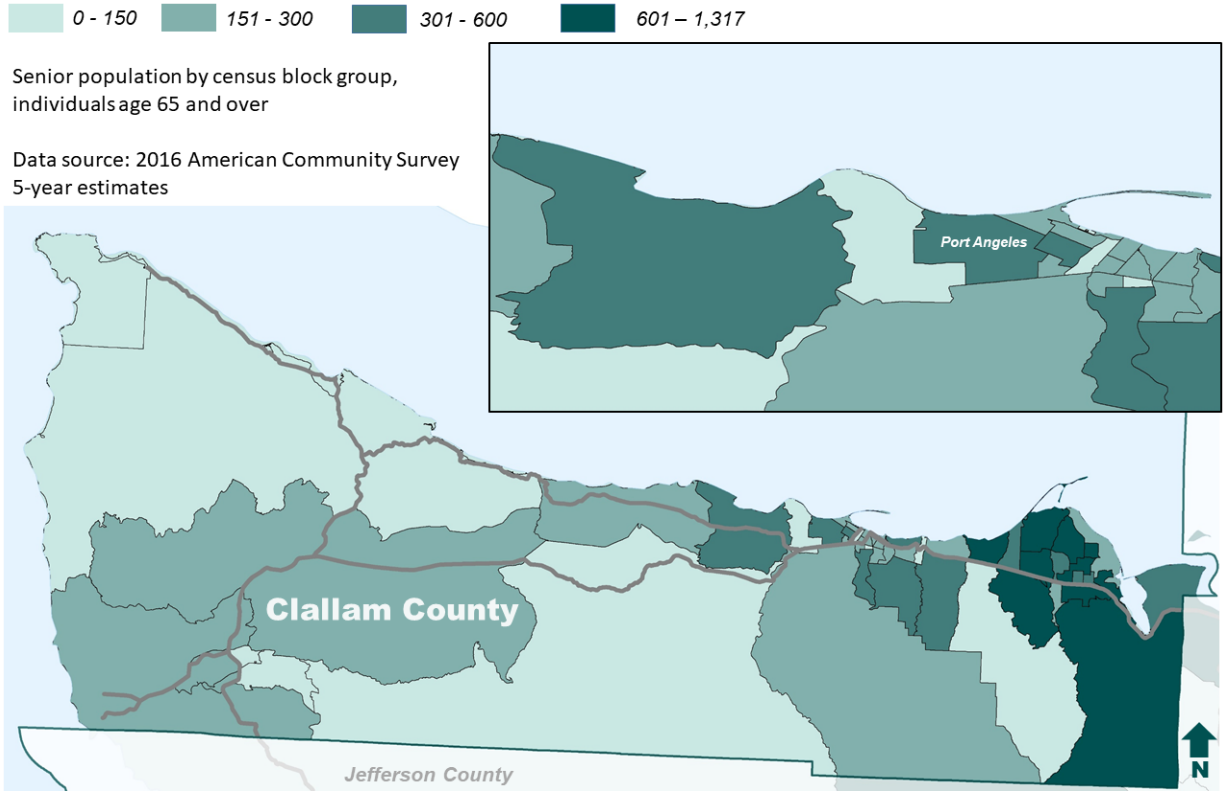


Exhibit 5-3: Youth population in Clallam County

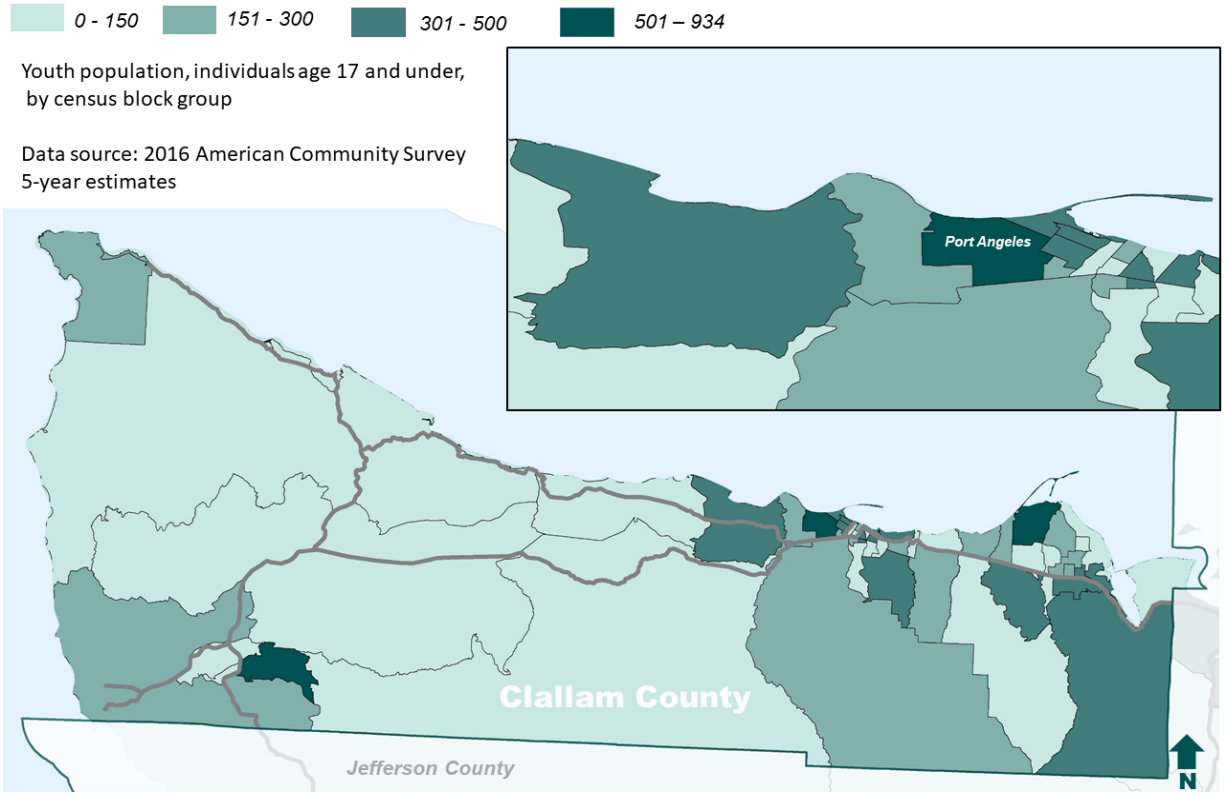


Exhibit 5-4: Disabled population in Clallam County

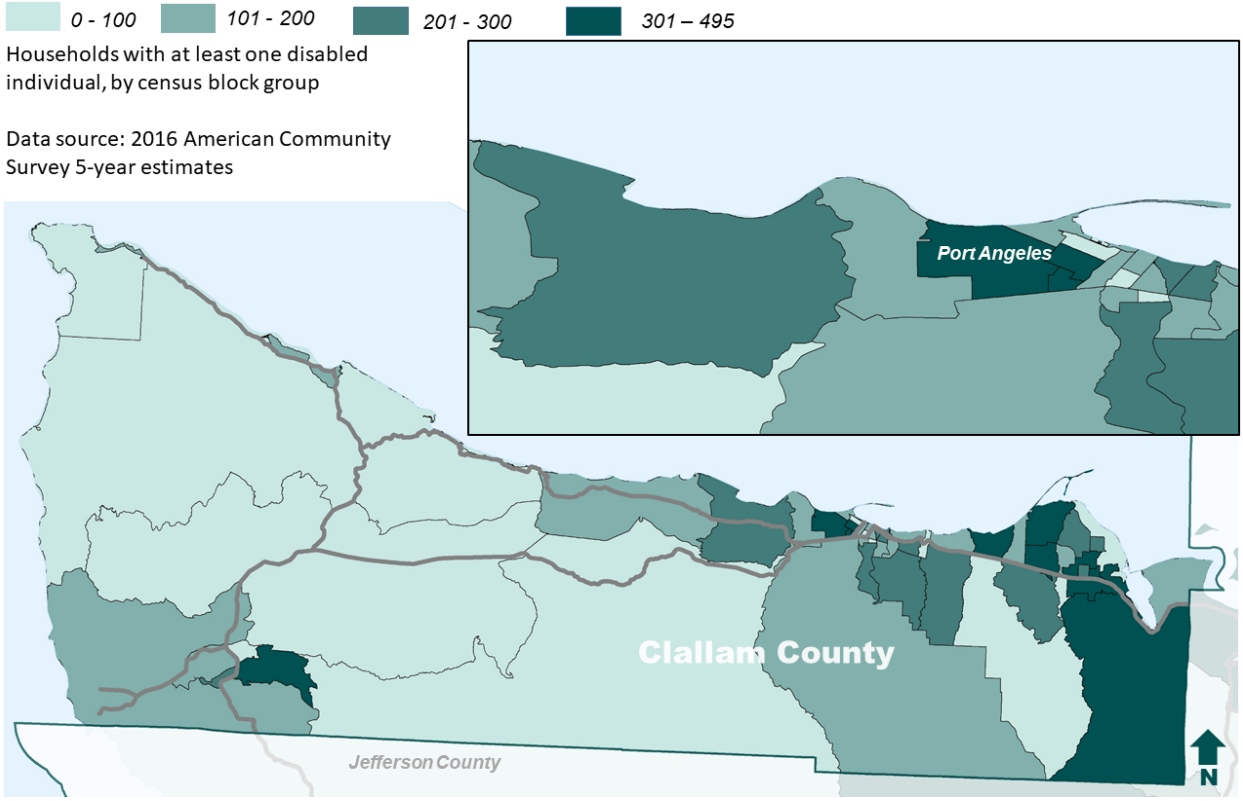


Exhibit 5-5: Population in poverty in Clallam County

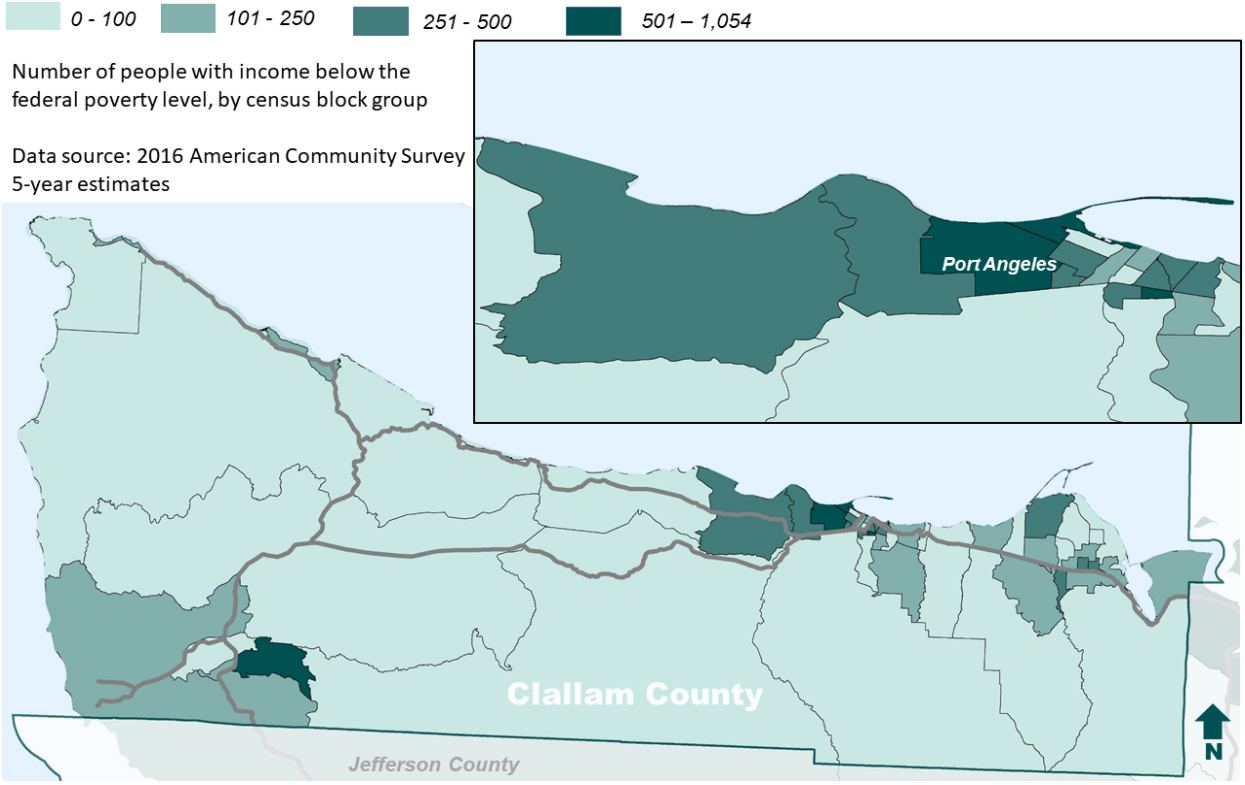


Exhibit 5-6: Access to a vehicle in Clallam County

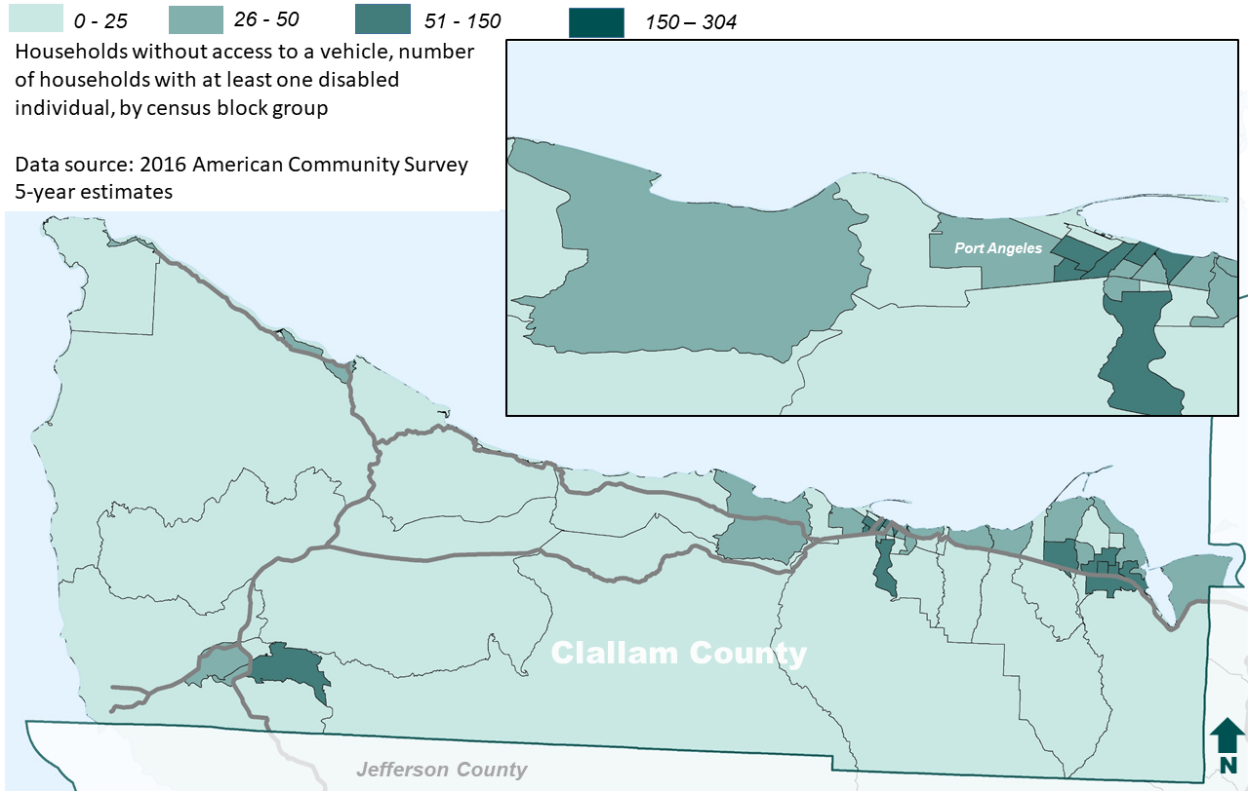


Exhibit 5-7: Veteran status in Clallam County

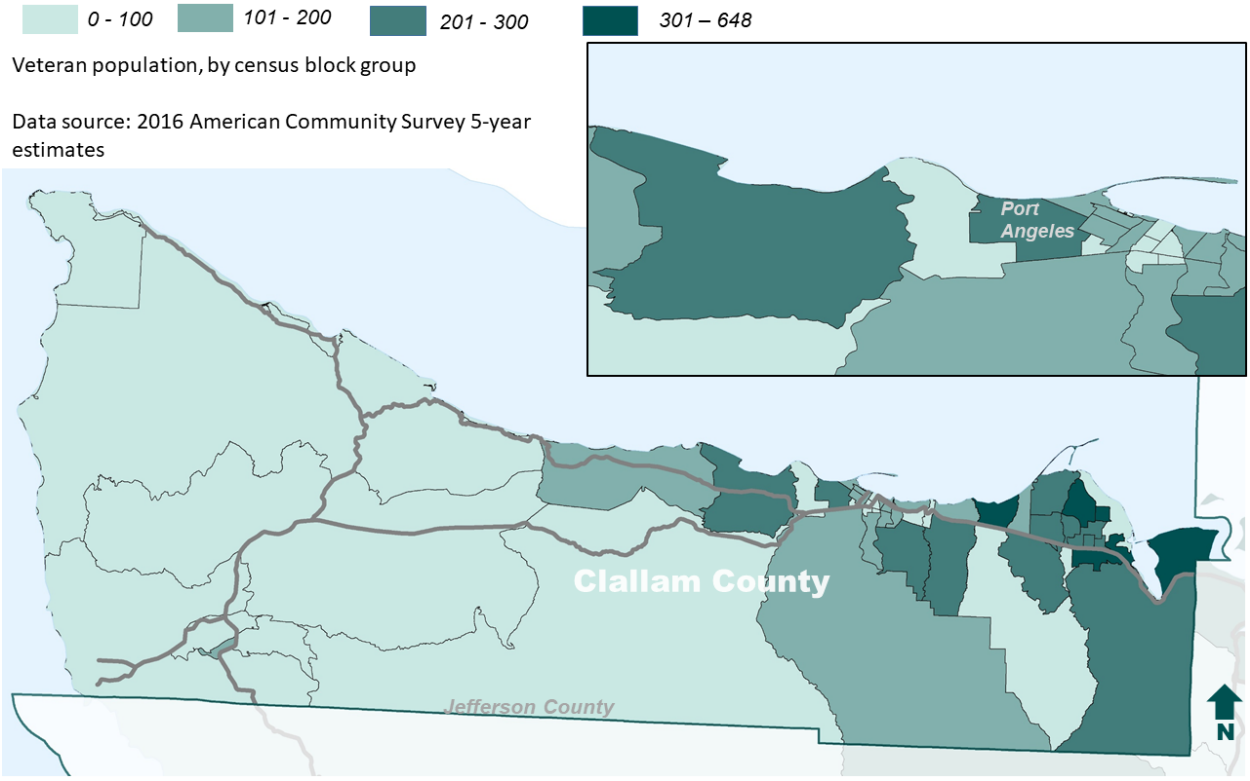
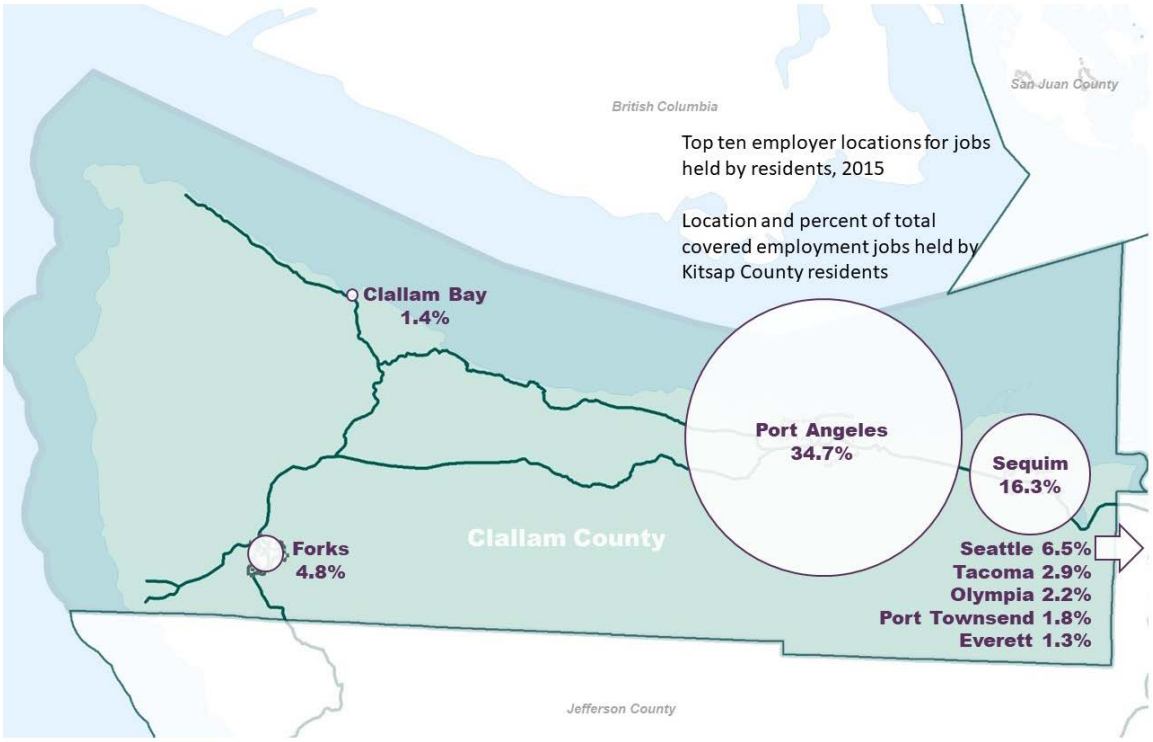


Exhibit 5-8: Employment locations in Clallam County



Data source: US Census Longitudinal Employer-Household Dynamics dataset
Notes: Employer locations provided to LEHD are not necessarily the job site of the employee, Clallam County residents held 27,389 covered employment jobs

Origins and destinations

Individuals with special transportation needs are located throughout the county, with the highest concentrations occurring within populated areas. People with special transportation needs may need to travel in the county to medical centers, social service provider centers, schools, childcare facilities, libraries, shopping districts, and recreational areas. Examples of popular locations people travel to and from home include:

Port Angeles

- Laird's Corner Market
- Port Angeles High School
- Museum at the Carnegie
- Safeway
- Jefferson Elementary School
- Civic Field
- Port Angeles Fine Arts Center
- Peninsula College
- Clallam County Health and Human Services
- Port Angeles City Hall
- Olympic Medical Center
- Peninsula Children's Clinic
- North Olympic Healthcare Network
- Therapeutic Associates Port Angeles Physical Therapy

- Hanger Clinic: Prosthetics & Orthotics

Forks

- Forks Transit Center
- First Baptist Church of Forks
- Peninsula College
- Forks High School
- North Olympic Library System, Forks Branch
- United States Postal Service
- Forks Athletic & Aquatic Club
- The Church of Jesus Christ of Latter-day Saints
- Tillicum Park
- Calawah Medical Clinic
- Family Medical Center
- Bogachiel Clinic

Sequim

- Sequim Vision Clinic
- Sequim Health & Rehab Center
- DentureCare, Inc.
- Inspire Medical Clinic
- Costco
- Safeway
- Carrie Blake Park
- Olympic Medical Center
- Jamestown Clinic

Other

- Neah Bay: Sophie Trettevick Indian Health Center
- Clallam Bay: Clallam Bay Medical Center

Emergency services

Geographical separation of population centers in the County requires the development of plans and procedures that are sensitive to the unique needs of each community while retaining central coordination to ensure uniform county-wide response and recovery. The geography of Clallam County limits emergency response resources in some areas, resulting in the relative isolation from timely outside assistance. To better provide assistance, the Peninsula Responder Emergency Planning (PREP) Council was formed. In addition, the County developed an emergency management plan to coordinate the delivery of mass care, emergency assistance, housing, and human services when local response and recovery needs exceed their capabilities. This support function ensures a coordinated effort between government and community service organizations to provide support to affected people during and after a disaster.

Clallam County and its communities can provide limited emergency mass care and shelter support to meet the immediate needs of victims by maximizing the use of public and private buildings as temporary

housing, bulk distribution of emergency items, feeding, or medical facilities. There is extreme likelihood of transportation infrastructure failure (road closures, mud slides, felled trees, bridges out, etc.).

Clallam County Emergency Management

Jamye Wisecup
Program Coordinator
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Email: jwisecup@co.clallam.wa.us
http://www.clallam.net/EmergencyManagement/about.html

The Division of Emergency Management plans for and responds to both natural and man-made disasters. These range from weather, floods, tsunamis, and earthquakes to incidents involving hazardous materials, or significant law enforcement events. The division prepares and implements a county-wide Comprehensive Emergency Management Plan, routinely conducts extensive exercises to test county emergency response capabilities and provides educational materials to the public to better prepare them for emergency events. Division staff members provide technical assistance to local governments as they prepare emergency plans and procedures and they also conduct emergency operations training for local governmental agencies.

Jefferson County

Jefferson County has a total area of 2,183 square miles. The Strait of Juan de Fuca, Admiralty Inlet, and Puget Sound border the eastern side of the county; the Pacific Ocean borders the western side of the county; Clallam County borders the northern side of the county; and Mason and Grays Harbor counties border the southern side of the county. In central Jefferson County lies the Olympic Mountains within Olympic National Park and Olympic National Forest. Because the mountains create a transportation barrier, roads do not connect the eastern and western sides within Jefferson County. Major highways include US 101 and State Routes 19, 20, 104, and 116. This chapter includes information on demographics, transportation providers, origins, destinations, and emergency services for Jefferson County.

Demographics

In 2017, the estimated population of Jefferson County was 31,234. Within the boundaries of Jefferson County are the following cities with the highest population:

- Port Townsend, the only incorporated city in the county, with a population of 9,951;
- Port Hadlock-Irondale with 3,580 residents;
- Port Ludlow with 2,603 residents; and
- Brinnon with 797 residents.

Within the boundaries of Jefferson County, the following two Indian tribes or nations are represented:

- Hoh Tribe with 272 enrolled Tribal members with 136 Tribal Members living on or near the reservation; and
- Quinault Indian Nation with 2,453enrolled Tribal members living on or near the reservation.

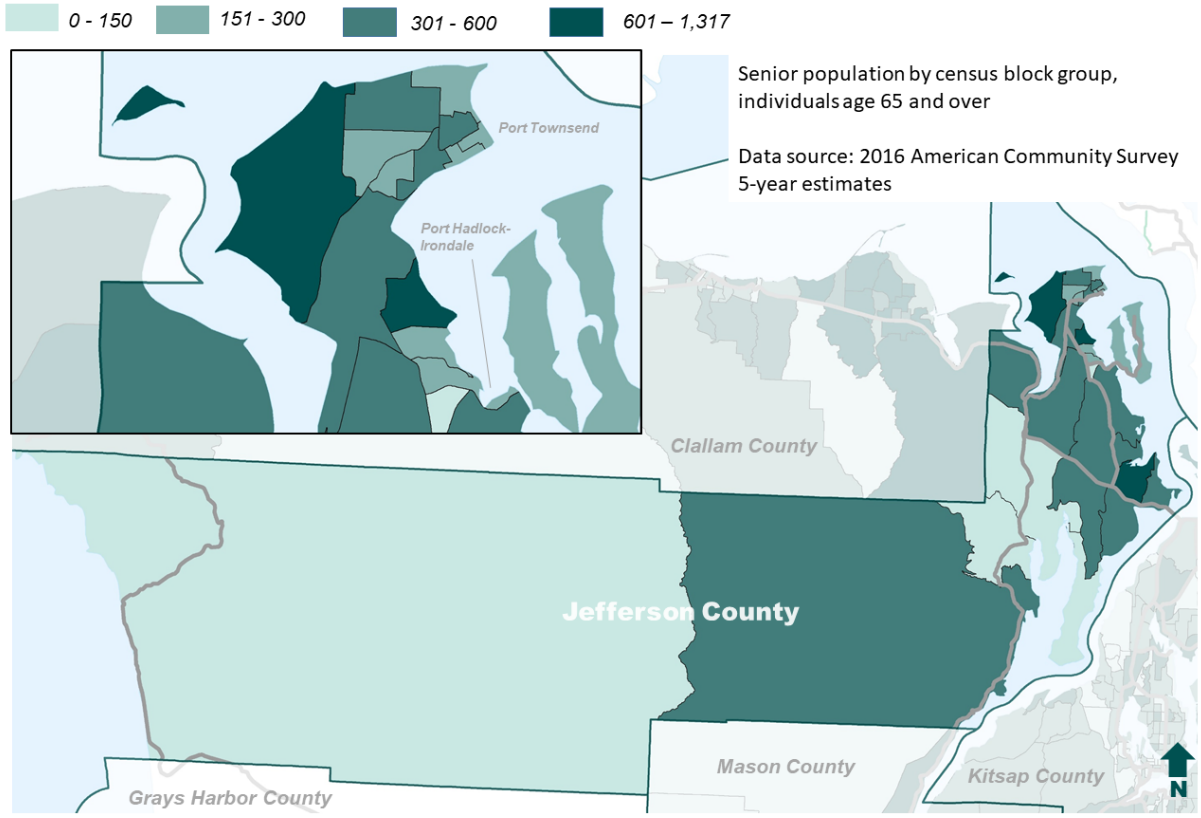
Exhibit 6-1 shows the system demographics for Jefferson County in 2016, and the population types with special transportation needs as identified in this plan.

Exhibit 6-1: Jefferson County demographics

Type	Jefferson County	Percent of County	Peninsula RTPO	Percent of RTPO	Washington State	Percent of State
Population	29,449	100.0%	410,899	100.0%	6,939,622	100.0%
Seniors	9,598	32.6%	83,060	20.2%	992,842	14.3%
Youth	4,150	14.1%	83,129	20.2%	1,480,747	21.3%
Disabled	4,962	16.8%	70,436	17.1%	889,964	12.8%
Poverty	3,541	12.0%	51,060	12.4%	883,256	12.7%
No Vehicle	637	2.2%	9,205	2.2%	188,807	2.7%
Veteran	4,297	14.6%	55,399	13.5%	552,863	8.0%

The following exhibits show demographic and geographic information for Jefferson County.

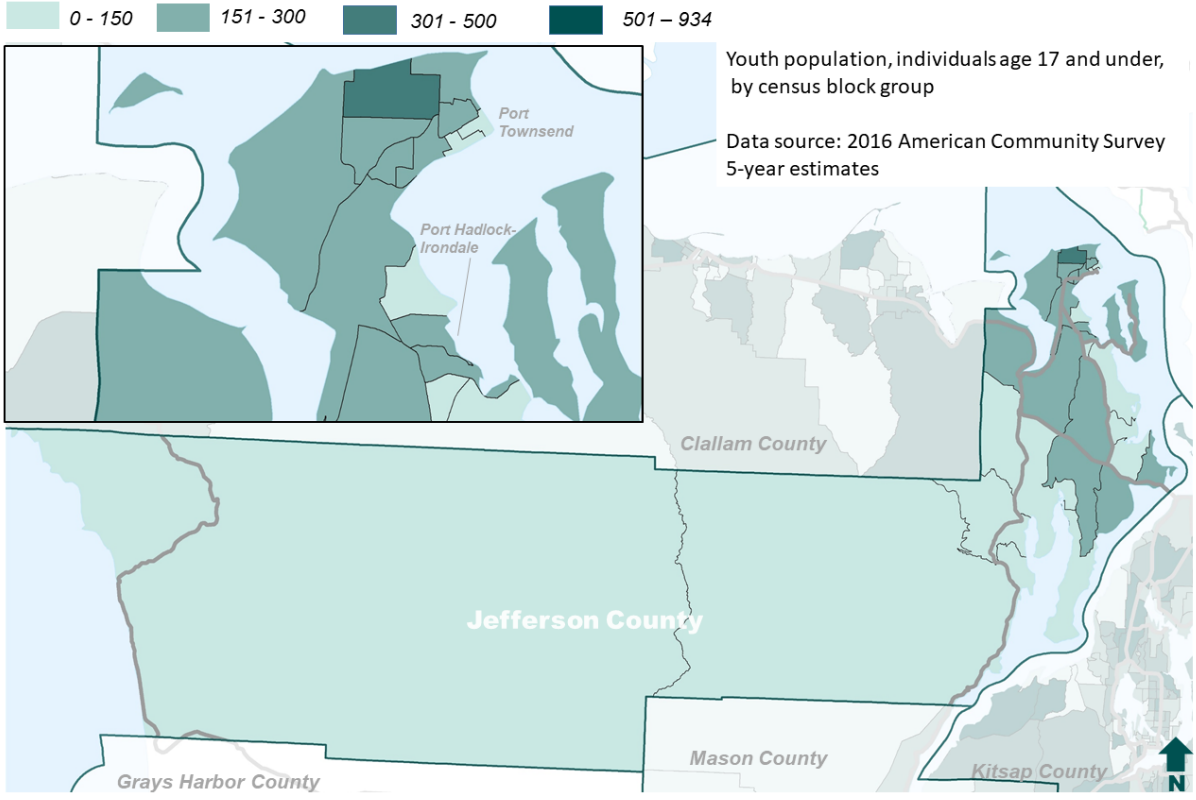
Exhibit 6-2: Senior population in Jefferson County



Senior population by census block group, individuals age 65 and over

Data source: 2016 American Community Survey 5-year estimates

Exhibit 6-3: Youth population in Jefferson County



Youth population, individuals age 17 and under, by census block group

Data source: 2016 American Community Survey 5-year estimates

Exhibit 6-4: Disabled population in Jefferson County

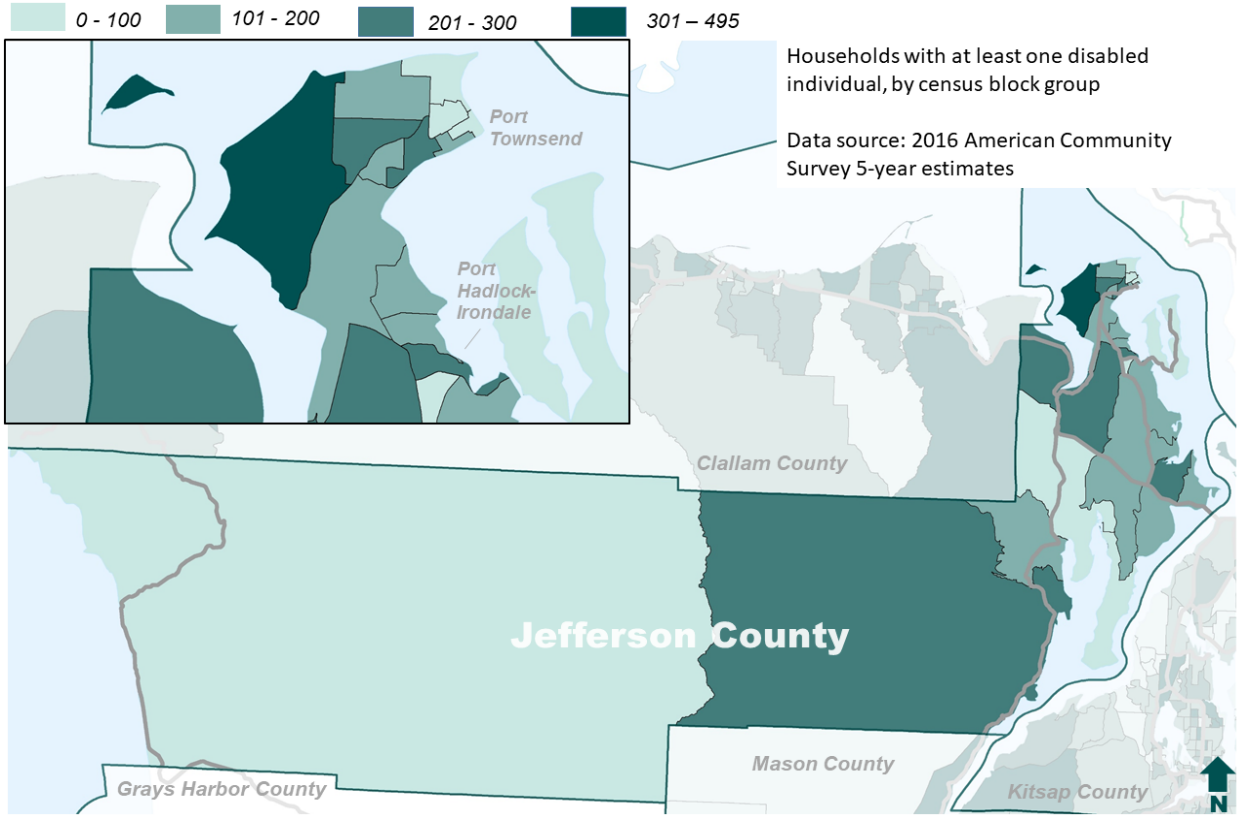


Exhibit 6-5: Population in poverty in in Jefferson County

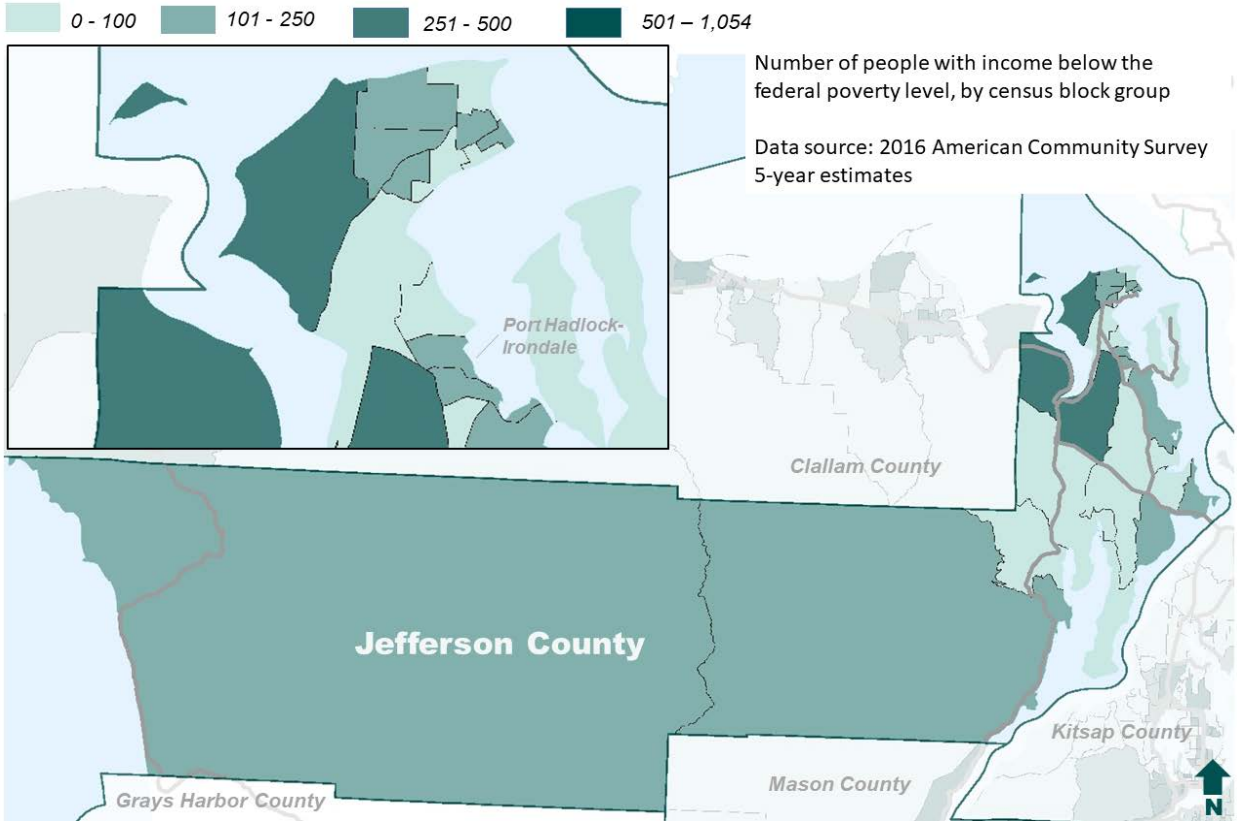
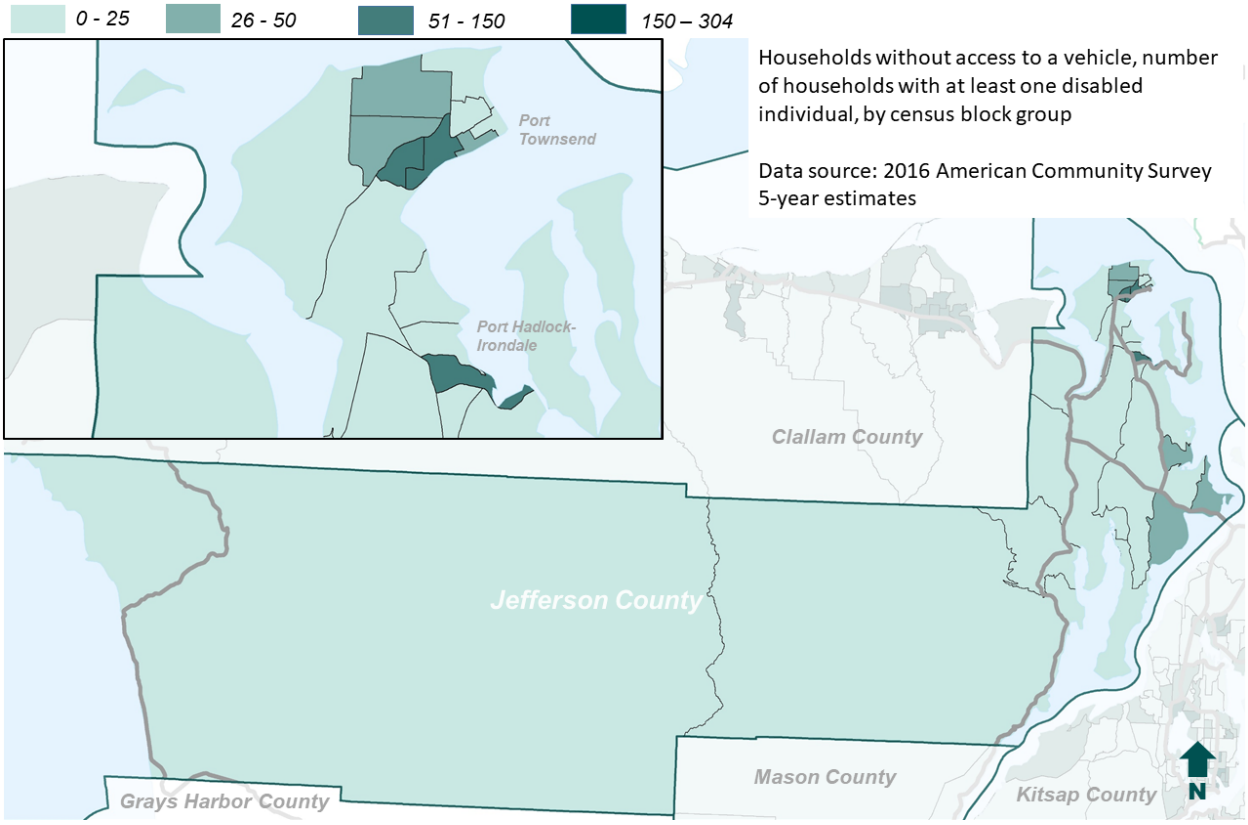


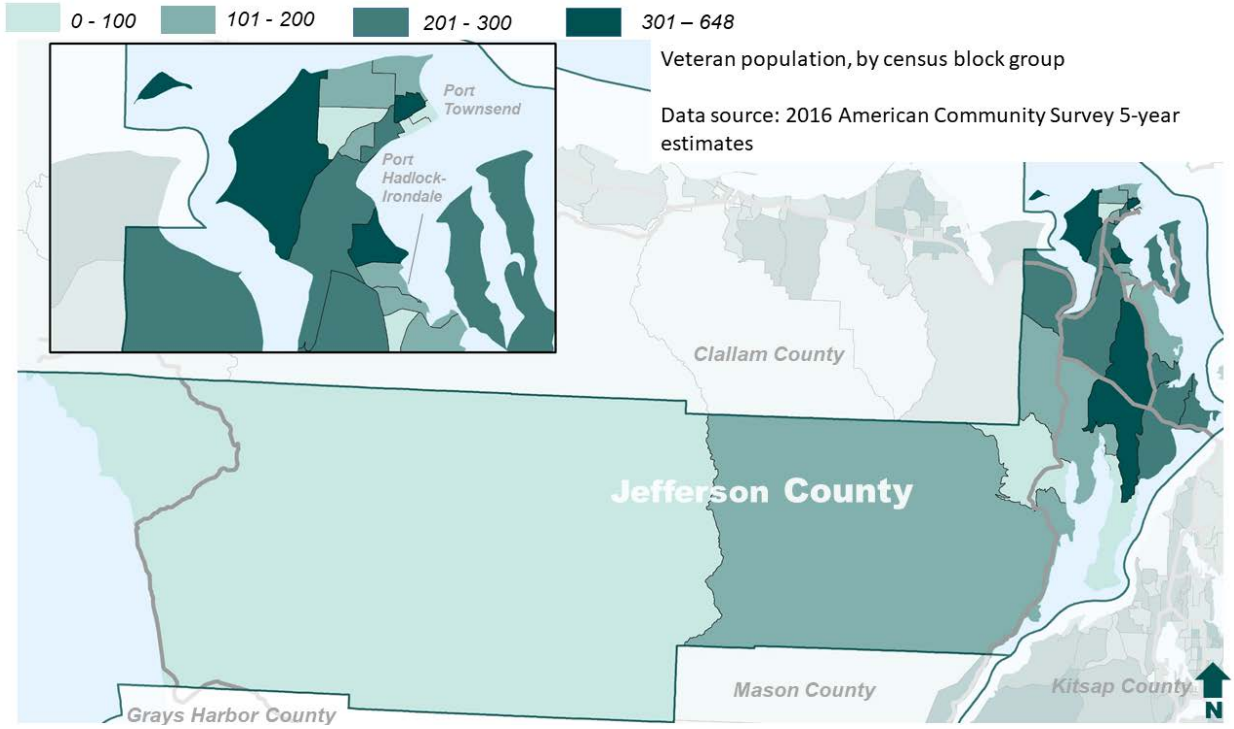
Exhibit 6-6: Access to a vehicle in Jefferson County



Households without access to a vehicle, number of households with at least one disabled individual, by census block group

Data source: 2016 American Community Survey 5-year estimates

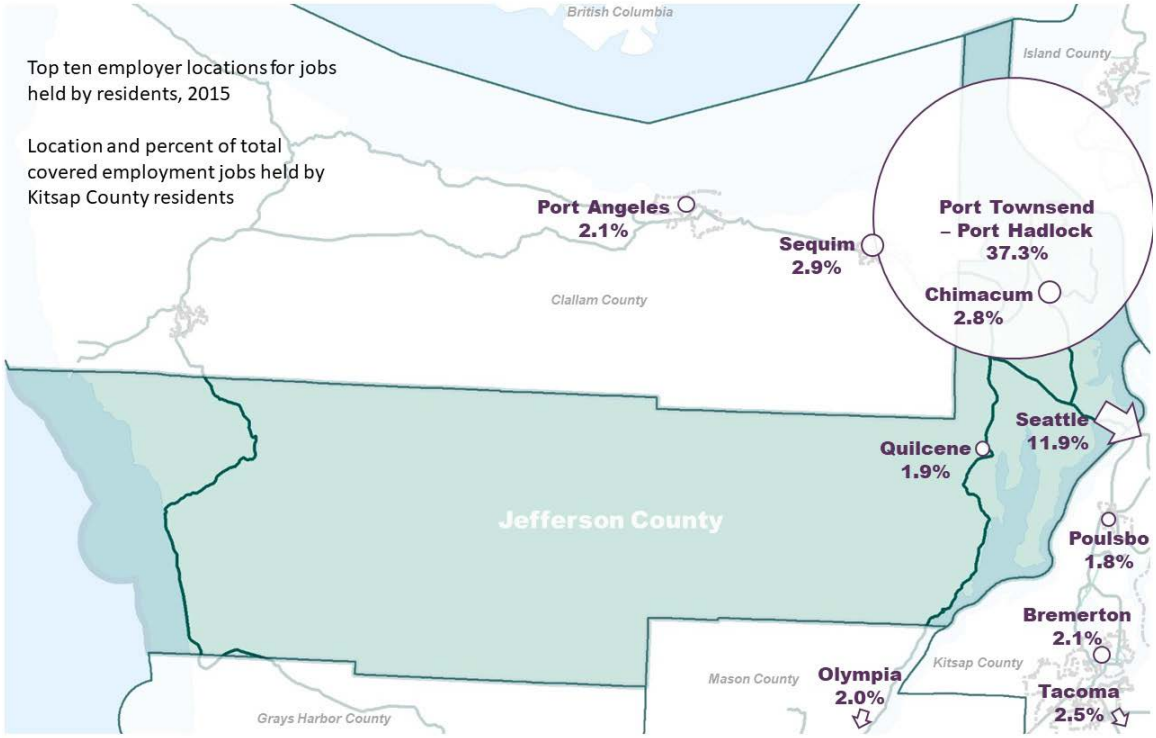
Exhibit 6-7: Veteran status in Jefferson County



Veteran population, by census block group

Data source: 2016 American Community Survey 5-year estimates

Exhibit 6-8: Employment locations in Jefferson County



Data source: US Census Longitudinal Employer-Household Dynamics dataset
Notes: Employer locations provided to LEHD are not necessarily the job site of the employee, Jefferson County residents held 10,232 covered employment jobs

Origins and destinations

Individuals with special transportation needs are located throughout the county, with the highest concentrations occurring within populated areas. Places to which people with special transportation needs may wish to travel in the county include medical centers, social service provider centers, schools, childcare facilities, libraries, shopping districts, and recreational areas. Examples of the popular locations people travel to and from home include:

Port Hadlock

- Discovery Physical Therapy
- Peninsula Chiropractic
- Port Hadlock Vision Clinic
- Hadlock Dental Center
- Jefferson County Library
- Irondale Church
- US Postal Service
- QFC

Port Townsend

- Peninsula College
- Port Townsend Post Office
- Jefferson County Courthouse
- Castle Hill Shopping Center

- Safeway
- San Juan Commons
- Pacific Eyecare
- Cranials Psysiotherapy
- Jefferson Healthcare Medical Center
- Jefferson County Community Health Clinic

Port Ludlow

- Jefferson Healthcare
- Active Life Physical Therapy
- Mats Chiropractic Clinic
- Port Ludlow Village Market

Discovery Bay

- Discovery Bay Village Store

Emergency services

Jefferson County will likely find itself cut off in the event of a major earthquake due to the limited transportation networks in and out of the area and thus, will require specific methods (air or barge) for outside resources to reach the county. Response Capability in Jefferson County is comprised of five fire districts, a sheriff's department, and a city police department. There are approximately 100 career and volunteer firefighters within the county and another 54 law enforcement officers between the sheriff and police departments. In the event that Jefferson County resources are unavailable or overwhelmed in a given emergency, these resources are supplemented through mutual-aid agreements with Clallam and Kitsap counties. In recent years, emergency planning has paid increasing attention to the importance of the role public transit operators can provide, especially in evacuating residents of nursing homes or other care facilities, and persons with disabilities or others who are not able to transport themselves. All four public transit agencies have made significant strides in being involved with emergency management planning activities in their counties.

Jefferson County Department of Emergency Management

Jacob Hausdorf, Planning Coordinator
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Email: jhausdorf@co.jefferson.wa.us

Jefferson County Regional Emergency Preparedness Network is a network of representatives from county entities, emergency responders and community volunteers that work together to prepare for emergency or disaster. Quarterly meetings, exercises and other efforts are coordinated to communicate, plan and practice readiness in the case of different types of emergencies.

The Community Emergency Response Team (CERT) program educates volunteers about disaster preparedness for the hazards that may impact our area and trains them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations. The program offers a consistent, nationwide approach to volunteer training and organization that professional responders can rely on during disaster situations, which allows them to focus on more complex tasks. An advisory committee comprised of Jefferson County Department of Emergency

Management, NPREP, East Jefferson Fire & Rescue, Port Ludlow Fire, and the Brinnon Fire Districts is developing the program.

Kitsap County

Kitsap County has a total area of 566 square miles. The county is surrounded by water on almost all sides; US Navy installations are located at Puget Sound Naval Shipyard, Naval Undersea Warfare Center, and Naval Base Kitsap. The county is connected to the eastern shore of Puget Sound by Washington State Ferries routes, including the Seattle-Bremerton Ferry, Southworth to West Seattle via Vashon Island, Bainbridge Island to Downtown Seattle, and from Kingston to Edmonds, Washington. Major highways include State Routes 3, 16, 104, 160, 166, 303, 304, 305, 307, 308, and 310. This chapter includes information on demographics, transportation providers, origins, destinations, and emergency services for Kitsap County.

Demographics

In 2017, the estimated population of Kitsap County was 266,414. Within the boundaries of Kitsap County are the following cities with the highest population:

- Bremerton with 40,500 residents;
- Bainbridge Island with 23,840 residents; and
- Port Orchard with 13,607 residents.

Within the boundaries of Kitsap County, the following two Indian tribes or nations are represented:

- Port Gamble Klallam Tribe with 1,200 enrolled Tribal members; and
- Suquamish Tribe with 6,536 enrolled Tribal members living on or near the reservation.

Exhibit 7-1 shows the system demographics for Kitsap County in 2016, and the population types with special transportation needs as identified in this plan.

Exhibit 7-1: Kitsap County demographics

Type	Kitsap County	Percent of County	Peninsula RTPO	Percent of RTPO	Washington State	Percent of State
Population	250,106	100.0%	410,899	100.0%	6,939,622	100.0%
Seniors	40,926	16.4%	83,060	20.2%	992,842	14.3%
Youth	54,203	21.7%	83,129	20.2%	1,480,747	21.3%
Disabled	38,213	15.3%	70,436	17.1%	889,964	12.8%
Poverty	26,110	10.4%	51,060	12.4%	883,256	12.7%
No Vehicle	5,481	2.2%	9,205	2.2%	188,807	2.7%
Veteran	33,856	13.5%	55,399	13.5%	552,863	8.0%

The following exhibits show demographic and geographic information for Kitsap County.

Exhibit 7-2: Senior population in Kitsap County

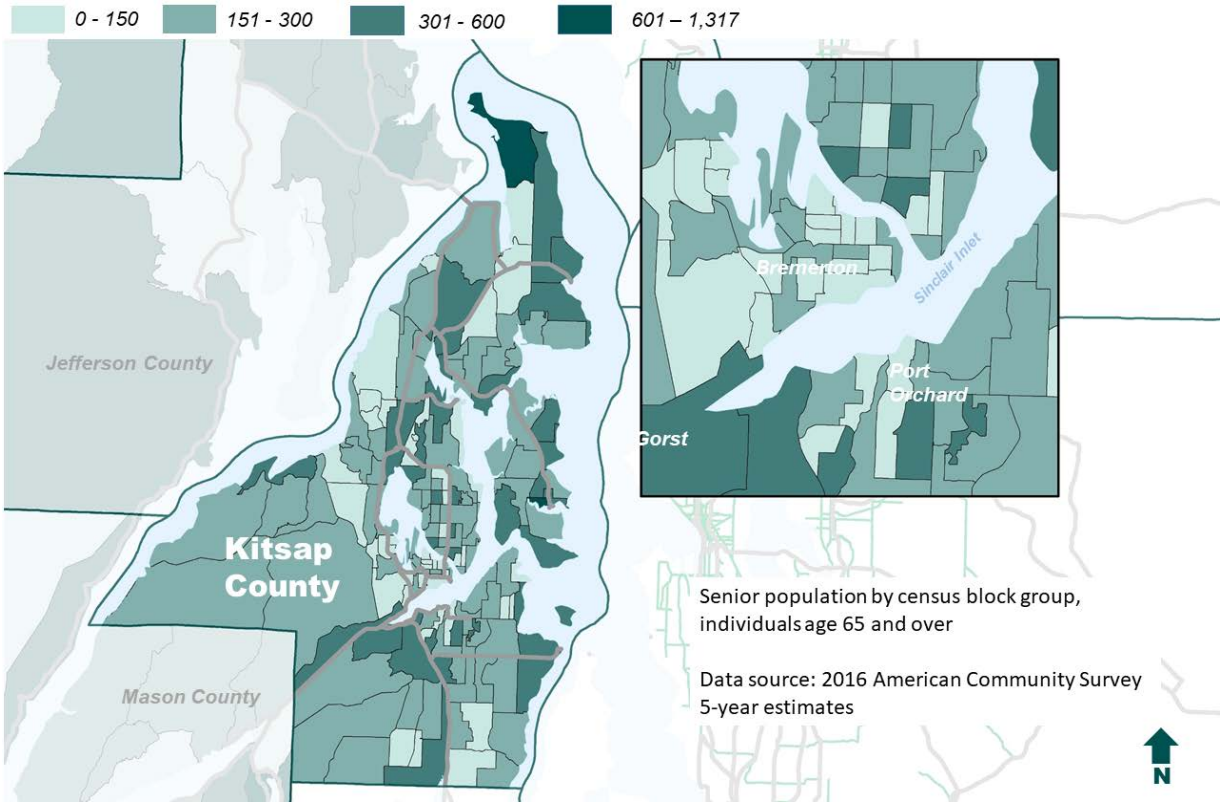


Exhibit 7-3: Youth population in Kitsap County

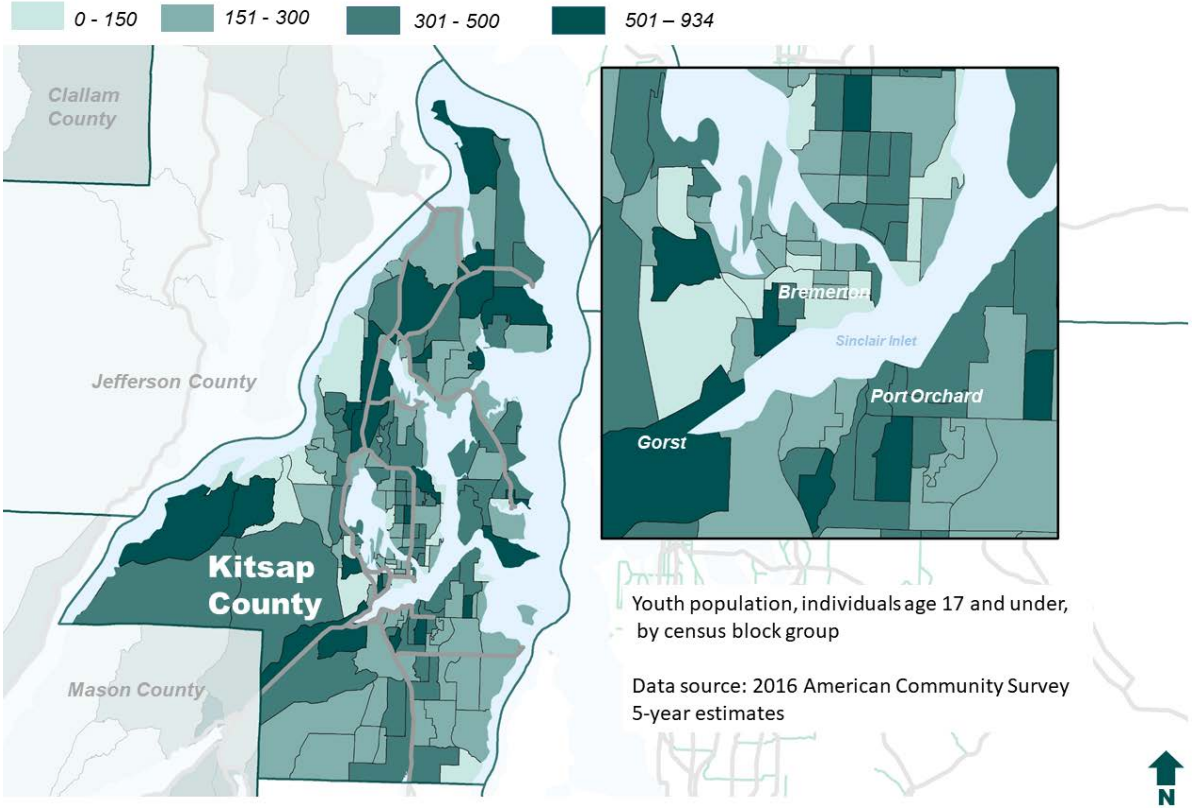
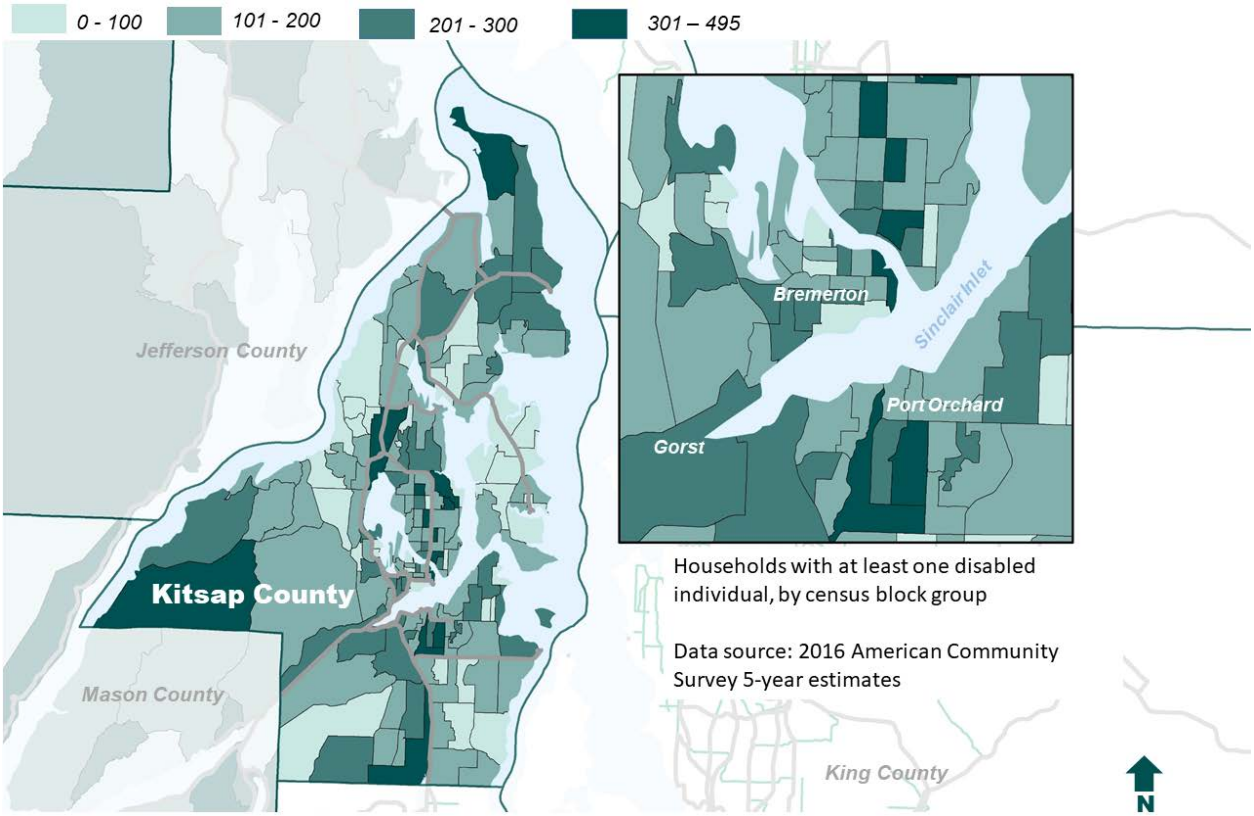


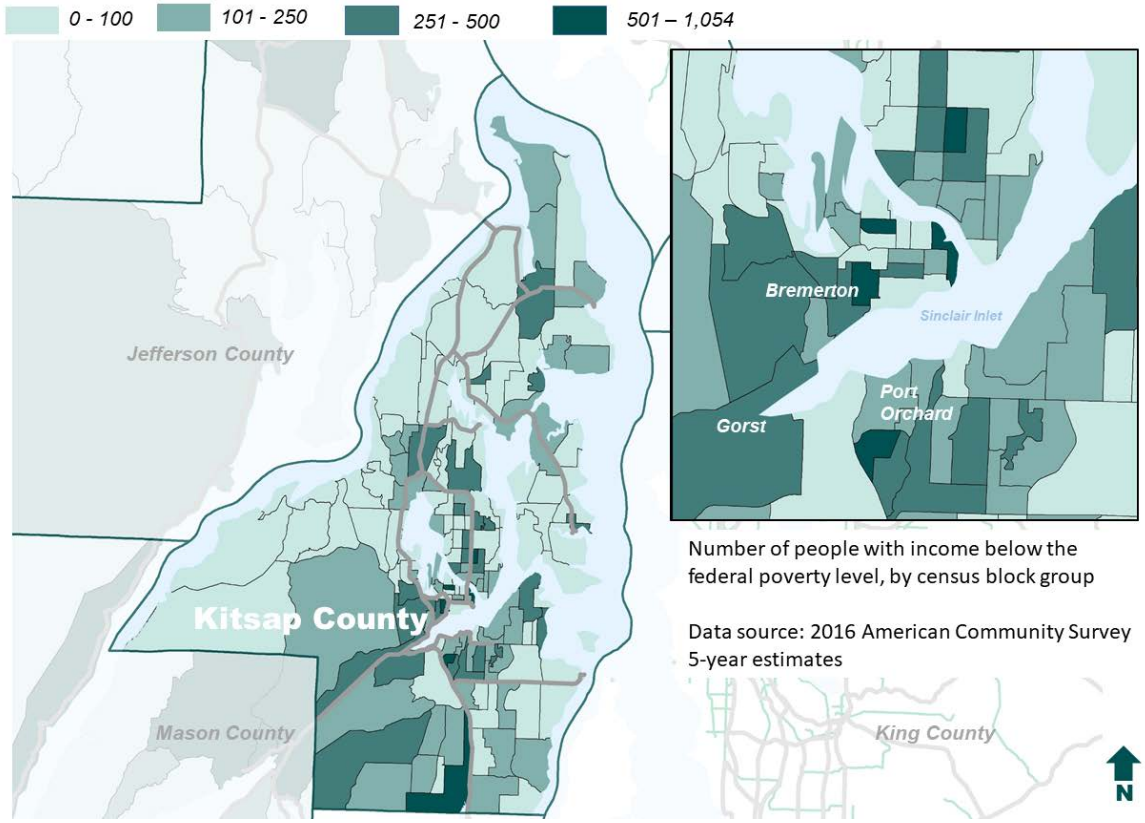
Exhibit 7-4: Disabled population in Kitsap County



Households with at least one disabled individual, by census block group

Data source: 2016 American Community Survey 5-year estimates

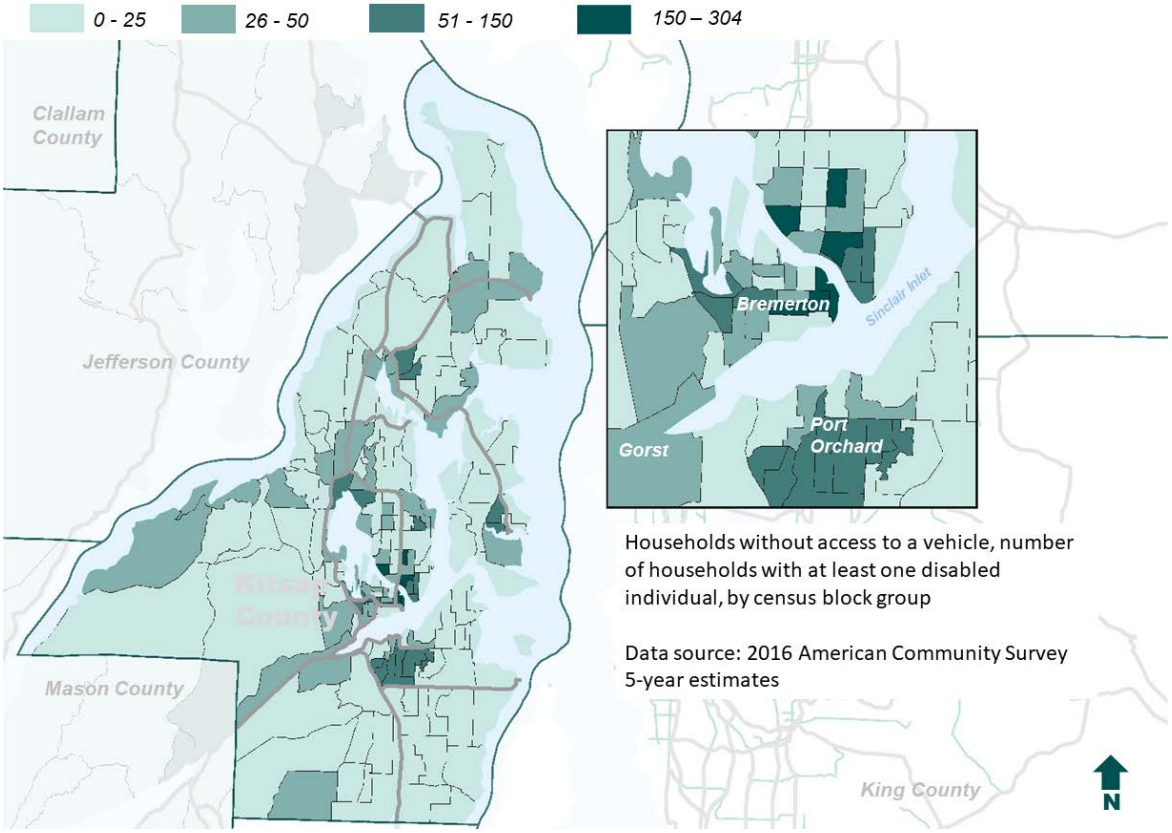
Exhibit 7-5: Population in poverty in in Kitsap County



Number of people with income below the federal poverty level, by census block group

Data source: 2016 American Community Survey 5-year estimates

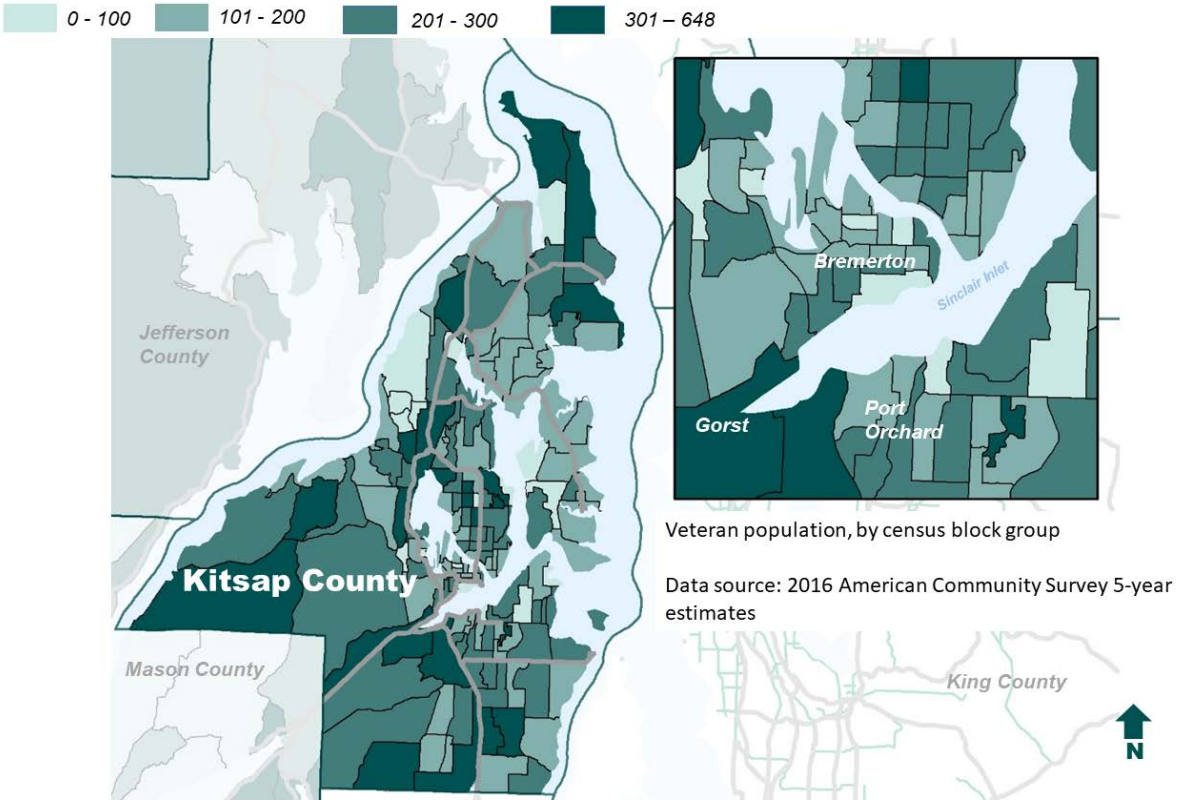
Exhibit 7-6: Access to a vehicle in Kitsap County



Households without access to a vehicle, number of households with at least one disabled individual, by census block group

Data source: 2016 American Community Survey 5-year estimates

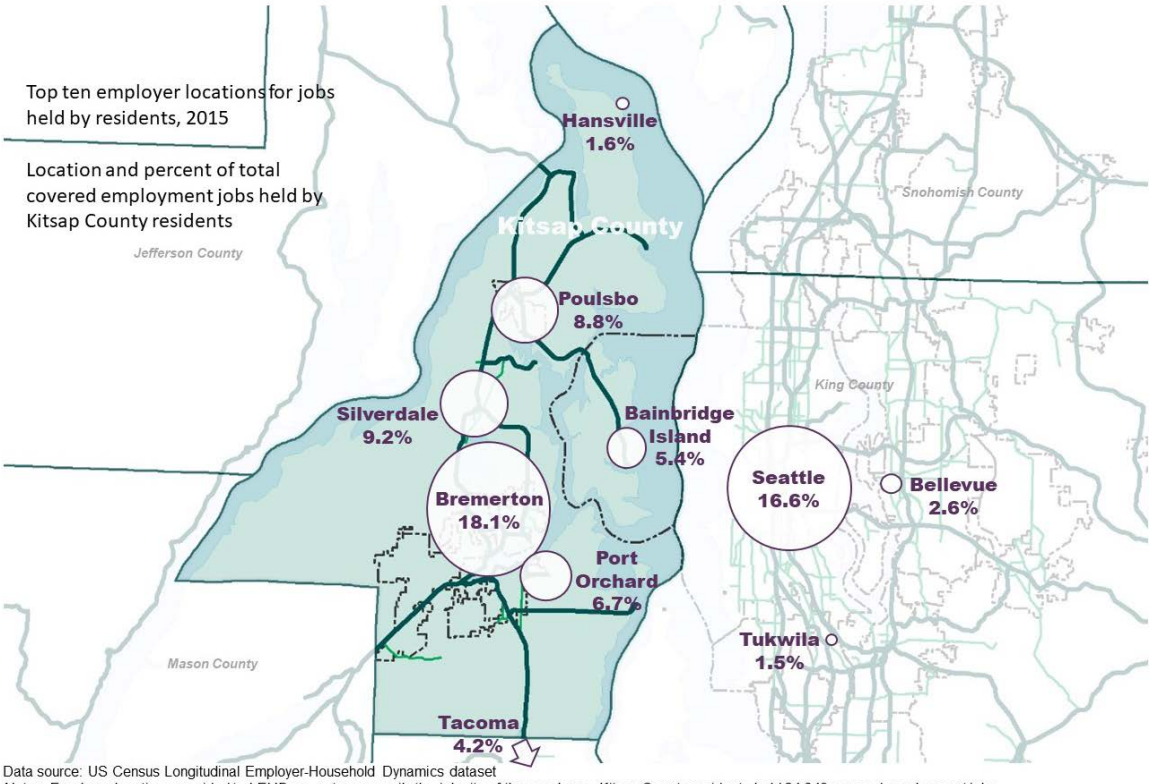
Exhibit 7-7: Veteran status in Kitsap County



Veteran population, by census block group

Data source: 2016 American Community Survey 5-year estimates

Exhibit 7-8: Employment locations in Kitsap County



Data source: US Census Longitudinal Employer-Household Dynamics dataset
Notes: Employer locations provided to LEHD are not necessarily the job site of the employee, Kitsap County residents held 84,349 covered employment jobs

Origins and destinations

Individuals with special transportation needs are located throughout the county, with the highest concentrations occurring within populated areas. Places to which people with special transportation needs may wish to travel in the county include medical centers, social service provider centers, schools, childcare facilities, libraries, shopping districts, and recreational areas. Examples of popular locations people travel to and from home include:

Bainbridge Island

- Virginia Mason Bainbridge Island
- Bainbridge High School
- Fort Ward Park
- Port Madison Lutheran Church

Bremerton

- Peninsula Community Health Services
- Star of the Sea Extended Care
- Kitsap Regional Library
- Our Lady of the Sea Catholic Church
- Puget Sound Navy Museum

Port Orchard

- Kaiser Permanente Port Orchard Medical Center

- Kitsap County Courthouse
- Harrison Medical Center
- Noah's Ark Daycare

Silverdale

- The Doctors Clinic
- Kitsap Regional Library
- Kitsap Mall
- Old Mill Park

Poulsbo

- Kaiser Permanente Poulsbo Medical Center
- Poulsbo Eyecare Center
- Kitsap Regional Library
- Safeway

Emergency services

Kitsap County is located between Hood Canal and the central Puget Sound area. The county occupies lowlands near the Olympic Mountains, and is surrounded by inlets giving the county roughly 210 miles of salt water coastline. Kitsap County has the longest coastline of any county in the continental United States. Although tornadoes, hurricanes, and tsunamis are unlikely, windstorms, and snow events are a real possibility. It is not a matter of if, but when Kitsap County could be hit with a major disaster such as an earthquake.

Kitsap County Department of Emergency Management

David Rasmussen, Public Information Officer/Public Educator
Phone: 360-307-5871
Email: dem@kitsapdem.org

Kitsap County Department of Emergency Management is responsible for providing the emergency and disaster services of the greater Kitsap County area including the cities of Bainbridge Island, Bremerton, Poulsbo, Port Orchard and the unincorporated areas of Silverdale. The department develops and maintains the Kitsap County Comprehensive Emergency Management Plans as a blueprint for response to a variety of emergency scenarios. The department also assists the cities located in Kitsap County with the development and maintenance of their Comprehensive Emergency Management Plans.

Mason County

Mason County has a total area of 1,051 square miles. Puget Sound borders the eastern side of the county, including Hood Canal, Case Inlet, and Totten Inlet. Major highways include US 101, and State Routes 3, 106, 108, 300 and 302. This chapter includes information on demographics, transportation providers, origins, destinations, and emergency services for Mason County.

Demographics

In 2017, the estimated population of Mason County was 63,710. Within the boundaries of Mason County are the following cities with the highest population:

- Shelton with 9,980 residents;
- Belfair with 3,931 residents; and
- Allyn-Grapeview with 2,917 residents

Within the boundaries of Mason County, the following two Indian tribes or nations are represented:

- The Skokomish Indian Tribe with a population of 777 members living on or near the reservation, and a transit service population of 2,148 riders; and
- Squaxin Island Tribe with 431 enrolled Tribal members living on or near the reservation.

Exhibit 8-1 shows the system demographics for Mason County in 2016, and the population types with special transportation needs as identified in this plan.

Exhibit 8-1: Mason County demographics

Type	Mason County	Percent of County	Peninsula RTPO	Percent of RTPO	Washington State	Percent of State
Population	59,666	100.0%	410,899	100.0%	6,939,622	100.0%
Seniors	12,885	21.6%	83,060	20.2%	992,842	14.3%
Youth	11,886	19.9%	83,129	20.2%	1,480,747	21.3%
Disabled	12,678	21.2%	70,436	17.1%	889,964	12.8%
Poverty	10,136	17.0%	51,060	12.4%	883,256	12.7%
No Vehicle	900	1.5%	9,205	2.2%	188,807	2.7%
Veteran	7,872	13.2%	55,399	13.5%	552,863	8.0%

The following exhibits show demographic and geographic information for Mason County.

Exhibit 8-2: Senior population in Mason County

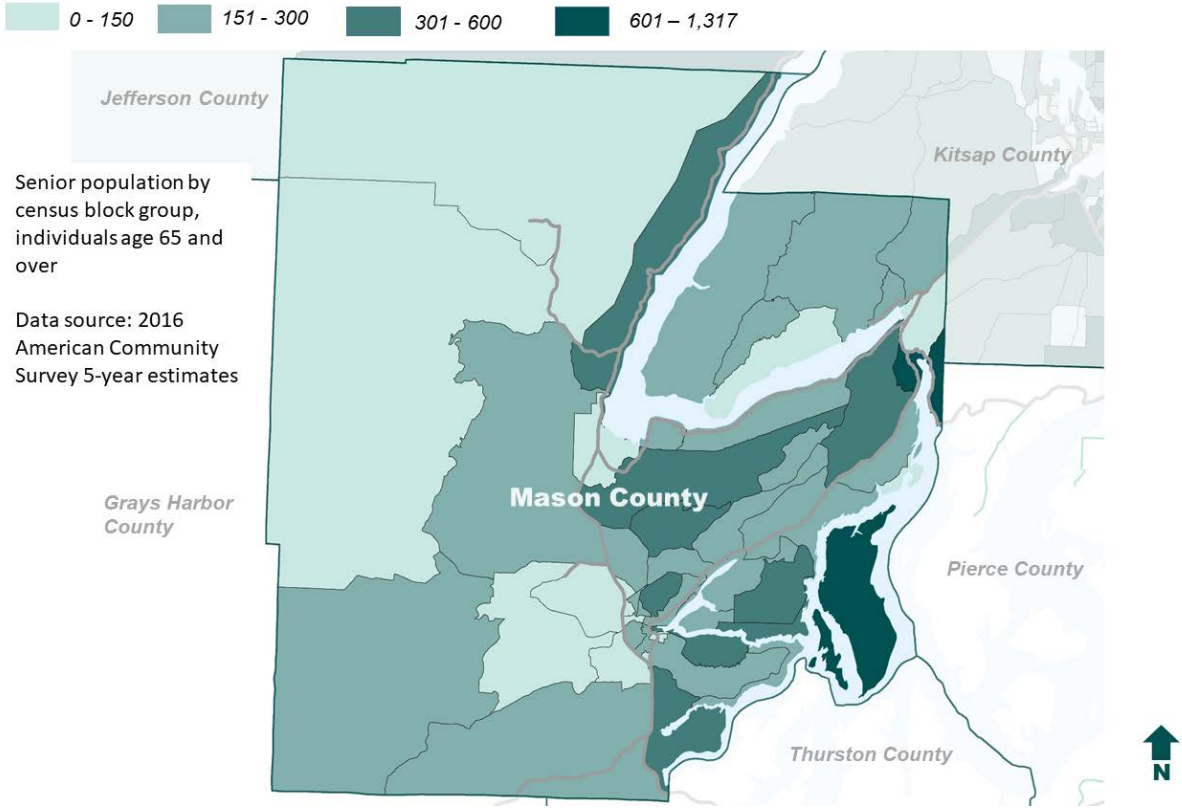


Exhibit 8-3: Youth population in Mason County

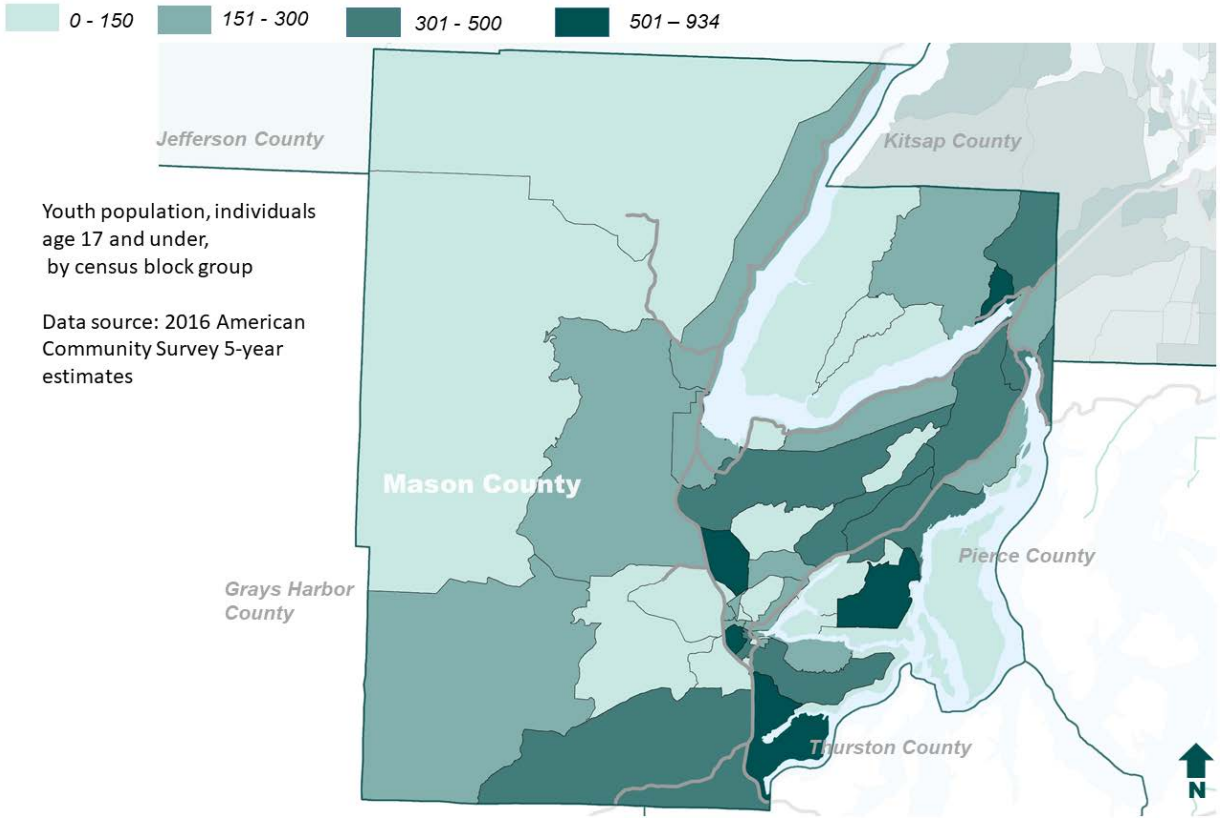


Exhibit 8-4: Disabled population in Mason County

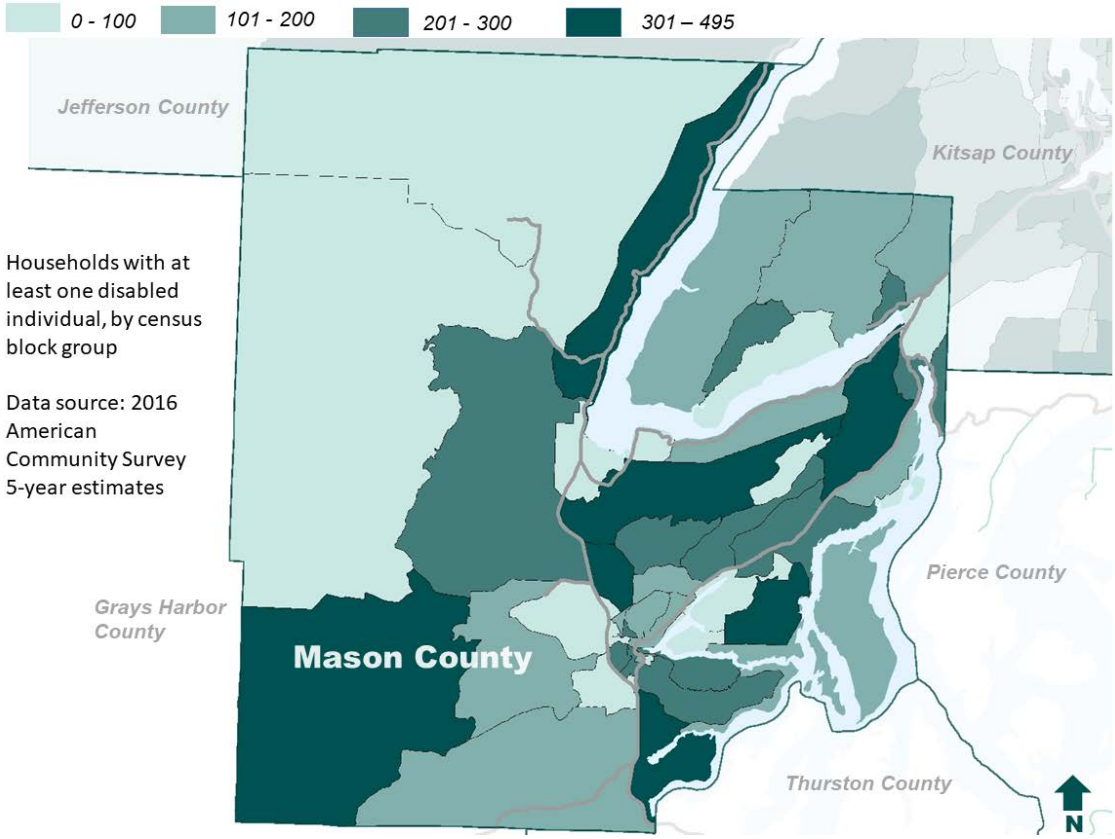


Exhibit 8-5: Population in poverty in in Mason County

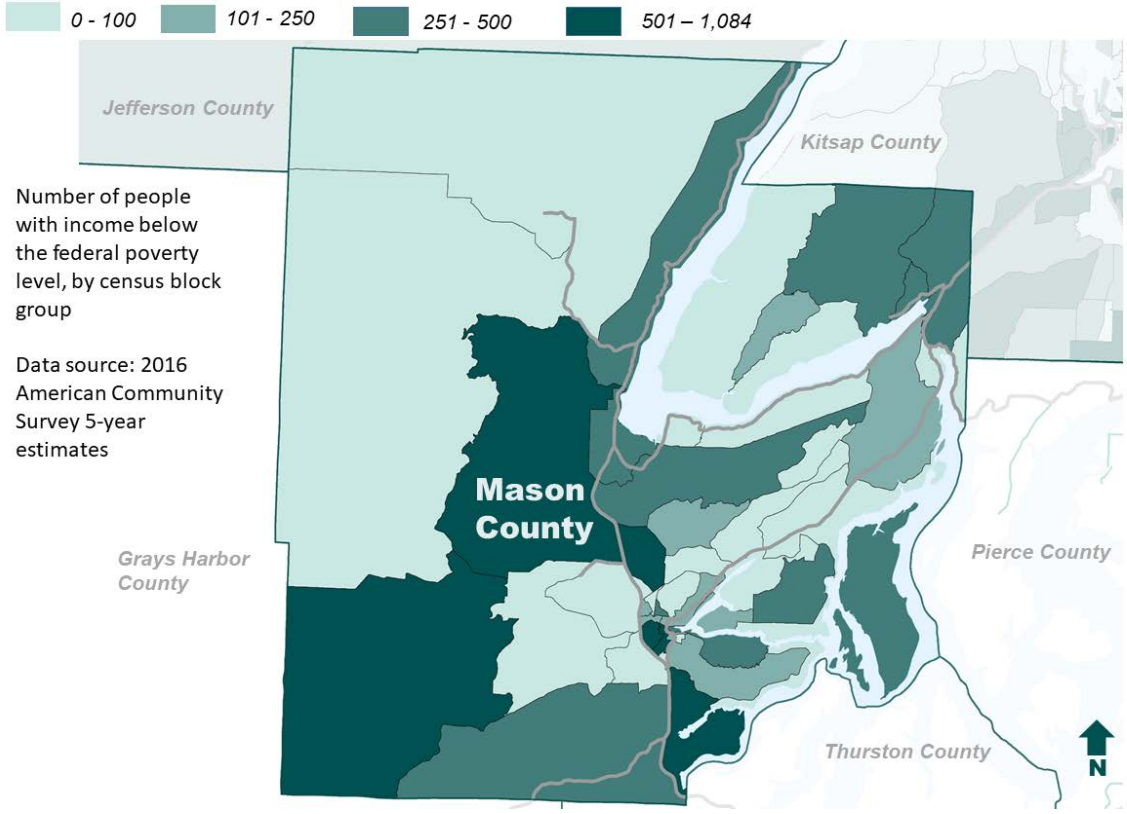


Exhibit 8-6: Access to a vehicle in Mason County

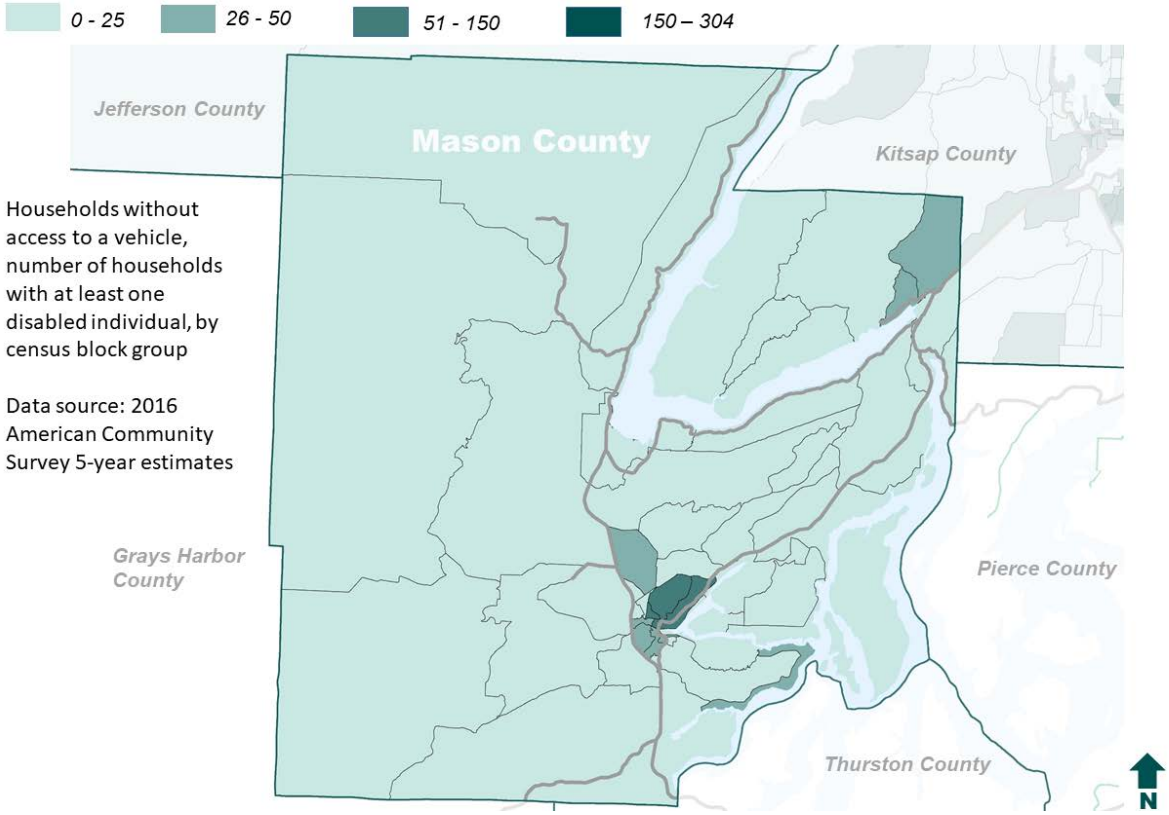


Exhibit 8-7: Veteran status in Mason County

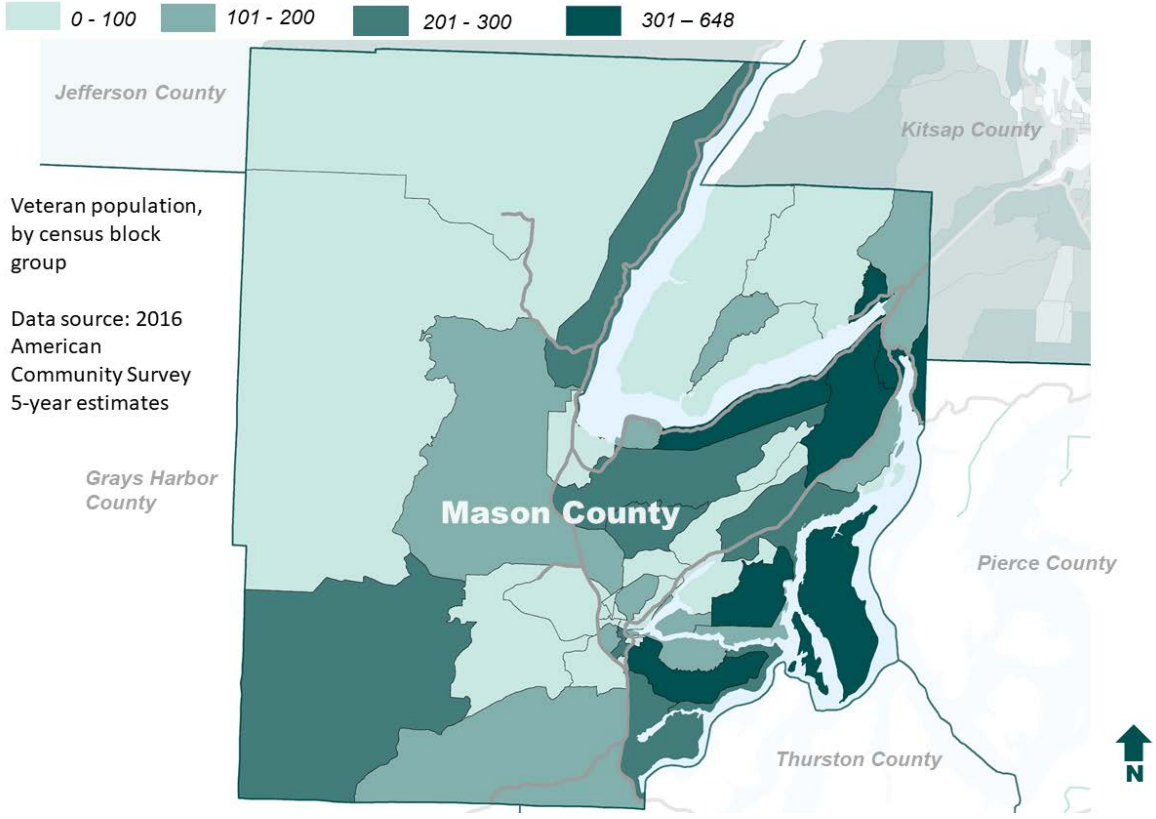
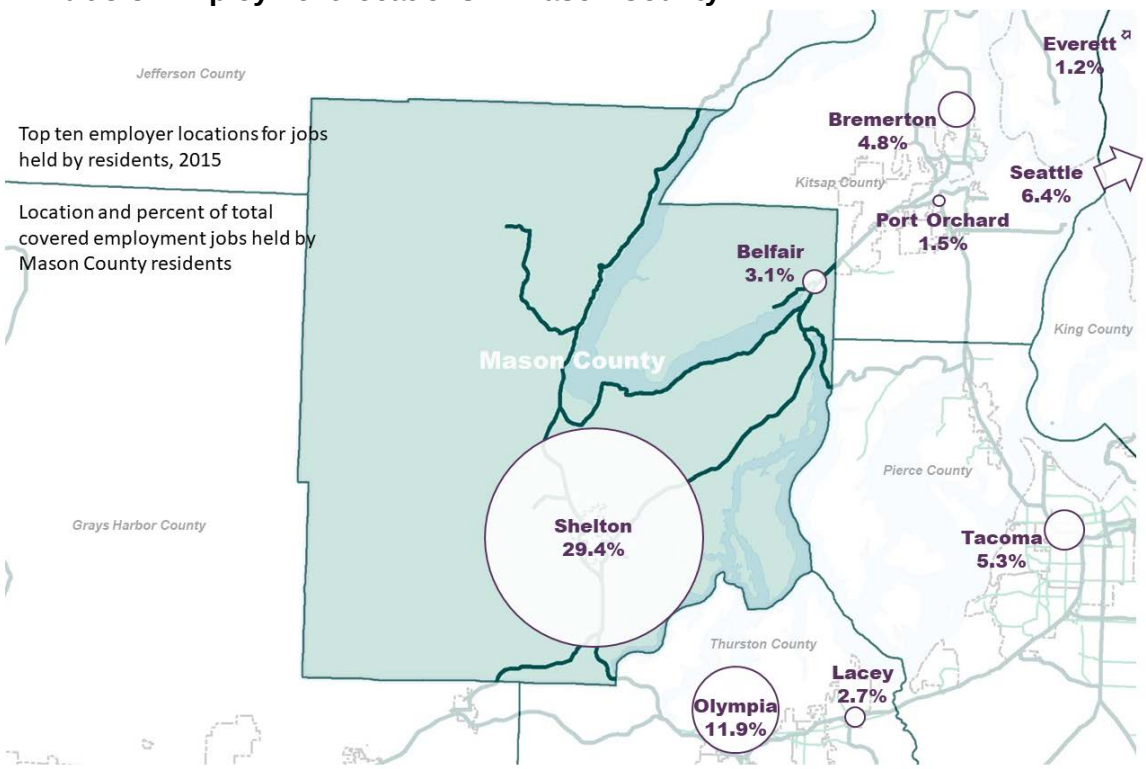


Exhibit 8-8: Employment locations in Mason County



Data source: US Census Longitudinal Employer-Household Dynamics dataset
Notes: Employer locations provided to LEHD are not necessarily the job site of the employee, Mason County residents held 21,301 covered employment jobs

Origins and destinations

Individuals with special transportation needs are located throughout the county, with the highest concentrations occurring within populated areas. Places to which people with special transportation needs may wish to travel in the county include medical centers, social service provider centers, schools, childcare facilities, libraries, shopping districts, and recreational areas. Some of the popular locations people travel to and from home include:

Belfair

- Harrison Medical Center
- Belfair Timberland Library
- Food Bank Belfair
- North Mason High School
- Belfair State Park

Shelton

- Mason General Hospital
- Shelton High School
- Shelton Civic Center
- Shelton Timberland Library
- Fred Meyer

Others

- Hoodsport Timberland Library

- IGA Hoodsport
- US Post Office Lilliwaup
- Port of Allyn Waterfront Park
- Triton Cove State Park
- Lake Cushman Maintenance

Emergency services

Mason County Division of Emergency Management

Phone: 360-427-7535
Email: www.co.mason.wa.us/questions.php

The Mason County Division of Emergency Management is responsible for the preparation, mitigation, response and recovery from any and all hazards that might impact Mason County. The purpose is to provide for the preparation and implementation of plans for multiple hazards and emergency support functions for the protection and benefit of persons and property within this county and to provide for the coordination of emergency response with all other federal, state, local, and public agencies, private persons, corporations, and organizations.

Transportation needs and strategies

The unmet transportation needs described in this chapter were identified through consultation with human service transportation providers, local mobility coalitions in the Peninsula RTPO area, and other outreach activities described in **Chapter 2**. The needs are grouped into two service types (i.e., fixed-route services, long-distance services) and seven user types (e.g. persons with disabilities, youth). The needs identified for each group, and their associated strategies may also apply to service types or users of another group. For this reason, the strategies that are identified in this chapter are numbered for convenience; strategies are not listed in priority order.

Unmet transportation needs differ among special needs transportation populations. At the most basic level, all residents of the Peninsula RTPO area need to access daily necessities without an undue financial or time burden. However, each individual's unique transportation needs are shaped by a variety of factors, including but not limited to, where they live and work, personal or cultural obligations, and medical conditions.

Demand for transportation service is increasing among special needs populations, competition is growing for limited funding opportunities. It is increasingly difficult for special needs transportation providers to meet demand for their services. Additional funding is needed to improve transit services and to meet new requirements. Many of the strategies identified in the chapter rely on improved funding to be implemented. For these reasons, Peninsula RTPO members request that Legislators maintain existing state funding and grant programs for transit.

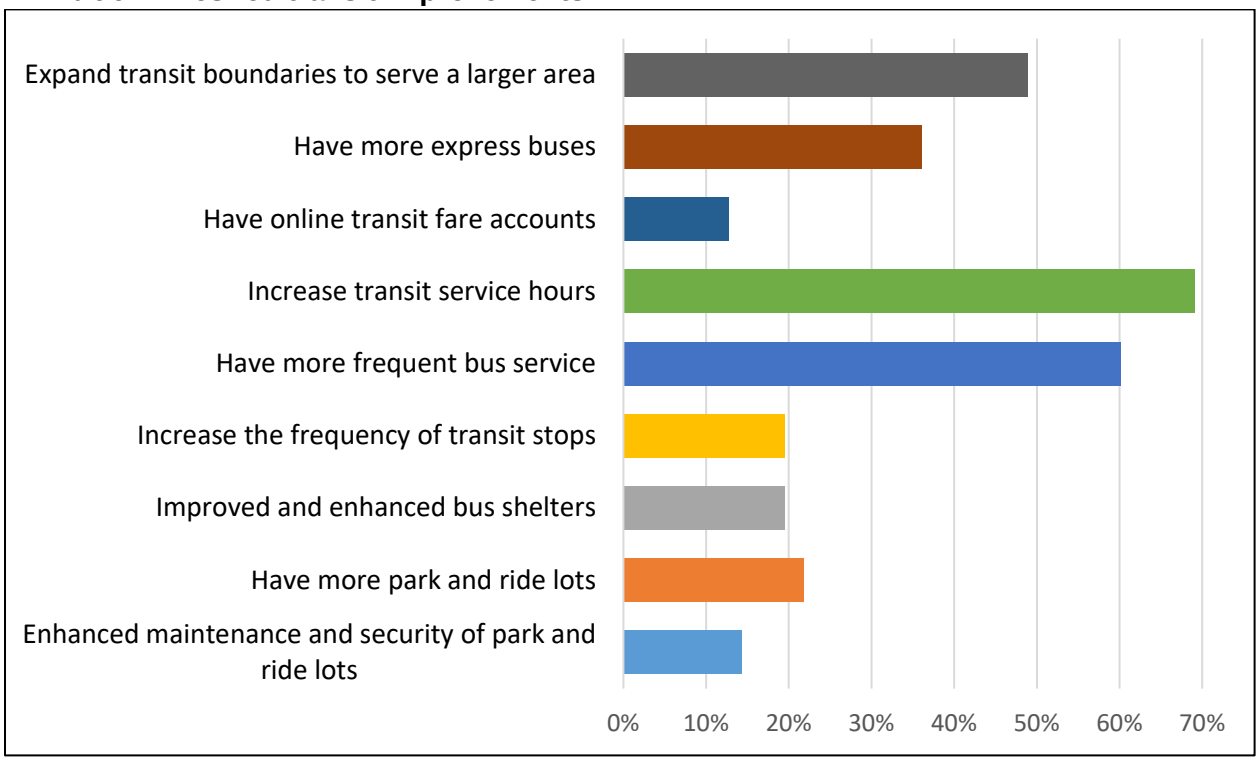
Fixed-route transit services

All four counties in the Peninsula RTPO area are served by public transit services focused on population centers. The transit systems provide a combination of fixed-route and deviated fixed-route service within and between communities. In addition, some tribes provide fixed-route or deviated fixed-route services. One of the most important needs for transit users is to maintain current levels of service.

Based on the outreach conducted, the transit use survey respondents would like to see improvements to service hours, frequency, and service area. A majority of responders, 69 percent, indicated that they would like to have transit service hours could be increased; 60 percent would like to have more frequent bus service; 49 percent would like to have expanded service areas; and 36 percent would like to have more express bus service. These results are shown in Exhibit 9-1.

Although valuable linkages are provided by public transit agencies, there are limitations with respect to service coverage, service span, weekend service, and frequency, which is typical of rural, sparsely populated counties. Fixed-route transit service operates primarily on a north-south orientation. As a result, east-west travel is cumbersome for transit-dependent populations and may require multiple transfers.

Exhibit 9-1: Desired transit improvements



Fixed-route transit service reductions are forcing individuals with special transportation needs onto higher cost transportation services. Transit service reductions have made it increasingly difficult to connect rural clients and riders to areas well served by fixed-route transit. People commuting to locations such as Seattle and Edmonds have trouble using local public transit given the service hours. In addition, current service hours limit those who use transit for recreational purposes. This is also important to reservation communities; tribes with casinos have workers arriving for shift hours 20 hours a day.

Free transportation for work-related activities to low-income job seekers could be an enhancement to existing fixed-route transit services. Intercity Transit in Olympia currently offers the Village Vans program that offers free transportation for work-related activities to low-income job seekers; Intercity Transit also offers a "Village Vans Driver Training & Job Skills" program that offers free professional training designed to help those in need build a career.

Strategies:

I. Lengthen weekday service hours. Mentioned frequently by stakeholders, service hours should be such so that bus service operates earlier in the day and later in the evening. This is especially true for people working entry-level jobs who need to work outside of the 9:00 a.m. to 5:00 p.m. workday.

II. Increase weekend service. The lack of weekend service is a challenge for those who need transit for employment transportation and for those making medical, shopping, social, or other types of trips. The lack of Sunday transit service throughout the Peninsula RTPO area makes it difficult for residents who want or need to travel between counties. Increasing service span and frequency on Saturday is also desired.

III. Increase service frequency. Although stakeholders would like to see more frequent service, it was mentioned less often than other needs, such as expanding service area and hours. Infrequent service makes it difficult to make convenient transfers.
IV. Expanding service areas. Limited service areas impacts rural areas most.
V. Maintain existing service levels on fixed route and paratransit services.
VI. Sustain current service levels of the existing transit systems, and in adjacent counties, to promote travel options throughout the Peninsula RTPO area.
VII. Maintain current service levels in economically disadvantaged areas, including tribal lands, to promote travel options and safety, and travel to vital goods, services, and educational/ employment opportunities.
VIII. Develop vehicle replacement program to sustain service levels.
IX. Improve transit amenities at transit stops. Transit riders need adequate facilities to await pickups. Bus stops and other transportation waiting areas may lack benches and adequate weather protection. Some transit facilities and bus stops may not have accessible walkways and safe crossings, and sidewalk ramps may not be level or are too steep. Shelter and informational kiosk technology can now address many of the conveniences that attract and keep ridership.

Long-distance and inter-county services

Many people living in the Peninsula RTPO area need to travel frequently between counties and to travel longer distances, such as to Seattle. Cross-county frequency trips outside the area and beyond are difficult at times due in part to limited coordination and revenue among service providers. In addition, transfer between different special needs transportation services is cumbersome and may result in additional wait time for a customer to complete a trip.

Continued coordination between service providers is needed to take advantage of existing services and connections. Traveling from one county to another is difficult due to differences in service hours, route connections, etc. There is a lack of transit connections that allow residents of rural areas as well as in the larger communities to travel longer distances to work as well as classes and training at community colleges. In addition, vehicles from different agencies may be traveling in the same corridor at the same time, but may be offering different services or serving different populations and cannot pick up additional riders.

Survey responders indicated that 58 percent wanted to travel to places that transit does not serve. Places ranged from church, county, state and national parks, Jefferson County Airport, and rural Kitsap County. Survey responders indicated that 72 percent of the transit users need transit service on weekends. However, some transit agencies do serve these areas, so additional marketing and education is needed.

The economy and social environment in the region is inextricably tied to the ferry service provided between Kitsap County and downtown Seattle by the Washington State Ferries (WSF) system and Kitsap Transit. This vital ferry service provides an important link for the Peninsula RTPO communities with the Central Puget Sound and the rest of the state. The WSF system is the east/west highway system over the waters of Puget Sound just as highways through the mountains link eastern and western Washington. The aging fleet and terminal infrastructure lacks a reliable funding source, which could force cuts in service. The Kitsap Transit's FAST Passenger Only Ferry service provides commuters service from Bremerton, Kingston, and Southworth in approximately 39 minutes or less. The Peninsula RTPO supports

legislation that provides a sustainable ferry system, which has long-term reliable funding and provides the region's communities affordable and reliable ferry service along with the ability to meet long-term capital needs.

Strategies:

X. Continue to provide convenient long-distance travel, especially to Seattle and the Puget Sound area. Many cited the importance of having convenient transportation to major urban centers, such as Seattle, for medical appointments, shopping and commute transportation.

XI. Continue to coordinate inter-county connections. One way the Peninsula RTPO transit agencies are achieving this is through inter-local agreements. For example, Clallam Transit and Jefferson transit have an inter-local agreement to provide services in adjacent areas.

XII. Continue to improve regional coordination by participating in quarterly meetings. Efforts should be made to improve coordination among regional transit providers to ensure that their services connect with each other, that service policies are as consistent as possible, and that there is a forum for information sharing among the various transit agencies and tribes that sponsor public transportation services. This will assist transit agencies and tribes with decreasing costs and increasing efficiencies. Traveler information technologies are too advanced or are too difficult to acquire for some users.

Services for persons with disabilities

Transit service to destinations outside of major activity centers is inadequate to meet the needs of special needs populations. People with disabilities have challenging transportation needs as many cannot drive and depend on public transportation for a variety of trip types. Paratransit systems generally do not provide same-day service, which means riders must always plan trips in advance and cannot be spontaneous about travel.

In accordance with the Americans with Disabilities Act (ADA), eligible persons must be minimally provided complementary paratransit services within ¾ mile of fixed-route service during the same days and times that fixed route services operate; it is up to the discretion of the transit agency to provide service beyond ¾ of a mile. Those who have a disability, but do not qualify for paratransit service or are outside of the service area have a particular challenge finding transportation.

Many people with disabilities have an entry-level job, which often requires working during the evening and weekend hours. This is precisely the time when public transit runs infrequently or not at all. Some stakeholders mentioned that the Department of Social and Human Services recently changed the way in which they operate their programs for persons with developmental disabilities. Instead of providing group-oriented services, individual case plans are now more common. This creates more challenges to link services between housing and employment training, especially if they are not located on bus routes.

Complimentary ADA paratransit service is funded locally through the transit authority's tax base. Since this service is federally mandated, without a separate funding base, ADA paratransit service both competes with funding for fixed-route service and adds to the cost of providing the same.

In addition, social service agencies do not always have adequate information regarding available transportation choices for their clients, particularly if transportation is not offered by the social service agency. This may result in referral to less efficient transportation options than those that are actually available.

Strategies:

XIII. Provide additional transportation services where paratransit does not meet the need. There is a need for additional transportation services to meet the needs of people with disabilities, especially those living outside of paratransit service areas. Some have mentioned the need for new or expanded volunteer driver programs.

XIV. Improve transportation service for those outside of ¾ mile service area. Some of the transit agencies, such as Clallam Transit, Jefferson Transit, and Kitsap Transit go beyond the minimum ADA requirement when providing paratransit services by extending the service area outside of the ¾ mile boundary. Stakeholders remain concerned with sustainability of this extra level of service demand for those living outside the service area due to revenue limitations.

XV. Focus Emergency Service Plan on transportation needs of special needs populations. Not all counties have an Emergency Services Plan that defines how people with special needs will get around in the event of an emergency such as an earthquake or other natural disaster.

XVI. Enhance fixed-route services to meet needs of people with disabilities. Many stakeholders cited the lack of early morning, later evening, and Sunday service as a barrier to effective transportation services that impact the transit dependent.

XVII. Provide additional technological solutions. Special needs populations have limited access to new travel information resources, including mobile and web-based applications.

XVIII. Improve community meetings. The commitment of transit agency customer service staff outreach is vital in reaching the special needs user groups. For example, transit agencies could attend community and social service meetings to connect with and share information about services available, or upcoming changes to current services. Agencies could also hosts quarterly meetings with limited English proficiency groups and agency advocates to share any upcoming changes or plans with services, and to get feedback from customers.

Services for older adults

Older adults are becoming a higher percentage of the Peninsula RTPO population. The four counties have significantly higher percentages of older adults – especially Clallam and Jefferson Counties which have approximately twice the percentages of older adults as Washington State – and significant numbers live in the most rural areas; this accentuates their need for transportation services as they likely must travel longer distances to get to their medical, shopping, and social appointments. Meeting their transportation needs will continue to be an ongoing challenge with changing needs, and growing populations.

Transit use statistics align well with needs for older adults. A majority of survey responders, 55 percent, use transit to gain access to employment, while 52 percent use transit to attend community events. Additionally, 39 percent use transit to medical appointments; 39 percent use transit to grocery shopping; and 32 percent use transit to conduct their banking needs.

Strategies:

XIX. Provide and improve services that support those “aging in place”. It is important for older adults to have accessible transportation services in order for them to keep their independence.

XX. Provide additional transportation services where paratransit does not meet the need. There is a need for additional transportation services to meet the needs of older adults, especially those living outside of paratransit service areas.

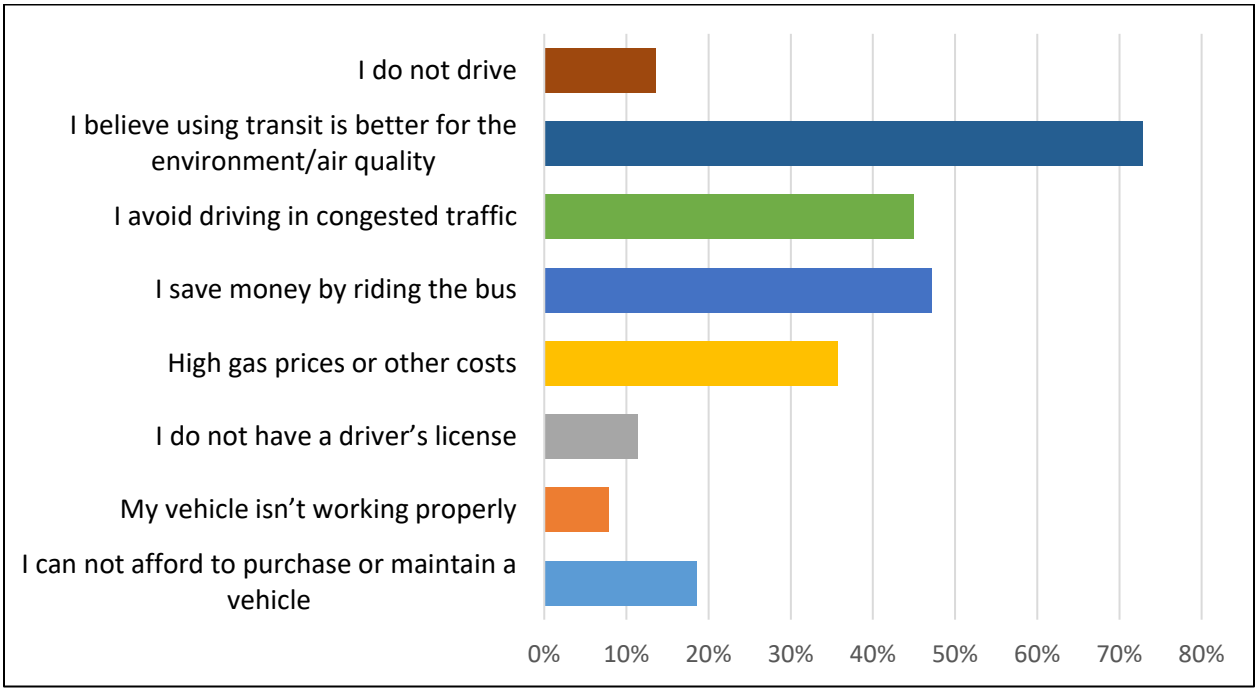
XXI. Implement travel training programs. Some older adults and disabled passengers could benefit from travel training, which assists new and existing riders with learning about available transportation services. This is especially the case where services may have recently changed and where existing programs are not equipped to provide training.

Services for low-income populations

The affordability of transportation is a concern for low-income populations. Long-distance trips are especially expensive, and may be required for those traveling for work, medical appointments, etc. Some stakeholders mentioned that increased rates, service cuts and boundary line reductions remain factors that contribute to less accessible and affordable transportation. Low income population needs include affordable, reliable, safe, and convenient access to appropriate transportation options with convenient trip planning and seamless trip connections.

Nearly half of survey respondents, 47 percent, prefer to save money by riding the bus; 36 percent ride transit due to the high gas prices or other costs; 19 percent cannot afford to maintain a vehicle. These results are shown in Exhibit 9-2.

Exhibit 9-2: Reasons for transit use



Area residents need transportation service enhancements that support improved access to jobs or training opportunities. Most entry-level jobs (nursing homes, office jobs, hospitality industry, and agriculture) are located in larger population centers, such as Port Angeles, Port Townsend, Shelton, Bremerton, etc. Mason County's many entry-level jobs require employees to be at work during non-traditional commute hours, such as early in the morning, late at night or on weekends. People working these low-income positions often do not have enough money to purchase, maintain, and fuel a private automobile and rely on public transit or other means to get to work.

Strategies:

XXII. Maintain transportation services for vulnerable populations. Kitsap Transit is one agency that has worked closely with the Social Service agencies in Kitsap County to assist vulnerable populations (e.g. low-income, homeless, potentially homeless, etc.). The County has developed a coordinated method through which those in need can obtain access to transportation, housing, food and other resources for free. Kitsap Community Resources developed and administers a program that provides free-fare tickets which are valid on Kitsap Transit services. Free fare tickets are distributed by various Social Service Agencies in the area to their clients in need and assists them in securing transportation to numerous lifesaving community services.

XXIII. Continue to improve access to employment. Job access in the four counties would be improved by implementing service to job centers outside traditional commute times.

XXIV. Continue to make transportation more affordable.

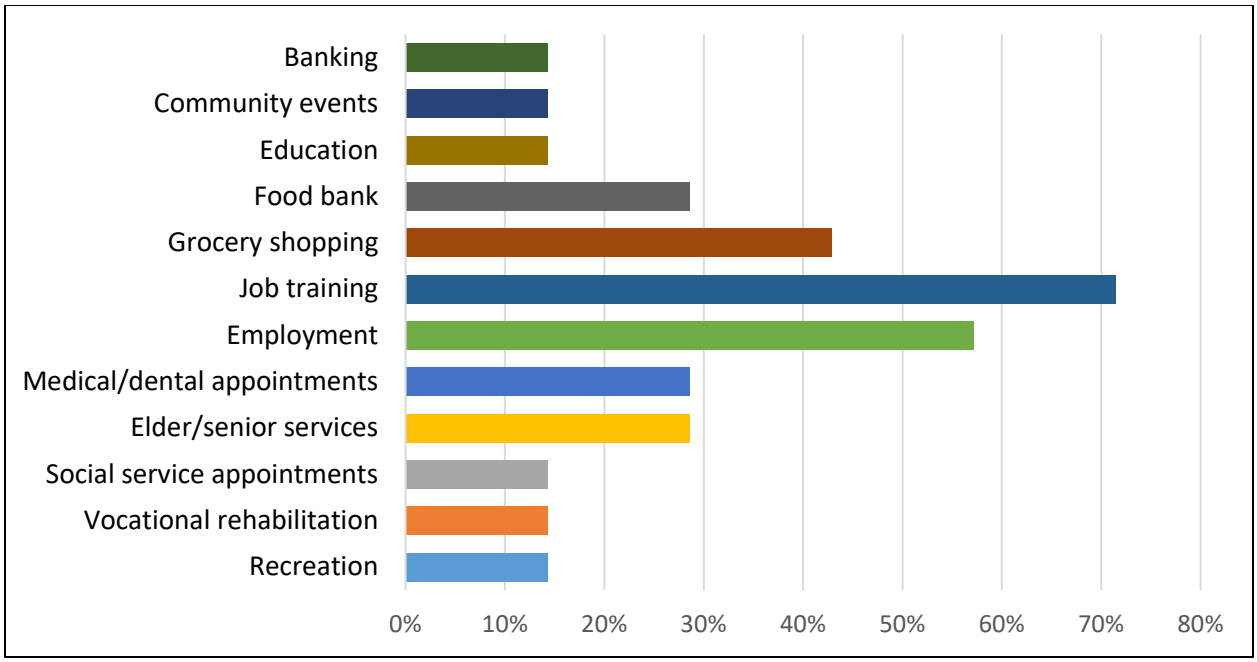
XXV. Continue to provide transportation to critical services. Low-income populations need transportation to critical services at various levels in the Peninsula RTPO area.

Services for tribal members

Transportation services are critical for economic development of all of the tribes. Without access to quality transportation services, tribal governments, tribal citizens and tribal businesses cannot fully take advantage of regional economic opportunities. In addition, transportation is important for accessing necessary goods and services. Within the Peninsula RTPO area, there are ten tribes with varying transportation needs and resources. Tribal lands are located in rural areas and have a strong need for transportation services in order to be able to access regional economic opportunities as well as necessary goods and services. Furthermore, many people need transportation onto tribal lands, as many serve as major employers.

Social service providers indicated that access to job training, employment, and food are top needs of both tribal and non-tribal clients. Respondents stated that 71 percent of their clients need transportation to access job training; 57 percent need transportation to employment; and 43 percent need transportation to the grocery store. These results are shown in Exhibit 9-3.

Exhibit 9-3: Greatest needs reported by social service providers



Transportation needs for the Hoh Tribe include:

- Needs assessment
- Feasibility Study for public transportation
- Develop Transit Plan in relation to other transit authorities in the area
- Regular service to and from the reservation, and connection to Jefferson Transit system on US 101.

Transportation needs for the Jamestown S'Klallam Tribe include:

- Establish transit service and paratransit services to the Tribal governmental facilities and the 7 Cedars Casino. The Tribe does not currently operate any transit services. Tribal citizens can access the local transit systems, Clallam Transit and/or Jefferson Transit, for transportation within the limits of each transit agency's service area. However, service is infrequent and access to public transportation for the Tribe's elderly and disabled is severely limited.
- Maintain current service, add transportation services for elders, and provide late night and weekend transit service to accommodate employees working in the hospitality industry. The Tribe's resort hotel will be completed in spring of 2020. It is expected to create 100 additional jobs. These employees could benefit from having transit service to get to work.

Transportation needs for the Lower Elwha Klallam Tribe include:

- Establish bus stop and improve accessibility. There is no official Clallam Transit bus stop at the Lower Elwha Health Clinic on US 101, but the bus will stop on the shoulder. Passengers who use public transit eastbound must cross highway traffic to access the bus.
- Maintain and extend Elwha Transit Operations. The Elwha Transit Pilot Project ran four trips per day during 2014 summer months. October 15th to May 15th Elwha Transit will operate two trips per day. The Tribe would like to maintain at least four trips per day year round and extend service from four to five days per week.

- Improve rider access for highway stops. Elwha Transit provides off-highway access to the Health Clinic and Justice Center. Clallam Transit provides highway stops at these two locations. Reduced speed limit on US 101 from 55 mph to 45 mph to facilitate transit access.
- Provide monthly shopping opportunity. Lower Elwha Klallam Strategic and Transit Plans (2012) both prioritize establishing transit opportunities for shopping. Shopping opportunity would be a monthly trip from the Lower Elwha Tribal Center in the Valley and the Gathering Place at the Heights to Port Angeles.
- Provide Elder transport to Senior Lunch Program. Many elders receive home-bound lunch delivery due to lack of transportation. Pick-up and return service for elders from residential areas to the Tribal Center would provide not only a hot lunch, but also social contact and some exercise.

Transportation needs for the Makah Tribe include:

- Assist transit-dependent population with accessing critical services. Public facilities are primarily concentrated in the Neah Bay area. However, the reservation has limited road infrastructure and the Tribal populations are widely dispersed, making it challenging for the low-income, elderly and handicapped to access essential services.
- Improve public transportation. There is a need to provide reliable public transportation for low-income people, older adults, and people with disabilities as well as the general public to primary destinations such as the General Store, Post Office, Health Clinic, Makah Tribal Government Business Offices, Senior Citizen Program, Social and Health Services, Commodities Program and connections to the Clallam Transit Service.

Transportation needs identified in the Port Gamble S'Klallam 2012 Tribe Transit Service Study include:

- Phase I includes coordination and utilization of existing services, both those available through Kitsap Transit and the various departments within the Port Gamble S'Klallam Tribe. Phase I was partially implemented within the first year after adoption of the study.
- Phase II is recommended to be an extension of Kitsap Transit service, to be negotiated with the agency directly. Phase II is subject to transit demand, funding availability, and negotiations with Kitsap Transit.

Transportation needs for the Quileute Tribal Nation include:

- Establish a vehicle replacement program to maintain service. One of the Tribe's top priorities is to replace the buses and ensure safe and reliable shuttle service for the community. The vehicles are currently past their life expectancy and without new vehicles service cannot continue. The Quileute Tribe is in the preliminary stages of creating inter-local agreements that partner their shuttle service with Clallam Transit and Jefferson Transit to increase service and efficiency while decreasing the total cost to all three agencies.
- Hire additional staff to oversee shuttle operations and act in a dispatch capacity. The Tribe employs two full-time shuttle operators and four quarter-time drivers, but does not have funding for a dispatch coordinator or transit manager. In order to become the sole provider of service for the La Push community and decrease the costs for Clallam Transit, a mobility coordinator could be hired to facilitate the management of the Quileute Community Shuttle Program.

- Improve the communications system. The existing communications network is insufficient for daily operations by cell phone as well as during a significant natural disaster.

Transportation needs for the Skokomish Indian Tribe include:

- Producing long range plans for the development of US 101 through the Skokomish Tribal Community.

Transportation needs for the Squaxin Island Tribe include:

- Maintain current service. Squaxin Transit is the only public transit service for residents on the Squaxin Island Reservation. Squaxin Transit provides essential on and near reservation service and critical connections to major employment, shopping and medical service centers in Thurston and Mason Counties. Squaxin Transit operates a Transit Hub at the US 101/SR 108 interchange, and coordinates with MTA to meet regional transportation needs.
- Establish demand response program. The Tribe currently operates deviated fixed route services and would like to move to a demand response program to better serve the community. A demand response system would allow for more flexibility in meeting client needs. Implementation of this change is contingent on operating funding.
- Address needs of those working late shifts. The Tribe also plans to address the unmet needs of those who work late shifts in the commercial area. They would like to extend service hours and add vanpool capacity to accommodate workers who get off their shifts at night and need transportation back to the housing area.

Strategies:

XXVI. Create and maintain tribal transportation services. There is a need for transportation within tribal lands to access local services, social functions, employment opportunities, medical care and, social services.

XXVII. Promote regional transportation options for tribes. There is a need for regional transportation connections so that services such as specialized medical care, employment opportunities, and vital goods and services can be accessed off-reservation.

XXVIII. Make use of limited transportation funds through coordination. Tribes, especially those with smaller budgets, have limited local funding for transportation services. Therefore, coordination will help with increasing efficiencies and decreasing costs. Many tribes have already established coordination models with each other, or with local public transit agencies. These efforts serve as a good starting point for future enhancement of coordination activities.

XXIX. Obtain funding to begin or improve available transportation services. Transportation funding is needed for tribes to begin or improve transportation services. This includes resources for vehicle procurement, operating funds, and dedicated staff.

XXX. Create transportation services that will support the economic development of local tribes. Access to transportation is a critical component of an economic development strategy for the tribes. Tribal members need access to higher education, job training programs, and regional job opportunities. Tribes will continue to need local circulator services on their reservations as well as connections to regional transportation.

Services for rural populations

Public Transportation connects people to their jobs and vital community services. Public transportation is their only option for many rural residents. Many people live in unincorporated areas, and in Clallam and Jefferson Counties, a considerable number live along the coast. This dispersion, as well as extreme topography and difficult road conditions, makes it challenging to efficiently serve the population with transit and paratransit services.

Currently, public transit does not serve all of the rural portions of the counties on weekdays. Where there is bus service, there are also limitations with respect to early and later evening service and as well as Sunday bus service. Given the rural nature of the counties in the Peninsula RTPO area, public transportation is limited and in some cases not available in some communities. In large portions of the counties, the population is not concentrated enough to provide comprehensive public transit everywhere. Therefore, isolated and small populations can be difficult to serve with public transportation. Research has noted that there is a fairly substantial number of homeless living undocumented in rural areas. The homeless element continues to be one of the greatest special needs groups without a suitable solution regarding transportation access.

Peninsula RTPO members request that Legislators maintain existing state funding and grant programs for transit. In addition, a statewide grant program could help to improve non-motorized access to designated transit routes in rural areas and within urban growth areas. A lack of safe and comfortable access to transit routes is a deterrent to potential transit users. The increased use of existing transit services or through innovative transit service design will increase the financial sustainability of transit routes through increased fare revenues.

Strategies:

XXXI. Improve travel options within rural areas and from rural areas to more populous locations. Area residents need to travel throughout the Peninsula RTPO area for social, medical, and work trips. Unfortunately, lower population densities make it difficult to provide transit services.

XXXII. Expand access to critical services. Many areas within the Peninsula are rural, low-density and a long distance from larger urban areas. Many critical services, including higher education, social services, major medical care, and bulk shopping are not available in close proximity and require long-distance travel. Increasing transportation options to these services is important for these communities.

XXXIII. Improve infrastructure near/leading to transit stations. Rural and suburban roads can be unsafe for pedestrians and wheel chair users.

Services for veterans

The distance to get to and from medical facilities from most communities within the Peninsula RTPO area is a challenge—it can take up to five hours one way. The two closest Veterans Administration hospitals to the Olympic Peninsula are located in Seattle and Lakewood. Many veterans take advantage of services provided by the private non-profit agency, Disabled American Veterans, which operates a volunteer transportation program. There are also smaller health care centers, in various communities, including Port Angeles and Bremerton. Some veterans living in rural areas have access programs that entitle them to receive medical coverage from a private provider with costs paid for by the Veterans

Administration. It is a popular program as many veterans in rural communities prefer receiving their medical services locally to having to make long trips to an authorized medical facility.

Strategies:

XXXIV. Coordinate regional transportation resources to improve transportation for veterans. Currently, there is little or no coordination with public transit services. A centralized infrastructure is needed to allow for trip planning capacity.

XXXV. A mobility manager is needed to promote coordination and to manage the various transportation programs for veterans. Jefferson Transit is one agency that established a mobility coordinator to work closely with the veterans programs in Jefferson and other counties.

XXXVI. Use paratransit services more efficiently. There is a need for better use of paratransit services, especially for the remote, rural areas. Some people have to travel 20 miles just to get to transit.

XXXVII. Seek opportunities to coordinate efforts with the Medicaid non-emergency program need to be explored.

XXXVIII. Bring critical services/programs to those in remote areas: If long distances cannot be covered, there should be efforts to bring critical services to veterans in remote areas.

Services for youth

Families need assistance in transporting youth to and from after-school programs and extracurricular activities, as well as to and from day-care service. In addition, various educational and recreational programs require after-school transportation in order to get youth to the various activities.

Transportation providers do not group trips or offer shared rides. This can result in eligibility requirements preventing shared trips, perceived increased liability, or an agency's concern that funding will be jeopardized if they transport someone who is not their client.

Strategies:

XXXIX. Provide family-oriented transportation. This is particularly vital for low-income populations who may not be able to afford a private vehicle and who may have long work trips. Transit agencies offer reduced fares to low income and youth.

XL. Improve access to transit information. Area residents need a website and one-stop call number so they can easily access information about all of the available transportation services. As an example, Kitsap Transit rebuilt its website and offers a toll free phone number directly to a customer service office, as well as the ability to electronically send in comments, complaints, suggestions, and compliments.

Funding and project list

This section covers the WSDOT Consolidated Grant Program funding, the process undertaken by Peninsula RTPO to develop a list of priority projects for the region, and a prioritized project list.

Consolidated Grant Program

WSDOT uses a single process to distribute state and federal public transportation funds called the Consolidated Grant Program. Projects funded with this program improve public transportation within and between rural communities, provide transportation services between cities, purchase new buses and other equipment, and provide public transportation service for seniors and persons with disabilities. Nearly $62 million was available in the 2017-2019 biennium from this program. Projects were awarded funding based on scoring and ranking criteria established by WSDOT, an advisory committee, and the priorities of regional planning councils.

Federal funding administered through this program include:

- 5304 – Statewide Planning Program
- 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program
- 5311 – Rural Area Formula Program
- 5339 – Bus and Bus Facilities Formula Program
- Surface Transportation Program

State funding administered through this program include:

- Rural Mobility Grant Program – Funding to support rural and small urban areas statewide.
- Paratransit/Special Needs Grant Program – Funding to sustain and expand services to special needs populations.

The 2017–2019 detailed application requirements, instructions, and processes was made available to applicants through the WSDOT website www.wsdot.wa.gov/transit/grants. New to this round of grant funding was the ability to fund projects for more than one biennium. Only those projects sustaining operating and mobility management are eligible to be funded for more than one biennium. At the end of the project's first biennium, the Peninsula RTPO has the option to decide whether the project will continue into its second biennium with the same or a lower ranking level. Project applicants were competitively evaluated based on local and state criteria described below. To receive funding, projects must either be included in the CPT-HSTP or minimally be able to state that the project addresses identified needs and/or strategies contained in the CPT-HSTP.

Project list development

Project submittals

On June 15, 2018, WSDOT's Public Transportation Division released a Notice of Funding Availability for the 2019-2021 Consolidated Grants program. To give the notice as wide of distribution as possible, it was forwarded to the Peninsula RTPO's CTP-HSTP email distribution list with over 100 subscribers. On August 10, 2018, Consolidated Grant applicants were asked to provide a Letter of Intent to the Peninsula RTPO by August 24, 2018. The purpose of the Letter of Intent was to provide an estimate of the number

and types of Consolidated Grant applications to expect. It also helped identify those missing Consolidated Grant Applications that were due to WSDOT's Public Transportation Division by September 14, 2018. Grant applicants were also tasked with submitting a copy of their grant application to the Peninsula RTPO. The contact information listed on the Letter of Intent made it possible to contact the grant applicants if needed.

Ten applicants submitted a total of nineteen grant applications to be prioritized: Clallam Transit System; Ecumenical Christian Helping Hands Organization (ECHHO); Jamestown S'Klallam Tribe; Jefferson Transit Authority; Kitsap Transit; Lower Elwha Klallam Tribe; Makah Tribe; Mason Transit Authority; Olympic Community Action Programs (OlyCAP); and Squaxin Island Tribe. A Consolidated Grant Ranking Committee was formed consisting of neutral participants who are not submitting a Consolidated Grant application during this call for projects.

Scoring criteria

The Peninsula RTPO created a five criteria weighted worksheet as a tool to aid in scoring the grant applications. This tool is the basis for the Peninsula RTPO's priority ranking. It also helps the grant applicant demonstrate how their project supports the identified grant ranking criteria elements. There is a maximum score of 50 points possible. Grant applicants were tasked with completing the worksheet by describing how their grant project supports each of the following criteria:

1) Preserves stand-alone transportation services. Applicants were asked to indicate how their projects continue transportation service currently in operation between two existing end points. A total of 15 points were possible.
2) Preserves regional continuity of mobility. Applicants were asked to indicate how their projects continue the operation of a regionally significant transportation service route. A total of 10 points were possible.
3) Demonstrates fulfillment of human transportation services. Applicants were asked to indicate how their projects address the deficiencies noted in the Peninsula RTPO's 2014 Human Services Transportation Plan. A total of 10 points were possible.
4) Promotes inter-agency and/or service coordination. Applicants were asked to indicate how their projects support coordination of like services with other transportation service related providers. A total of 10 points were possible.
5) Defines performance measures. Applicants were asked to document how success of an operation or capital grant is measured. A total of 5 points were possible.

Scoring process

For the 2019-2021 round of project ranking and prioritization, committee members included: Bek Ashby from the City of Port Orchard, Dick Taylor from the Port of Shelton and Theresa Turpin from WSDOT's Olympic Region. Committee members referenced the criteria when reviewing the grant application to pre-score each grant application.

On October 11, 2018, the Peninsula RTPO held a 2019-2021 Peninsula RTPO Consolidated Grant Applications workshop to prioritize the grant applications, as required by WSDOT's Public Transportation Division. At the workshop, grant applicants were given 5 minutes per application submitted to present the highlights of their project(s) and to answer any questions that the ranking committee members had.

Following the presentations, ranking committee members deliberated and provided a combined numerical score for each grant application.

In addition to this scoring, the Peninsula RTPO also assigned a letter grade to each of the applications to give emphasis to projects that address special needs populations; all projects were ranked with either an "A", "B", or "C". The number of letter grades allocated to the RTPO is determined by the RTPO's special needs population, as determined by WSDOT's Public Transportation Division. The Peninsula RTPO's ranking allotment was 21 total spots, seven each at the A, B, and C levels. Since only 19 applications were submitted, the Peninsula RTPO awarded 7 "A", 7 "B" and 5 "C" level projects. The RTPO's ranking counts for one-third of the total possible value of the state's competitive process, and received the following number of additional points:

- "A" level projects received 50 additional points
- "B" level projects received 25 additional points
- "C" level projects received 12 additional points

Prioritized project list

The projects submitted for scoring were rank listed based on their total scores and levels. The Peninsula RTPO Technical Advisory Committee reviewed and approved the list at their October 18, 2018 meeting. The Peninsula RTPO Executive Board reviewed the list at their November 16, 2018 meeting and recommended the list be submitted to WSDOT's Public Transportation Office. Ranking and prioritization recommendations for Peninsula RTPO's 2019-2021 Consolidated Grant Program applications are shown in Exhibit 10-1.

Exhibit 10-1: Project ranking and prioritization

RANK	PROJECT SPONSOR	PROJECT NAME	PAGE # AND NEED	2019-2021 FUNDING	2021-2023 FUNDING
"A" Level Projects					
1	Kitsap Transit	Vehicle Replacement - Five Bio-Diesel Buses	Page 64 Need XXXI	$2,168,000	
2	Mason Transit Authority	Operating Assistance - General	Page 57 Need XI	$1,067,000	$1,109,722
3	Clallam Transit System	Operating Assistance - Paratransit	Page 58 Need XIX	$1,643,280	$1,766,339
4	Jefferson Transit	Operating Assistance - East Jefferson County Service	Page 57 Need XIII	$2,173,692	$2,238,905
5	Makah Tribe	Vehicle Replacement - Two Buses	Page 63 Need XXVI	$182,500	
6	Squaxin Island Tribe	Operating Assistance - General	Page 63 Need XXVI	$199,500	$209,475
7	Mason Transit Authority	Operating Assistance - Deviated Fixed Route Service	Page 55 Need I	$505,440	$525,658
"B" Level Projects					
1	Clallam Transit System	Vehicle Replacement - Ten Coaches	Page 55 Need IV	$4,001,574	
2	Mason Transit Authority	Operating Assistance - Demand Response Service	Page 58 Need XX	$1,244,880	$1,294,675
3	Lower Elwha Klallam Tribe	Vehicle Replacement - One Shuttle	Page 63 Need XXIX	$34,970	
4	Jefferson Transit	Operating Assistance - West Jefferson Olympic Connection	Page 57 Need XIII	$388,310	$399,959
5	Jamestown S'Klallam Tribe	Operating Assistance - Route 50	Page 63 Need XXVI	$161,028	$161,028
6	Clallam Transit System	Operating Assistance - Route 16	Page 64 Need XXXI	$378,825	
7	Mason Transit Authority	Vehicle Replacement - ADA	Page 60 Need XXIII	$1,427,052	
"C" Level Projects					
1	Jefferson Transit	Vehicle Replacement - East Jefferson Co.	Page 55 Need VIII	$1,567,836	
2	Clallam Transit System	Operating Assistance - Strait Shot	Page 56 Need X	$237,735	
3	Makah Tribe	Operating Assistance - General	Page 63 Need XXVI	$182,500	
4	OlyCAP	Operating Assistance - West End Job Lift	Page 58 Need XIX	$128,475	$128,475
5	ECHHO	Operating Assistance - Senior Services Transportation	Page 58 Need XIX	$27,500	

Project descriptions

Details of the projects identified in Exhibit 10-1 are included below.

Kitsap Transit Operating Assistance - General

Replace five 2004 heavy-duty diesel buses with new greater than 35' low floor biodiesel buses. The five new biodiesel buses will replace older diesel buses that have exceeded their useful life span and experience increased operating and maintenance costs. These fixed-route buses will serve rural, tribal and urban connections throughout the Olympic and Puget Sound Regions sustaining frequency of transit service and multi-modal connections with Kitsap Transit Fast Ferries, Washington State Ferries, WSDOT's Dungeness Line, Mason Transit, Clallam Transit, Jefferson Transit, Pierce Transit, and King County Metro.

Mason Transit Authority Operating Assistance - General

Sustain regional fixed routes for the elderly, disabled, economically disadvantaged, and general public. The routes will provide connections to four counties: Mason, Kitsap, Thurston, and Jefferson, to help maintain and link regional public transportation services. This project also provides the Worker/Driver service for those that commute from Mason County to the Puget Sound Naval Shipyard. These are express routes that are operated by PSNS employees, trained by MTA, for PSNS employee use.

Clallam Transit System Operating Assistance - Paratransit

Provide ADA-required paratransit service to compliment fixed-route service across Clallam County. Paratransit service shall be provided Monday through Saturday during hours which parallel fixed-route hours. Recent increases in paratransit applications indicate an increased demand for service during the funding period.

Jefferson Transit Operating Assistance - East Jefferson County Service

Preserves an existing Fixed Route and On-Demand ADA service to special needs and economically disadvantaged residents of East Jefferson County. This project serves the residents of Port Townsend, Brinnon, Quilcene and the Tri-Area (Port Hadlock, Irondale, and Chimacum). This service is integral to the overall level of service to the most needy and transit dependent individuals in the community.

Makah Public Transit Vehicle Replacement - Two buses

Replace two buses that have exceeded or are near the end of their life expectancy.

Squaxin Transit Operating Assistance - General

Provide operating funding assistance to preserve the Squaxin Transit program that provides a free public transportation service that serves residents of the Squaxin Tribal Community and the surrounding Kamilche area.

Mason Transit Authority Operating Assistance - Deviated Fixed Route Service

Sustain zone (deviated) fixed public transportation routes for the elderly, disabled, economically disadvantaged, and general public in Mason County.

Clallam Transit System Vehicle Replacement - Ten coaches

Replace ten heavy duty transit coaches.

Mason Transit Authority Operating Assistance - Demand Response Service

Sustain Core Demand-Response public transportation services for the elderly, disabled, economically disadvantaged, and general public in Mason County.

Lower Elwha Klallam Tribe Transit Vehicle Replacement - One Shuttle

Replace the Elwha Transit shuttle. Elwha Transit currently operates with a single vehicle which is a 2005 Dodge Sprinter with 150,000 miles. The service operates a fixed-route, free shuttle service three times per day, five days per week that fills a transportation gap connecting Lower Elwha Reservation and Trust Lands residential areas with each other and to Tribal facilities and businesses. Each route takes one hour and covers just over 21 miles of rural roads.

Jefferson Transit Operating Assistance - West Jefferson Olympic Connection

Preserve an existing Deviated Fixed Route service between Forks and Amanda Park along US 101, providing service 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.

Jamestown S'Klallam Tribe Operating Assistance - Route 50

Sustain four round trip service each weekday, operated by Clallam Transit System, from Sequim to the Jamestown S'Klallam Tribal Campus in Blyn. This service began in 2010 as Jamestown Campus Route #50, and has grown continuously since then, becoming a relied-upon route for Tribal employees, Tribal citizens and clients of the Tribe and its businesses in Blyn as well as for the general public. The schedule was designed to provide four round trips each weekday during normal business hours to supplement existing Clallam Transit service to eastern Clallam County. Since this request is to sustain an existing service we are requesting four years of funding.

Clallam Transit System Operating Assistance - Route 16

Sustain rural service that currently operates four weekday roundtrips between Forks and Neah Bay and two roundtrips on Saturdays. On weekdays, the first outbound trip and third inbound trip will serve Clallam Bay Corrections Center to coordinate with commute times. Weekday service will be provided from 6:45 a.m. until 8:30 p.m. on approximately four-hour headways, while Saturday service will be provided from 8:30 a.m. until 8:30 p.m.

Mason Transit Authority Vehicle Replacement - ADA

Replace rolling stock inventory that provides ADA-mandated transit services to the elderly, those with special needs and the economically disadvantaged as well as commuter services in Mason County and neighboring counties. MTA's intent is to replace nine light-duty cutaways and two heavy-duty 40' coaches that have exceeded their useful life in accordance with the WSDOT adopted Federal Transit Administration benchmarks. MTA extends useful life benchmarks beyond FTA and WSDOT recommendations to reduce capital costs by providing excellent preventive maintenance practices.

Jefferson Transit Vehicle Replacement - East Jefferson Co.

Replace two 30' buses and two 35' buses to sustain current Fixed Route service levels.

Clallam Transit System Operating Assistance - Strait Shot

Sustain service on "The Strait Shot" regional bus service between Port Angeles Gateway Transit Center and Bainbridge Island Ferry Terminal via Sequim Transit Center, Jamestown S'Klallam Tribal Center,

Discovery Bay, Poulsbo/North Viking Transit Center, and Suquamish Tribe Port Madison Reservation. One morning roundtrip operates Monday through Saturday and one evening roundtrip operates Sunday through Saturday.

Makah Public Transit Operating Assistance - General

Sustain deviated fixed-route service as well as curb-to-curb paratransit service to transport the general public, elders, disabled and low income passengers from various community subdivisions throughout the Makah Reservation.

OlyCAP Operating Assistance - West End Job Lift

Preserve the existing West End Job Lift Service provided by Olympic Community Action Programs to ensure ongoing employment and employment training opportunities for low-income clients living and working in remote rural locations, including tribal lands.

ECHHO Operating Assistance - Senior Services Transportation

Sustain senior transportation services provided by Ecumenical Christian Helping Hands Organization. ECHHO provides individual, one-on-one transportation, free of charge, for elderly, disabled, and low-income residents of Jefferson County to give them access to healthcare and other essential services throughout Jefferson County, as well as Sequim and Port Angeles in Clallam County, Poulsbo, Bremerton and Silverdale in Kitsap County, Seattle in King County, and Tacoma in Pierce County. Transportation is provided by a network of volunteers who drive their own car to deliver the service Monday through Friday, from early morning to evening. Walkers and wheelchairs are accepted, as long as they can be collapsed to fit in a car trunk or back seat.

Next steps

This *2018 Coordinated Public Transit - Human Services Transportation Plan* identifies system information, needs, and strategies. **Chapter 9** lists the strategies that the Peninsula RTPO will collectively work towards over the 20-year planning horizon. Moving toward an integrated, multimodal transportation system will require improved partnership and collaborative planning. Roles and responsibilities for implementing transit service are diverse. The responsibility for managing public transportation lies primarily among the direct service providers in the region. The Peninsula RTPO will coordinate the plan implementation and update with members partners. Key areas of collaboration include:

- Invest in community project priorities. These investments address human services transportation needs. Projects that meet near-term needs are identified in Appendix A.
- Improve the Consolidated Grant Applications ranking and prioritization process. Suggestions include the following:
    - Place greater emphasis on changing project priorities, so that new projects or capital projects can more effectively compete with long-standing operating projects.
    - Create a ranked list of capital projects, separate from other projects.
    - Explore ways to ensure a diverse evaluation committee, and require committee membership to be between 5 and 7.
- Identify technology-based solutions that improve transportation safety, relieve congestion, and enhance economic vitality. Intelligent infrastructure and vehicles that are now available to transit agencies continue to improve. Examples include traveler information, electronic payments, and crash prevention. Autonomous and connected transit vehicles that have been tested in other regions may someday be implemented in the Peninsula RTPO area. Specific strategies are identified in **Chapter 9**.
- Improve planning coordination in the Peninsula RTPO area with tribal governments, transit agencies, social service providers, and emergency services organizations. Ongoing coordination is important for the region to ensure transportation needs are met. Specific strategies are identified in **Chapter 9**.

The Coordinated Public Transit - Human Services Transportation Plan is completed on a four year planning cycle; the Peninsula RTPO will update this plan in 2022.

Appendix A: Survey results

The Washington State Department of Transportation (WSDOT) on behalf of the Peninsula RTPO, produced two electronic surveys to identify and address unmet transportation needs. The surveys both focused on transit needs of the elderly, young people, disabled, low-income, and other customers who depend on public transportation in Clallam, Jefferson, Kitsap, and Mason counties. Two versions of the survey were created. One version was designed towards the transit users and the other survey was directed towards social service providers. Results of the surveys are contained in this appendix.

Q1 Please provide the city/town where you live, or the nearest city/town if you live outside its boundaries and county.

Answered: 153 Skipped: 1

#	RESPONSES	DATE
1	Poulsbo	8/27/2018 2:49 PM
2	Kingston	8/27/2018 2:44 PM
3	Suquamish	8/27/2018 2:31 PM
4	Kingston	8/27/2018 2:27 PM
5	Kingston	8/27/2018 2:20 PM
6	Kingston - Little Boston	8/27/2018 1:57 PM
7	Tumwater wash	8/25/2018 1:04 PM
8	Hanssville	8/24/2018 7:31 PM
9	Hansville	8/23/2018 1:12 PM
10	Clallam County just outside of Sequim	8/23/2018 8:55 AM
11	Silverdale	8/23/2018 8:38 AM
12	Port Townsend	8/23/2018 8:09 AM
13	Port Townsend	8/23/2018 8:04 AM
14	Port Townsend	8/23/2018 7:57 AM
15	Port Townsend	8/23/2018 7:45 AM
16	Port Townsend	8/23/2018 7:34 AM
17	Port Townsend	8/23/2018 7:28 AM
18	Port Townsend, WA	8/23/2018 7:16 AM
19	Port orchard	8/22/2018 7:17 AM
20	Port Angeles, WA 98362	8/21/2018 9:50 PM
21	Poulsbo	8/21/2018 4:41 PM
22	Gig Harbor	8/21/2018 8:55 AM
23	Port Townsend	8/21/2018 8:30 AM
24	Port Ludlow	8/21/2018 8:04 AM
25	Bremerton	8/21/2018 8:02 AM
26	Bremerton	8/21/2018 8:00 AM
27	Port Angeles	8/21/2018 7:55 AM
28	Seattle	8/21/2018 7:51 AM
29	Port Orchard	8/21/2018 5:16 AM
30	Port angeles	8/20/2018 6:50 PM
31	Port Angeles	8/20/2018 2:32 PM
32	Shelton	8/20/2018 1:32 PM
33	Poulsbo, WA	8/20/2018 10:33 AM
34	Poulsbo, wa	8/20/2018 10:30 AM

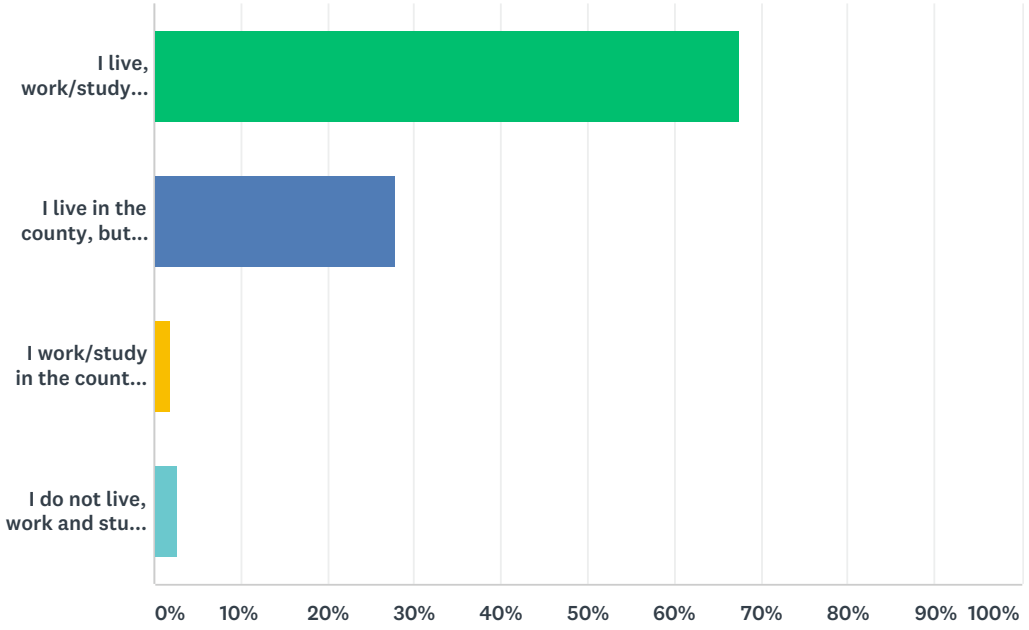
35	Poulsbo, WA	8/20/2018 10:11 AM
36	Port Angeles	8/19/2018 1:28 PM
37	port hadlock	8/18/2018 8:12 PM
38	Sequim Port Angeles WA	8/17/2018 2:54 PM
39	Shelton WA	8/17/2018 10:27 AM
40	Poulsbo ,wa	8/16/2018 6:38 PM
41	Shelton, WA	8/16/2018 11:43 AM
42	bainbridge island	8/15/2018 6:28 PM
43	Port Townsend Washington	8/15/2018 10:23 AM
44	port orchard	8/14/2018 2:01 PM
45	Silverdale	8/13/2018 6:36 PM
46	Shelton	8/12/2018 9:50 AM
47	Port Angeles	8/11/2018 7:57 PM
48	Bremerton, WA	8/11/2018 5:52 PM
49	Hoodsport, Mason County	8/9/2018 7:56 PM
50	Bremerton, WA	8/9/2018 11:22 AM
51	Kingston. Kitsap County.	8/8/2018 9:40 AM
52	Port Townsend, Jefferson County	8/7/2018 9:08 PM
53	Kingston, WA	8/7/2018 4:17 PM
54	Port Townsend	8/7/2018 1:09 PM
55	Port Angeles, WA	8/6/2018 6:11 PM
56	Port Townsend, WA Near Irondale	8/6/2018 4:26 PM
57	port townsend	8/6/2018 1:28 PM
58	Kingston	8/6/2018 10:50 AM
59	kingston	8/6/2018 10:43 AM
60	Kingston, WA	8/6/2018 10:03 AM
61	Port Orchard	8/4/2018 1:49 PM
62	Port Townsend, WA	8/4/2018 11:08 AM
63	Port Orchard	8/3/2018 9:00 AM
64	Grapeview	8/2/2018 11:31 PM
65	Bremerton	8/2/2018 10:08 PM
66	Port Hadlock	8/2/2018 9:29 PM
67	Port Angeles Wa	8/2/2018 3:37 PM
68	Port Angeles	8/1/2018 5:48 PM
69	Bainbridge Island	8/1/2018 12:14 PM
70	Sequim, WA	8/1/2018 11:57 AM
71	kingston	7/31/2018 8:55 PM
72	Bremerton	7/31/2018 4:00 PM
73	Poulsbo	7/31/2018 11:42 AM
74	Port Orchard in Kitsap County	7/30/2018 8:02 PM
75	Port Townsend	7/30/2018 5:19 PM

76	port angeles	7/30/2018 3:57 PM
77	Shelton/wa	7/30/2018 1:33 PM
78	Olympia	7/30/2018 11:19 AM
79	Port Townsend	7/30/2018 9:22 AM
80	Lacey, WA	7/30/2018 8:51 AM
81	Port Angeles	7/28/2018 9:16 PM
82	98366	7/28/2018 7:43 PM
83	Port Angeles	7/28/2018 7:14 PM
84	Chimacum	7/27/2018 9:00 PM
85	Poulsbo	7/27/2018 7:14 PM
86	Edgewood	7/27/2018 1:12 PM
87	Port Orchard, Kitsap	7/27/2018 12:06 PM
88	Seattle	7/26/2018 10:07 PM
89	Port Ludlow	7/26/2018 6:26 PM
90	Port Angeles	7/26/2018 4:25 PM
91	Port Townsend	7/26/2018 3:08 PM
92	Bainbridge Island	7/26/2018 12:35 PM
93	Port Orchard	7/26/2018 11:08 AM
94	Port Orchard	7/26/2018 10:32 AM
95	Mill Creek, WA	7/26/2018 7:45 AM
96	Bremerton	7/26/2018 6:11 AM
97	Port Orchard	7/25/2018 7:55 PM
98	Shelton	7/25/2018 6:45 PM
99	Port Angeles	7/25/2018 3:25 PM
100	Port Angeles, WA	7/25/2018 3:06 PM
101	Silverdale	7/25/2018 2:59 PM
102	Bainbridge Island	7/25/2018 1:12 PM
103	Port Orchard	7/25/2018 10:22 AM
104	Port Orchard	7/25/2018 9:54 AM
105	Port Hadlock	7/25/2018 8:46 AM
106	Port Orchard	7/24/2018 10:32 PM
107	Bremerton	7/24/2018 10:04 PM
108	Belfair, Wa	7/24/2018 8:02 PM
109	Bainbridge Island	7/24/2018 7:01 PM
110	Port Orchard	7/24/2018 5:32 PM
111	Bremerton	7/24/2018 4:14 PM
112	Bremerton	7/24/2018 1:57 PM
113	Port Orchard Kitsap County	7/24/2018 1:42 PM
114	Union	7/24/2018 1:31 PM
115	Gig Harbor	7/24/2018 12:49 PM
116	Bremerton	7/24/2018 11:34 AM

117	Bremerton	7/24/2018 11:21 AM
118	Nordland, Jefferson County	7/24/2018 10:23 AM
119	Bainbridge Island	7/24/2018 10:21 AM
120	Port Townsend	7/24/2018 9:32 AM
121	Port Orchard	7/24/2018 8:55 AM
122	Port Orchard, WA	7/24/2018 8:45 AM
123	Bremerton	7/24/2018 8:28 AM
124	forks	7/24/2018 7:10 AM
125	Kingston, WA	7/24/2018 7:09 AM
126	Shelton,WA	7/24/2018 12:57 AM
127	Bainbridge Island	7/23/2018 9:29 PM
128	Bainbridge island	7/23/2018 8:08 PM
129	Bainbridge	7/23/2018 8:08 PM
130	Bainbridge Island	7/23/2018 6:28 PM
131	Grapeview	7/23/2018 6:28 PM
132	Bainbridge island	7/23/2018 4:51 PM
133	Shelton	7/23/2018 4:35 PM
134	Port Orchard	7/23/2018 3:30 PM
135	Vaughn	7/23/2018 2:52 PM
136	Shelton	7/23/2018 2:51 PM
137	Port Orchard	7/23/2018 2:49 PM
138	Port Orchard	7/23/2018 2:42 PM
139	Bremerton, WA	7/23/2018 2:39 PM
140	Port Orchard	7/23/2018 2:26 PM
141	Bainbridge Island	7/23/2018 2:14 PM
142	Rochester	7/23/2018 12:54 PM
143	Nordland, Jefferson County	7/23/2018 12:44 PM
144	Port Orchard	7/23/2018 12:25 PM
145	Port Townsend	7/23/2018 9:52 AM
146	Seabeck, wa	7/22/2018 4:24 PM
147	Bremerton	7/20/2018 1:10 PM
148	Kingston, WA	7/20/2018 12:27 PM
149	Olympia, WA	7/20/2018 11:23 AM
150	Bremerton	7/20/2018 10:22 AM
151	bremerton washington	7/20/2018 10:09 AM
152	Port Angeles	7/20/2018 9:28 AM
153	Bremerton	7/19/2018 1:49 PM

Q2 Which of the following applies to you? (select closest option)

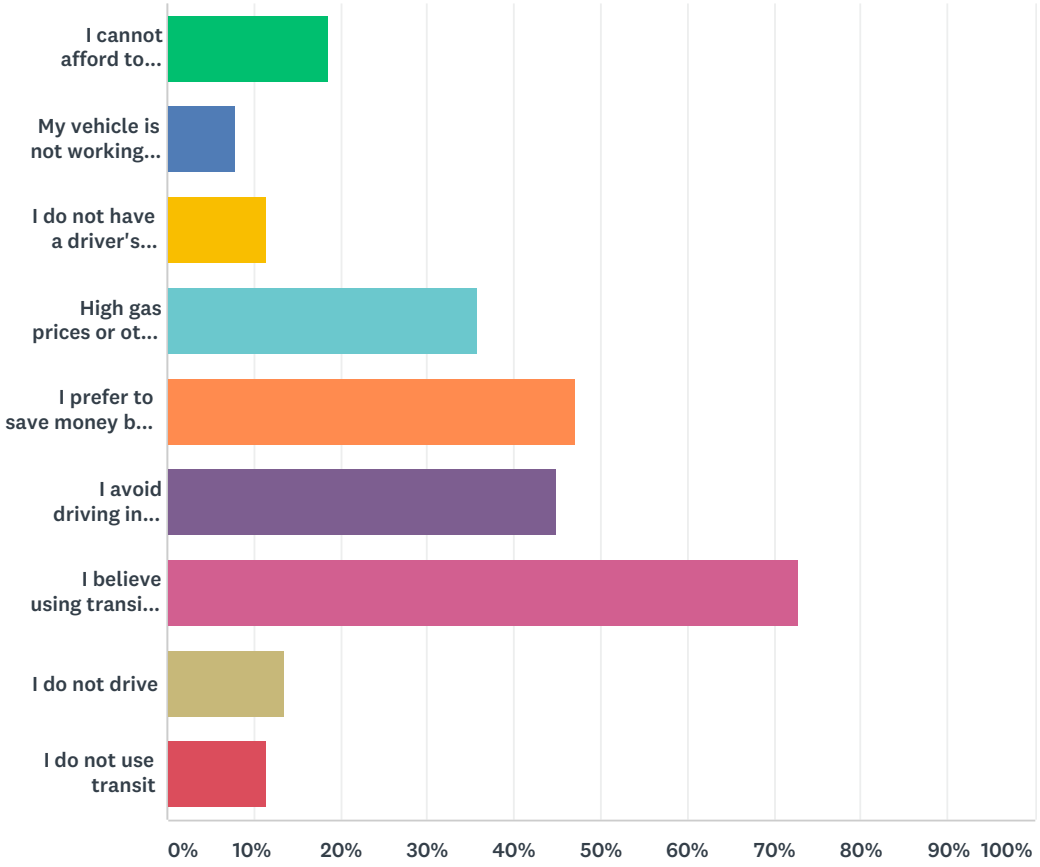
Answered: 151 Skipped: 3



ANSWER CHOICES	RESPONSES	
I live, work/study within the county	67.55%	102
I live in the county, but work/study elsewhere	27.81%	42
I work/study in the county, but live elsewhere	1.99%	3
I do not live, work and study in the county	2.65%	4
TOTAL		151

Q3 Which of the following applies to you? (select all that apply)

Answered: 140 Skipped: 14



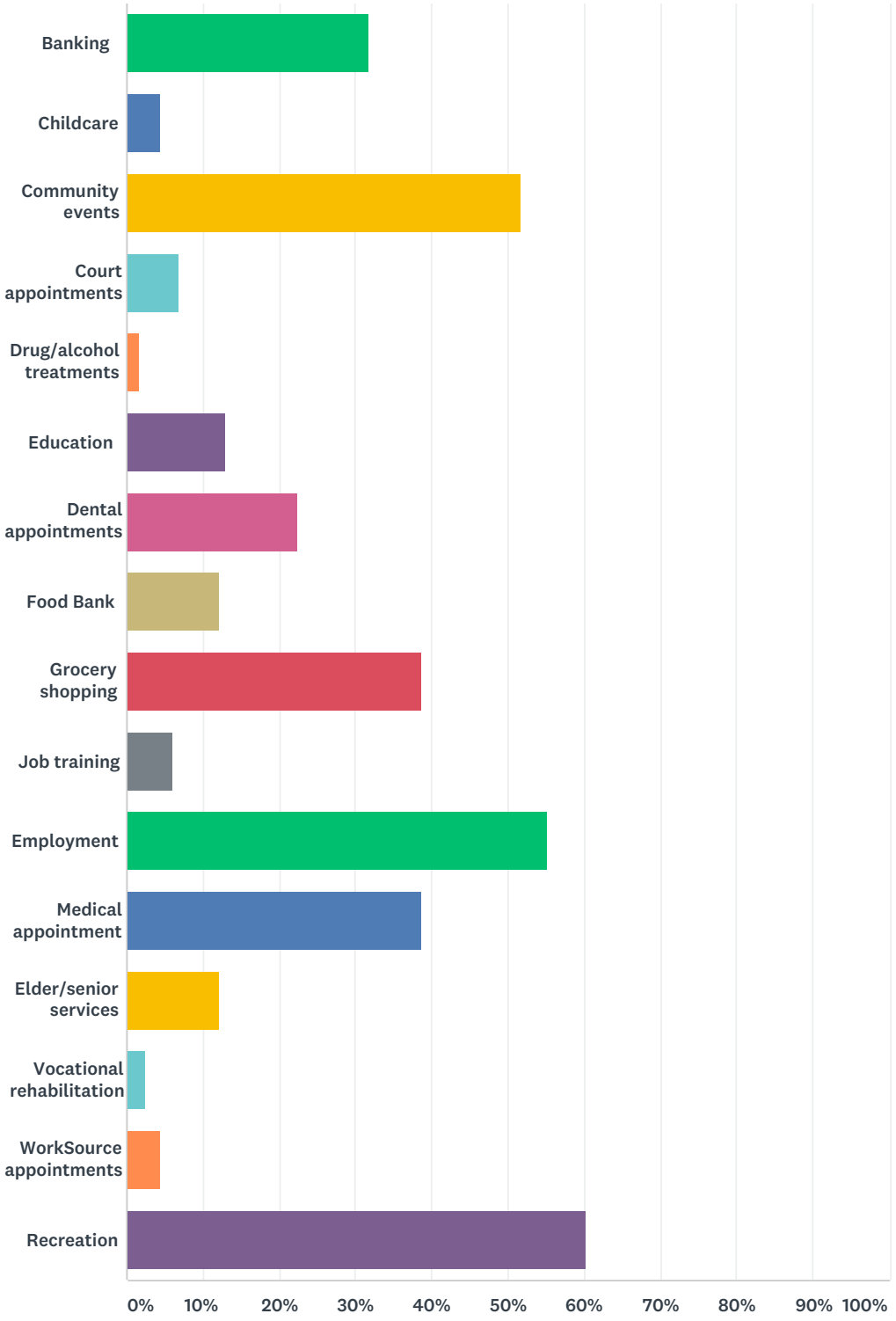
ANSWER CHOICES	RESPONSES	
I cannot afford to purchase or maintain a vehicle	18.57%	26
My vehicle is not working properly	7.86%	11
I do not have a driver's license	11.43%	16
High gas prices or other costs	35.71%	50
I prefer to save money by riding the bus	47.14%	66
I avoid driving in congested traffic	45.00%	63
I believe using transit is better for the environment/air quality	72.86%	102
I do not drive	13.57%	19
I do not use transit	11.43%	16
Total Respondents: 140		

#	OTHER (PLEASE SPECIFY)	DATE
1	Spend 25 minutes to drive yourself to work, or spend 2 hours traveling to work by bus.	8/27/2018 2:33 PM
2	Will start using ACCESS	8/27/2018 2:21 PM

3	Being able to ge to the airport without using or leaving my car is always a challenge	8/27/2018 1:59 PM
4	My husband uses paratransit. We're both currently using Dia;-a-Ride service. We used to use Paratransit when I had knee and hip replacement surgery. We've used Clallam Transit	8/23/2018 8:57 AM
5	Gave up my car in 2012	8/23/2018 7:58 AM
6	transit is safer in collisions	8/21/2018 8:32 AM
7	I would like a tax write off on ferry fares and bridge tolls.	8/21/2018 5:18 AM
8	My family only has one car so sometimes I need to take the bus if the car is used by another family member.	8/20/2018 10:13 AM
9	lack of frequently schedule express transit with connections is a problem	8/17/2018 2:55 PM
10	Cannot drive due to extreme visual impairment	8/17/2018 10:28 AM
11	I am a recent widow and I am not an experienced driver	8/16/2018 11:45 AM
12	I choose to ride transit and not own a car	8/11/2018 7:58 PM
13	I would use transit more if it ran more frequently.	8/9/2018 7:57 PM
14	I take the ferry to Seattle for work	8/9/2018 11:23 AM
15	Access to downtown Port Townsend, which has very limited parking.	8/7/2018 9:12 PM
16	I walk when I can.	8/7/2018 1:10 PM
17	I could afford to purchase and maintain a vehicle if I had to do so, but it would be difficult on my fixed income.	8/6/2018 6:14 PM
18	I do not use transit because there IS no transit where I live!	8/6/2018 4:27 PM
19	I use transit sporadically when it is more convinient than taking a car	8/2/2018 3:39 PM
20	Transit times not good for return in afternoon to Bainbridge	8/1/2018 11:58 AM
21	occasional use of transit	7/26/2018 4:26 PM
22	I bicycle to work to shop to entertainment, I drive on weekends to Spokane, 10 weekends per year	7/26/2018 6:13 AM
23	I use the bus when going to Forks or Clallam Bay for work but drive within town.	7/25/2018 3:07 PM
24	Like to use commute time to do work	7/25/2018 8:46 AM
25	I take ferries across the Sound	7/24/2018 10:33 PM
26	Quickest affordable commute to Seattle	7/24/2018 8:03 PM
27	I	7/24/2018 1:33 PM
28	I also drive a bookmobile to regions of the county underserved by public transit.	7/24/2018 10:23 AM
29	I both drive a car and ride public bus transit	7/24/2018 10:22 AM
30	I ride a bicycle much of the time.	7/24/2018 8:29 AM
31	I work in Seattle so prefer to ride the foot ferry and Bremerton/Fast Ferry	7/23/2018 2:50 PM
32	I need to travel to Seattle and the airport periodically	7/23/2018 12:46 PM
33	transit means using ferry but use transit in king cnty	7/22/2018 4:25 PM
34	I find driving stressful, and transit is a good way to avoid that stress.	7/20/2018 11:24 AM
35	due medical reason im unable to get a drivers license	7/20/2018 10:10 AM
36	Too many fatalities on SR20, driving is playing russian roulette	7/20/2018 9:30 AM

Q4 I use public transportation to access the following (select all that apply):

Answered: 116 Skipped: 38



ANSWER CHOICES	RESPONSES

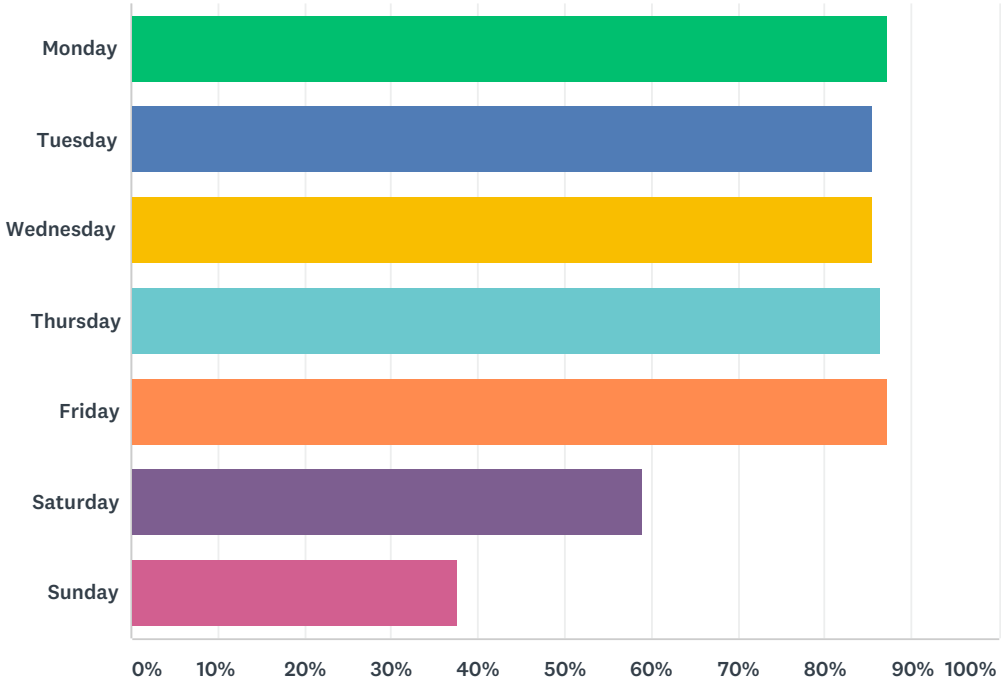
Banking	31.90%	37
Childcare	4.31%	5
Community events	51.72%	60
Court appointments	6.90%	8
Drug/alcohol treatments	1.72%	2
Education	12.93%	15
Dental appointments	22.41%	26
Food Bank	12.07%	14
Grocery shopping	38.79%	45
Job training	6.03%	7
Employment	55.17%	64
Medical appointment	38.79%	45
Elder/senior services	12.07%	14
Vocational rehabilitation	2.59%	3
WorkSource appointments	4.31%	5
Recreation	60.34%	70
Total Respondents: 116		

#	OTHER (PLEASE SPECIFY)	DATE
1	Library	8/23/2018 8:58 AM
2	clothes shopping, lunches, movies, post office, visiting	8/23/2018 8:40 AM
3	Seattle & outlying towns	8/23/2018 7:35 AM
4	Rarely use transit	8/23/2018 7:30 AM
5	Social services appointments	8/23/2018 7:19 AM
6	While car is in the shop.	8/20/2018 1:34 PM
7	I would use transit if it improves	8/17/2018 2:56 PM
8	Bible Study	8/17/2018 10:31 AM
9	To be able to travel longer distances by myself, especially to get to SeaTac and to Port Angeles to catch the ferry to visit relatives in Victoria	8/16/2018 11:47 AM
10	Dining out	8/11/2018 7:59 PM
11	To go to Jefferson Transit Board meetings, outside of Port Townsend	8/7/2018 9:14 PM
12	Volunteer activities, too.	8/6/2018 6:15 PM
13	WSFerries	8/6/2018 10:05 AM
14	to reach the airport	8/1/2018 11:58 AM
15	Getting to/from the ferry	7/26/2018 12:36 PM
16	I Ferry to Seattle when I fly to spokane 10 weekends each year, Everyplace else I go I bike or carpool (5 trips per year.	7/26/2018 6:16 AM
17	library	7/25/2018 1:19 PM
18	College	7/25/2018 8:47 AM

19	There are no real public transit options where I live.	7/24/2018 10:25 AM
20	Church	7/23/2018 8:08 PM
21	Social events	7/23/2018 6:30 PM
22	SeaTac airport	7/23/2018 12:47 PM
23	Library	7/20/2018 10:24 AM
24	State Parks, long regional trips to out of county	7/20/2018 9:32 AM
25	ferry across the sound for work and recreation	7/19/2018 1:51 PM

Q5 I use public transportation on the following days (select all that apply):

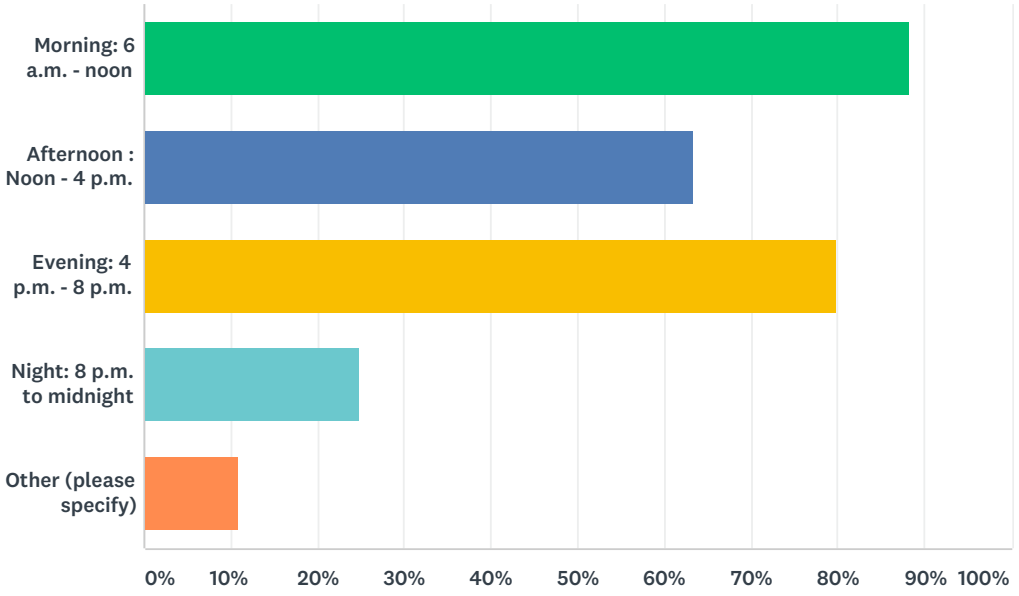
Answered: 117 Skipped: 37



ANSWER CHOICES	RESPONSES	
Monday	87.18%	102
Tuesday	85.47%	100
Wednesday	85.47%	100
Thursday	86.32%	101
Friday	87.18%	102
Saturday	58.97%	69
Sunday	37.61%	44
Total Respondents: 117		

Q6 I use public transportation during the following time(s) of day (select all that apply):

Answered: 120 Skipped: 34



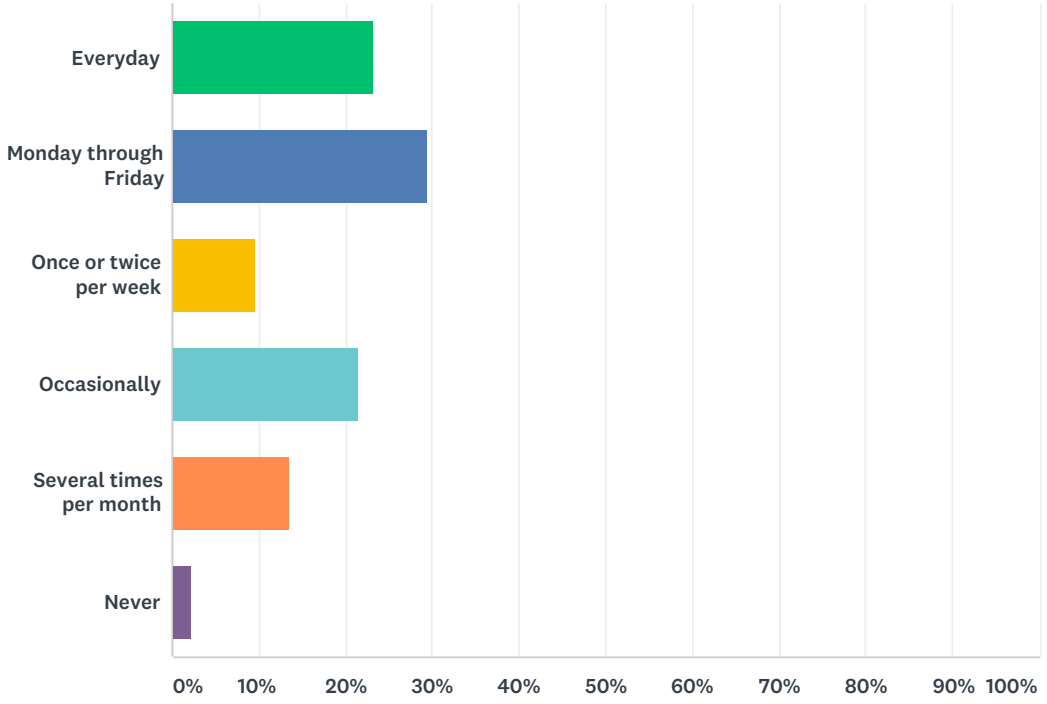
ANSWER CHOICES	RESPONSES	
Morning: 6 a.m. - noon	88.33%	106
Afternoon : Noon - 4 p.m.	63.33%	76
Evening: 4 p.m. - 8 p.m.	80.00%	96
Night: 8 p.m. to midnight	25.00%	30
Other (please specify)	10.83%	13
Total Respondents: 120		

#	OTHER (PLEASE SPECIFY)	DATE
1	Parking at the Bainbridge Island Ferry SUCKS!	8/27/2018 2:34 PM
2	8 a.m. to 6 p.m.	8/21/2018 9:54 PM
3	Only if I can stay over night at destination Transit is not convenient for one day trips so travel is incovenient and expensive.	8/17/2018 2:57 PM
4	Whatever is available to help me connect and get to my destination (eg. SeaTac and Port Angeles ferry)	8/16/2018 11:48 AM
5	midnight to 6 am	8/12/2018 9:54 AM
6	NOTE. Jefferson Transit does NOT offer bus service on Sunday or late night.	8/7/2018 9:17 PM
7	Varies based on need and as schedule allows.	8/4/2018 11:10 AM
8	whenever I need---	8/1/2018 11:59 AM
9	to/from the ferry	7/26/2018 12:37 PM
10	only the ferry ten round trips per year	7/26/2018 6:17 AM
11	There are no real public transportation options where I live.	7/24/2018 10:25 AM

12	Weekends especially	7/20/2018 12:52 PM
13	Before 6AM	7/20/2018 9:32 AM

Q7 I use public transportation (this often):

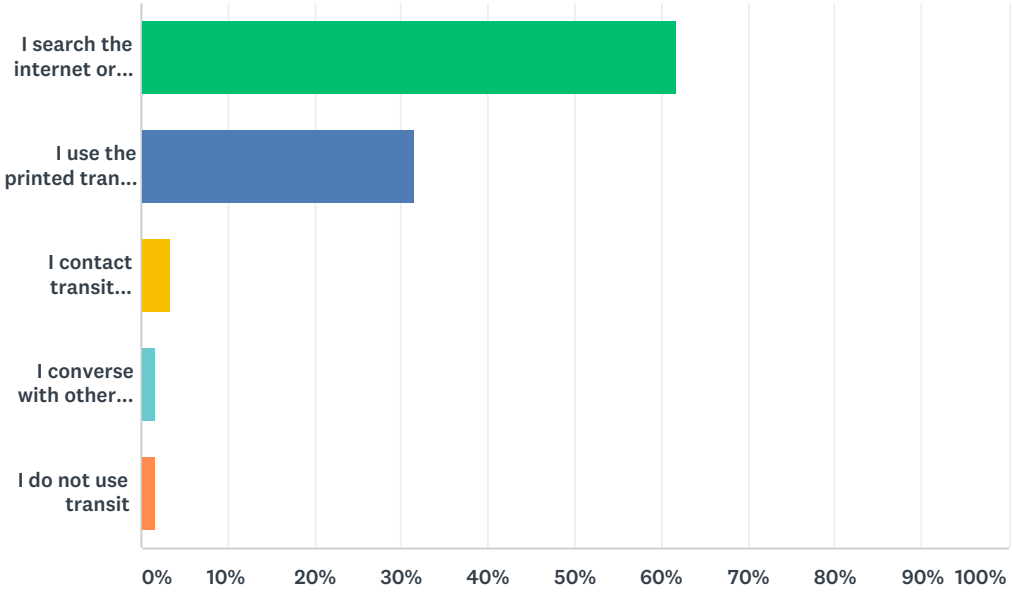
Answered: 125 Skipped: 29



ANSWER CHOICES	RESPONSES	
Everyday	23.20%	29
Monday through Friday	29.60%	37
Once or twice per week	9.60%	12
Occasionally	21.60%	27
Several times per month	13.60%	17
Never	2.40%	3
TOTAL		125

Q8 How do you plan your public transportation trip?

Answered: 120 Skipped: 34



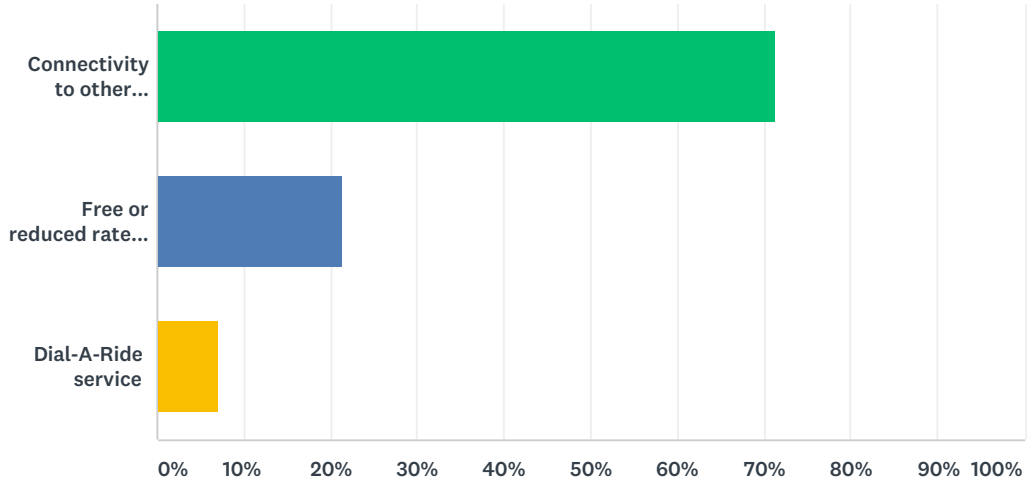
ANSWER CHOICES	RESPONSES	
I search the internet or another smartphone mobile app	61.67%	74
I use the printed transit schedule	31.67%	38
I contact transit personnel via telephone to assist me with planning my trip	3.33%	4
I converse with other transit riders to assist me with planning my trip	1.67%	2
I do not use transit	1.67%	2
TOTAL		120

#	OTHER (PLEASE SPECIFY)	DATE
1	I use the printed schedule, contact transit personnel by phone, and converse with other transit riders when planning my trip	8/27/2018 2:36 PM
2	Smartphone mobile app, print transit schedule and contact transit personnel via the telephone	8/27/2018 2:02 PM
3	Make appt for rides on ParaTransit & Dial-a-Ride service	8/23/2018 8:59 AM
4	I contact transit service at Kitsap/Jefferson links	8/23/2018 8:13 AM
5	Check schedules on line	8/20/2018 1:35 PM
6	find it incovenient to schedule for my use	8/17/2018 2:58 PM
7	I made GIANT PRINT schedules for myself for most frequent routes	8/17/2018 10:33 AM
8	I use multiple resources to coordinate connections and planning	8/16/2018 11:49 AM
9	I search the internet & use printed transit schedules & ask the transit drivers & talk with other transit riders.	8/12/2018 9:57 AM
10	I also call Jefferson Transit personnel, especially when traveling between counties.	8/7/2018 9:20 PM
11	I also occasionally use the internet when I need to go outside Clallam county.	8/6/2018 6:20 PM

12	I use all three: Internet if available, printed schedule, and if a complex itinerary, I ask a transit person by phone.	8/4/2018 11:11 AM
13	Need public transport from Ferry to rail station & return	8/1/2018 12:00 PM
14	look at ferry schedule	7/26/2018 6:17 AM
15	printed schedules	7/25/2018 1:21 PM
16	I use all of the above	7/24/2018 12:53 PM
17	I use public transportation when I am in cities or other communities that have public transportation available.	7/24/2018 10:26 AM
18	I use all of the above methods.	7/23/2018 2:53 PM
19	Google maps	7/20/2018 12:52 PM
20	Click all that apply, all of the above	7/20/2018 9:34 AM

Q9 What would it take for you to use public transportation? (select one option)

Answered: 84 Skipped: 70



ANSWER CHOICES	RESPONSES	
Connectivity to other transit systems for out-of-county trips	71.43%	60
Free or reduced rate bus passes	21.43%	18
Dial-A-Ride service	7.14%	6
TOTAL		84

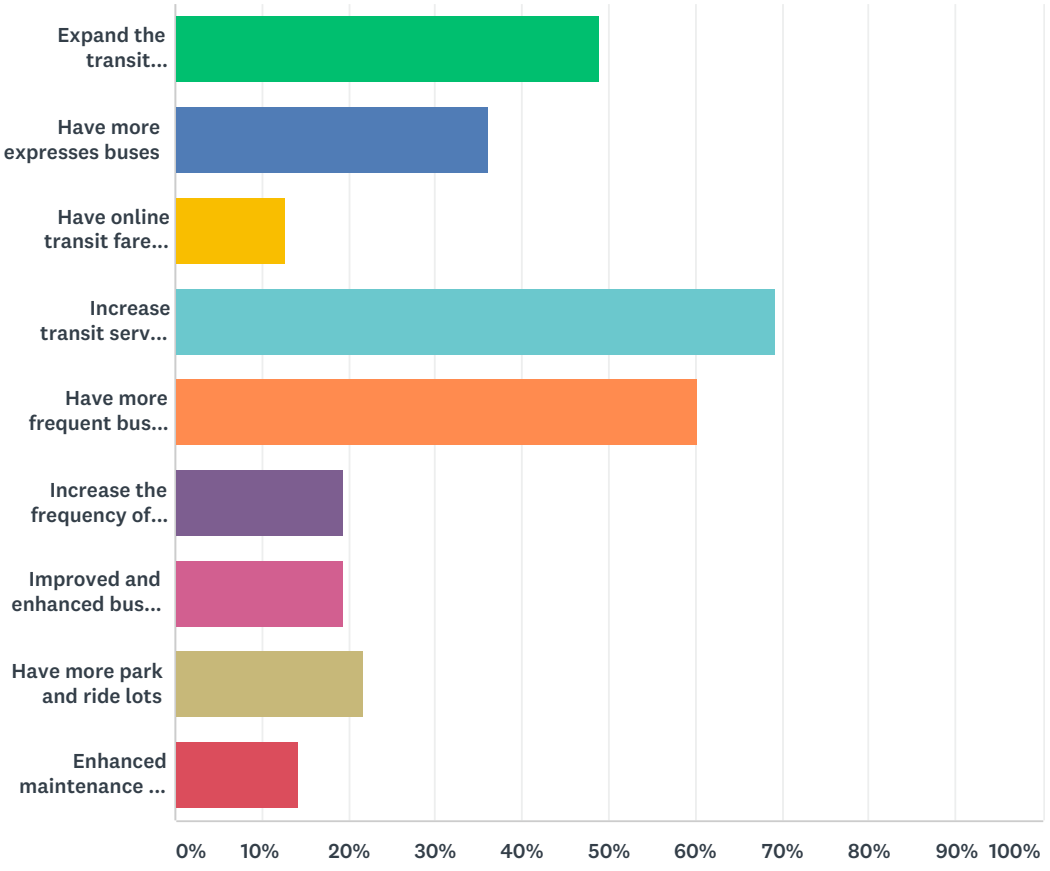
#	OTHER (PLEASE SPECIFY)	DATE
1	More transit service	8/27/2018 2:37 PM
2	Hanville Route, #91 no mid-day service so it can be hard to plan your trip. Also would like more options for Saturday and Sunday service	8/27/2018 2:04 PM
3	I already use it	8/23/2018 8:05 AM
4	transfer of counties should not be separate fee charges. All transportation should be the same fixed cost	8/23/2018 7:37 AM
5	all of the above are currently available to me, and I make good use of them.	8/21/2018 9:56 PM
6	to Seattle please!	8/21/2018 8:33 AM
7	Better Dial-A-Ride service schedule.	8/20/2018 1:36 PM
8	Increased hours of operation. (e.g. Buses later at night, more Saturday times, Sunday buses)	8/20/2018 10:15 AM
9	learning about how to use the buses, example: routes	8/18/2018 8:15 PM
10	and express service...fewer stops so time to travel is close to driving solo or with friends	8/17/2018 2:59 PM
11	all apply to me	8/17/2018 10:34 AM
12	Need Sunday bus service	8/16/2018 6:39 PM
13	I successfully connected to SeaTac and Clallam County but it was not easy and took many hours. I hope there can be better connections, espec. to the Coho ferry to Victoria!	8/16/2018 11:50 AM
14	Both free or reduced rate bus passes & connectivity to other transit systems for out-of-county trips.	8/12/2018 10:00 AM
15	More frequent and direct service	8/11/2018 7:59 PM

16	I take public transportation daily via the ferry	8/9/2018 11:24 AM
17	More service in my local area.	8/8/2018 9:45 AM
18	I have used public transportation for many years.	8/7/2018 9:21 PM
19	Service to and from my home like Access only daily and more hours	8/7/2018 4:18 PM
20	Increased frequency, longer service hours	8/7/2018 1:13 PM
21	I already use public transportation! I would like to use it on Sunday as well as Mon-Sat.	8/6/2018 6:21 PM
22	Or how about just providing service on Prospect AveA?!?	8/6/2018 4:27 PM
23	I use public transportation	8/6/2018 1:32 PM
24	different bus/ferry/train schedules to meet current work hours	8/6/2018 10:44 AM
25	Better service between Kingston and Poulsbo and weekend service.	8/6/2018 10:06 AM
26	I wish I could get to Whatcom County easily from Jefferson County.	8/4/2018 11:11 AM
27	I have to be at work at 6 AM. If the buss ran at that time I would ride the bus.	8/2/2018 3:43 PM
28	bus or ? service from ferries to raill system &/or airport	8/1/2018 12:01 PM
29	Kingston to Poulsbo direct connection, Later night service, not off work until 8:15 pm, Weekend Service	7/31/2018 8:57 PM
30	Shorter distance from work to home.	7/30/2018 8:53 AM
31	Bus stops closer to my home	7/27/2018 9:05 PM
32	I already do use transit!	7/27/2018 7:17 PM
33	Moving to New York	7/27/2018 1:13 PM
34	I would like if bus service from outskirts of town connected to Port Orchard foot ferry earlier in the morning (for my morning commute)	7/27/2018 12:12 PM
35	I'd have to be without a car	7/26/2018 6:27 PM
36	Already use; would use it more if hours were extended and it ran on Sunday	7/26/2018 3:12 PM
37	weekend service	7/26/2018 12:38 PM
38	Better service in the area served by the 86; express bus from Port Orchard to mid-county (takes 3 transfers currently)	7/26/2018 10:38 AM
39	Full Park & Rides, long delays getting busses into the city and overfull busses send me back into my car after 15 years of riding.	7/26/2018 7:47 AM
40	I connect the ferry to the link to the airport	7/26/2018 6:18 AM
41	more convenient stops, more areas covered by routes, and more frequent pick-ups.	7/25/2018 3:26 PM
42	If the app allowed youi to put in where you are and where you are headed and the time you need to arrive by and it mapped out the busses and connections I would need to take.	7/25/2018 3:09 PM
43	i use public transportation whenever possible	7/25/2018 1:22 PM
44	I only use public transportation.	7/25/2018 10:25 AM
45	More options for times, better timing between ferry and local buses, bus route from Port Orchard to Bremerton	7/24/2018 10:36 PM
46	More express or limited buses so it wouldn't take 4 buses just to get to work!	7/24/2018 5:36 PM
47	Rural 7 day service.	7/24/2018 1:45 PM
48	I'd like to see more trip connecting Gig Harbor to Port Orchard for use of the foot/fast ferry. Particularly when southworth fast comes in 2020.	7/24/2018 12:54 PM
49	More frequent/later bus service	7/24/2018 11:40 AM
50	Having it available between my community and Quilcene, my community and Coyle Community Center, my community and Brinnon.	7/24/2018 10:27 AM
51	More Island wide bus service with connectivity with other routes.	7/24/2018 10:25 AM

52	Availability to my work place	7/23/2018 8:10 PM
53	Uber like app	7/23/2018 8:10 PM
54	Huh?	7/23/2018 4:53 PM
55	more assessible trip timing and area coverage	7/23/2018 2:54 PM
56	Shorter commute times. If I could be within a short walk of work or home in no more than ten minutes more than it takes to drive, I'd switch in a heartbeat	7/23/2018 2:16 PM
57	I will not us public transit!	7/23/2018 12:56 PM
58	Frequency of Service	7/23/2018 9:55 AM
59	transit near me	7/22/2018 4:26 PM
60	More frequent service and more routes	7/20/2018 12:53 PM
61	better connectivity within our county	7/20/2018 12:28 PM
62	Click on all that appy, all of the above	7/20/2018 9:34 AM

Q10 When considering the current public transportation system, I wish the following changes could be made (select top three options):

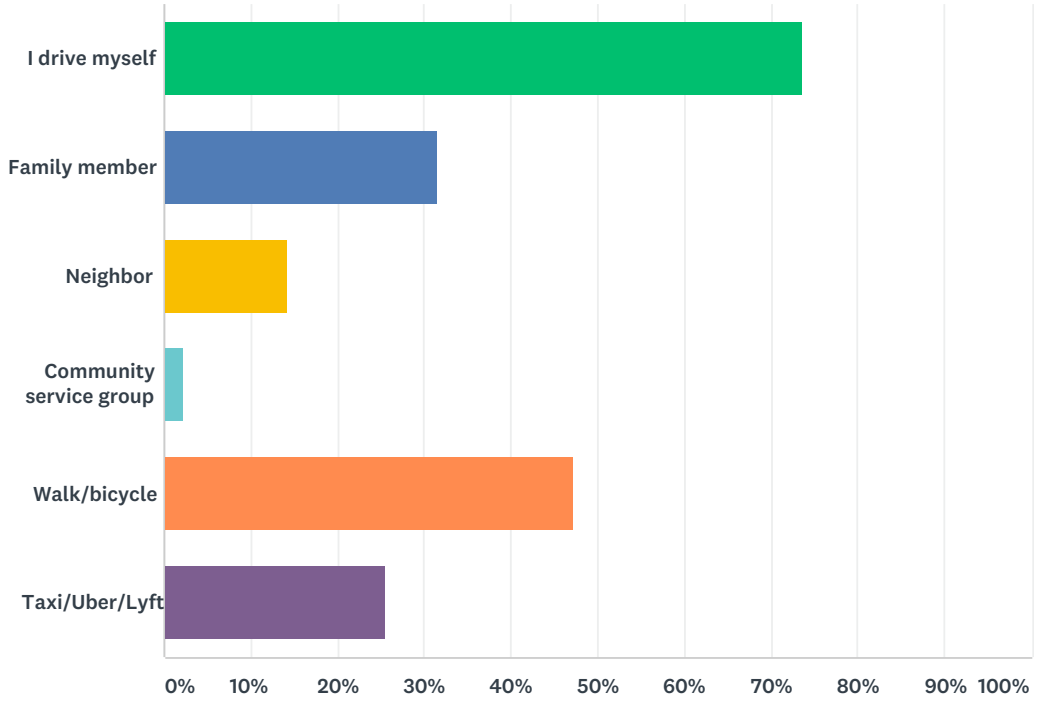
Answered: 133 Skipped: 21



ANSWER CHOICES	RESPONSES	
Expand the transit boundaries to serve a larger area	48.87%	65
Have more expresses buses	36.09%	48
Have online transit fare accounts	12.78%	17
Increase transit service hours	69.17%	92
Have more frequent bus service	60.15%	80
Increase the frequency of transit stops	19.55%	26
Improved and enhanced bus shelters	19.55%	26
Have more park and ride lots	21.80%	29
Enhanced maintenance and security of park and ride lots	14.29%	19
Total Respondents: 133		

Q11 If public transportation is not available, how do you get around? (check all that apply)

Answered: 133 Skipped: 21



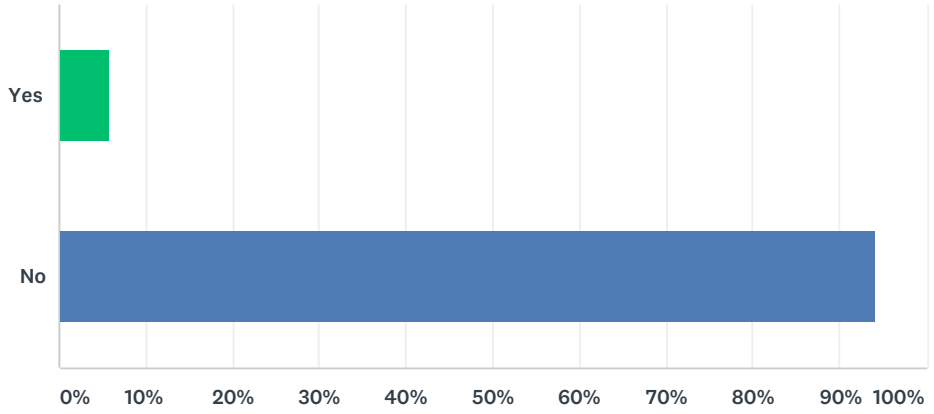
ANSWER CHOICES	RESPONSES	
I drive myself	73.68%	98
Family member	31.58%	42
Neighbor	14.29%	19
Community service group	2.26%	3
Walk/bicycle	47.37%	63
Taxi/Uber/Lyft	25.56%	34
Total Respondents: 133		

#	OTHER (PLEASE SPECIFY)	DATE
1	ferry	8/23/2018 8:06 AM
2	Uber	8/23/2018 7:39 AM
3	On Sundays, I just end up staying home	8/23/2018 7:22 AM
4	I take my wife to her Dr. The Transit does not work for her.	8/20/2018 1:37 PM
5	there's a taxi service that is often unavailable and no uber lyft	8/17/2018 3:01 PM
6	friends	8/17/2018 10:36 AM
7	I don't drive long distances by myself (eg. Shelton to Tacoma)	8/16/2018 11:53 AM
8	I ask a friend for a ride. Fortunately, we have a very small taxi company in Port Townsend/	8/7/2018 9:26 PM

9	I don't. I rely solely on public transit	8/2/2018 9:33 PM
10	I don't check to se if it is available, jist bike or walk	7/26/2018 6:19 AM
11	walk - I will not ride a bike and not b/c I'm 70 y/o!	7/25/2018 1:23 PM
12	Friend	7/25/2018 10:25 AM
13	carpool	7/23/2018 2:55 PM
14	I have to drive out, it's all uphill to the bus stop. We desperately need bus service on Rocky Point Road NW	7/20/2018 1:17 PM
15	I don't	7/20/2018 12:54 PM
16	I ask a stupid SOV commuter who drives for convenience	7/20/2018 9:37 AM

Q12 Dial-A-Ride service is an origin-to-destination advanced reservation transportation service for seniors or persons with disabilities. Do you use the Dial-A-Ride service?

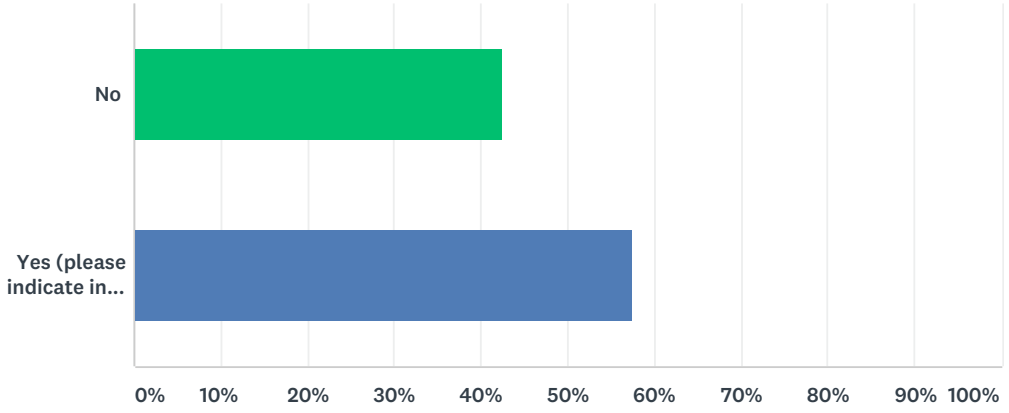
Answered: 135 Skipped: 19



ANSWER CHOICES	RESPONSES	
Yes	5.93%	8
No	94.07%	127
Total Respondents: 135		

Q13 Are there places you would like to go, but transit does not go there?

Answered: 125 Skipped: 29



ANSWER CHOICES	RESPONSES	
No	42.40%	53
Yes (please indicate in comments)	57.60%	72
TOTAL		125

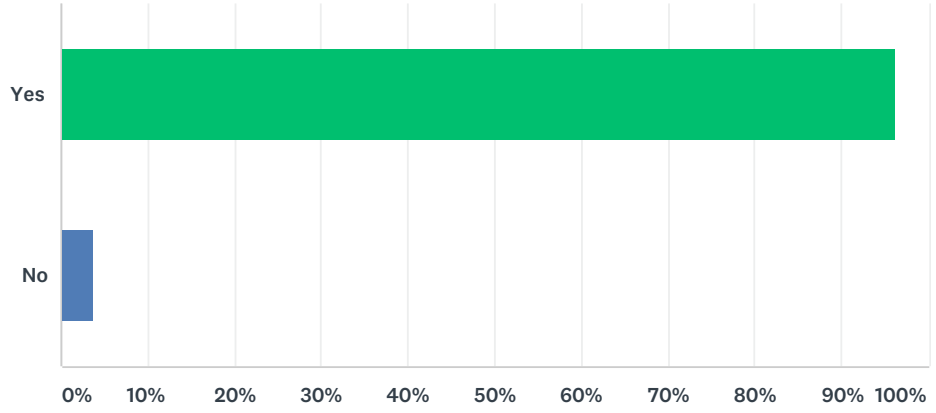
#	COMMENTS	DATE
1	Hansville - Direct to ferry terminals on Saturdays & Sundays	8/27/2018 2:05 PM
2	Between Hansville and George's Corner, but there isn't enough ridership density and in many ways I don't want that to be the case...	8/24/2018 7:35 PM
3	church	8/23/2018 9:00 AM
4	Hurricane Ridge	8/23/2018 8:06 AM
5	Parks - state or national	8/23/2018 7:52 AM
6	Expanded hours of service for foot ferries between port orchard and bremerton	8/22/2018 7:21 AM
7	Salt Creek Campgrounds and Crescent Beach.	8/21/2018 10:00 PM
8	it gets there but too slowly, i.e. Bainbridge ferry from Port Townsend	8/21/2018 8:35 AM
9	E/W directions on Lund, Salmonberry & Mile Hill Drive	8/21/2018 5:27 AM
10	West side of town to east along a southern border of port angeles	8/20/2018 6:56 PM
11	Okympia	8/20/2018 2:36 PM
12	We need a better schedule.	8/20/2018 1:38 PM
13	Dentist on Little Bond Road, Poulsbo; Kingston (ferry) from Poulsbo (not through Suquamish with a transfer in buses!)	8/20/2018 10:38 AM
14	everywhere on Sundays. Local arterial service from the ferry on 305 after 8:10pm	8/20/2018 10:36 AM
15	Direct bus to Kingston. Trip takes too long with the transfer.	8/20/2018 10:18 AM
16	Hurricane Ridge	8/19/2018 1:31 PM
17	Are there buses to & from the Kingston ferry?	8/18/2018 8:18 PM
18	express bus to silverdale..express bus to seattle with more than 2 trips per day...many places on the peninsula are not accessible by public transit	8/17/2018 3:03 PM
19	No transit service on Sunday to go to church	8/17/2018 10:37 AM

20	I had to stay overnight in Port Angeles after taking the Coho ferry from Victoria to connect transit to get to Shelton. I needed to visit an elderly relative in Victoria. The transit bus left at 12 noon but the ferry arrived at 12 noon and then had to go through customs. A 30 minute delay for the bus schedule would have worked.	8/16/2018 11:57 AM
21	Pierce County - not available on the weekends unless going thru Seattle/ferry/KingTransit	8/14/2018 2:10 PM
22	My parents live between Seabeck & Silverdale. Kitsap transit won't take me there. There are other outlying areas transit won't take me to.	8/12/2018 10:08 AM
23	Wildcat Lake \ Green Mountain area. Kitsap Lake.	8/11/2018 5:57 PM
24	Many places, just in Port Townsend itself, such as North Beach and the beach at Fort Worden, where there is an important Marine Science Center, (and beach, of course). The Jefferson County Historical Archives. The Jefferson County Airport, which is also on that highway. (Transit bipasses that highway in favor of one that now goes to their headquarters at Four Corners.	8/7/2018 9:35 PM
25	Kingston Ride will not reach my home by just .75 miles	8/7/2018 4:20 PM
26	Fort Worden, until 9 pm. Downtown, until 10 pm. From downtown directly to the Fort. Anywhere on Sunday.	8/7/2018 1:15 PM
27	I'd like to go more places in the National Park, but it doesn't seem transit-friendly to me.	8/6/2018 6:28 PM
28	Near my home!!!	8/6/2018 4:28 PM
29	I would like to see port angeles/port townsend service the same on Saturday as it is on monday thru friday	8/6/2018 1:36 PM
30	Don’t know	8/6/2018 10:52 AM
31	Kingston to Poulsbo	8/6/2018 10:08 AM
32	Job opportunities out of county	8/4/2018 1:53 PM
33	To go to Bellingham, it's a complex itinerary with three bus systems and I have to work within their time frame.	8/4/2018 11:13 AM
34	Gig Harbor Purdy Transit Center	8/2/2018 11:34 PM
35	Kala Point	8/2/2018 9:33 PM
36	train station to airport from ferry	8/1/2018 12:03 PM
37	Hansville, Jefferson Beach estates, Kingston Poulsbo direct connection	7/31/2018 8:59 PM
38	PUD building on Johns Prairie	7/30/2018 11:23 AM
39	I drive, so I'm not aware of where transit currently goes.	7/30/2018 9:24 AM
40	State & Ntl parks, trails in Olympic Park	7/28/2018 9:23 PM
41	closer to walmart	7/28/2018 7:20 PM
42	The bathroom	7/27/2018 1:14 PM
43	the nearest bus stop to my house is over a mile away, with no sidewalk or shoulder to safely walk, so I get a ride to/from bus or ferry	7/27/2018 12:15 PM
44	Wherever there are gaps	7/26/2018 10:09 PM
45	HWY 112 to Pysht	7/26/2018 4:28 PM
46	I would like to visit Point no Point, and other hiking spots.	7/26/2018 12:42 PM
47	trail heads for hiking	7/26/2018 6:20 AM
48	I would like to attend events on Sundays. There is no service on Sundays in Mason County.	7/25/2018 6:51 PM
49	Sometiems there aren't busses in the evenings for work in clallam bay to get back home to PA	7/25/2018 3:10 PM
50	I would like to go ANYWHERE after 3 PM!!! or be able to get back!!	7/25/2018 1:25 PM
51	Damn near anywhere in this county is impossible to get to on public transportation.	7/25/2018 10:26 AM
52	Difficult to get to Bainbridge ferry terminal	7/24/2018 10:37 PM
53	KMHS outside of very limited bus service hours!	7/24/2018 5:38 PM

54	Rural Kitsap County	7/24/2018 1:47 PM
55	Wallochet/Hunt/Lombard/Rosedale residential area connecting to downtown Gig Harbor, including Kimball P&R. Would also like to see Gig Harbor to Port Orchard Ferries.	7/24/2018 12:59 PM
56	Quilcene, Brinnon, Coyle Community Centers. State Parks.	7/24/2018 10:28 AM
57	From my home on Manitou Beach Dr. to Lynwood Center.	7/24/2018 10:26 AM
58	a bus from Kitsap county to downtown Seattle would be a nice alternative to the ferry.	7/24/2018 8:58 AM
59	Like to use Transit for Entertainment (Movies, etc) but Kitsap Transit doesn't run late enough.	7/24/2018 8:49 AM
60	transit does not operate for the ferry run that I take in Kingston in the morning.	7/24/2018 7:13 AM
61	Anyplace on a Sunday. There is no Sunday bus service	7/24/2018 1:02 AM
62	Sunday Bainbridge Service	7/23/2018 8:11 PM
63	Recreation	7/23/2018 4:54 PM
64	1) foot ferry on weekends. 2) bus to Southworth ferry 3) lack of Uber/Lyft/taxi service options	7/23/2018 3:34 PM
65	Olympic National Park	7/23/2018 2:54 PM
66	I live in the Ridge of McCormick Woods and there isn't a bus that comes up this far	7/23/2018 2:53 PM
67	Nordland and Kingston	7/23/2018 12:51 PM
68	local parks in the summer	7/22/2018 4:27 PM
69	Rocky Point Road NW.	7/20/2018 1:18 PM
70	North Kitsap High School and Poulsbo Middle School	7/20/2018 12:55 PM
71	would love to be able to board a bus in Kingston, take the ferry across, and connect with Snohomish or King county transit. Also Jefferson County connections would be great.	7/20/2018 12:32 PM
72	Port Hadlock from west county, commuter hours; Thorndyke Rd	7/20/2018 9:42 AM

Q14 Is the public transit fare affordable to you?

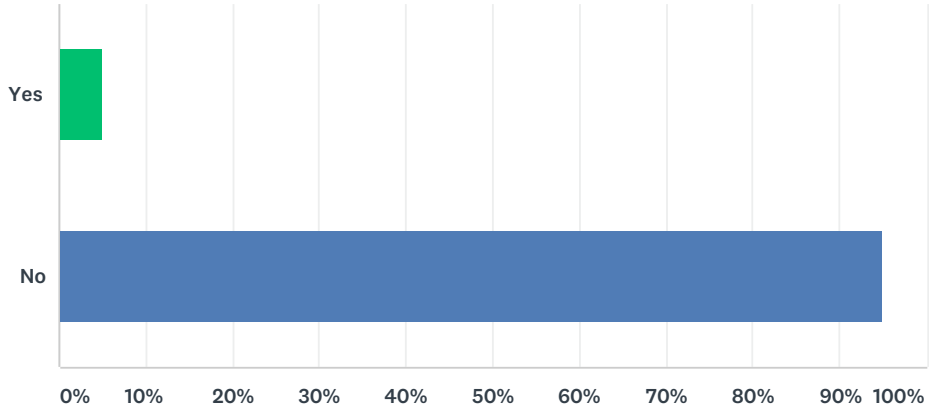
Answered: 133 Skipped: 21



ANSWER CHOICES	RESPONSES	
Yes	96.24%	128
No	3.76%	5
TOTAL		133

Q15 Do you require dialysis or other regular medically-related transportation?

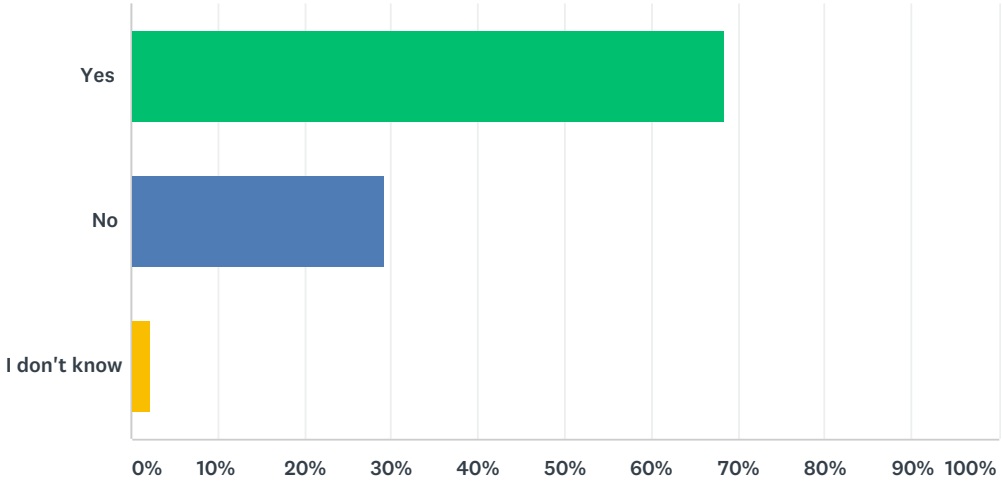
Answered: 137 Skipped: 17



ANSWER CHOICES	RESPONSES	
Yes	5.11%	7
No	94.89%	130
TOTAL		137

Q16 Do you live within walking distance of a public transit bus stop?

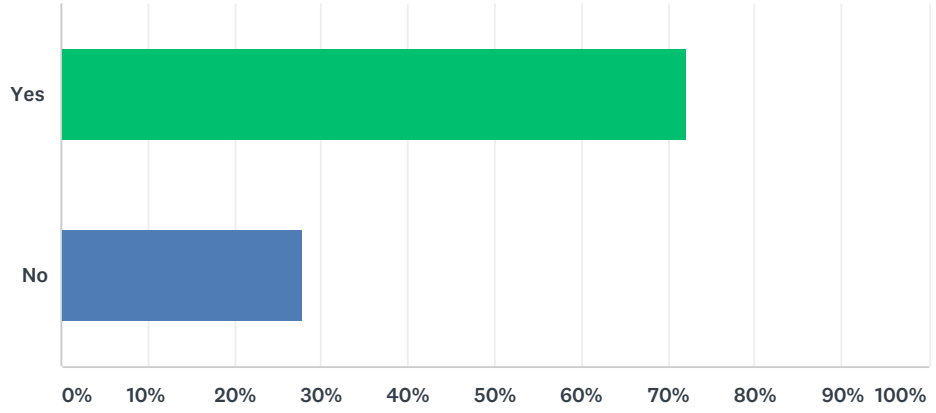
Answered: 133 Skipped: 21



ANSWER CHOICES	RESPONSES	
Yes	68.42%	91
No	29.32%	39
I don't know	2.26%	3
TOTAL		133

Q17 Do you need public transportation service on weekends?

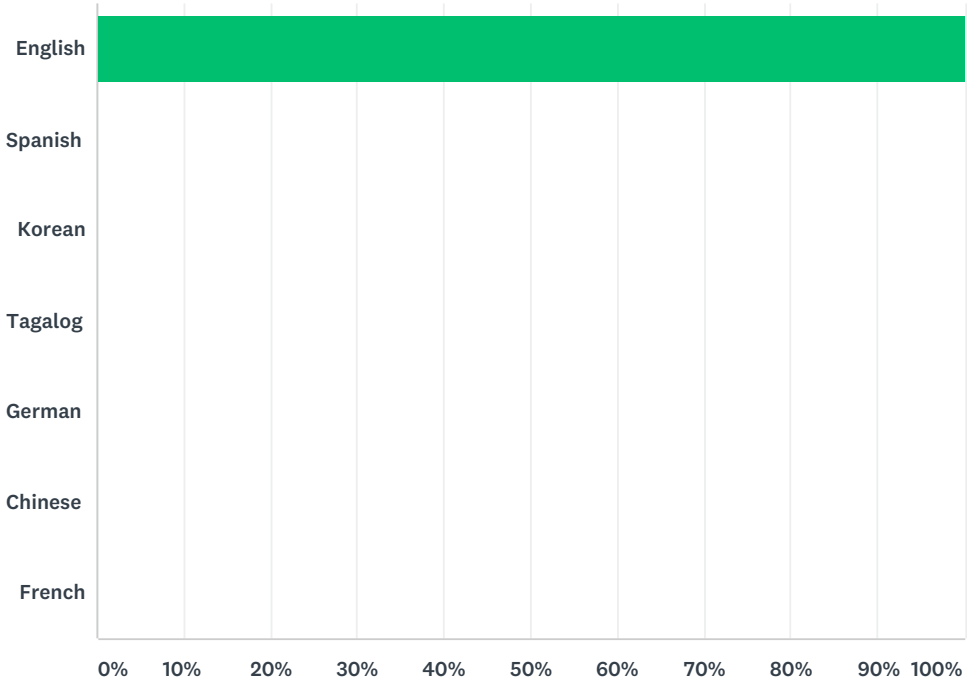
Answered: 133 Skipped: 21



ANSWER CHOICES	RESPONSES	
Yes	72.18%	96
No	27.82%	37
TOTAL		133

Q18 What is your primary language?

Answered: 135 Skipped: 19

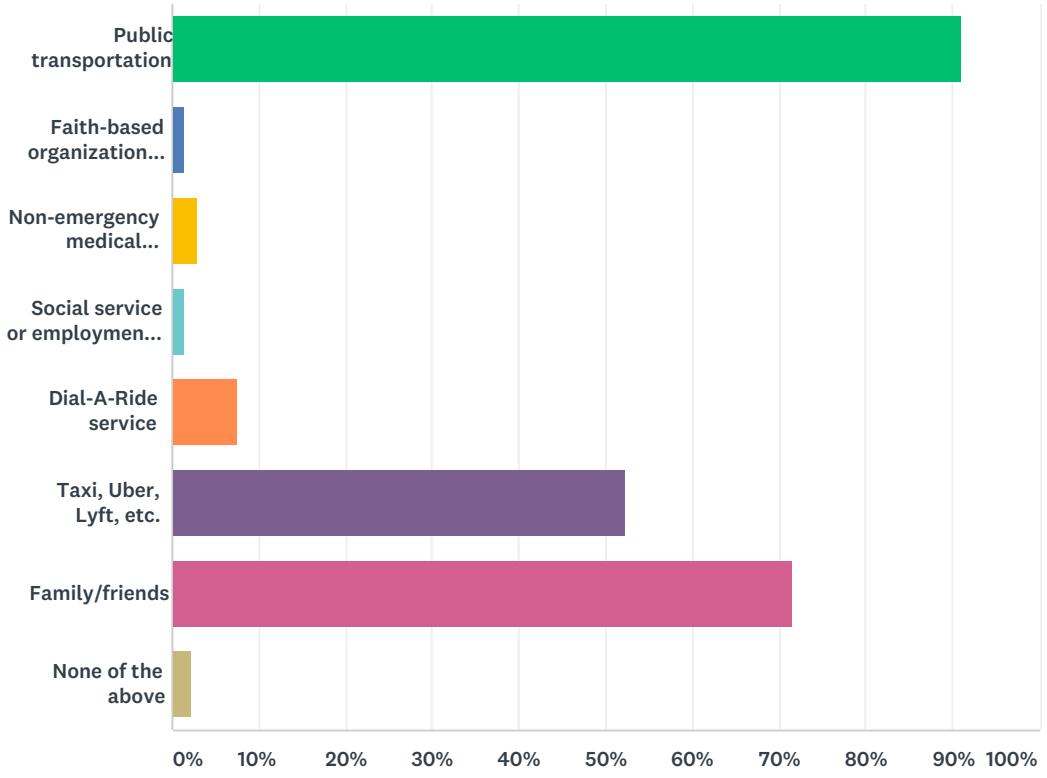


ANSWER CHOICES	RESPONSES	
English	100.00%	135
Spanish	0.00%	0
Korean	0.00%	0
Tagalog	0.00%	0
German	0.00%	0
Chinese	0.00%	0
French	0.00%	0
TOTAL		135

#	OTHER (PLEASE SPECIFY)	DATE
1	Samoan	8/21/2018 5:28 AM
2	American Sign Language	7/30/2018 8:06 PM

Q19 What types of transportation services have you used in the last 12 months? (check all that apply)

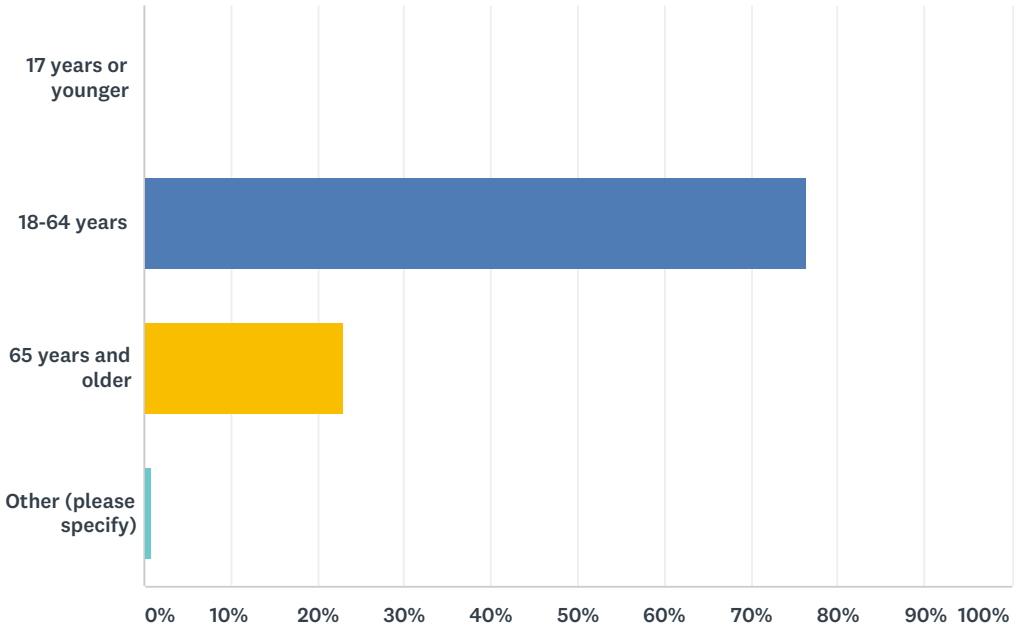
Answered: 134 Skipped: 20



ANSWER CHOICES	RESPONSES	
Public transportation	91.04%	122
Faith-based organization transportation	1.49%	2
Non-emergency medical transportation	2.99%	4
Social service or employment assistant transportation	1.49%	2
Dial-A-Ride service	7.46%	10
Taxi, Uber, Lyft, etc.	52.24%	70
Family/friends	71.64%	96
None of the above	2.24%	3
Total Respondents: 134		

Q20 What age group are you in?

Answered: 135 Skipped: 19

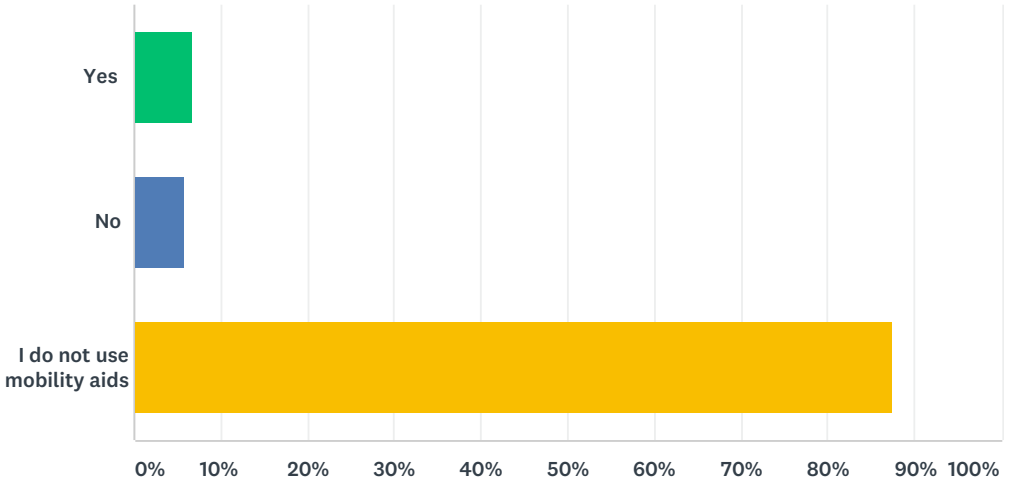


ANSWER CHOICES	RESPONSES	
17 years or younger	0.00%	0
18-64 years	76.30%	103
65 years and older	22.96%	31
Other (please specify)	0.74%	1
TOTAL		135

#	OTHER (PLEASE SPECIFY)	DATE
1	80 years old	8/27/2018 2:25 PM

Q21 If you use a mobility aid to get around (cane, walker, wheelchair, power scooter, service animal or personal care assistant), is transit able to meet your needs?

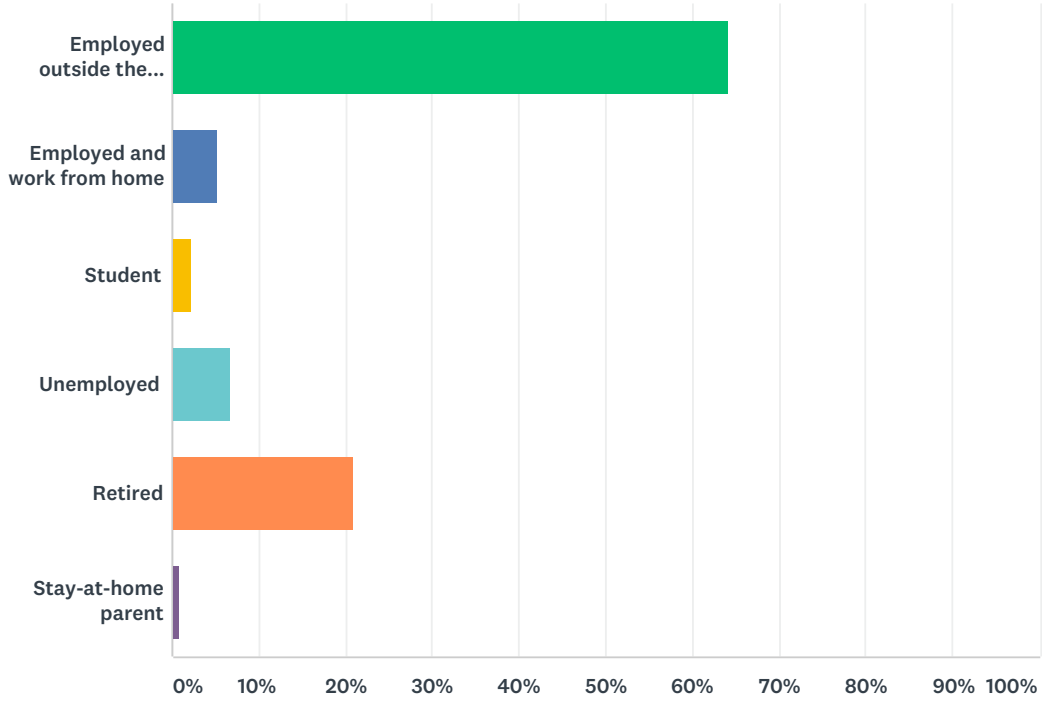
Answered: 135 Skipped: 19



ANSWER CHOICES	RESPONSES	
Yes	6.67%	9
No	5.93%	8
I do not use mobility aids	87.41%	118
TOTAL		135

Q22 Which of the following best applies to you?

Answered: 134 Skipped: 20



ANSWER CHOICES	RESPONSES	
Employed outside the home	64.18%	86
Employed and work from home	5.22%	7
Student	2.24%	3
Unemployed	6.72%	9
Retired	20.90%	28
Stay-at-home parent	0.75%	1
TOTAL		134

#	OTHER (PLEASE SPECIFY)	DATE
1	Seeking Employment	8/21/2018 5:30 AM
2	independent artist/craftsperson	8/17/2018 3:05 PM
3	I am 84 years old.	8/7/2018 9:39 PM
4	Disabled volunteer	8/2/2018 9:34 PM

Q23 Do you have any additional comments that you would like to share regarding public transportation?

Answered: 84 Skipped: 70

#	RESPONSES	DATE
1	Expand weekend service to include Sundays.	8/27/2018 2:53 PM
2	Include more transit routes and increase service hours on weekends. Build a tunnel to the Bainbridge Island Ferry under Hwy 303. Have access for bus riders. Ticket all who stop by the side of the road to "telephone." Enforce the RCW re: no motor vehicle to idle engine - how much gasoline is wasted, how much extra heat & exhaust is produced during the hours spent "telephoning" in parking lots?	8/27/2018 2:43 PM
3	TRAIN YOUR WORKERS ON TREATING PEOPLE WITH RESPECT! Honestly, I've been very mistreated by the Seattle Ferry Terminal staff. You need to retrain those people.	8/27/2018 2:30 PM
4	Need a park & ride lot up the Hansville Highway and/or bus stop at PGST Gliding Eagle. A route thru the Port Gamble main road on reservation. Bus stop on campus by library, clinic etc. I love the ORCA card. The North End of Kitsap County needs bus service. Will there be bus service for the new Kingston/Seattle foot ferry? The George's Corner Park & Ride is FREE-Thanks That's awesome! Your bus drivers are nice, courteous & helpful:)	8/27/2018 2:19 PM
5	In one of your questions about why I use transit, it says ployment instead of work/job, so I almost missed it. Transit works well. While I wish there were more service it's rural and I think many of us living here want it to stay that way :/. The service generally meets my needs. I want to see good coordination of the new foot ferry in Kingston with bus service and I want better INF rmation about transit. For example I didn't know that there's a new app that tells me where my Kitsap transit bus is until I found a flyer on the ground.	8/24/2018 7:39 PM
6	Public Transportation is a vital necessity for a large portion of the population. We greatly appreciate that it exists. We have used public transit in the places that we've lived and visited our entire lives. Please expand Dial-a-Ride/Paratransit hours on Saturday so that we can attend church service which is over at 6 p.m. or offer transit service on Sundays from 8 a.m. - 1 p.m. for our church service.	8/23/2018 9:06 AM
7	Would appreciate Sunday transit service to attend church or visit family. Direct transportation to Port Orchard and or Kingston would be nice. However, I do appreciate any and all transit services that we have now.	8/23/2018 8:54 AM
8	The Kitsap Link from Bainbridge to Seattle ferry to Viking transit is unreliable. It departs too soon from the Bainbridge Island Ferry Terminal and it misses the Jefferson Transit bus to Port Townsend.	8/23/2018 8:37 AM
9	I would appreciate transit service on Sundays with Jefferson Transit. Otherwise, I'm able to go anywhere in the world beginning with WSDOT	8/23/2018 8:09 AM
10	I would like transit service available on Sundays and holidays.	8/23/2018 7:57 AM
11	Have an ORCA like card. It would be so much easier to have the same method of pay system for all modes bus, train or ferry in all counties.	8/23/2018 7:44 AM
12	Where I was born & grew-up, there is simply no such thing as countywide public transit or any public transit at all for a town the size of Port Townsend. I am exceedingly thankful for Jefferson Transit.	8/23/2018 7:27 AM
13	System is nearly perfect as is but as more powple choose to live in bremerton/port orchard/kitsap and commute to Seattle, running at least one later day/evening run of service between the ferry terminal and port orchard side (bus or foot ferry) for those of us that work beyond the 9-5 window would be a huge improvement. Thanks!	8/22/2018 7:24 AM
14	I am grateful to have the expanded service to Melody Lane. And the 123 (Strait Shot) to Bainbridge Island has made traveling to Seattle very affordable.	8/21/2018 10:07 PM
15	Better alignment when ferries are backed up.	8/21/2018 4:48 PM

16	Would like to see Gig Harbor to Port Orchard buses	8/21/2018 8:59 AM
17	an express bus from Port Townsend to the Bainbridge ferry would be very popular, based on how many people here complain about the stressful drive to get to Seattle.	8/21/2018 8:38 AM
18	YES-Please provide Sunday services/transportation and extend earier morning start -times in order for riders to meet their 6am-7am clock-in times during the work week. -Many thanks!	8/21/2018 5:35 AM
19	Clallam needs more east to west routes (example fairgrounds to college). marked bus stops seem like they would make folks aware of routes near them so they feel more likely to ride. Love the strait shot and would love more options onit!	8/20/2018 7:00 PM
20	More Strait Shot per day	8/20/2018 2:38 PM
21	I am so grateful for all the service you provide. Thank you. Your drivers are amazing. Basic Sunday bus service would be transformative to the way people conduct their lives in kitsap county. Also, basic local service up 305 to silverdale or Kingston from the ferry after 8:10pm would be a huge improvement.	8/20/2018 10:40 AM
22	The lack of weekend buses (reduced Saturday, no Sunday) severely impacts my family's weekend activities. I also do not travel to areas where I need to transfer buses because the travel times are prohibitively too long.	8/20/2018 10:20 AM
23	Instruct bus drivers to be polite toward seniors. I rode a Port Townsend bus Rte 3 and saw a female driver treat an elderly person with disrespect. It was uncalled for. She should be appreciate polite, decent people!	8/20/2018 10:14 AM
24	I am interested in using public transportation to get into Port Townsend and Kingston, but not sure how to get started.	8/18/2018 8:22 PM
25	As stated in responses I think more frequent express service is needed between the towns and to the larger shopping/medical centers. The increasing population and retired community results in ever more congested highways threatening the air quality and quality of life valued so highly in western WA. Better transportation to localities from rural housing developements is needed so that folks can access medical care and shopping without driving solo in their autos so often.	8/17/2018 3:10 PM
26	I LOVE Mason County Transit service, especially the drivers. They are so friendly & service minded. Every effort has been made to meet my needs by MCT employees. They provide a wonderful service for folks in our community.	8/17/2018 10:44 AM
27	Connecting from Clallam to Mason County included several counties and buses. But sometimes there was no wait or only 1 minute in between, connections so it is too long a ride with not enough time to use the rest room between buses. An extra 3-5 minutes would make a big difference!	8/16/2018 12:02 PM
28	Teach drivers to respect riders. There is a red headed woman driver in Jefferson Transit who is disrespectful toward riders.	8/15/2018 10:32 AM
29	Please add more late night transit service. There are many times that I am unable to socialize with friends or go out to see live muisic because there are no late night transit buses. Thank you.	8/12/2018 10:15 AM
30	We need a mid-day Strait Shot trip!	8/11/2018 8:02 PM
31	Would like to see Sunday service restored, as well as half-hour service on the weekdays.	8/11/2018 5:59 PM
32	Have your buses come on time or change the schedule so it is accurate to plan your day by. Also, track all the buses so on your cell. phone we can see where the buses are at.	8/9/2018 11:28 AM
33	I have attended Jefferson Transit meetings for many years and believe it would be wise to EXPAND the Transit Board to encompass more organizations, employers and citizens to offer a broader perspective and creative solutions, such as from our schools, Jefferson Hospital, or a downtown business. (ONLY THREE board members, here in Jefferson County does not provide the dynamic oversight we need, especially when their terms are dependent on their terms in elected office, which can last for many years), We need Transit to provide PUBLIC TOILETS!. , Schools, Jefferson Hospital,	8/7/2018 10:00 PM
34	Provide more in the Kingston area for seniors please.	8/7/2018 4:22 PM
35	Our land use planning, both city and county, works against efficient transit routing. No private roads, no cul-de-sacs!	8/7/2018 1:18 PM

36	I think that for the most part, Clallam Transit provides very good bus service for the area's demographics. I would like to see some Sunday service, but I don't know if there is really enough need or riders to make it cost effective. When I get too old to walk to church, I'll have to be asking friends for more rides. That makes me feel sad.	8/6/2018 6:40 PM
37	I moved here because I thought it was a "green" community. NOT! Bumper to bumper traffic from Prospect to town most times most days = despicable!	8/6/2018 4:31 PM
38	Do a better job removing rude people from buses- adopt a policy similar to kitsap transit	8/6/2018 1:40 PM
39	No	8/6/2018 10:53 AM
40	need good connections between bus and ferry, better parking close to ferry for those that want it	8/6/2018 10:47 AM
41	Post Kitsap transit schedules more widely in Kingston.	8/6/2018 10:09 AM
42	You probably do the best you can with limited funding. But it would be nice if all the major cities in Western Washington could somehow be connected twice a day (with a morning and evening bus) that could go Bellingham to Everett to Seattle to Tacoma to Olympia as an express bus. And to have easier availability from the Peninsula to access such a bus. So more express buses from the remote areas to larger cities. That way people could work in Seattle, etc. and still live rural.	8/4/2018 11:16 AM
43	lets link up with pierce transit and sound transit at Purdy park and ride also service through key peninsula service stoped by pierce transit.	8/2/2018 11:40 PM
44	I think there should be longer bus times on Saturday's and atleast some service on Sunday's	8/2/2018 10:13 PM
45	Please increase times for transit routes. My normal shifts begin at 6 AM and if I work an evening shift end at 10 PM. I cannot take public transportation to work because I cannot get to and from work.	8/2/2018 3:53 PM
46	it would be really nice if the buses ran later. A lot of the low income job shifts end after the busses stop running, which can make it difficult to get home from work in this area.	8/1/2018 5:55 PM
47	Need more service in afternoon from Bainbridge to Sequim. Need public transport from ferry to train to airport	8/1/2018 12:05 PM
48	Very frustrated with current service. The Kingston Poulsbo direct line bus got removed from service shortly before I got a Job in Poulsbo. I live out in Jefferson Beach Estates and The Dial A Ride only stops at Jefferson Point, which, For me is a 15 minute bike ride to get to the stop and if I have to bike up that hill, I might as well bike to town. There used to be service all the way out to Jefferson Beach estates over 10 years ago. The Dial a ride should be expanded to harder to reach communities. There needs to be a direct service from Kingston to Poulsbo, and also The Bainbridge Kingston connection should be expanded to run later and throughout the whole day. The current set up is only good for regular commuters. A lot of us don't have normal 9-5 jobs. I choose to not take transit because I have been let down too many times by the service and lack there of. Many times have I missed a ferry or been charged for a bus ride when the driver was over an hour late and I asked to ride for free for the inconvenience and they made me pay anyway. I have also been charged twice for not "Using my Transfer at a proper Transfer point" which is ridiculous, because I biked to the next stop to try to catch the bus sooner and have more privacy while waiting. I have also have drivers tell me that there is no way to know whether or not I will make a connection and that even, it is very unlikely and stressful to them to have to make the connection with such short transfer windows. I have also had an extremely stressful time trying to make the connection at Agate pass from Poulsbo to Kingston or from Kingston to Poulsbo. Also the dial a ride should run later than 4 pm. I am off work at Poulsbo at 8:15 pm and there is no way for me to bus home. Also if I have to bus and make the Suquamish connection, it takes me 2+ hours. Which is illogical. Please bring a Kingston- Poulsbo direct line back. Especially with the fast ferry service this could really serve both Poulsbo and Kingston riders. Thanks for listening.	7/31/2018 9:12 PM
49	Stop having buses block the middle of the intersections when the light is going to turn red or is red. It clogs up traffic even more. Also, buses are always late during peak hours. Either adjust their schedule online & on the paper flier or make them show up on time. Being consistently late does not help anyone.	7/31/2018 4:08 PM
50	I know people who would use transit more if it ran until after evening programs end (like library programs that end at 8pm); they can't get home after the programs, so they do not attend them.	7/30/2018 9:27 AM
51	Would like buses to run later at night - currently the bus to my home ends at 6 pm - cannot attend evening events. Would boost tourist economy if there were shuttles in Olympic Park, cut down on traffic.	7/28/2018 9:27 PM

52	on the 20 route add a 7pm and 8pm to Melody Lane. Add Sunday service. also a shuddle to special nature highlights On the Olympic Peninsula.	7/28/2018 7:25 PM
53	Please can we make the ferries on time more often. I get the incidental delay or the occasional major one delay, but Bainbridge to Seattle is constantly late in the afternoon and evening very often. Often the greater part of an hour or more late.	7/27/2018 7:20 PM
54	Washington public transportation costs are the most wasteful use of taxes ever known to man. The cost per mile per rider will never be justified.	7/27/2018 1:16 PM
55	Expand transit everywhere, make it very frequent, operate it everyday, operate it all day, and fund it at the state level	7/26/2018 10:11 PM
56	A through route between Joyce and Clallam Bay at least during the summer would be great for tourists.	7/26/2018 4:30 PM
57	Our bus service ends to early - it is not possible to use the bus to go out to an evening dinner or an evening movie or event using public transit. Our bus service would be more useful if it ran on Sunday. Our bus service should make common sense adjustments to serve visitors during local special events such as the Rhody Festival and the Wooden Boat Festival. Lack of Sunday service is an especially glaring oversight during such events	7/26/2018 3:20 PM
58	I work for Kitsap Regional Library; I think that transportation is a major barrier for people going to the library.	7/26/2018 12:43 PM
59	Expand the hours of foot ferry. Do you realize how much money KT could make on the nights that the Sounders, Mariners, and Seahawks play? Better than paying for parking in Bremerton.	7/26/2018 11:15 AM
60	1. The south end is underserved regarding easy access to the rest of the county. For example, someone from Port Orchard with challenges who needs to get to Kitsap Mental Health must transfer repeatedly to get there, then do the same to get back to Port Orchard. It's a barrier. 2. An express bus from Port Orchard to other major service points - OC, Kitsap Mall, ie - rather than having to travel with repeated transfers. 3. Our neighborhood, along the 86 route, would likely use a Saturday bus to get to Port Orchard for the Farmer's Market and other events. Perhaps a Summer Only route on Saturdays for the 86?	7/26/2018 10:48 AM
61	Stop building trains - too expensive. Use the money more wisely. Add busses, give them their own lane on freeways. Add lots, lots more park and ride space. Increase frequency of busses. Why can't the SWIFT and RAPID lines be applied to the freeway. C'mon, this isn't hard to figure out.	7/26/2018 7:51 AM
62	there seems to be a bunch of options and very little coordination between them. for example a lady working the office at the Bremerton Ferry dock would not answer basic questions about the ferry, I got "I don't work for the Ferries" for an answer. Seems there are to many kingdoms in the transportation industry. I'd rather for go that attitude and ride my bike! I also hate having to pay for the "Fast Ferry" with my Rent. another kingdom that I benefit nothing from.	7/26/2018 6:28 AM
63	I think is most important to have pub trans available into the evenings and on weekends, I am more interested in knowing the frequency than the exact time schedules because they are not always reliable anyway.	7/25/2018 1:30 PM
64	More funding for more routes, longer service hours, and better connectivity. In this county, in particular, longer service hours, and service on Sunday would be a good start.	7/25/2018 10:28 AM
65	Love Kitsap transit!! And the BI Ride bus during non-commuter hours is fantastic! I just wish it was on sundays too.	7/24/2018 7:11 PM
66	It takes four legs of a trip just to get to my workplace, which is only a 30 minute drive by car. It's gotten ridiculous. The hours of operation have been reduced and the bus stops have moved farther away from where I need them. Really, changing bus/boat 3 times? I rarely use the bus anymore, because it's such a pain.	7/24/2018 5:42 PM
67	Public transit needs to be for everyone, not just commuters Monday-Friday.	7/24/2018 1:50 PM
68	Would like to see more regular options (non commuting hours, including weekends) to get from Gig Harbor to downtown tacoma, including Tacoma Dome Station	7/24/2018 1:02 PM
69	Greater coverage and frequency would make a substantive difference in the lives of several elderly and disabled people whom I work with.	7/24/2018 10:30 AM
70	I appreciate the fact that the commutor bus pass right by my home. I appreciate the helpful and courteous drivers.	7/24/2018 10:29 AM

71	My concerns are safety for riders when other riders are unruly and offering service every day of the week (Sundays)	7/24/2018 1:07 AM
72	Build a 21st century public-private partnership mobility center and bus transfer station on Westside of Day Road in conjunction with planned roundabout and Sound to Mountain bike trail.	7/23/2018 8:16 PM
73	Please improve transit from B.I. to OC, Bremerton!!!	7/23/2018 8:14 PM
74	Weekday service ends too early. The director of Kitsap transit is not qualified to do his job.	7/23/2018 4:56 PM
75	Sunday foot ferry would be useful to connect easily to bremerton. Lack of Lyft/Uber or taxi options in Port Orchard area is a real disappointment	7/23/2018 3:37 PM
76	Mason Transit does not operate at all on Sunday and Mason Transit is not dog friendly.	7/23/2018 2:56 PM
77	Please work with the ferry people: they are 30 minutes plus late just about every afternoon from Fauntleroy to Southworth.	7/23/2018 2:33 PM
78	Why is funded through sales tax? That seems like a volatile funding source.	7/23/2018 1:12 PM
79	Better shelter at the Poulsbo Transit center would be nice.	7/23/2018 12:57 PM
80	Rocky Point Road NW and Marine Drive, need bus service. Lots of disabled and elderly. Too far and uphill most of way to bus stop on Kitsap Way	7/20/2018 1:21 PM
81	Transit between key locations seems very lacking. (Ex: From North Kitsap High School to Poulsbo Library, there is no route)	7/20/2018 12:57 PM
82	I work at the library and we have many patrons with transportation issues. Buses dont run frequently enough, service their area, they have to allow 3 hours to go from Kingston to Bremerton. Impossible to use to get to their jobs. Etc.	7/20/2018 12:38 PM
83	they need to bring back the kitsap transit buses on sundays	7/20/2018 10:18 AM
84	This survey is poorly prepared in terms of multiple answers are possible and not supported. The survey is not appropriate for Clallam, Kitsap and other counties with two types of reservation based transportation. Dial a Ride is a reservation service for a zone for ADA and non-ADA riders. Paratransit, Access or Connect is the dial a ride service the survey is describing. Two completely different services with eligibility and non-eligibility. If this survey is necessary for Human Services Planning, a better survey would have more conclusive responses.	7/20/2018 9:49 AM