Peninsula RTPO
2022 Consolidated Grants Project

Click here for presentation video

Project Name: **Sustain Clallam Transit Route 50 Fixed-Route ervice to Blyn**

Organization Name: Jamestown S'Klallam Tribe

Contact Name: Wendy Clark-Getzin

Project Description (from WSDOT form)

Sustain operating funds for the existing tribal transit purchased from Clallam Transit for Jamestown S'Klallam Tribe. The local fixed route service provides four (4) round trips during the weekdays from downtown Sequim to Blyn Campuses.

Project Need (from WSDOT form)

In 2010, the schedule was designed to provide four roundtrips each weekday during normal business hours to supplement Clallam Transit's (CTS) eastern Clallam County service. Jamestown Campus Route 50 has continuously grown and serves tribal employees, citizens, dental clients, resort guests, Art Gallery shoppers and Olympic Discovery Trail users. The need for the service has since expanded to include an additional mile to connect the Justice Center, Fire Station, and tribal businesses. The need for additional CTS service was clear in 2010 when the route began and it continues to fill a need to provide transportation during weekday work hours to/from rural Blyn on tribal lands. The route connects rural clients and riders living outside of the major activity centers to services, employment and recreation. The bus rack equipped buses provide increased transit options for the Olympic Discovery Trail on tribal lands. The project's 1-mile extension supports existing and future tribal economic development.

Special Needs Transportation (from WSDOT form)

Route 50 is a local fixed route. The existence of this ADA accessible bus line promotes 3/4-mile complimentary paratransit services to rural homes along US 101 and in the Blyn area, a census district of known persistent poverty. The Tribe has built ADA accessible bus stops with curb ramps and shelters.

Service Connections with Other Modes and Systems (from WSDOT form)

Jamestown Campus Route #50 provides service between Sequim and Blyn, enabling riders to connect at the Sequim Transit Center to the Sequim Commuter buses traveling west to Port Angeles, Forks and beyond. It also enables riders to connect to Jefferson Transit's regional bus line to Port Townsend with connections to Chimacum, Brinnon, Port Hadlock, Kingston Ferry and Poulsbo. Clallam Transit's regional Strait Shot has increased its service to tribal lands from two to three times per day. At several locations along Route 50, Olympic Discovery Trail riders can hail a flag stop or ask to be dropped off where the trail intersects US 101.

Sustain Clallam Transit Route 50 Fixed-Route ervice to Blyn

Type of Project
Select one project type

- [x] Operating
  - ( ) Two-year
  - (•) Four-year
- [ ] Capital
  - ( ) Expansion
  - ( ) Replacement
- [ ] Mobility Management
- [ ] Planning

Project Funding Summary

	July 1, 2023 - June 30, 2025	July 1, 2025 - June 30, 2027 (if applicable)
Total Project Cost	$ 308,126	$ 333,421
Grant Request	$ 277,326	$ 300,021
Match Amount	$ 30,800	$ 33,400
Match Percent	10.0%	10.0%

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

NOTE: Ranked projects will be amended into the HSTP upon approval by the Executive Board.

Maintain Existing Transportation Services

- [ ] Maintain and replace vehicles
- [ ] Maintain infrastructure and facilities
- [x] Maintain existing services & recruit/retain operators
- [ ] Coordinate siting of facilities with existing services
- [ ] Sustain shared-cost programs for service providers

Enhance or Expand Transportation Services

- [ ] Increase hours of service
- [ ] Increase days of service
- [ ] Increase frequency of existing service
- [ ] Expand service into new areas
- [ ] Recruit/retain operators, drivers to expand services
- [ ] Enhance or introduce first- / last-mile connections
- [ ] Expand long-distance single-seat services
- [ ] Improve special needs traveler amenities
- [ ] Deploy ZEV benefiting special needs populations
- [ ] Increase broadband access
- [ ] Reduce travel cost as barrier to accessing services
- [ ] Improve NEMT services for discharged patients

Increase Public Awareness of Available Resources

- [ ] Develop and deploy travel training programs
- [ ] Promote existing 2-1-1 call center resources
- [ ] Develop coordinated on-line resources and brochures
- [ ] Promote long-distance one-seat options to target pops
- [ ] Educate human services providers about client travel
- [ ] Establish consolidated call center for travelers

Increase Cooperation, Coordination Among Providers

- [ ] Expand service provider-referral agency communication
- [x] Support coordination between service providers
- [ ] Enhance capacity for coordination scheduling, dispatch
- [ ] Enable vehicle & maintenance sharing agreements
- [ ] Enhance special needs emergency mgmt coordination
- [ ] Expand tribal transit-tribal health service coordination
- [ ] Coordinate services with vets' transportation programs
- [ ] Reduce duplication of services or consolidate services

17417 - Sustain Clallam Transit System Route 50 Fixed Route Service to Blyn

Application Details

Funding Opportunity:	15642-2023-2025 Consolidated Grant Program - Operating
Funding Opportunity Due Date:	Nov 8, 2022 9:15 AM
Program Area:	Consolidated Grant Program
Status:	Submitted
Stage:	Final Application
Initial Submit Date:	Oct 27, 2022 2:18 PM
Initially Submitted By:	Wendy Clark-Getzin
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Name:	Ms. Wendy Ann Clark-Getzin Salutation First Name Middle Name Last Name
Title:	Transportation Program Manager PRIMARY CONTACT
Email*:	wclark@jamestowntribe.org
Address*:	1033 Old Blyn Hwy Sequim Washington 98382-7671 City State/Province Postal Code/Zip
Phone*:	(360) 681-5622 Ext. Phone ###-###-####
Fax:	(360) 582-5780 ###-###-####

Organization Information

Legal Name*:	Jamestown S'Klallam Tribe
DBA Name*:	Jamestown S'Klallam Tribe
Organization Type*:	Tribe
DUNS #:	103364097 ##########
Unique Entity Identifier (UEI):	MLVMMNN8LJS7
Organization Website:	http://www.jamestowntribe.org (Please enter http://... for this field)
Physical Address*:	1033 Old Blyn Highway

Sequim Washington 98382-7670
City State/Province Postal Code/Zip

Mailing Address*: 1033 Old Blyn Highway

Sequim Washington 98382-7670
City State/Province Postal Code/Zip

Remit to Address*: 1033 Old Blyn Highway

Sequim Washington 98382-7670
City State/Province Postal Code/Zip

Phone*: (360) 460-7236 Ext.
###-###-####

Fax: ###-###-####

Fiscal Year End Last day of*: September

Organization Contact Information

Organization Contact Information

Organization Director

Name*: Jessica Payne
First Name Last Name

Chief Operating Officer jpayne@jamestowntribe.org
Title Email Address

Applicant Contact

Name*: Wendy Clark-Getzin
First Name Last Name

Tribal Transportation Program Manager wclark@jamestowntribe.org
Title Email Address

Project Contact

Name*: Wendy Clark-Getzin
First Name Last Name

Tribal Transportation Program Manager wclark@jamestowntribe.org
Title Email Address

Summary of Project Information

Summary of Project Information

PLEASE NOTE:
OPERATING - General operating assistance ? Select this option if you are a transit agency and are submitting only one operating project that includes all of the transportation services your organization provides (maximum grant request of $ 1.5 million).
OPERATING - Operating assistance for a specific service ? Select this option if your organization is submitting an application for specific services you provide.

Operating Type*: Operating assistance for a specific service

Refer to the glossary in the Consolidated Grants Guidebook for service-type definitions.

Service Type*: Fixed-route

Select either ?Sustain Existing Service? or ?Expand Service.?

Need for Service*: Sustain existing service
Select One

Checking yes to federal funds means that your organization is willing and able to comply with the associated federal requirements. For an example of last biennium's federal requirements see the Consolidated Grants Program Guidebook.

Willing to Accept FTA funds for the biennium?*: No

Select all of the Congressional District(s), Legislative District(s) and County(ies) the project will serve.
Congressional & Legislative District map

Congressional District(s)*: 6

Legislative District(s)*: 24

County(ies)*: Clallam

Duration of Project*: Four Years

Dependency on Other Projects

Dependent on other projects?	Project Title
No	

Scope of Work

Project Description

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

RTPO/MPO*: Peninsula RTPO

Is this project primarily serving a rural area?*: Yes Any service that supports Public Transportation in rural areas with populations less than 50,000.

Is this project primarily serving the Seattle, Tacoma, Everett urbanized area?*: No

Provide a brief, high-level description of what your project proposes to do (address who, what and where).
This description may be used to describe your project to the Legislature.

Proposed scope/description of the work.*:

Sustain operating funds for the existing tribal transit purchased from Clallam Transit for Jamestown S'Klallam Tribe. The local fixed route service provides four (4) round trips during the weekdays from downtown Sequim to Blyn Campuses.

Why is this project needed, and how does this proposal address the need?

Describe why you are pursuing the proposed project. Include a description of the transportation problem that needs to be addressed, how the problem was identified, and how the proposed project will address the problem.

Need*:

In 2010, the schedule was designed to provide four roundtrips each weekday during normal business hours to supplement Clallam Transit's (CTS) eastern Clallam County service. Jamestown Campus Route 50 has continuously grown and serves tribal employees, citizens, dental clients, resort guests, Art Gallery shoppers and Olympic Discovery Trail users. The need for the service has since expanded to include an additional mile to connect the Justice Center, Fire Station, and tribal businesses. The need for additional CTS service was clear in 2010 when the route began and it continues to fill a need to provide transportation during weekday work hours to/from rural Blyn on tribal lands. The route connects rural clients and riders living outside of the major activity centers to services, employment and recreation. The bus rack equipped buses provide increased transit options for the Olympic Discovery Trail on tribal lands. The project's 1-mile extension supports existing and future tribal economic development.

Describe coordination efforts with your regional planning organization.

Include details such as inclusion in regional plans, what prioritized strategies are being addressed, who was involved in defining the problem, other alternatives that were/are being considered for solving the problem, and demonstrations of local/regional support for implementing the proposed project.

Coordination Efforts*:

The Jamestown S'Klallam Tribe is a long-standing and active member of the Peninsula RTPO. Staff participates on the Executive Board as well as the Technical Advisory Committee; formerly the Chair of the TAC was Wendy Clark-Getzin and the Chair of the Executive Board was Annette Nesse. Through the Peninsula RTPO meetings and networking opportunities with other transportation providers, the Tribe is able to maximize coordination efforts to ensure the most effective and efficient connections are maintained. The Tribes projects are incorporated in the Regional Transportation Plan and enter the RTIP when required for STP FLEX funding. This project is maintained on the WSDOT STIP as a local project.

How does the project advance efficiencies in, accessibility to, or coordination of transportation services provided to persons with special transportation needs?

To be eligible for funding for special needs transportation, RCW 47.01.450 requires that applicants address how their project advances the efficiency, accessibility, and/or

coordination of special needs transportation.

Describe how your project advances these areas, and how you are going about developing these advancements. Additionally, identify the special needs population to be served by this project.

Special Needs Transportation:

Route 50 is a local fixed route. The existence of this ADA accessible bus line promotes 3/4-mile complimentary paratransit services to rural homes along US101 and in the Blyn area, a census district of known persistent poverty. The Tribe has built ADA accessible bus stops with curb ramps and shelters.

For operating, mobility management and capital projects: How will your organization measure whether the project is successful and improves the efficiency and effectiveness of public transportation?

Identify data sources and monitoring processes. Explain how the project provides more efficient and effective transportation services to the target population(s) within the community. Describe strategies or steps to be taken if the project does not meet its performance targets.

For Planning Projects: How will your organization measure the planning project?s success?

Identify data sources used in the planning process.

Measurement of Efficiency and Effectiveness*:

The bus line performance is measured by ridership, which has increased over the last 12 years of continuous service. The last third-party contract with Clallam Transit changed the terms and conditions of fare collection. All badged citizens and employees are now fare-free. As gas prices loom and surge, the measure of success is ridership and reduction of greenhouse gases. We have many regular users and seasonal fluctuations can cause increases both during the summer and winter months. The Tribe welcomes Run the Peninsula marathon events. Route 50 becomes very popular two times per year.

How does your project connect to, coordinate with, leverage or enhance other modes of transportation in your service area (i.e., aviation, intercity bus or rail, park and rides, bicycle/pedestrian)?

Describe how this project supports and interacts with other modes of transportation in the project area. Does this project enhance other transportation or social services within your organization or among partners?

What efficiencies will be gained within the service area as a result this project?

Other Modes of Transportation*:

Jamestown Campus Route #50 provides service between Sequim and Blyn, enabling riders to connect at the Sequim Transit Center to the Sequim Commuter buses traveling west to Port Angeles, Forks and beyond. It also enables riders to connect to Jefferson Transit's regional bus line to Port Townsend with connections to Chimacum, Brinnon, Port Hadlock, Kingston Ferry and Poulsbo. Clallam Transit's regional Strait Shot has increased its service to tribal lands from two to three times per day. At several locations along Route 50, Olympic Discovery Trail riders can hail a flag stop or ask to be dropped off where the trail intersects US101.

Identify the project staff for this project. What type of experience do these individuals have with grant management?

Provide the names and experience of the key staff that will be working on this project, including their experience managing projects similar to the proposed project.

Project Staff*:

Jamestown S'Klallam staff will be responsible for grant contracting and administration only. Operational services will be provided, as they have since 2010, by Clallam Transit System under contract with the Tribe. CTS-PTBA serves an area of over 1,700 square miles and links the cities of Forks, Sequim and Port Angeles. Wendy Clark-Getzin, Tribal Transportation Program Manager for the Tribe will oversee the project. Diane Gange, Chief Financial Officer will oversee the fund management. The Tribe has extensive experience with federal funding. In addition to managing the funding of this project with FTA funding since 2010, we have successfully carried out several grant projects from FTA and FHWA.

Coordinated Public Transit - Human Services Transportation Plans (CPT - HSTP)

Coordinated Public Transit- Human Services Transportation Plan	Page number(s) or TBD
Peninsula RTPO	TBD, 28-32

Budget

Expenses

Expenses	If Other, Please List	**July 1, 2021 - June 30, 2022 (Actual)	**July 1, 2022 - June 30, 2023 (Budgeted)	July 1, 2021 - June 30, 2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	Variance Between Biennia	**July 1, 2025 - June 30, 2027 (Projected)	Variance Between Biennia
Contracted Services - Transportation		$99,185.00	$97,344.00	$196,529.00	$216,182.00	10.00%	$237,800.00	10.00%
Overhead		$13,704.00	$16,902.00	$30,606.00	$31,830.00	4.00%	$33,103.00	4.00%
Labor & Benefits		$25,881.00	$31,921.00	$57,802.00	$60,114.00	4.00%	$62,518.00	4.00%
		$138,770.00	**$146,167.00**	**$284,937.00**	**$308,126.00**		**$333,421.00**	

Revenue and/or Match

Revenue and/or Match Sources	If Other, Please List	**July 1, 2021 - June 30, 2022 (Actual)	**July 1, 2022 - June 30, 2023 (Budgeted)	July 1, 2021 - June 30, 2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	**July 1, 2025 - June 30, 2027 (Projected)
Federal: FTA direct		$8,946.00	$114,963.00	$123,909.00	$30,800.00	$33,400.00
		$8,946.00	**$114,963.00**	**$123,909.00**	**$30,800.00**	**$33,400.00**

Summary of Awarded Amount for July 1, 2023 - June 30, 2025

Requested Amount: $277,326.00

Revenue / Match Amount: $30,800.00

Summary of Awarded Amount for July 1, 2025 - June 30, 2027

Requested Amount: $300,021.00

Revenue / Match: $33,400.00

Variances

Variance between 2021-2023 and 2023-2025: 8.14%

Variance between 2023-2025 and 2025-2027: 8.21%

Variances:

Yes, variances to adapt to inflation and rising costs of fuel. 8% is conservative. 10% is more appropriate which was used in the budget for contracted costs.

Other Sources

Other Sources*:

N/A, For this grant request, no "other" revenue is anticipated. The Tribe's future FTA direct annual allocation is sufficient for a 10% local match.

Comments

Comments*:

The annual budget was developed by Clallam Transit System based on prior years of service and projected increases in labor, maintenance, and fuel costs. Estimated costs per mile, labor, maintenance and mileage rates are based on compounded aggregate costs from analyzing the recent past year. Clallam Transit does not forecast costs. This is accomplished by the Tribe. There was a budget bust in the 21-23 biennia. The Tribe was not able to request additional Rural Mobility Competitive funds due to the receipt of CARES ACT COVID19 funding. The additional FTA CAA and ARP allocations amounted to $20,026.

DBE Goals

DBE Goals	Percentage	Efforts	No DBE
No	0.00%		Jamestown S'Klallam Tribe passes its grant funding through to Clallam Transit System (CTS) as the transit operator and so has no opportunity to contract out. CTS Labor Management Contracts should not subcontract out any of its operations for Jamestown Campus Route #50 in the next four years.

Summary

July 1, 2023 - June 30, 2025

Expense Total: $308,126.00

Revenue Total: $30,800.00

Requested Amount $277,326.00
This is the amount of grant funds your organization is requesting from July 1, 2023 - June 30, 2025.
Expense Total minus Revenue Total
:

Percentage of Match: 10.00%

July 1, 2025 - June 30, 2027

Expense Total: $333,421.00

Revenue Total: $33,400.00

Requested Amount $300,021.00
This is the amount of grant funds your organization is requesting from July 1, 2025 - June 30, 2027.
Expense Total minus Revenue Total.
:

Percentage of Match: 10.02%

Service Level

Project Service Level Information

Project Specific Information	July 1, 2021 - June 30, 2022 (Actual)	July 1, 2022 - June 30, 2023 (Budgeted)	July 1, 2021 - June 30, 2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	Percent of Change	July 1, 2025 - June 30, 2027 (Projected)	Percent of Change
Revenue Vehicle Hours	702	706	1408	1413	0.36%	1413	0.00%
Revenue Vehicle Miles	14803	15063	29866	30126	0.87%	30126	0.00%
Passenger trips should be entered as whole numbers only.							
Passenger Trips	2753	2800	5553	6108	9.99%	6719	10.00%
Volunteer Hours	0	0	0	0	0.00%	0	0.00%
					11.22%		**10.00%**

Project Service Level Description

Describe the methodology used to develop these estimates, including any assumptions used in their development.

How were service-level estimates developed?*:

CTS-provided service estimates are based upon actual revenue hours (30 minutes round trip) and mileage (15 miles round trip) to/from Blyn. CTS collects this data monthly and tracks performance in adherence to the contract. Passenger trips are based upon four years of usage and growth of this route.

For demand response, or deviated fixed route projects, summarize the intended outputs of this project in both qualitative (narrative) and quantitative (statistical) formats. There may be some projects where traditional performance measures (e.g., revenue vehicle hours/miles, passenger trips) do not apply. In those cases, quantifiable objectives can be used instead by submitting the following information: number of trainings or outreach, or number of passengers served, or other measurable outcomes produced by this project. Ensure there is a quantitative output, as these will be the baseline measurement for the following biennium?s application. Qualitative measures are optional.

Intended Outputs:

N/A - fixed route.

Milestones

Milestones

OPERATING ACTIVITIES	Date (mm/yy)
Service Start	07/23
Service Complete	06/25

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Copy of organization?s most recent audit report	✓	Most Recent Single Audit by Moss Adams - JST	Jamestown SKlallam Tribe_2018 FS Grants Fund_MA Issued.pdf	pdf	1 MB	10/26/2022 12:54 PM
501(c) IRS Letter of Determination (for new non-profit applicants only)						
WA Utilities & Transportation Commission (UTC) Certification (for new non-profit applicants who are direct service providers)						
Service area map	✓	Route Map in Clallam Transit's PTBA	Map Route 50.png	png	159 KB	10/26/2022 12:59 PM
Population density map	✓	Population density map from EJScreen for Blyn	ACS Population Density - Rte 50.jpg	jpg	117 KB	10/26/2022 02:36 PM
Letters committing matching funds						
In-kind match valuation proposal (only operating and mobility management projects may use in-kind contributions as matching funds)						
Letters of support (combine into one file attachment)		Letter of Support from PRTPO	JST_WSDOT CG Rte 50_Oct2022.pdf	pdf	121 KB	10/26/2022 12:55 PM
Letter of concurrence (for projects that operate in multiple planning regions)						
Federal Indirect Cost Rate Approval Letter						
Cost Allocation Plan						

Supplemental Information

Supplemental Information

Supplemental Information:

OFM and state law qualifies Blyn in Census Tract 23 (Block Group 2300) as rural. OFM has adjusted population for 2022 to 4,562 and 2,147 occupied households.

Vulnerable Populations in Overburdened Communities & Tribes - May 2022

Vulnerable Populations in Overburdened Communities

Identify the type of direct and meaningful benefits to vulnerable populations your project provides using the descriptions above, if any. Explain how your project provides these benefits. Your response may include suggestions about how WSDOT should evaluate project(s) against Climate Commitment Act requirements in the future.

Vulnerable Populations in Overburdened Communities*:

The Tribe's service area contains Census District #23, and is qualified by FHWA Justice 40 Initiative as an area of persistent poverty and historically disadvantaged community with transportation, health, economy and resilience disadvantaged characteristics. https://datahub.transportation.gov/stories/s/RAISE-Persistent-Poverty-Tool/tsyd-k6ij/ Jamestown S'Klallam Tribe is a non-reservation based tribe with tribal citizens and descendants living mostly in Clallam and Jefferson Counties. Indian country is the entire Point No Point Treaty area which encompasses most of Clallam County and the northern part of eastern Jefferson County. The grant application is supportive to the vulnerable populations and overburdened communities in a non-resilient location subject to future climate changes and tidal flooding. The 2022 JST Carbon Neutral Plan aspires to reduce every employment based trip to eliminate the highest growth factor of carbon production in transportation.

Tribal Support

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

Is your project serving and is it supported by a tribal nation in Washington? :

Estimate the percentage of your project that serves the tribe: 0.00%

By checking this box, you are confirming your outreach to the tribe in pursuit of a resolution formally supporting your project : No

Attachments

Tribal support correspondence/resolution:

Certification

Certification

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

Certification*: Yes

Application Authority*: Jessica Payne
First Name Last Name

Title*: Chief Operating Officer

Date*: 10/27/2022

October 24, 2022

Brian Lagerberg
WSDOT Public Transportation Division
PO Box 47387
Olympia, WA 98504-7387

Ref: Jamestown S'Klallam Tribe's "Sustain Clallam Transit System Route 50 from Sequim to Blyn" Project

Dear Mr. Lagerberg,

The Peninsula RTPO is pleased to support the Jamestown S'Klallam Tribe's *Sustain Clallam Transit System Route 50 from Sequim to Blyn* proposal for a Tribal Transit Mobility Grant. Funding will sustain service providing four round trips each weekday between the Tribe's Blyn Campus and Sequim City Center, with service coverage between campus work sites. This project is consistent with PRTPO's 2022 Human Services Transportation Plan and supports the continued maintenance of existing transportation services, a strategic regional priority.

PRTPO updated its Human Services Transportation Plan (HSTP) in 2022, assessing special needs mobility issues in this highly rural region and identifying coordinated strategies that can meet those needs. The Jamestown S'Klallam Tribe actively participated in that process, contributing useful insights and perspectives that ensure projects consistent with this plan support tribal community needs while building a more resilient regional system for all.

The Jamestown S'Klallam Tribe has a long history of supporting essential mobility for people who do not drive either due to age, disability, or income and improving public transportation for employees who work outside of typical 9-to-5 jobs, a barrier identified in the HSTP. The Tribe uses performance-based decision making to achieve on-time reliability and shorten wait times, both of which help make travel by transit competitive with driving. This project helps meet the community's need for reliable access to jobs, services, and life-line medical services, as well as vital connections with Clallam Transit's regional *Strait Short* service to the Bainbridge Island ferry terminal and with Jefferson Transit service.

This project advances 2022 HSTP priority strategies and will be amended into the document when PRTPO concludes its evaluation and prioritization process in December.

The Peninsula RTPO is pleased to support the Jamestown S'Klallam Tribe's application for funding to sustain existing services. A Tribal Transit Mobility Grant funding award will support tribal needs and strengthen coordinated human services transportation in the Peninsula region. On behalf of PRPTO, I urge WSDOT to fund this important project.

Sincerely,

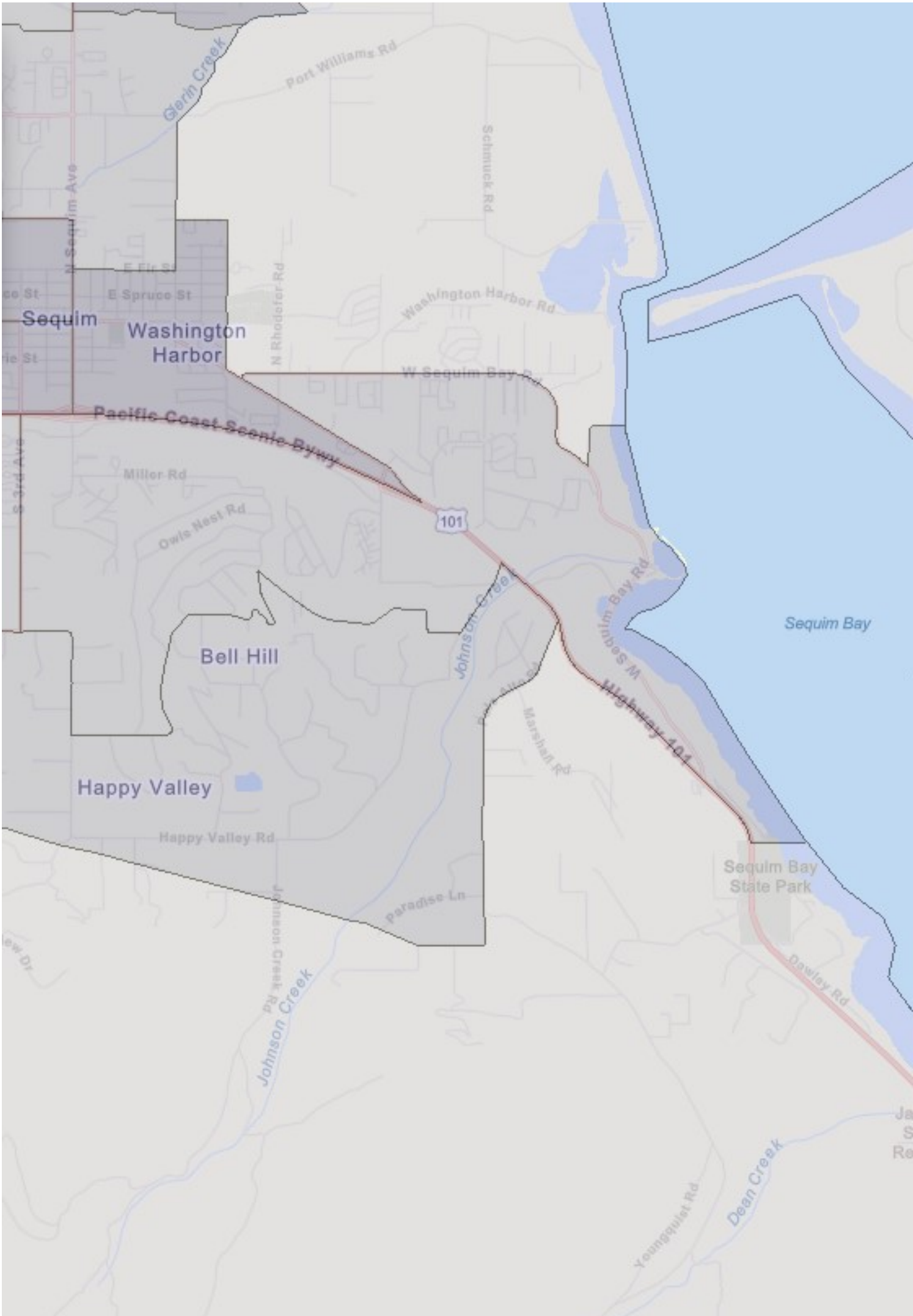
Bek Ashby

Bek Ashby, PRTPO Chair
City of Port Orchard

cc: Susan Garber-Yonts, WSDOT Public Transportation Division
Wendy Clark-Getzin, Jamestown S'Klallam Tribe

Sequim - Blyn - Jamestown Campu




Sequim
Washington Harbor
Bell Hill
Happy Valley
Pacific Coast Scenic Byway
101
Highway 101
Sequim Bay
Sequim Bay State Park
Port Williams Rd
Washington Harbor Rd
W Sequim Bay Rd
Miller Rd
Owls Nest Rd
Happy Valley Rd
Paradise Ln
Marshall Rd
Dawley Rd
Johnson Creek
Johnson Creek Rd
Dean Creek
Youngquist Rd
Gierin Creek
Schmuck Rd
N Rhodefer Rd
N Sequim Ave
E Fir St
E Spruce St