Peninsula RTPO
2022 Consolidated Grants Project

Click here for presentation video

Project Name: **Replace Three 35' Buses Beyond Their Useful Life**

Organization Name: Mason Transit Authority

Contact Name: Amy Asher

Project Description (from WSDOT form)

Purchase three (3) 35-foot replacement heavy duty ADA accessible transit buses that are currently past their useful life. These vehicles are used for fixed route services provided for citizens throughout Mason County, WA, with connections to Jefferson, Kitsap, Grays Harbor, and Thurston Counties.

Project Need (from WSDOT form)

Mason Transit Authority is requesting funding to purchase replacement vehicles past their useful life. These 2010 buses are used daily and will be nearly 15 years old by the time replacements arrive. While the vehicles are currently in good repair, the interior of the vehicles, their components, and exterior condition of the vehicles are showing their age and need to be replaced. This project will improve service reliability and maintain the MTA goal of 80% in a state of good repair. MTA's service area covers over 900 square miles; many routes are along rural two-lane highways. When a vehicle breaks down mid-route, it can be difficult and takes considerable time to arrange a vehicle swap. This reduces rider confidence and trust in our system. Replacing these vehicles will help as our older vehicles are currently breaking down and requiring a road call once every 9,600 miles compared to once every 23,000 miles with vehicles ten years newer. These replacement vehicles are needed to meet increasing service and training demands. MTA is still bringing back fixed route service to pre-pandemic levels as drivers are hired. New CDL rules have also increased the demand on our vehicle fleet as training behind the wheel takes longer and requires more one-on-one instructor time. Training cancellations occur as vehicles are down with longer and more in-depth repair needs. New vehicles will reduce down time for repairs and allow us to keep training on track.

Special Needs Transportation (from WSDOT form)

Safe, reliable transportation for those with special needs, the elderly, economically disadvantaged and transit dependent riders who rely on MTA is a value to the agency and our region. Replacement of vehicles that are beyond their useful life helps keep a predictable schedule and allows us to make connections with other transportation providers. When vehicles are beyond useful life and pulled out of service for repairs frequently, or when vehicles breakdown while on route, it erodes the confidence and trust of the traveling public and results in missed connections. Rural transit agencies such as MTA pride themselves in providing a quality service that people can depend upon to meet their daily living needs. These needs can be met with vehicles that are trustworthy, safe, comfortable and dependable.

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

Mason Transit's vehicle replacement project will replace fixed route vehicles that travel within Mason County and connect to neighboring counties. Mason Transit's tagline 'You can get to anywhere from here!' holds true as the fixed route services travel in every direction with connections to neighboring transit, train, ferry, and intercity bus services. MTA connects with Jefferson Transit to the North, Kitsap Transit to the east - allowing connections to the Washington State Ferry System, Intercity Transit to the south with connections to Amtrak and Greyhound, and Grays Harbor Transit to the west. The fixed route services also connect with five large park and rides with the county. Mason County residents rely upon medical, educational and employment opportunities offered in our neighboring counties that have higher population densities. MTA's fixed route services allow a connection to those necessary services while enjoying a lower cost of living in a rural area.

Replace Three 35' Buses Beyond Their Useful Life

Type of Project
Select one project type

- [ ] Operating
  - ( ) Two-year
  - ( ) Four-year
- [x] 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	$ 1,733,442	
Grant Request	$ 1,386,753	
Match Amount	$ 346,689	
Match Percent	20.0%	0.0%

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

- [x] Maintain and replace vehicles
- [ ] Maintain infrastructure and facilities
- [ ] 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
- [ ] 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

17385 - Capital Vehicle Replacement to Purchase Three (3) 35' Buses That Are Beyond Their Useful Life

Application Details

Funding Opportunity:	15643-2023-2025 Consolidated Grant Program - Capital
Funding Opportunity Due Date:	Oct 27, 2022 3:01 PM
Program Area:	Consolidated Grant Program
Status:	Editing
Stage:	Final Application
Initial Submit Date:	
Initially Submitted By:	
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Name:	Mrs. (Salutation) Amy (First Name) Middle Name Asher (Last Name)
Title:	General Manager
Email*:	aasher@masontransit.org
Address*:	601 W Franklin St.
	Shelton (City) Washington (State/Province) 98584-3518 (Postal Code/Zip)
Phone*:	(360) 432-5755 Ext. (Phone ###-###-####)
Fax:	###-###-####

Organization Information

Legal Name*:	Mason County Public Transportation Benefit Area
DBA Name*:	Mason Transit Authority
Organization Type*:	Transit Agency ? Rural
DUNS #:	832544217 #########
Unique Entity Identifier (UEI):	GVJSNKK6EFQ3
Organization Website:	http://www.masontransit.org (Please enter http://... for this field)
Physical Address*:	790 E Johns Prairie Rd Shelton Washington 98584-1265 City State/Province Postal Code/Zip
Mailing Address*:	790 E Johns Prairie Rd Shelton Washington 98584-1265 City State/Province Postal Code/Zip
Remit to Address*:	790 E Johns Prairie Rd Shelton Washington 98584-1265 City State/Province Postal Code/Zip
Phone*:	(360) 426-9434 Ext. ###-###-####
Fax:	###-###-####
Fiscal Year End Last day of*:	December

Organization Contact Information

Organization Contact Information

Organization Director

Name*:	Amy Asher First Name Last Name General Manager aasher@masontransit.org Title Email Address

Applicant Contact

Name*: Amy Asher
First Name Last Name

General Manager aasher@masontransit.org
Title Email Address

Project Contact

Name*: Paul Bolte
First Name Last Name

Maintenance Manager pbolte@masontransit.org
Title Email Address

Summary of Project Information

Summary of Project Information

Select all capital types from the list below that best describes your project.

Capital Type*: Fleet replacement

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 21-23 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

Legislative District(s)*: 35

Congressional District*: 10,6

County(ies)*: Mason

Dependency on Other Projects

Dependent 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.*:

Purchase three (3) 35-foot replacement heavy duty ADA accessible transit buses that are currently past their useful life. These vehicles are used for fixed route services provided for citizens throughout Mason County, WA, with connections to Jefferson, Kitsap, Grays Harbor, and Thurston Counties.

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*:

Mason Transit Authority is requesting funding to purchase replacement vehicles past their useful life. These 2010 buses are used daily and will be nearly fifteen years old by the time replacements arrive. While the vehicles are currently in good repair, the interior of the vehicles, their components, and the exterior condition of the vehicles are showing their age and need to be replaced. This project will improve service reliability and maintain the MTA goal of 80% in a state of good repair. MTA's service area covers over 900 square miles, and many routes are along rural two-lane highways. When a vehicle breaks down mid-route, it can be difficult and take a considerable amount of time to arrange a vehicle swap. This reduces rider confidence and trust in our system. Replacing these vehicles will help as our older vehicles are currently breaking down and requiring a road call once every 9,600 miles compared to once every 23,000 miles with vehicles ten years newer. These replacement vehicles are needed to meet increasing service and training demands. MTA is still bringing back fixed route service to pre-pandemic levels as drivers are hired. New CDL rules have also increased the demand on our vehicle fleet as training behind the wheel takes longer and requires more one-on-one instructor time. Training cancellations occur as vehicles are down with longer and more in-depth repair needs. New vehicles will reduce down time for repairs and allow us to keep training on track.

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*:

This fleet replacement project by MTA is supported in several local and regional planning documents. MTA has a long history of partnership development, community support, and active coordination on planning and project implementation. MTA is part of the Peninsula Regional Transportation Planning Organization (PRTPO) and support for this project is included in both their long-range plan and the Coordinated Human Services Transportation Plan. The PRTPO?s Regional Transportation Plan 2040, lists barrier free transportation and public transportation as two of their goals to ensure the citizens of the region have access to transportation alternatives other than the car. They identify investment in the travel needs of youth; elders; people with disabilities, literacy or language barriers and low income needs as a goal (PRTPO 2040 Goals Page 9). Public transportation goals clearly identify the support of maintaining and enhancing transit service, including rural areas, rather than reducing service in periods of financial challenge (PRTPO 2040 Goals Page 14). MTA's fleet replacement project is also consistent with the goals identified in the PRTPO's Coordinated Public Transit Human Services Transportation Plan. Page 33 of this draft plan specifies the need to maintain and replace vehicles to ensure a State of Good Repair. (PRTPO CPTHSTP).Maintaining a modern, safe, reliable fleet is critical to meeting these goals so MTA can continue to provide service to these populations. This vehicle replacement project is also supported by the County Comprehensive plan, Mason County Plan 2036, section 3.6 which calls for encouragement of multi-modal transportation alternatives by providing bikeways, sidewalks, trails, public transit, etc., as appropriate to location and terrain, especially in Urban Growth Areas, and accommodating the young, aging and disabled. (Mason County plan 2036 P. 12). Each of these planning efforts has undergone extensive public involvement.

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:

Safe, reliable transportation for those with special needs, the elderly, economically disadvantaged and transit dependent riders who rely on MTA is a value to the agency and our region. Replacement of vehicles that are beyond their useful life helps keep a predictable schedule and allows us to make connections with other transportation providers. When vehicles are beyond useful life and pulled out of service for repairs frequently, or when vehicles breakdown while on route, it erodes the confidence and trust of the traveling public and results in missed connections. Rural transit agencies such as MTA pride themselves in providing a quality service that people can depend upon to meet their daily living needs. These needs can be met with vehicles that are

trustworthy, safe, comfortable and dependable.

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*:

MTA will measure the project's success and effectiveness by evaluating records that can be obtained through our maintenance software program, FASTER. Our experience is that newer vehicles are typically more reliable, more energy efficient, cost less to maintain, and are out of service less frequently and for shorter periods of time. Each of these variables are tracked throughout the life of the vehicle. This vehicle replacement project will improve service reliability and maintain the MTA goal of 80% in a state of good repair. Replacing these vehicles will help as our older vehicles are currently breaking down and requiring a road call once every 9,600 miles compared to once every 23,000 miles with vehicles ten years newer. Replacing vehicles for the citizens of Mason County that depend on MTA for their daily transportation needs allows for increased service reliability and ensures they reach their destinations safely, and on time.

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*:

Mason Transit's vehicle replacement project will replace fixed route vehicles that travel within Mason County and connect to neighboring counties. Mason Transit's tagline 'You can get to anywhere from here!' holds true as the fixed route services travel in every direction with connections to neighboring transit, train, ferry, and intercity bus services. MTA connects with Jefferson Transit to the North, Kitsap Transit to the east - allowing connections to the Washington State Ferry System, Intercity Transit to the south with connections to Amtrak and Greyhound, and Grays Harbor Transit to the west. The fixed route services also connect with five large park and rides with the county. Mason County residents rely upon medical, educational and employment opportunities offered in our neighboring counties that have higher population densities. MTA's fixed route services allow a connection to those necessary services while enjoying a lower cost of living in a rural area.

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*:

Amy Asher, General Manager, has over 12 years of experience managing state and federal grants through WSDOT and FTA having managed both rural and small urban transit agencies as well as an MPO and RTPO planning program. This includes grant writing, procurement of vehicles, financial oversight, grant reporting, policy writing for compliance with regulations, and lead staff during state and federal audits. Jennifer Reboin, Accounting Assistant, has been with Mason Transit Authority for one year and has been responsible for identifying and reporting eligible grant expenses for state and federally funded grants during that time. She holds a Bachelor's degree in Finance/Accounting with an emphasis of management. She has five years of experience in finance and accounting with a focus on maintaining and reconciliation of accounts and budget management. Paul Bolte, MTA Facilities and Maintenance Manager, has over 30 years of experience managing fleets and maintenance teams. He was previously the maintenance manager for Around the Sound Transportation, where he assisted with grant funded vehicle procurements.

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

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

Budget

Transit Vehicles

Replace or Expand	Vehicle Description	Useful Life	Passenger Seating	Wheelchair stations	Fuel Type	Total Cost	Requested Amount	Match
Buy Replacements - Capital Bus 11.12	.02 Bus STD 35 FT	12	34	2	Biodiesel	$577,814.00	$462,251.00	$115,563.00
Buy Replacements - Capital Bus 11.12	.02 Bus STD 35 FT	12	34	2	Biodiesel	$577,814.00	$462,251.00	$115,563.00
Buy Replacements - Capital Bus 11.12	.02 Bus STD 35 FT	12	34	2	Biodiesel	$577,814.00	$462,251.00	$115,563.00
							$1,386,753.00	**$346,689.00**

Equipment/facilities to support transit operations

Inventory Item	Activity Type	Description	Useful Life	Total Cost	Requested Amount	Match

No Data for Table

Equipment/facilities to support electrification and power distribution for transit operations

Activity Type	Description	Useful Life	Total Cost	Requested Amount	Match

No Data for Table

Equipment/facilities to support transit passengers

Activity Type	Description	Useful Life	Total Cost	Requested Amount	Match

No Data for Table

Training

Activity Type	Description	Total Cost	Requested Amount	Match	Scope/Activity Line Item (ALI) Code

No Data for Table

Match/Revenue Sources

Source	If Other, Please List	Amount
Local: Transit sales tax		$346,689.00
		$346,689.00

Scalable

Is your project scalable?*: Yes

Specify the minimum funds needed and explain the scalability.:	$462,251.00 Round to the nearest dollar

Describe the scalability of your project.:

MTA's vehicle procurement project is scalable in that we can purchase fewer vehicles than the three requested. The minimum grant funds needed to purchase one vehicle is $462,251.

ADA Accessibility

ADA Accessibility*:

Vehicles purchased under this grant will be ADA accessible. Each vehicle is equipped with an ADA ramp to allow those using mobility devices access. The vehicles also include slip resist floors, handrails, stop request signals, microphones and audible announcements of stops, and all other requirements as described in 49 CFR Part 38 for transit vehicles. MTA has experience procuring ADA compliant vehicles and has been audited by WSDOT for compliance.

Procurement Plan

Procurement Plan*:

MTA recently took delivery of one coach, so specifications are up to date and ready to go as soon as the grant is awarded and the contract with WSDOT is executed. This typically occurs in October of the year of award. MTA will purchase the vehicles off the Washington State Department of Enterprise Services (DES) contract #06719. Staff have experience working with WSDOT and DES on the procurement process. Once the order is approved, MTA will place the order with the chosen vendor and issue a Purchase Order. The current timeline is expected to be 12- 18 months from time of order. MTA will send maintenance staff to the factory to review the build prior to delivery. MTA is considered to be in good standing with respect to WSDOT's oversight responsibilities and has a long history of procuring transit vehicles through the Consolidated Grant Program. The agency has passed procurement audits performed by WSDOT and have been found to be in compliance.

Other Sources

Other Sources*:

MTA actively pursues revenue opportunities to fund vehicle replacements and operating projects by seeking other state and federal grant funding sources on a regular basis. MTA recently received a large grant from the State Department of Ecology for cleanup of a recently built parking lot. Recovery of those funds spent on the cleanup of contaminants allows MTA to use its funding for transit services. MTA was also a recent recipient of 5339 Bus and Bus Facilities nationally competitive award for the purchase of vehicles for replacement. MTA also develops regional service partnerships with tribal transit providers that do not have their own maintenance staff. Revenue from these sources help fund MTA's services.

Summary

Requested Amount

Vehicle Requested Amount:	$1,386,753.00
Equipment Requested Amount:	$0.00
Other/Training Requested Amount:	$0.00
TOTAL Requested Amount:	$1,386,753.00

Match Amount

Match Amount:	$346,689.00
Percentage of Match:	20.00%

Total

TOTAL PROJECT COST: $1,733,442.00

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
Revenue Vehicle Hours	26413	37647	64060	82824	29.29%
Revenue Vehicle Miles	487004	710133	1197137	1562293	30.50%
Passenger trips should be entered as whole numbers only.					
Passenger Trips	158912	396325	555237	871915	57.03%
Volunteer Hours	0	0	0	0	0.00%
					116.82%

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?*:

Actual service data for July 1, 2021 to June 30, 2022 was derived from driver manifests, which were also entered electronically via our onboard data terminals. Dispatch staff verify accuracy each evening for anomalies, so they are caught at the time of entry. The July 1, 2022 to June 30, 2023 budgeted service data assumes a return to our pre-pandemic service levels. We have budgeted for full service with a return to our full roster of 42 drivers, but this effort has been slower than anticipated. The data shown is a reflection of our 2019 service levels. The projected 2023-2025 data assumes we reach the goal of resuming pre-pandemic levels and begin to increase service with the introduction of extended hours and two pilot routes our Board has been interested in deploying. This is approximately 10% over the 2019 levels. MTA has seen a continual increase in ridership as we?ve re-introduced routes and hours as employees are hired. Our dial-a-ride ridership has returned to pre-pandemic levels and we believe the fixed route ridership is well on its way to regaining what was lost, especially given the economic climate and high gas prices.

Vehicle Replacement

Vehicle Replacement or Rebuild

Are you replacing or rebuilding a vehicle?*: Yes

Save form to continue. If you selected yes, please complete the vehicle information section below.

Vehicle Information

Replace or Rebuild	Vehicle Type	Remaining useful life	Make/Model	Year	Vehicle Identification Number (VIN)	Current Status	Current Mileage
Replace	Heavy-duty Bus 35ft	0	Gillig Bus	2010	15GGB2712B1176685	Active	398157
Replace	Heavy-duty Bus 35ft	0	Gillig Bus	2010	15GGB2710B1176684	Active	411230
Replace	Heavy-duty Bus 35ft	0	Gillig Bus	2010	15GGB2719B1176683	Active	405102

Milestones

Milestones

CAPITAL ACTIVITIES	Applicable?	Date (mm/yy)
EQUIPMENT		
Equipment - Request for Proposal / Invitation for Bid	N/A	
Equipment - Contract Award	N/A	
Equipment - Contract Compete	N/A	
VEHICLE - If you are purchasing a vehicle, you must complete all five vehicle milestones.		
Vehicle - Request for Proposal / Invitation for Bid	Yes	06/21
Vehicle - Contract Award	Yes	10/23
Vehicle - First Vehicle Received	Yes	04/25
Vehicle - All Vehicles Received	Yes	04/25
Vehicle - Contract Complete	Yes	05/25

Electricity and Biofuels Use

Electricity and Biofuels Use

RCW 43.325.080 establishes a requirement for local governments to fuel their vehicles with electricity or biofuel by June 1, 2018, with certain exceptions and exemptions. WAC 194-29 further describes the decision-making criteria agencies should use in order to comply with the provisions of the law.

For projects that involve the purchase of vehicles, will the vehicles meet the requirements set forth in WAC 194-29 effective June 1, 2018? **(Practicable use of electricity and biofuels to fuel local government vehicles, vessels, and construction equipment.)**

WAC 194-29*: Yes

If yes, please describe how your purchasing plans meet the requirements of the rules.

Meets Requirements:

MTA will use biofuel in the diesel coaches purchased with these grant funds. The agency recently received a Green Transportation Grant to begin a Fleet Transition Plan to determine the best mix of fleet appropriate for our rural county routes. MTA has recently ordered six cutaway vehicles that will be converted to propane.

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Copy of organization?s most recent audit report	✓	Mason Transit Financial Statements and Federal Single Audit Report January 1, 2021 to December 31, 2021. Report published July 2022.	Att 1 MTA 2021 Federal and Financial Audit.pdf	pdf	15 MB	10/23/2022 11:37 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	✓	Mason Transit Authority's Service Area Map for Fall 2022. Map shows connections to Jefferson Transit via Route 8, connection to Kitsap Transit in Bremerton via Route 3 and 23, and connections to Intercity Transit in Olympia via route 6.	Att 2 Mason County Service Map.pdf	pdf	2 MB	10/23/2022 11:40 AM
Population density map	✓	Population density map shows densities in our largely rural RTPO region. Mason Transit has a collection of fixed routes centered around Shelton, which is the only incorporated City on Mason county. Fixed routes also travel to neighboring counties, with higher densities and greater services, namely Kitsap and Thurston Counties.	Att 3 Pop Density Mason.pdf	pdf	88 KB	10/23/2022 11:43 AM
Letters committing matching funds		Letter of commitment of matching funds from General Manager and Board Agenda from October 18, 2022 meeting authorizing match and submittal of the grant applications.	Att4 Match Commitment MTA.pdf	pdf	519 KB	10/26/2022 02:41 PM
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 for MTA's 2023-2025 grant applications.	MTA Letters of Support 2023 Consolidated.pdf	pdf	674 KB	10/26/2022 02:41 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:

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*:

According to the US Environmental Protection Agency, transportation accounts for nearly 30% of greenhouse gas emissions in the US, with more than 25% coming from medium and heavy-duty vehicles. Inclusion of newer lower emission vehicles will help MTA reduce these harmful emissions resulting in cleaner air and healthier communities. Deployment of these vehicles in communities like Shelton and the Skokomish Reservation that experience greater health disparities can help address public health inequities. Mason County has multiple census tracts with communities identified as disadvantaged and areas of persistent poverty or experiencing health disparities. These tracts also include communities with greater health burdens and economic disadvantages shown on the EJ screening tool map. The census tract that includes the Skokomish Indian Reservation is identified as disadvantaged in three categories; climate change, health burdens, and workforce development. The tract includes high percentages of those with asthma (97th percentile) and heart disease (92nd percentile) and is identified as a low-income area. MTA serves these communities as they are most dependent on our free transit service to access their daily needs. Many of MTA's riders are from lower-income households with zero or one vehicles and rely on MTA to access employment as found in MTA?s 2018 Comprehensive Service Analysis. MTA provided over 695,000 vehicle revenue hours to our community in 2021. Funding this project will position MTA to transition its fleet to newer low emission vehicles that will have a direct impact on the health of all community members in Mason County by reducing the amount of harmful greenhouse gases it emits.

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? :	Yes
Estimate the percentage of your project that serves the tribe:	10.00%
By checking this box, you are confirming your outreach to the tribe in pursuit of a resolution formally supporting your project :	Yes

Attachments

Tribal support correspondence/resolution: Squaxin LOS Signed.pdf

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*: Amy (First Name) Asher (Last Name)

Title*:	General Manager
Date*:	10/26/2022

SQUAXIN ISLAND TRIBE

October 21, 2022

Amy Asher, General Manager
Mason Transit Authority
790 East Johns Prairie Road
Shelton, Washington 98584

RE: Washington State Department of Transportation
2023-2025 Consolidated Grant Applications

Squaxin Island Tribe supports Mason Transit Authority's grant applications to the Washington State Department of Transportation in their funding assistance efforts through the Public Transportation Consolidated Grant Program for the 2023-2025 biennium.

Mason Transit Authority's proposed projects will enable the elderly and persons with disabilities, low-income, special needs, youth, and the general public to access transportation for human services offered both regionally and in Mason County. Regional connections with adjacent transit systems are vital to your communities with obvious personal, social and economic benefits and improved quality of life.

- Operating assistance project - Sustain Demand Response (Dial-A-Ride) Services in Mason County.
- Capital assistance project – Capital Vehicle Replacement to purchase three (3) 35' buses that are beyond their useful life.

Squaxin Island Tribe is pleased to offer our support for Mason Transit Authority's grant applications to sustain existing services and assist in providing needed replacement vehicles to continue to provide excellent public transit services to the citizens and visitors of Mason County.

Sincerely,

Marvin E. Campbell
Marvin E. Campbell (Oct 25, 2022 15:29 PDT)
Marvin Campbell
Tribal Administrator

Consolidated Grant_Draft Letter of Support 2023-2025

Final Audit Report 2022-10-25

Created:	2022-10-25
By:	Melissa Puhn (mpuhn@squaxin.us)
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Mason County Service Area Map

Route 8
To Triton Cove

To Bremerton

Hoodsport
HOODSPORT TIMBERLAND LIBRARY
IGA HOODSPORT
L.A. Cushman Rd
8
11
Skok Res
POTLATCH STATE PARK
101
Union
Tahuya
Tahuya River Rd
Belfair Tahuya Rd
Elfendahl
North Shore Rd
Hood Canal
TWANOH STATE PARK
Trails End Rd
BELFAIR STATE PARK
Sand Hill Rd
3
23
BELFAIR PARK & RIDE
Belfair
BELFAIR TIMBERLAND LIBRARY
NORTH MASON HIGH SCHOOL
Allyn
PORT OF ALLYN WATERFRONT PARK
North Bay
Case Inlet
Mason Lake
Mason Benson Rd
21
Grapeview Loop Rd
Purdy Cutoff Rd
McReavy Rd
Mason Lake Rd
1
PICKERING PARK & RIDE
Pickering Rd
Brockdale Rd
McEwan Prairie Rd
SHELTON HIGH SCHOOL
Johns Prairie Rd
Shelton
PEAR ORCHARD PARK & RIDE
SHELTON MATLOCK PARK & RIDE
Oakland Bay
Agate Rd
Crestview Dr
Arcadia Rd
COLE RD PARK & RIDE
Cole Rd
Cloquallum Rd
6
Isabella Lake
Totten Intel
Lynch Rd
Kamilche
Kamilche Pt Rd
KAMILCHE PARK & RIDE
Route 6
To Olympia

See Shelton Service Area Map

Route Number

- 1-Shelton/Belfair via Hwy 3
- 3-Belfair/Bremerton
- 5-Shelton South Loop
- 6-Shelton/Olympia
- 7-Shelton North Loop
- 8-Shelton/Triton Cove/Brinnon
- Z-Shelton Zipper
- 11-Shelton/Lake Cushman
- 21,23

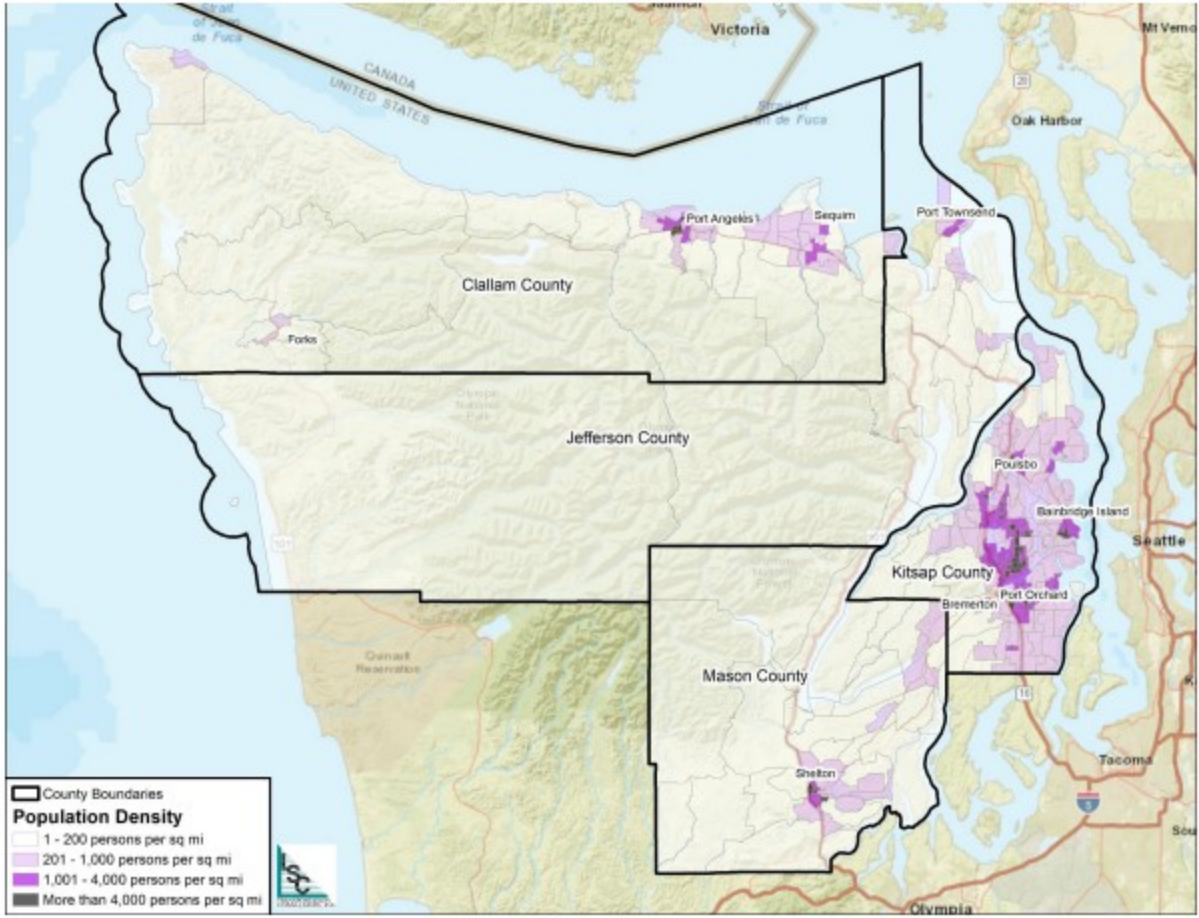
Transit-Community Center

Park & Ride

Point of Interest

MTA

Figure 3: Population Density



MASON TRANSIT AUTHORITY

October 22, 2022

Brian Lagerberg
Director of the WSDOT Public Transportation Division
310 Maple Park Ave SE
Olympia, WA 98501

Re: Match Commitment for 2023-25 Consolidated Transit Grants

Dear Mr. Lagerberg,

Mason Transit Authority is excited for the opportunity to apply for the 2023-2025 Consolidated Transit Grant round by submitting two projects for consideration:

- Operating assistance to Sustain Demand Response (Dial-A-Ride) Services in Mason County, and
- Capital Vehicle Replacement to purchase three (3) 35' buses that are beyond their useful life.

As General Manager of Mason Transit Authority, I authorize a 20% match for the capital project and 50% match for the operating project. This match commitment totaling $2,203,088 has also been reviewed and authorized by the Mason Transit Authority Board at their October 18, 2022 meeting. These funds are secured and will be provided for through local sales tax funding.

Thank you for this opportunity to apply.

Sincerely,

Amy Asher, General Manager
Mason Transit Authority

Mason Transit Authority Regular Board Meeting

Agenda Item: New Business – Item 6E – *Actionable*
Subject: Grant Application to WSDOT for Consolidated Grant for 2023-2025 Biennium
Prepared by: Amy Asher, General Manager
Approved by: Amy Asher, General Manager
Date: October 18, 2022

Background:

It is time to submit the Consolidated Grant application to WSDOT for the 2023-2025 Biennium. Consolidated grant funds provide for public transportation improvements such as bus replacements, transportation services in rural communities, and services focused on supporting seniors and those with disabilities. The grants are supported by state and federal funds and are awarded through a statewide competitive process. The deadline for submitting grant applications to WSDOT is October 27, 2022.

Management has prepared one operational project request and one capital vehicle replacement request:

- Operating Assistance Project– Sustain Demand Response (Dial-a-Ride) Services in Mason County.

- Capital Assistance Project – Capital Vehicle Replacement to purchase three (3) 35' Buses to replace rolling stock that are beyond useful life.

In years past, MTA has requested multiple operating grants. Because MTA is still expending the zero match COVID relief funds that can only be used for operations, we will be using those funds to support our fixed route transit operations this next biennium. We will seek one operating grant to support our dial-a-ride service.

Summary: Seeking approval to submit grant application to WSDOT.

Fiscal Impact:

- Operating Assistance Project – Sustain Demand Response (Dial-a-Ride) Services in Mason County. Funding request for 2023-2025 = $1,856,400 with a match of $1,856,400.

- Capital Vehicle Replacement – Funding request: $1,386,754 with a match of $346,688 (20%).

Sales tax revenue will cover the local match for each of these projects.

Staff Recommendation:

Approve the submittal to the Washington State Department of Transportation Consolidated Grant Program of the two projects in substantially the amounts as described in the Fiscal Impact section above.

Motion for Consideration:

Move that the Mason Transit Authority Board authorize the General Manager to finalize, approve, sign and submit the two grant applications for the 2023-2025 Consolidated Grants program.

GRAYS HARBOR TRANSIT

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

October 24, 2022

Amy Asher, General Manager
Mason Transit Authority
790 East Johns Prairie Road
Shelton, Washington 98584

RE: Mason Transit's 2023-2025 Consolidated Grant Application submissions to the Washington State Department of Transportation: Operating assistance project to Sustain Demand Response (Dial-A-Ride) Services in Mason County and Capital Vehicle Replacement to purchase three (3) 35' buses that are beyond their useful life.

Dear Amy,

Grays Harbor Transit is pleased to support the grants referenced above being sought by Mason Transit Authority to sustain dial a ride service and to replace three vehicles that are beyond their useful life. This grant presents an opportunity for a rural system like Mason Transit to replace an aging fleet and fulfill its commitment to the community it serves by providing safe and reliable vehicles and continued transit services.

For the past 30 years, Mason Transit Authority has provided valuable transportation access for the elderly, persons with disabilities, low-income, special needs, youth and general public within Mason County, as well as connecting with other neighboring regional transportation systems. Mason transit provides an opportunity to access jobs, education, health care and other essential services for Mason County residents with obvious economic benefits and expanding opportunities to enhance their quality of life.

Grays Harbor Transit is pleased to support Mason Transit Authority's application for funding to sustain existing services and assist in providing needed replacement vehicles to provide safe public transportation in Mason County.

Sincerely,

Ken Mehin, General Manager

63 Four Corners Road, Port Townsend, WA 98368

October 24, 2022

Amy Asher, General Manager
Mason Transit Authority
790 East Johns Prairie Road
Shelton, Washington 98584

RE: Mason Transit's 2023-2025 Consolidated Grant Application submissions to the Washington State Department of Transportation: Operating assistance project to Sustain Demand Response (Dial-A-Ride) Services in Mason County and Capital Vehicle Replacement to purchase three (3) 35' buses that are beyond their useful life.

Dear Amy,

Jefferson Transit is pleased to support the grants referenced above being sought by Mason Transit Authority to sustain dial a ride service and to replace three vehicles that are beyond their useful life. This grant presents an opportunity for a rural system like Mason Transit to replace an aging fleet and fulfill its commitment to the community it serves by providing safe and reliable vehicles and continued transit services.

For the past 30 years, Mason Transit Authority has provided valuable transportation access for the elderly, persons with disabilities, low-income, special needs, youth and general public within Mason County, as well as connecting with other neighboring regional transportation systems. Mason transit provides an opportunity to access jobs, education, health care and other essential services for Mason County residents with obvious economic benefits and expanding opportunities to enhance their quality of life.

Jefferson Transit is pleased to support Mason Transit Authority's application for funding to sustain existing services and assist in providing needed replacement vehicles to provide safe public transportation in Mason County.

Sincerely,

Nicole Gauthier

Nicole Gauthier
Interim General Manager
Jefferson Transit Authority

October 24, 2022

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

Ref: Mason Transit's "Capital Vehicle Replacement" Project

Dear Mr. Lagerberg,

The Peninsula RTPO is pleased to support the *Capital Vehicle Replacement* Consolidated Grants proposal that Mason Transit Authority is pursuing to replace three (3) 35-foot buses that are beyond their useful life. This project is consistent with PRTPO's 2022 Human Services Transportation Plan and supports existing transportation services with State of Good Repair investments that replace aging vehicles, 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. Mason 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.

For the past 30 years, Mason Transit Authority has provided valuable transportation access for the elderly, persons with disabilities, low-income, special needs, youth and general public within Mason County, as well as connecting with other neighboring regional transportation systems. Mason Transit connects residents to jobs, education, health care and other essential services with obvious economic benefits and expanding opportunities to enhance their quality of life. Mason Transit manages its assets in compliance with State of Good Repair standards to ensure safe and reliable service.

This project helps Mason Transit to replace an aging fleet and fulfill its commitment to the community by providing safe and reliable vehicles for all its services. 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 Mason Transit Authority's application for replacement vehicles for service in this rural region. 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

SQUAXIN ISLAND TRIBE

October 21, 2022

Amy Asher, General Manager
Mason Transit Authority
790 East Johns Prairie Road
Shelton, Washington 98584

RE: Washington State Department of Transportation
2023-2025 Consolidated Grant Applications

Squaxin Island Tribe supports Mason Transit Authority's grant applications to the Washington State Department of Transportation in their funding assistance efforts through the Public Transportation Consolidated Grant Program for the 2023-2025 biennium.

Mason Transit Authority's proposed projects will enable the elderly and persons with disabilities, low-income, special needs, youth, and the general public to access transportation for human services offered both regionally and in Mason County. Regional connections with adjacent transit systems are vital to your communities with obvious personal, social and economic benefits and improved quality of life.

- Operating assistance project - Sustain Demand Response (Dial-A-Ride) Services in Mason County.
- Capital assistance project – Capital Vehicle Replacement to purchase three (3) 35' buses that are beyond their useful life.

Squaxin Island Tribe is pleased to offer our support for Mason Transit Authority's grant applications to sustain existing services and assist in providing needed replacement vehicles to continue to provide excellent public transit services to the citizens and visitors of Mason County.

Sincerely,

Marvin E. Campbell
Marvin E. Campbell (Oct 25, 2022 15:29 PDT)
Marvin Campbell
Tribal Administrator

Consolidated Grant_Draft Letter of Support 2023-2025

Final Audit Report 2022-10-25

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