Peninsula RTPO
2022 Consolidated Grants Project

Click here for presentation video

Project Name: **West Jefferson Operating Grant**

Organization Name: Jefferson Transit

Contact Name: Jayme Brooke

Project Description (from WSDOT form)

This project preserves an existing Deviated Fixed Route service between Forks and Amanda Park along US 101, Monday through Saturday. Route deviations are used to accommodate ADA requirements as well as to serve the Hoh Reservation, Queets Village, and the Upper Hoh Road.

Project Need (from WSDOT form)

This service provides a regional "lifeline" connection between West Jefferson County and Grays Harbor Transit, Clallam Transit, as well as the Quileute Community Shuttle. This service represents the only safe and reliable option for residents along the corridor. The region is isolated and economically depressed with little or no services available between municipal areas. This service has been widely supported by residents of Jefferson County through passage of three sales tax initiatives; however, Jefferson Transit is at its legislative maximum and cannot request additional funding. This service helps eliminate hitchhiking. Hitchhiking is a severe socio-economic hardship that is the only transportation to some residents in the area without JTA's service. The service also completes the final link in the "Olympic Loop" which is a series of public transit connections that allow for access around the entire perimeter of the Olympic Peninsula. Elderly and economically depressed populations are a main focus of the Peninsula RTPO's Human Services Transportation Plan. As service needs are identified and developed, major consideration will be given to the older residents who live in this region for the favorable weather conditions and beautiful scenery. Owning and operating a vehicle is also one of the largest household expenses after rent or mortgage, deeming it important to make sure service fits the needs of lower income households who may not be able to afford a vehicle.

Special Needs Transportation (from WSDOT form)

This service supports but does not duplicate existing service; in fact, there are no other service options in this region. This route is a "lifeline" route maintaining basic connectivity between people and services. JTOC is a Route Deviated route; therefore it makes stops directly at the Forks Hospital and other medical facilities in which a passenger might need transportation. Many passengers ride the bus as the only means of getting their groceries. Many passengers from Queets, Forks, and the Hoh River Tribe, use JTOC to commute to employment at Kalaloch. The people served by this route represent some of the most socio-economically disadvantaged in the entire state. According to the Department of Health's Environmental Health Disparities map, the population in West Jefferson county is affected by a lack of high school education, a large portion of the population living in poverty, high cost of transportation and unemployment.

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

This service completes the final link in the "Olympic Loop", a series of public transit connections, including our East Jefferson County fixed route service, that allow public transit transportation around the entire perimeter of the Olympic Peninsula. This service is also frequented by visitors, mostly hikers and outdoor enthusiasts, who contribute greatly to the region's fragile economy. This service has been very successful in connecting with agencies on either end of the route. This service allows for residents in the small town of Forks and the outlying rural areas to access services by connecting with Clallam Transit going to Port Angeles and with Grays Harbor Transit going to Aberdeen. At the Forks Transit Center, passengers can also access the Quileute Community Shuttle. All the West Jefferson buses have bicycle carriers.

West Jefferson Operating Grant

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	$ 1,103,570	$ 1,136,676
Grant Request	$ 411,958	$ 424,315
Match Amount	$ 691,612	$ 712,361
Match Percent	62.7%	62.7%

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

17260 - West Jefferson Operating Grant

Application Details

Funding Opportunity:	15642-2023-2025 Consolidated Grant Program - Operating
Funding Opportunity Due Date:	Oct 27, 2022 3:01 PM
Program Area:	Consolidated Grant Program
Status:	Submitted
Stage:	Final Application
Initial Submit Date:	Oct 27, 2022 8:35 AM
Initially Submitted By:	Jayme Brooke
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Name: Salutation Jayme M Brooke
First Name Middle Name Last Name

Title: Grants & Procurement Coordinator

Email*: jbrooke@jeffersontransit.com

Address*: 63 4 Corners Road

Port Townsend Washington 98368-9366
City State/Province Postal Code/Zip

Phone*: (360) 385-3020 110
Phone Ext.
###-###-####

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

Organization Information

Legal Name*: Jefferson Transit Authority

DBA Name*: Jefferson Transit

Organization Type*: Transit Agency ? Rural

DUNS #: 102852019
#########

Unique Entity Identifier (UEI): CDKCRDC5A7J7

Organization Website: (Please enter http://... for this field)

Physical Address*: 63 4 Corners Rd.

Port Townsend Washington 98368-9366
City State/Province Postal Code/Zip

Mailing Address*: 63 4 Corners Rd.

Port Townsend Washington 98368-9366
City State/Province Postal Code/Zip

Remit to Address*: 63 4 Corners Rd.

Port Townsend Washington 98368-9366
City State/Province Postal Code/Zip

Phone*: (360) 385-3020 120
###-###-#### Ext.

Fax: (360) 385-2321
###-###-####

Fiscal Year End Last day of*: December

Organization Contact Information

Organization Contact Information

Organization Director

Name*: Nicole Gauthier
First Name Last Name

Interim General Manager ngauthier@jeffersontransit.com
Title Email Address

Applicant Contact

Name*: Miranda Nash
First Name Last Name

Interim Finance Manager mnash@jeffersontransit.com
Title Email Address

Project Contact

Name*: Jayme Brooke
First Name Last Name

Grants & Procurement Coordinator jbrooke@jeffersontransit.com
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*: General operating assistance

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

Service Type*: Fixed-route,Route-deviated

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?*: Yes

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)*: Jefferson

Duration of Project*: Four Years

Dependency on Other Projects

Dependent on other projects?	Project Title

No Data for Table

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.*:

This project preserves an existing Deviated Fixed Route service between Forks and Amanda Park along US 101, Monday through Saturday. Route deviations are used to accommodate ADA requirements as well as to serve the Hoh Reservation, Queets Village, and the Upper Hoh Road.

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*:

This service provides a regional "lifeline" connection between West Jefferson County and Grays Harbor Transit, Clallam Transit, as well as the Quileute Community Shuttle. This service represents the only safe and reliable option for residents along the corridor. The region is isolated and economically depressed with little or no services available between municipal areas. This service has been widely supported by residents of Jefferson County through passage of three sales tax initiatives; however, Jefferson Transit is at its legislative maximum and cannot request additional funding. This service helps eliminate hitchhiking. Hitchhiking is a severe socio-economic hardship that is the only transportation to some residents in the area without JTA's service. The service also completes the final link in the "Olympic Loop" which is a series of public transit connections that allow for access around the entire perimeter of the Olympic Peninsula. Elderly and economically depressed populations are a main focus of the Peninsula RTPO's Human Services Transportation Plan. As service needs are identified and developed, major consideration will be given to the older residents who live in this region for the favorable weather conditions and beautiful scenery. Owning and operating a vehicle is also one of the largest household expenses after rent or mortgage, deeming it important to make sure service fits the needs of lower income households who may not be able to afford a vehicle.

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*:

Jefferson Transit is an active member of the Peninsula RTPO where members meet quarterly to discuss and vote on issues involving the future of peninsula cities, towns, counties, ports, tribes, and transit agencies. Nicole Gauthier, Interim General Manager, sits on the Executive Board (EB), while Miranda Nash, Interim Finance Manager and Jayme Brooke, Grants & Procurement Coordinator, sit on the Technical Advisory Committee (TAC). This service is identified for continuation in our Peninsula RTPO's Regional Human Services and Public Transit Coordination Plan.

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:

This service supports but does not duplicate existing service; in fact, there are no other service options in this region. This route is a "lifeline" route maintaining basic connectivity between people and services. JTOC is a Route Deviated route; therefore it makes stops directly at the Forks Hospital and other medical facilities in which a passenger might need transportation. Many passengers ride the bus as the only means of getting their groceries. Many passengers from Queets, Forks, and the Hoh River Tribe, use JTOC to commute to employment at Kalaloch. The people served by this route represent some of the most socio-economically disadvantaged in the entire state. According to the Department of Health's Environmental Health Disparities map, the population in West Jefferson county is affected by a lack of high school education, a large portion of the population living in poverty, high cost of transportation and unemployment.

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*:

Jefferson Transit monitors ridership, passengers per hour, and maintenance statistics for this service. Jefferson Transit Olympic Connection will continue to gather community input on its performance and level of service through direct community contact. Ridership along this route was heavily impacted by the COVID-19 pandemic. In 2023, Jefferson Transit Olympic Connection ridership is projected to be nearly 8,000 riders. While this represents a significant drop in ridership compared to four years ago, this route is still the only form of transportation for many residents of this region.

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*:

This service completes the final link in the "Olympic Loop", a series of public transit connections, including our East Jefferson County fixed route service, that allow public transit transportation around the entire perimeter of the Olympic Peninsula. This service is also frequented by visitors, mostly hikers and outdoor enthusiasts, who contribute greatly to the region's fragile economy. This service has been very successful in connecting with agencies on either end of the route. This service allows for residents in the small town of Forks and the outlying rural areas to access services by connecting with Clallam Transit going to Port Angeles and with Grays Harbor Transit going to Aberdeen. At the Forks Transit Center, passengers can also access the Quileute Community Shuttle. All the West Jefferson buses have bicycle carriers.

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*:

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

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

Coordinated Public Transit- Human Services Transportation Plan	Page number(s) or TBD
Peninsula RTPO	16

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
Labor & Benefits		$289,116.00	$303,766.00	$592,882.00	$777,641.00	31.16%	$800,970.00	3.00%
Contracted Services - Other		$15,251.00	$19,294.00	$34,545.00	$49,393.00	42.98%	$50,874.00	3.00%
Fuel & Lubricants		$54,618.00	$66,378.00	$120,996.00	$179,221.00	48.12%	$184,597.00	3.00%
Maintenance Parts & Supplies		$12,117.00	$13,672.00	$25,789.00	$35,000.00	35.72%	$36,050.00	3.00%
Rent & Utilities (if not included in overhead, above)		$19,371.00	$19,408.00	$38,779.00	$49,684.00	28.12%	$51,175.00	3.00%
Other	Insurance & Misc	$2,467.00	$4,934.00	$7,401.00	$12,631.00	70.67%	$13,010.00	3.00%
		$392,940.00	**$427,452.00**	**$820,392.00**	**$1,103,570.00**		**$1,136,676.00**	

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 via WSDOT		$199,980.00	$199,980.00	$399,960.00	$0.00	$0.00
Local: In-kind		$15,000.00	$15,000.00	$30,000.00	$30,000.00	$30,000.00
Local: Transit sales tax		$177,960.00	$212,472.00	$390,432.00	$661,612.00	$682,361.00
		$392,940.00	**$427,452.00**	**$820,392.00**	**$691,612.00**	**$712,361.00**

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

Requested Amount: $411,958.00

Revenue / Match Amount: $691,612.00

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

Requested Amount: $424,315.00

Revenue / Match: $712,361.00

Variances

Variance between 2021-2023 and 2023-2025: 34.52%

Variance between 2023-2025 and 2025-2027: 3.00%

Variances:

Estimated net operating expenses from the 2021-2023 biennium to the 2023-2025 biennium are increased by an estimated 34.52% due to record inflation, union wage increases, fuel cost increases, and maintenance cost increases. Estimated net operating expenses from the 2023-2025 biennium to the 2025-2027 biennium are increased by an estimated modest 3% due to the same reasons with limited economic forecasts.

Other Sources

Other Sources*:

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

Comments

Comments*:

Jefferson Transit has utilized the invoices submitted to WSDOT for the 2021-2023 biennium to forecast the budget for the 2023-2025 and 2025-2027 grant biennia. Jefferson Transit has predicted increases for labor. Represented staff will receive contractual increases, non-represented staff will also see compensatory increases. Jefferson Transit has budgeted $20,000 in 2023 to complete a salary survey so the labor increase for the first biennium is much higher. Health insurance rates are predicted to increase steadily over the coming years. Fuel costs have risen over 40% since 2020 and continue to rise. Liability insurance rates increased over the past biennia, and this trend will likely continue. Utilities are projected to increase. The 2025-2027 grant biennium expense/revenue increases are forecasted conservatively.

DBE Goals

DBE Goals	Percentage	Efforts	No DBE
Yes	2.00%	In April 2020, Jefferson Transit updated its DBE Program Goal to allocate 1.81% of its federal financial assistance budget to DBE businesses. The first step to all procurement and contracting practices at Jefferson Transit is to check the Washington State Office of Minority and & Women's Business Enterprises registry for applicable business. There are limited DBE companies that fit Jefferson Transit's needs on the Olympic Peninsula at this time.	

Summary

July 1, 2023 - June 30, 2025

Expense Total: $1,103,570.00

Revenue Total: $691,612.00

Requested Amount $411,958.00
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: 62.67%

July 1, 2025 - June 30, 2027

Expense Total: $1,136,676.00

Revenue Total: $712,361.00

Requested Amount $424,315.00
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: 62.67%

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	4626	4614	9240	9683	4.79%	10167	5.00%
Revenue Vehicle Miles	142996	142964	285960	299310	4.67%	314276	5.00%
Passenger trips should be entered as whole numbers only.							
Passenger Trips	6807	7822	14629	16373	11.92%	17191	5.00%
Volunteer Hours	0	0	0	0	0.00%	0	0.00%
					21.38%		**15.00%**

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?*:

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

For demand response, or deviated fixed route projects, summarize the intended outputs of this project in both qualitative (narrative) and quantitative (statistical) formats. 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:

Not Applicable

Milestones

Milestones

OPERATING ACTIVITIES	Date (mm/yy)
Service Start	07/23
Service Complete	06/27

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Copy of organization?s most recent audit report	✓	JTA 2021 Audit Report	Exit Conference Handout.pdf	pdf	1 MB	10/18/2022 09:42 AM
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	✓	Service Area Map	JTOC Service Map.pdf	pdf	1 MB	10/24/2022 09:55 AM
Population density map	✓	Population Density Map	JeffersonTransit_Ops_PopulationDensity.pdf	pdf	255 KB	10/24/2022 09:35 AM
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)		Letters of Support	JTA Letters of Support.pdf	pdf	3 MB	10/27/2022 08:34 AM
Letter of concurrence (for projects that operate in multiple planning regions)						
Federal Indirect Cost Rate Approval Letter		Certificate of Indirect Costs JTA	Certificate of Indirect Costs.pdf	pdf	35 KB	10/24/2022 02:12 PM
Cost Allocation Plan		Cost Allocation Plan JTA	JeffersonTransit_Ops_TwoVariableFullyAllcoatedCostModel.pdf	pdf	233 KB	10/24/2022 02:12 PM

Supplemental Information

Supplemental Information

Supplemental Information:

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*:

West Jefferson County is disproportionately affected by various socioeconomic factors which necessitate the continuation of Jefferson Transit's service. The population has high incidences of unemployment, poverty, lack of education, and high cost of transportation. Many residents in this part of the county have no other means of transportation other than Jefferson Transit, making it a true lifeline service.

Tribal Support

Is this project directly operated by a tribe?*: No

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

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:

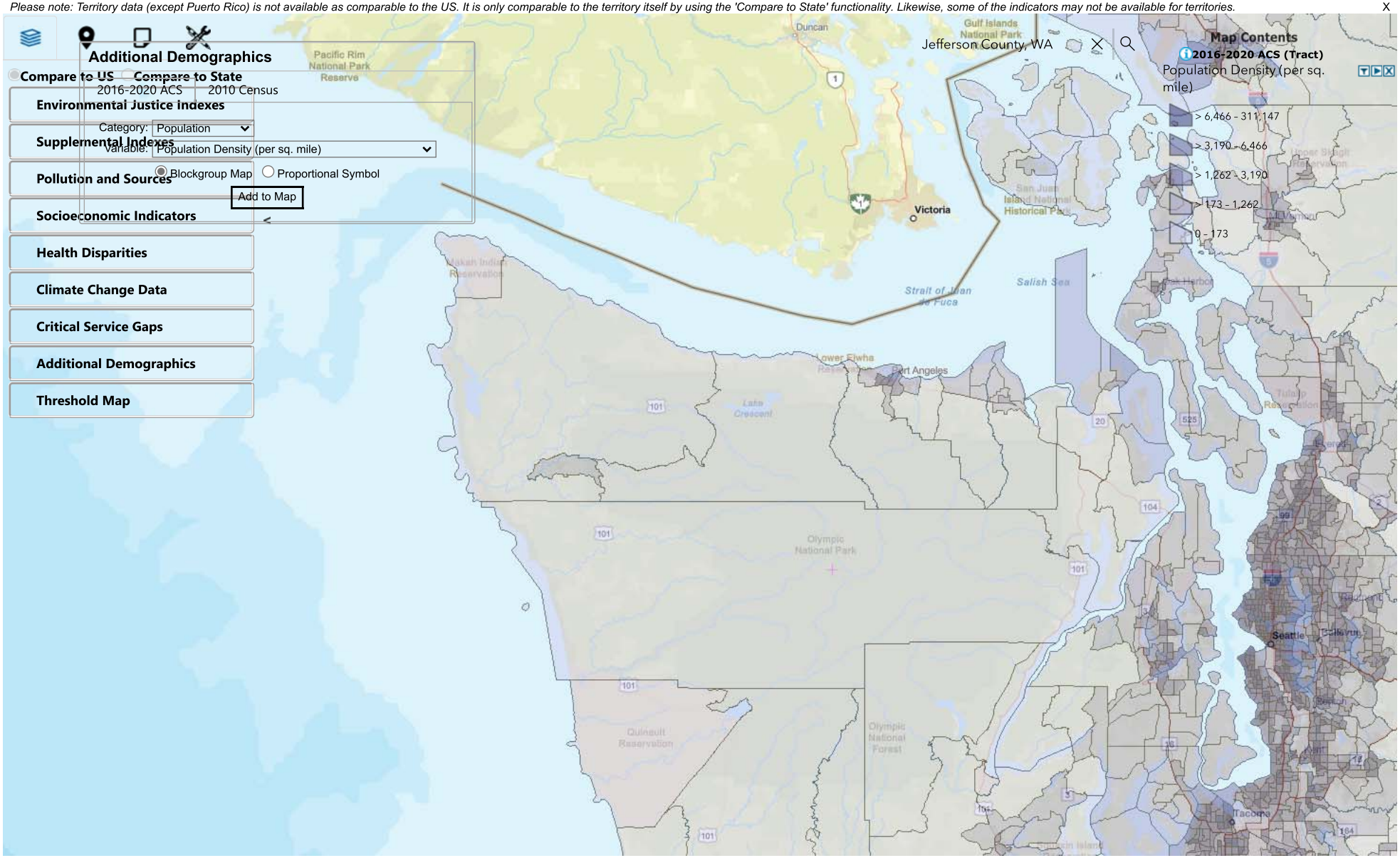
Certification

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*:	Nicole Gauthier First Name Last Name
Title*:	Interim General Manager
Date*:	10/27/2022

Please note: Territory data (except Puerto Rico) is not available as comparable to the US. It is only comparable to the territory itself by using the 'Compare to State' functionality. Likewise, some of the indicators may not be available for territories. X



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PASSENGER CODE OF CONDUCT

For the safety and comfort of all, Jefferson Transit Authority requires our customers to:

- Ride quietly and respect the rights of other passengers
- Pay the correct cash fare or show a pass when boarding
- Remain seated while the bus is in motion
- Hold on to a hand rail while the bus is in motion if no seats are available
- Allow transit operators to drive their Vehicles safely
- Keep all beverages in spill-proof containers
- Refrain from eating on all Jefferson Transit Vehicles
- Not carry hazardous materials while riding on any Jefferson Transit Vehicle
- Keep animals, including pets and service animals, under close control or in a closed container
- Cross behind buses, and wait until after the buses leave to cross the street
- Walk with bikes and carry skateboards at any Jefferson Transit Authority properties
- Keep aisles free of all items

Violations of RCW 9.91.025 include:

- Using drugs or alcohol, smoking, littering, spitting, possessing strong body odors, playing audible music, swearing, or otherwise behaving in an unruly or harassing manner are all prohibited on all Jefferson Transit Property and vehicles
- Possession of unissued transfer or fare media or tenders an unissued transfer or fare media as proof of payment.

Jefferson Transit will exclude any passenger for not complying with Jefferson Transit Passenger Code of Conduct or the Revised Code of Washington (RCW 9.91.025) which further governs passenger conduct.

LOST & FOUND, PETS, BICYCLES

LOST & FOUND

If you lose an item on a Jefferson Transit Bus, please call our office at 360-374-4104.

PETS

Service animals are welcomed and allowed. All animals must either be in container or leashed and under the owner's control. Leashed animals must remain on the floor. When connecting to other transit agencies, please check their policy.

BICYCLES

Bicycles will be transported on "space available" basis.
PLEASE NOTIFY DRIVER WHEN REMOVING A BICYCLE FROM THE CARRIER.

STAY CONNTECTED

CONNECT WITH JTA ON SOCIAL MEDIA

@JeffersonTransitAuthority

@JTAtransit

FOR CURRENT FARES PLEASE VISIT:

www.jeffersontransit.com
or call Customer Service at 360-385-4777

FLAG STOPS

To request a flag stop, please call Dispatch at 1-800-371-0497 to give your location. Stand in a safe, visible spot, allowing enough space for a driver to make a safe stop. Flag down a driver by extending your arm and waving up and down. If it is dark, please use a flashlight or reflector to ensure that the driver sees you.

ROUTE DEVIATIONS

The Olympic Connection will deviate from a regular route to locations within 3/4 of a mile off Hwy 101 on request. To request a deviation, call 1-800-371-0497 between 6am and 5pm, Mon-Sat. Requests for a deviation must be received no later than 40 minutes before the desired trip departs from Forks. It is preferable for requests to be made 24 hours in advance to assure coordination with the driver. Due to time and travel constraints, deviations may be limited. When calling to request a deviation, you will be asked your name, address, destination address (when applicable), telephone number and desired pick up time. If you need to cancel your ride, please notify us as soon as possible.

CONNECTING SERVICES

The Olympic Connection connects with two other local systems. Transfers to ***Grays Harbor Transit*** are made at **Amanda Park** (Amanda Park Mercantile at Lake Quinault) for travel to Aberdeen. Transfers to ***Clallam Transit*** are made at the **Forks Transfer Center**, for travel to Port Angeles. These services require a fare and exact change is required.

Forks Transfer Center is located at:
551 S Forks Ave & E St, Forks WA 98331

Amanda Park Transfer Center is located at:
6088 US Hwy 101 & Lake Dr N, Amanda Park, WA 98526

JEFFERSON TRANSIT

OLYMPIC CONNECTION BUS SCHEDULE

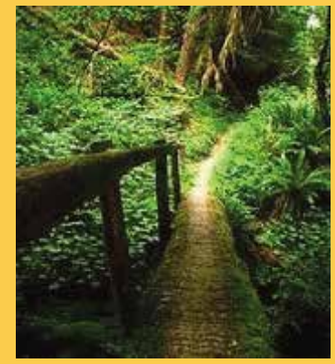
Effective October 25, 2021
Replaces Schedule Dated May 20, 2019











360-385-4777 • 800-371-0497
For deaf or hard of hearing; DIAL 711 for a relay operator
www.jeffersontransit.com
Schedule subject to change

JEFFERSON TRANSIT OLYMPIC CONNECTION
WEEKDAY SERVICE FORKS TO AMANDA PARK

Depart Forks Transfer Center	Upper Hoh	Hoh Tribal Center	Cedar Creek	Kalaloch	Queets	Clearwater	Arrive Amanda Park	
7:00	7:14	7:32	7:38	7:56	8:02	8:07	8:27	AM
11:05	11:19	11:37	11:43	**12:01**	**12:07**	**12:12**	**12:32**	
2:40	**2:54**	**3:12**	**3:18**	**3:36**	**3:42**	**3:47**	**4:07**	PM
6:45	**6:59**	**7:17**	**7:23**	**7:41**	**8:00**	-	-	

AMANDA PARK TO FORKS

Depart Amanda Park	Clearwater Road	Queets	Kalaloch	Cedar Creek	Hoh Tribal Center	Upper Hoh	Arrive Forks Transfer Center	
8:48	9:08	9:13	9:30	9:41	9:47	10:05	10:19	AM
12:53	**1:13**	**1:18**	**1:35**	**1:46**	**1:52**	**2:10**	**2:24**	
4:23	**4:43**	**4:48**	**5:05**	**5:16**	**5:22**	**5:40**	**5:54**	PM
-	-	**8:00**	**8:06**	**8:17**	**8:23**	**8:41**	**8:55**	

JEFFERSON TRANSIT OLYMPIC CONNECTION
SATURDAY SERVICE FORKS TO AMANDA PARK

Depart Forks Transfer Center	Upper Hoh	Hoh Tribal Center	Cedar Creek	Kalaloch	Queets	Clearwater	Arrive Amanda Park	
7:20	7:34	7:52	7:58	8:16	8:22	8:27	8:47	AM
2:40	**2:54**	**3:12**	**3:18**	**3:36**	**3:42**	**3:47**	**4:07**	PM

AMANDA PARK TO FORKS

Depart Amanda Park	Clearwater Road	Queets	Kalaloch	Cedar Creek	Hoh Tribal Center	Upper Hoh	Arrive Forks Transfer Center	
9:10	9:30	9:35	9:48	9:59	10:05	10:23	10:37	AM
4:23	**4:43**	**4:48**	**5:05**	**5:16**	**5:22**	**5:40**	**5:54**	PM

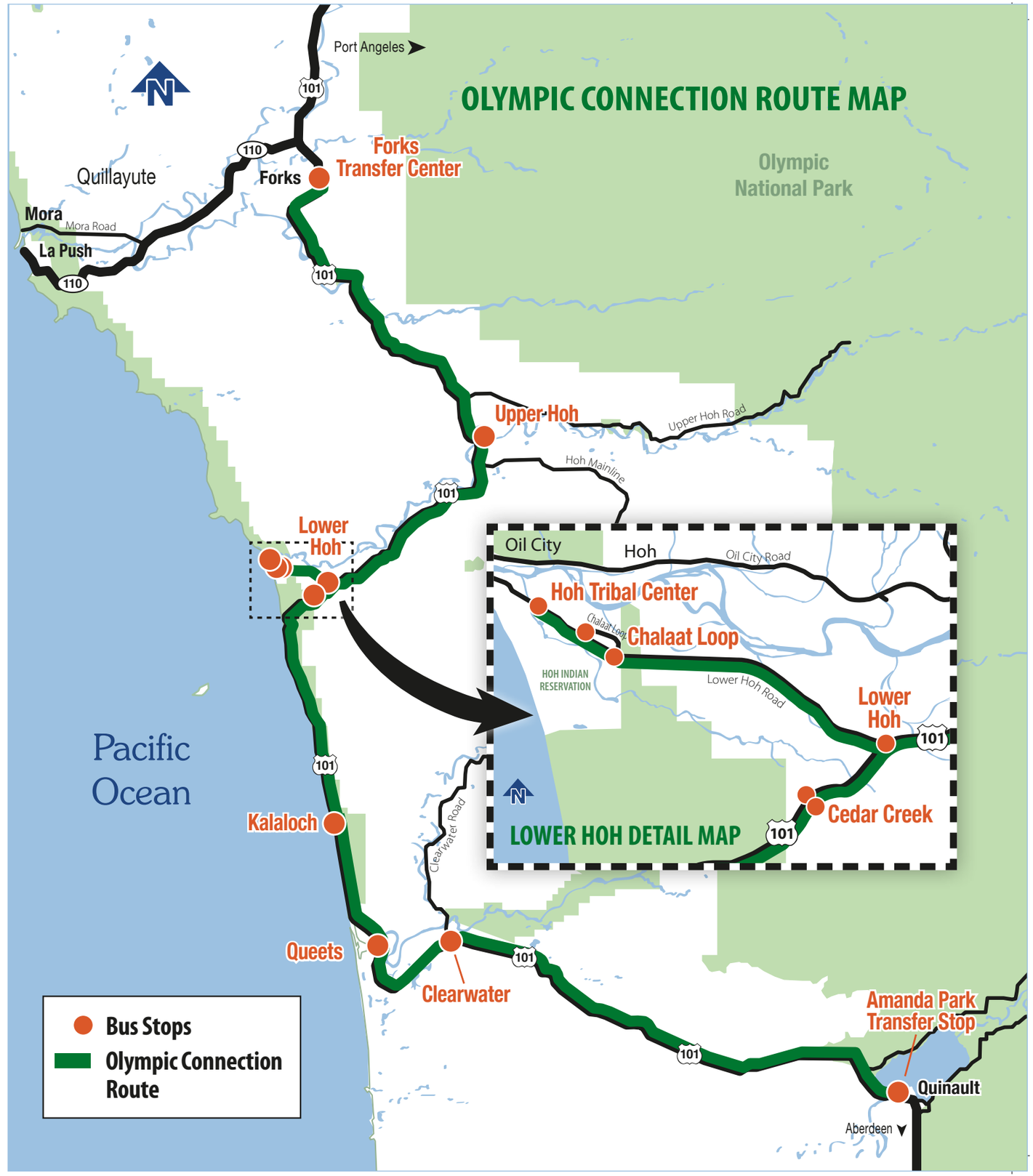
Forks Transfer Center is located at 551 S Forks Ave & "E" St

= Flag Stop

SUNDAY & HOLIDAYS

Service does not operate on the following days:

Sundays, New Year's Day, Martin Luther King day, Presidents Day, Memorial Day,Independence Day, Labor Day, Veteran's Day,Thanksgiving Day, Christmas Day



CERTIFICATE OF INDIRECT COSTS

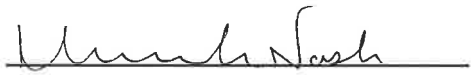
This is to certify that I have reviewed the indirect cost rate proposal submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal October 24, 2022 to establish billing or final indirect costs rates for the WSDOT 2023-2027 Consolidated Grant Application are allowable in accordance with the requirements of the Federal award(s) to which they apply and OMB Circular A 87, "Cost Principles for State, Local, and Indian Tribal Governments." Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal Government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct.

Governmental Unit: Jefferson Transit Authority

Signature: 

Name of Official: Miranda Nash

Title: Interim Finance Manager

Date of Execution: July 1, 2023

63 4 Corners Road, Port Townsend, WA 98368

TO: WSDOT, 2023-2027 Consolidated Grant Application

FROM: Miranda Nash

SUBJECT: Two-Variable Fully Allocated Cost Model

Date: October 24, 2022

Jefferson Transit continues to use the same cost allocation method that we have used since 2008. To determine the appropriate allocation of operating expenses, Jefferson Transit utilizes a two-variable fully allocated cost model consistent with the model published by the American Association of State Highway and Transportation Officials (AASHTO) in the *Comprehensive Financial Management Guidelines for Rural and Small Urban Public Transportation Providers*. The principle underlying a two-variable fully allocated cost model is that the total cost incurred in delivering a specific service should be attributed to that service. The fully allocated cost of a specific service includes both:

1) The direct costs of the labor and material resources used exclusively in the delivery of the service, and
2) A portion of the shared costs of the administrative labor, support services and material resources used to deliver a range of services.

Components of a Two-Variable Fully Allocated Cost Model

A two-variable fully allocated cost model recognizes that both operating variable and fixed costs contribute to the delivery of Jefferson Transit services. A fully allocated cost represents a complete allocation of all labor, services and materials used in the delivery of transit services. This model is not used to allocate capital depreciation.

The costs associated with the delivery of Jefferson Transit service includes:

- Variable Costs, which vary with the level of transit service provided. Variable costs include driver wages and vehicle fuel. Variable costs include direct costs that are identified as either revenue miles or revenue hours of service. For example, the variable cost, or incremental unit, for each Brinnon run in the following example is $427.55 which remains, constant with the addition or reduction of service.
- Fixed Costs, which tend to be constant. Examples of fixed costs include most administrative labor costs, facility-related costs and materials and supply costs other than those costs incurred directly to support revenue service. Fixed costs are overhead costs not previously allocated to revenue miles or revenue hours of service. The fixed cost for each our following example's Brinnon run is $86.76. If additional Brinnon runs were to be added to the schedule, the fixed costs will decrease with each new run.

Jefferson Transit					
Cost Allocation Model					
Cost of Service per Route and Day					
3rd Qtr 2022					
	Revenue Miles	Revenue Hours	Total Variable Costs	Fixed Costs	Total Costs
Fully Allocated Costs - Per Cycle Incremental Analysis:	This is the cost of service per cycle (i.e, to Brinnon and back, 1 Shuttle run). This number tells you the cost of adding a single run and the savings of reducing a single run.				
1 - Brinnon	$ 98.65	$ 328.90	$ 427.55	$ 86.76	$ 514.32
2 - Mtn View	$ 7.74	$ 61.76	$ 69.49	$ 14.10	$ 83.60
3 - Castle Hill	$ 9.68	$ 61.62	$ 71.30	$ 14.47	$ 85.77
4 - Upper Sims Loop	$ 4.36	$ 44.11	$ 48.46	$ 9.84	$ 58.30
6 - Tri-Area Loop	$ 23.95	$ 126.47	$ 150.42	$ 30.53	$ 180.94
7 - Poulsbo	$ 77.74	$ 303.13	$ 380.87	$ 77.29	$ 458.16
8 - Sequim	$ 65.32	$ 226.63	$ 291.94	$ 59.24	$ 351.19
11 - Shuttle	$ 4.36	$ 48.54	$ 52.90	$ 10.73	$ 63.63
14- Kingston Express	$ 72.37	$ 255.86	$ 328.24	$ 66.61	$ 394.85
West Jefferson (JTOC)	$ 28.84	$ 100.82	$ 129.66	$ 5.45	$ 135.11
Dial-A-Ride (DAR)	$ 6.99	$ 67.91	$ 74.91	$ 15.01	$ 89.92
Vanpool (no current VPs)					

The end goal of this two-variable cost model is to determine the cost per revenue mile and revenue hour. Using these two components provides far greater accuracy than using one variable.

Cost Model Component Description

Jefferson Transit's cost model consists of four major sections:

1) Descriptive Statistics (STATS) tab is based on **actua**l revenue miles, revenue, hours, route frequency and passenger counts. Data is provided on Fixed Route, Dial-a-Ride (DAR), and Vanpool. Fixed route data is available by route.
2) Financial Data (Financials) tab is the source of **actual** gross expenses on a monthly basis. It is in this tab that expenses are adjusted, on a monthly basis, for expenses not related to the transit service categories being analyzed. This cost allocation model is designed to address both normal operating expenses as well as qualified expense for grant reporting purposes.
3) Detailed Costs (ALLOC) tab is used to allocate expenses across the Fixed Route, DAR, and Vanpool categories. Expenses are adjusted or "filtered" (a) to remove costs that are not directly relevant and (b) under the *Allocated Actual – Adjusted* column expenses which are not eligible for state and federal grants are isolated and removed.
4) Cost Allocation Results (RESULTS) tab is used to bring together in summary form the data generated in the previous two tabs. Fully allocated costs are presented for all fixed service routes, DAR, and Vanpool. Costs are segmented into:
    a) Revenue Miles – Actual miles incurred when vehicle was providing service.
    b) Revenue Hours– Actual hours incurred when vehicle was providing service.
    c) Total Costs – Costs allocated based on revenue miles and revenue hours.
    d) Per Route Cost – Total costs of a route divided by total trips.

e) Per Passenger Cost – Total costs of a route divided by total passenger trips.

Also presented on the RESULTS tab are the incremental costs associated with each fixed service route, DAR, and Vanpool.

The second results tab labeled “RESULT-Adj” reflects adjusted expenses excluding ineligible expenses that are not grant reimbursable.

Two-Variable Fully Allocated Unit Cost

The table below shows an example of operating expenses broken down to the unit cost of revenue mile and revenue hour of service for Fixed Route, DAR, and Vanpool. Vanpool has only direct costs allocated since that service category does not significantly impact operating overhead costs.

The table below illustrates the per revenue mile and revenue hour for the identified operating category.

Per Service Unit Cost:				
Revenue Miles:				
Allocated Costs	$ 1.091	$ 0.726	$ 1.002	#DIV/0!
Allocated Overhead	0.231	0.031	0.209	#DIV/0!
Revenue Miles - Fully Allocated:	$ 1.322	$ 0.757	$ 1.211	#DIV/0!
Revenue Hours:				
Allocated Costs	$ 136.228	$ 77.157	$ 129.896	$ 0.000
Allocated Overhead	28.848	3.295	27.158	0.000
Revenue Hours - Fully Allocated:	$ 165.076	$ 80.452	$ 157.054	$ 0.000

For example, one (1) Castle Hill trip cost $80.83 or ($1.322 * 8.9 miles) + ($165.076 * 0.42 hours).

Conclusion

The cost allocation method provides a meaningful tool for both WSDOT reporting and management decisions regarding service.

City of Port Townsend
John Mauro | City Manager | 360.379.5043 | jmauro@cityofpt.us

October 26, 2022

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

Re: Washington State Department of Transportation 2023-2027 Operational Consolidated Grant Applications Letter of Support for Jefferson Transit Projects

Dear Nicole:

The City of Port Townsend is pleased to support Jefferson Transit Authority (JTA) in your grant request to WSDOT to sustain and enhance current levels of fixed route services to special needs and economically disadvantaged areas of Port Townsend, the Tri-Area, Brinnon/Quilcene, including connections to Grays Harbor, Mason, Clallam, Quinault Nation and Kitsap Transits and to the Washington State Ferries.

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

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

Thank you for the opportunity to support Jefferson Transit Authority's grant application and your agency's continued service and partnership.

Sincerely,

Warm regards,

John Mauro, City Manager

CHIMACUM SCHOOL DISTRICT

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

P: 360.302.5890
F:360.732.4336

WWW.CSD49.ORG

October 19, 2022

Dear Nicole:

Transportation issues are top of mind for public school leaders around the state and in our region. The Chimacum School District is eager to support the following transportation projects on behalf of students, staff, and families:

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

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

Our public transit has a positive impact on our remote and rural residents. Regional connections with adjacent transit systems are vital and have inherent economic benefits and improved quality of life. Without transit service many of our students, seniors, people with disabilities and people who do not drive, or who cannot afford to drive, would find their access to jobs, activities, and basic services severely limited.

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

Sincerely,

Scott F. Mauk, Ed.D
Superintendent

DEEP ROOTS BROAD HORIZONS

830 West Lauridsen Boulevard
Port Angeles, Washington 98363

CLALLAM TRANSIT

www.clallamtransit.com
360-452-4511

October 20, 2022

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

Re: Washington State Department of Transportation - 2023-2027 Consolidated Grant Applications

Clallam Transit System Supports the following for Jefferson Transit Projects:

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

Dear Nicole:

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

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

As a direct partner of JTA, I cannot emphasize enough the importance of these projects to maintain connectivity for public transit throughout the northwest region. On behalf of CTS, I certainly do support both these essential projects.

Sincerely,

CLALLAM TRANSIT

Kevin E. Gallacci
General Manager
360-417-1350
keving@clallamtransit.com

ECHHO
Ecumenical Christian Helping Hands Organization
1110 Jefferson Street, Port Townsend, WA 98368
(360)379-3246 email: info@echhojc.org
www.echhojc.org

October 19, 2022

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

Dear Nicole,

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

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

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

Sincerely,

Richard D. Heitmann

Rich Heitmann
Director of Operations
ECHHO

Forks Community Hospital®

"Pioneers in Rural Health Care"

October 20th, 2022

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

Re: Washington State Department of Transportation
2023-2027 Operational Consolidated Grant Applications
Letter of Support for Jefferson Transit Projects:

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

Dear Nicole:

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

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

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

Sincerely,

Heidi Anderson, MBA BSN RN
Chief Executive Officer

530 Bogachiel Way
Forks, Washington 98331
www.forkshospital.org

"Dedicated to Excellence in Health Care"

Phone: (360) 374-6271
Fax: (360) 374-6238

GRAYS HARBOR TRANSIT
343 W. Wishkah Street
Aberdeen, WA 98520
Phone: (360) 532-2770 Fax: (360) 532-2784

October 19, 2022

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

Re: Washington State Department of Transportation
2023-2027 Operational Consolidated Grant Applications
Letter of Support for Jefferson Transit Projects:

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

Dear Nicole:

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

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

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

Sincerely,

Ken Mehin

Ken Mehin – General Manager

Department of Public Works
Jefferson County, Washington

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

October 19, 2022

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

Re: Washington State Department of Transportation
2023-2027 Operational Consolidated Grant Applications
Letter of Support for Jefferson Transit Projects:

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

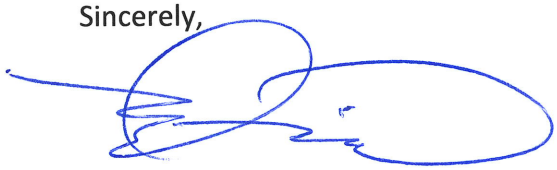
Dear Nicole:

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

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

Jefferson County Public Works, as the agency responsible for the maintenance and improvement of the county road transportation system, understands firsthand how important Transit services are to the community. When improving county roads or adding new sidewalks, we always strive to coordinate with Jefferson Transit to ensure that the community can access these important services and routes. I am pleased to offer our support for Jefferson Transit Authority's grant application and for continued service.

Sincerely,



Monte Reinders, P.E.
Jefferson County Public Works Director/County Engineer

Joe Nole
JEFFERSON COUNTY SHERIFF
79 Elkins Road • Port Hadlock, Washington 98339 • (360)-385-3831

October 19, 2022

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

Re: Washington State Department of Transportation
2023-2027 Operational Consolidated Grant Applications
Letter of Support for Jefferson Transit Projects:

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

Dear Nicole:

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

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

I am pleased to offer our support for Jefferson Transit Authority's grant application and for continued service. Please contact me if you have any questions or comments.

Sincerely,

Sheriff Joe Nole

MASON TRANSIT AUTHORITY

October 21, 2022

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

Re: Letter of Support for Jefferson Transit's Project Submissions to the Washington State Department of Transportation 2023-2027 Consolidated Grant Program:

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

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

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

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

Sincerely,

Amy Asher, General Manager

Board of Commissioners:
Jeff Randall, District 1
Kenneth Collins, District 2
Dan Toepper, District 3
Kevin Streett, General Manager

Jefferson County Public Utility District

October 21, 2022
Nicole Gauthier, Interim General Manager
Jefferson Transit Authority
63 4 Corners Road
Port Townsend, WA 98368

Re: Washington State Department of Transportation
2023-2027 Operational Consolidated Grant Applications
Letter of Support for Jefferson Transit Projects:

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

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

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

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

Sincerely,

Kevin Streett,
General Manager
Jefferson County PUD

Quilcene School District #048
P.O. Box 40
294715 U.S. Highway 101
Quilcene, Washington 98376
(360) 765 - 3363

PARTNERING WITH COMMUNITY FOR ALL STUDENTS

Superintendent
Frank Redmon

Board of Directors
Viviann Kuehl, Chair
Paul Mahan
Jon Cooke
Jessica Gossette
Trisha Freiberg

October 20, 2022

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

Re: Washington State Department of Transportation
2023-2027 Operational Consolidated Grant Applications
Letter of Support for Jefferson Transit Projects:

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

Dear Nicole:

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

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

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

Sincerely,

Dr. Frank Redmon
Quilcene School District Superintendent

October 21, 2022

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

Ref: Olympic Connection Operations Proposal

Dear Mr. Lagerberg,

Peninsula RTPO supports the *Olympic Connection Operations* proposal Jefferson Transit is submitting for WSDOT's 2023-2025 Consolidated Grants process. This project is consistent with PRTPO's 2022 Human Services Transportation Plan and supports the maintenance of existing transportation services, a strategic regional priority.

PRTPO updated its Human Services Transportation Plan in 2022, assessing special needs mobility issues in this highly rural region and identifying coordinated strategies that can meet those needs. Jefferson Transit actively participated in that process, contributing useful insights and perspectives that ensure projects consistent with this plan support local community needs while building a more resilient regional system for all.

Jefferson Transit's "Olympic Connections" operations proposal helps maintain existing transportation services by providing operational support for the only transit service to Forks, Amanda Park, the Quinault Nation, and others on the highly rural westside of the Olympic Mountains. This is a key link in the Olympic Loop service that tribal and other rural communities depend on to get to jobs, health services, school, and more, as well as connections with Clallam Transit, Mason Transit, Kitsap Transit, Grays Harbor Transit, and Washington State Ferries. This service provides essential mobility for people who do not drive either due to age, disability, or income. This project supports 2022 HSTP priority strategies and will be amended into the document when PRTPO concludes its evaluation and prioritization process in December.

A Consolidated Grants funding award will support local 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, PRTPO Chair
City of Port Orchard