PRTPO TECHNICAL ADVISORY COMMITTEE MEETING

November 21, 2024 | 10:00 – 12:00
Zoom Meeting – Login Below

1. 10:00 – 10:05 **Welcome and Introductions**

2. 10:05 – 10:10 **Consent Calendar** ACTION
   - *Approval of Agenda*
   - *Approval of Minutes from August 19, 2024 (Attachment)*

3. 10:10 – 11:45 **2024 Consolidated Grants Review and Ranking Recommendation** *(Attachment)* ACTION
   The TAC will evaluate and rank twelve Consolidated Grants proposals received by WSDOT for consideration and approval by the Executive Board in December. Project sponsors are invited to attend to answer questions about their proposals and to listen to TAC deliberations. ***Note: TAC members are asked to complete a preliminary ranking of projects by close of business on November 20th, if possible. This will be used to establish a preliminary strawman ranking to help facilitate the TAC evaluation on Thursday.***

8. 11:45 – 12:00 **Member Roundtable** ALL
   An opportunity to share information on activities and other topics of interest.

NEXT TAC MEETING – January 16, 2025

Follow-up on Future Complete Streets / Main Street Highway Evaluation for RTP
Happy new year!

Join Zoom Meeting
https://us02web.zoom.us/j/86241435832?pwd=RDh2cnFXNzg4RzBWemJaZUs3c3Z4Zz09
Or by phone: 253 215 8782 US (Tacoma). Meeting ID: 862 4143 5832 Pass Code: 4780

Peninsula Regional Transportation Planning Organization

Technical Advisory Committee (TAC) Meeting Summary

Meeting Location:

Remote Meeting via Zoom software

September 19, 2024

Attendees

Technical Advisory Committee Members

Chair Jayme Brooke – Jefferson Transit
Susan Matthews, Lower Elwha Klallam Tribe
Wendy Clark-Getzin, Jamestown S'Klallam Tribe
Vicki Grover, City of Bremerton
Dick Taylor, Port of Shelton
Steffani Lillie, Kitsap Transit
Amy Asher, Mason Transit
George Mazur, WSDOT Olympic Reg.
Katharine Frazier, Port of Port Angeles
Tim Hayes, City of Port Angeles
Meggan Uecker, City of Sequim
Paul Bucich, City of Sequim
Monica Nerney, Squaxin Island Tribe
Judy Scott, Port of Allen
Melissa Mohr, Kitsap County
Glenn Chouinard, City of Shelton

Staff/Guests

Thera Black, PRTPO Coordinator
Edward Coviello, PRTPO Coordinator
Ryan Clemens, WSDOT Headquarters
Kyle Sanchez, LMTAAA
Nazmul Alam, WSDOT Olympic Reg.
Cyrus Marashi, WSDOT Olympic Reg.
Yvette Liafau, WSDOT Olympic Reg.

Welcome and Introductions

Consent Calendar

- Approval of Agenda – Approved unanimously
- Approval of Minutes from July 18, 2024 – Approved unanimously

Review Draft 2025 RTP Project List

PRTPO Coordinator Thera Black briefed the TAC about the new Regional Transportation Plan (RTP) project list attached to the Regional Transportation Improvement Program (RTIP) as Appendix A.

The projects have been submitted by interested PRTPO members. They came up out of adopted local TIPs, Tribal TIPs, or Schemes of Harbor Improvements and were identified by members as likely grant pursuits in the next 1-2 years. It will be updated annually with each new RTIP adoption. This list will be effective through 2025, when a new 2026 list will go into effect. Projects will not automatically carry over year to year. The projects will be brought before the PRTPO Board in October for adoption as a part of the SFY 2025-2030 RTIP. Thera asked the TAC for feedback and questions about the current list and requested any additions, changes, etc.

Katharine Frazier asked about the timing of the RTP project list. Ports are held to a different timeline than the PRTPO RTIP adoption schedule. Thera outlined a method in which the Port can include their projects as long as they are in the draft port scheme for review and adoption. If there are any issues that cause the Port to not keep the project in its budget, PRTPO can amend the list to remove the project.

Meggan Uecker provided an update on Sequim's projects, and asked about including projects that are not fully funded. The City got a slow start but is working to develop a project list for the RTP. Thera explained how the RTP project list can be used strategically to help members garner support for unfunded projects. She advised members to focus just on those projects they know they will talk with legislators about or pursue grants for in the next year, instead of including everything in their TIPs. It makes local priorities more compelling.

Members discussed various projects they would like added before the list goes to the Board, as well as some changes to the existing list. Wendy Clark-Getzin reminded everyone that projects do not need to be regionally significant to be listed. Further discussion followed about the details of the process and how to submit projects before the review draft goes out for public review.

Thera clarified the changes member want to see and the new projects to be added. The TAC agreed with the changes, to be included in the next agenda item.

2025-2030 Regional Transportation Improvement Program
Mr. Coviello of the PRTPO provided an overview of the RTIP for 2025-2030. He called out the RTP project list in Appendix A. It will be updated to reflect the changes previously discussed. The TAC approved forwarding the RTIP to the Board for approval in October with those changes..

2025 Transportation Outlook Legislative Agenda and Project List
Thera reviewed the 2025 Transportation Outlook legislative agenda and project list. Each PRTPO member was given an opportunity to add projects to the list. It is part of the folio sent to the State legislative offices for the Region.

Members discussed the layout and project list development.

Melissa Mohr asked about the Noll Rd project. It appears somewhat confusing as to if it actually involves SR 305. Thera confirmed she will clarify the description with Michael Bateman.

WSDOT Analysis of Regional Travel Patterns Using Streetlight Data
Cyrus Marashi presented findings from a Streetlight data analysis WSDOT Olympic Region conducted for the Peninsula region. They worked with Thera in 2023 to develop some data queries of potential value to the region that they could use while learning the capacity and limitations of Streetlight.
Cyrus explained how they analyzed origin and destination traffic volumes and trip lengths using connected vehicle data, which is more accurate than previous methods. There are also limitations in the data set, largely due to a recent significant change in data collection methodology. They were only able to use one year's worth of data.

He shared some key findings that aligned with existing understanding about travel. This included higher trip volumes around the Hood Canal Bridge in summer compared to winter. He shared differences between summer and winter volumes. Trip volumes peak on Saturdays, and the average trip length was between 10-20 miles, with 30.7% of trips falling in that range. Trip length was new information they found interesting.

Members discussed some of the limitations of the Streetlight data set for detailed analysis, especially noting the unexplained absence of trips between certain areas that clearly have trips between them – for example, between King or Pierce County and North Olympic Peninsula – yet shows daily trips between Kittitas County and this same area. Cyrus explained that data suppression for privacy reasons could lead to underestimation in certain areas.

Members also discussed how Streetlight defines a trip. Cyrus explained that connected vehicle data is fairly accurate but was unsure about how specific timing or delay could impact what constitutes a trip. Melissa explained that a trip could be counted by Streetlight as a new trip if the vehicle stops for a short period, instead of a continuation of the same trip. This would skew results. Glenn also raised concerns about the limitations of connected vehicle data, particularly in relation to older vehicles that don't have the same technology as new vehicles and so are not picked up. This has potential for undercounting people who drive older vehicles, who are often lower income. The team agreed to further explore these issues and revisit the Streetlight documentation for more information on connected vehicle data.

PRTPO Coordinator Update

Thera briefed members on an upcoming meeting of the Intercity Bus Program update underway and offered details for anyone interested. She also reminded members that Consolidated Grants applicants need to get a pdf copy of their application packet to her as soon as possible but no later than October 18. That is essential for the PRTPO project review and ranking. The TAC will evaluate and rank those projects in November. Finally, she encouraged TAC members who can make the time to attend the PRTPO in-person Board retreat in October, at the Jamestown S'Klallam Tribe's Red Cedar Hall. TAC members are encouraged to engage and participate in the days activities.

Member Round Table

Katharine reported on a marine highway system planning effort underway that Port of Port Angeles is involved in and invested those interested to attend a Marine Highways meeting in Bellevue on December 10th. Marine highways are an important part of the regional system

Meggan reported on the upcoming 3rd Annual Climate and Energy Summit on October 29th and 30th, which will feature several relevant transportation topics.

The meeting adjourned at 12:05.

ACTION ITEM

To: Technical Advisory Committee
From: Thera Black, PRTPO Coordinator
Date: November 14, 2024
Subject: 2024 Consolidated Grants Review and Ranking Recommendation

Requested Action

The TAC is asked to forward a recommendation to the Executive Board on the ranking of 2024 Consolidated Grants proposals.

Background and Regional Role

The TAC will conduct a review of twelve Consolidated Grant proposals and develop a ranked recommendation for consideration by the Executive Board in December. This background provides a brief overview of the funding program and PRTPO's role in it before turning to this year's evaluation and ranking process.

WSDOT's Consolidated Grant program funds "public transportation improvements within and between rural communities; tribal transportation; transportation services between cities; purchases of new buses and equipment; and public transportation services for seniors and people with disabilities" [*WSDOT grant guide*]. It allocates a mix of state and federal funds through a single call for projects, with WSDOT matching the right revenue to the right project to get as many funded as possible. Eligible applicants include transit agencies, tribes, other local governments, and non-profit organizations.

WSDOT turns to Regional Transportation Planning Organizations like PRTPO to independently evaluate and rank project proposals it receives from its call for projects. There is a strong link between most projects WSDOT funds through this program and each region's Human Services Transportation Plan (HSTP). There is also a strong emphasis on regional coordination and other multimodal partnerships, as well as rural mobility needs.

That is why input from the array of transportation, planning, and government sectors on the TAC is valuable to this statewide process. You understand this region's rural context and settlement patterns that make it particularly hard for people to get around if they cannot drive. You know the power of innovative approaches and partnerships to overcome some of those challenges. You've confronted the practical realities associated with mode choice and VMT reduction in places where driving is simply the only reasonable option for most people most of the time. You don't have to be a transit expert to assess the relative merit of each of these proposals for addressing the needs they each highlight and how that would contribute to regional mobility.

WSDOT engages an outside team of subject matter experts to conduct a thorough technical evaluation and feasibility assessment of every project. And WSDOT will conduct its own ranking internally, looking at an array of factors that are not included in this process. This regional ranking is but one part of their statewide prioritization process. PRTPO's review does not duplicate their work. It focuses on how projects support this region and its needs, not on the technical feasibility or other industry-specific considerations. Please let me know if you want more information on WSDOT's own validation, evaluation, and ranking process or want more of that detail from those applications.

Even for the experts, though, the review and ranking of Consolidated Grant projects is a subjective, qualitative process. It is simply impractical to create a stand-alone point-based scored evaluation process that can effectively compare such widely different project types from such widely different applicants and the wide array of constituencies they serve. WSDOT doesn't do it, nor does PRTPO. Your gut instincts and working knowledge of the region, your understanding of the complex relationships between modes of travel and the natural and built environments, and your familiarity with grants and the role they play in keeping every part of the system running are what is needed to develop good recommendations for the Board to consider.

Regional ranking can make the difference between a project being funded or not. Regional ranking consists of assigning a letter grade to each project – A, B, C, or D – which then adds points to each application's total statewide score. PRTPO is attributed a limited number of grades from WSDOT that it can assign as a part of this ranking process. In 2024, PRTPO has available to assign:

(3) A grades worth 50 points

(6) B grades worth 25 points

(7) C grades worth 10 points

PRTPO can also assign a D grade that confers no bonus points at all to a project in the statewide scoring, though I'm unaware of that ever happening.

As with the Transportation Alternatives program, some TAC members have projects in the hopper and will be evaluating their own projects alongside those of their competitors. That is fine. TAC members have demonstrated repeatedly the ability to participate in these kinds of evaluation processes with fairness and transparency.

Each full WSDOT application packet is dozens of pages long and includes a lot of information that is outside PRTPO's need for its review. To facilitate the regional review, a simple four-page excerpt of each project was prepared, taking narrative content and financial information verbatim from each proposal WSDOT received. The complete WSDOT application packages are available, though, if additional information is desired.

TAC Ranking Process

For this funding cycle, PRTPO will rank twelve projects:

- Applicants include three transit agencies, two tribes, and four non-profit organizations
- Proposals include six vehicle projects, five operating support projects, and one mobility management project

For its evaluation, the TAC will do a two-step review – completing the first step independently, before the TAC meeting, and the second step jointly.

<u>Step 1. Independent Review and Ranking</u>

This first part helps the TAC reach common understanding a little more efficiently in the group discussion later. Though the turnaround is tight, I am hopeful most of you will be able to complete this by the close of business on Wednesday.

Members are asked to read each proposal (they're quick), consider the issue each applicant presents, and how their project addresses that need. How important is this to the region? Make note of any questions that come up as well as anything that really stands out to you, good or bad, if applicable. The hard part comes next.

Assign (3) As, (6) Bs, and presumably (3) Cs to those twelve projects.

There's a pdf ranking form in the packet you can use to jot down your thoughts. When you're done, please input your results into this **Survey Monkey form**. Alternatively, you can use the pdf as your scorecard, make a scan of it. then email it back to me. Key is that I get your results **no later than Wednesday, November 20th, by 5:00**. Earlier is greatly appreciated! I'm sorry I was unable to get this to you with a longer lead time, but I think the applications are a fairly quick read. It will be hard choices about ranking that will take some thought.

I will compile all results received and create a strawman ranking that we'll use as the starting point for Thursday's ranking process. That is the next step in this process.

Step 2. Thursday's TAC Discussion and Ranking

The entire agenda on Thursday is devoted to this Consolidated Grant process. It begins with a Q&A with applicants. They have been invited to attend and answer any questions you have about their projects. They will not make presentations, though. That is why it's important to carve out some time to read all the proposals before the meeting. Applicants are invited to stay and listen, but they won't be actively participating in the TAC's deliberations.

Once everyone feels like they have a clear understanding of each project and the issue it addresses, we'll turn to project ranking.

As a starting point, we'll use the composite scores resulting from the preliminary ranking members completed individually. First, we'll walk through each project to see if everyone generally agrees with where it landed initially, and identify where there are differences of opinion about that preliminary ranking. We'll then focus on those where there is disagreement and work our way back to some kind of consensus on what the right ranking should be, and why. I believe this is doable within the two-hour time frame of the TAC meeting.

TAC Review Materials

Attached to this brief is the application review packet with all twelve proposals to be ranked. To facilitate the TAC discussion, **we are asking TAC members to complete your preliminary review and ranking by 5:00 on Wednesday, November 20th, if at all possible.** Let me know how you would assign the (3) As, (6) Bs, and remaining (3) Cs, and why. I will take all the responses received by 5:00 on Wednesday and develop a preliminary ranking. This will be our starting point for project evaluations on Thursday morning.

To ensure that applicants who are not TAC members can also participate and share their expertise in this human services transportation arena, they will also be invited to review all the proposals and submit a response on preliminary project ranking. Outside of responding to questions from the TAC, though, they will not participate in the discussion and ranking decisions on Thursday.

Next Steps

Results of the TAC ranking recommendation will be included when the projects are presented for public review and comment later in November. The Board will receive the TAC recommendation and any public comments in December. The Board will take action on its recommendation to WSDOT on project ranking. The Board will also amend the projects into the Human Services Transportation Plan.

Attachment:

2024 Consolidated Grants – PRTPO Review Package

For More Information:
Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org

PENINSULA RTPO

2024 CONSOLIDATED GRANTS REVIEW PACKET

Here are the 12 projects being evaluated, arranged in alphabetical order by applicant and hyperlinked to each project. Each is 4 pages, including system map and summary info. Content is copied verbatim from the original WSDOT applications. Please contact me if you want more of the technical and financial details omitted from the complete WSDOT applications.

To help shape the baseline ranking the TAC will start with, please complete your preliminary ranking of projects by **5:00 on November 20th.** You have (3) A, (6) B, and (7) C grades to assign for these 12 projects. Also, please share any questions you'd like project sponsors to address. All project sponsors are invited to participate in this preliminary review, not just those who are TAC members. However, only TAC members will participate in the ranking discussion on November 21st.

A printout of the Survey Monkey tool we're using to collect your initial ranking is attached. Please submit your responses to the **Preliminary Ranking Poll here** or email back to me a scan of the pdf form with your findings. While your responses will remain anonymous to the group, the input of all responses received by the cutoff will be used to establish a starting point for the TAC's discussion and ranking recommendations to the Board.

If you have any questions or difficulties with any aspect of this, please contact me any time by email at TheraB@PeninsulaRTPO.org or by phone or text at 360.878.0353. Thank you very much for your help with this important PRTPO process.

APPLICATIONS

Bainbridge Island Senior/ Community Center	Senior/Community Transportation
Clallam Transit	Strait Shot Regional Bus Service Operating Assistance
Clallam Transit	Rt 16 Rural and Tribal Access Operating Assistance
Coastal Community Action Program	2025-2027 Thurston/Mason County *Corrected $$ amt*
Coastal Community Action Program	Thurston County Vehicle Replacement
Ecumenical Christian Helping Hands Organization	ECHHO Volunteer Driver Transportation Program
Jamestown S'Klallam Tribe	Jamestown Tribal Health Clinic Vehicle Replacement
Jefferson Transit	Jefferson Transit Replacement Fixed-route Bus
Jefferson Transit	Jefferson Transit Replacement JTOC Buses
Lewis Mason Thurston Area Agencies on Aging	Mobility Management: Connecting Seniors and Adults with Disabilities to Health Care Services
Mason Transit	Sustain Mason County Dial A Ride Service
Suquamish Tribe	Suquamish Elder Electric Vehicle Passenger Van Project

TAC Preliminary Baseline Evaluation

There are 12 projects to review and rank. You have a maximum of (3) As, (6) Bs, and (7) Cs to assign, with A being highest priority. You can also assign a D rank if you feel a project merits zero additional points in the statewide ranking. Please note any questions you'd like an applicant to address about a project.

NOTE: You must do your own tabulation to ensure a maximum of (3) As and (6) Bs. The rest will sort itself out. Questions? Give me a shout. Thank you for your review and input.

1. Bainbridge Island Senior/Community Center - Senior/Community Transportation

A	B	C	D
◯	◯	◯	◯

Questions and/or Comments

2. Clallam Transit - Strait Shot Operating Support

A	B	C	D
◯	◯	◯	◯

Questions and/or Comments

3. Clallam Transit - Rt 16 Rural and Tribal Access Operating Support

A	B	c	D
◯	◯	◯	◯

Questions and/or Comments

4. Coastal CAP - 2025-27 Thurston/Mason County

A	B	C	D
◯	◯	◯	◯

Questions and/or Comments

5. Coastal CAP - Thurston County Vehicle Replacement

A	B	C	D
○	○	○	○

Questions and/or Comments

6. ECHHO - Volunteer Driver Transportation Program

A	B	C	D
○	○	○	○

Questions and/or Comments

7. Jamestown S'Klallam Tribe - Jamestown Tribal Health Clinic Vehicle Replacement

A	B	C	D
○	○	○	○

Questions and/or Comments

8. Jefferson Transit - Replacement Fixed Route Bus

A	B	C	D
○	○	○	○

Questions and/or Comments

9. Jefferson Transit - Replacement JTOC Buses

A	B	C	D
○	○	○	○

Questions and/or Comments

10. Lewis-Mason-Thurston AAA - Mobility Management: Connecting People w Health Care Services

A	B	C	D
○	○	○	○

Questions and/or Comments

11. Mason Transit - Sustain Mason County Dial A Ride Service

A	B	C	D
○	○	○	○

Questions and/or Comments

12. Suquamish Tribe - Elder Electric Passenger Van Projecct

A	B	C	D
○	○	○	○

Questions and/or Comments

* 13. Please provide your contact info in case I have questions. Thank you!

First name

Last name

* 14. Email address

Email address

Peninsula RTPO
2024 Consolidated Grants Project

Project Name: **Senior / Community Transportation**

Organization Name: Bainbridge Island Senior / Community Center

Contact Name: Reed Price

Project Description

The Bainbridge Island Senior/Community Center seeks to acquire an ADA equipped EV van to provide transportation services to senior citizens.

Project Funding Summary

Total Project Cost	$ 125,000
Grant Request	$ 115,000
Match Amount	$ 10,000

WSDOT has different match requirements for different kinds of projects.

Type of Project

- ☐ Operating
  - ○ 2 yr ○ 4 yr
- ▪ Capital
  - ◉ Replacement
  - ○ Expansion
- ☐ Mobility Management
- ☐ Planning

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

Maintain Existing Transportation Services

- ☑ 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

Senior / Community Transportation

Project Need

We work with seniors who regularly need help with getting to shopping, doctor's appointments, and who crave social interaction. With this project we can offer specific trips keyed to group needs, offering support through vetted volunteer drivers when scheduled transit service doesn't work, and addresses complex trip making restraints by organizing groups for trips across transit lines like shopping and medical, and also to mitigate other challenges - such as providing transportation for shopping, outings, etc. for people who do not drive or own a car. This project aligns with several strategies identified in the PRPTO HTSP, specifically in areas II. Enhancing and Expanding Transportation Services and IV. Increase Cooperation and Coordination Among Transportation Providers.
II. Enhancing and Expanding Service: This program will (1) provide a flexible, available vehicle that can be driven by vetting volunteers--including during periods when transit service is not available; (2) offer a zero-emission vehicle that can be accessed easily by drivers and users; (3) enable non-emergency access to medical facilities or discharged patients. IV. Increase Cooperation and Coordination by working with other nonprofits and the regional transportation organization to respond to needs of seniors and people with disabilities.

Special Needs Transportation

Our request is to purchase a 7 passenger EV van with a wheelchair access to provide transportation for those 65 or older, those with limited income, and people with disabilities to key resources.

Benefits to Vulnerable Populations in Overburdened Communities

The Senior/Community Center serves a 65+ population. Nearly 40 percent of our clients are 70 to 79 years of age, and nearly 43 percent are 80 or older and we estimate 10 to 15 percent of our clientele are on limited incomes. Many of our clients are unable to drive due to age, income, or disability. The 2022 National Community Survey found that 43% of Bainbridge Island respondents hold that improving the overall quality of the transportation system on Bainbridge Island is "essential" and 41% rated it "very important."

Senior / Community Transportation

Coordination Efforts

These are not currently included in the PRTPO plans; however, it addresses key aspects of their Human Services Transportation Plan (HSTP) by providing safe and efficient transportation primarily for people 65 years of age or older, in addition to people of low income and with a disability. The aim is to provide efficient transportation with the maximum number of eligible, qualified, drivers, at the lowest carbon footprint. We have the support of ZEV co-op, Pacific Mobility, Island Volunteer Caregivers, and Kitsap Transit. Our goal is to cooperatively manage the use of this vehicle across several organizations with the expertise of ZEV co-op.

Multimodal Partnerships

This project aims to help people who have limited or no transportation options have access to suitable options to get where they need to go to shop, for medical appointments, and other activities. Many people will congregate at the Senior/Community Center for shared rides, and conceivably this service could be used to provide connections to other transportation services.

Measurement of Project Success

Not applicable to vehicle projects.


To Port Townsend and Port Angeles
Port Ludlow
Hansville
To Everett
101
104
Port Gamble
Hood Canal Bridge
Puget Sound
Kingston
104
Edmonds
OLYMPIC NATIONAL PARK
3
307
Indianola
Poulsbo
Suquamish
Bangor
Puget Sound
5
3
Keyport
305
405
101
Silverdale
Brownsville
Bainbridge Island
Seabeck
303
Bellevue
SEATTLE
Kitsap Peninsula
The Natural Side of Puget Sound®
Bremerton
Manchester
Blake Island
Port Orchard
Hood Canal
Hoodsport
5
West Seattle
304
Southworth
Fauntleroy-Vashon Southworth Ferry
Gorst
3
Renton
Bremerton National Airport
Belfair
North Hood Canal Area
Olalla
Vashon Island
SeaTac International Airport
16
106
Allyn
Union
Grapeview
Gig Harbor
5
3
to Shelton
Key Peninsula
TACOMA
Tacoma Narrows Bridge
16

Peninsula RTPO
2024 Consolidated Grants Project

Project Name: **Strait Shot Regional Bus Service Operating Assistance**

Organization Name: Clallam Transit

Contact Name: Jim Fetzer

Project Description

Sustain the operation of all the 123 Strait Shot routes, they provide residents and tourists essential regional access to a bus route connecting Port Angeles to Seattle. Service includes three roundtrips, morning, midday and evening, Monday through Saturday. Sunday has two roundtrips, in the morning and the evening.

Project Funding Summary

Total Project Cost	$ 2,357,380
Grant Request	$ 2,121,643
Match Amount	$ 235,737

WSDOT has different match requirements for different kinds of projects.

Type of Project

- [x] Operating
  - ( ) 2 yr
  - (•) 4 yr
- [ ] Capital
  - ( ) Replacement
  - ( ) Expansion
- [ ] Mobility Management
- [ ] Planning

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

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
- [x] 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
- [x] 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
- [x] Reduce duplication of services or consolidate services

Strait Shot Regional Bus Service Operating Assistance

Project Need

Transportation problems identified in the PRTPO Human Services Plan that the Strait Shot service addresses, include eliminating travel requiring multiple transfers that took most of the day. Prior to the Strait Shot, a trip from the Olympic Peninsula to the Seattle Ferry system, required a trip on multiple regional transit systems with multiple transfers. The result was a one-way trip to the Bainbridge Ferry Terminal that took an entire day on multiple bus routes. The Strait Shot Route allows passengers to make a trip in two hours that used to take all day. Many specialized medical and veterans' services require travel to Seattle or Tacoma for people who are unable to drive. The #123 creates an affordable and easy access to the Seattle/Tacoma metro public transit services. The Strait Shot provides an essential transportation link for residents of Clallam County to access medical, educational, and shopping opportunities in the Seattle area. It also provides a feasible and timely option to affordably access the SeaTac Airport. The service provides a travel alternative to visitors of the Olympic Peninsula region by providing a public transportation to access the many tourists' attraction in the area, without the need for an automobile. It also provides quick and timely connections to Kitsap Transit and Jefferson Transit allowing access to the entire Olympic Peninsula including the Olympic National Park.

Special Needs Transportation

The Strait Shot provides service with 52 passenger, handicapped accessible, restroom equipped motor coaches. This route provides an affordable means for persons with disabilities to access the Seattle Ferry system. Connections with Clallam Transit fixed route services at Gateway Transit Center and Sequim Transit Center allow persons with disabilities to easily access the regional service. Connections with Jefferson Transit at Sequim Transit Center and in Blyn also provide needed access for person with disabilities to access needed services in the Seattle area. The Strait Shot is free for persons 18 and younger, free for veterans, and discounted for seniors and disabled individuals.

Benefits to Vulnerable Populations in Overburdened Communities

Clallam Transit ensures that public transportation services are provided throughout the communities in this region, including a focus with service in communities of need. Overburdened communities have public transit access to the Strait Shot via Clallam Transit fixed route services, which connect with the regional route at the Gateway Transit Center located in Port Angeles and the Sequim Transit Center located in Sequim. This route provides easy and affordable access to Seattle based ferries and therefore provides connections to medical, educational, employment and cultural activities in the Seattle area. In Clallam County fixed routes serving overburdened communities are fare free, providing an extremely affordable travel option for all users of Clallam Transit. This route services the Jamestown S'Klallam Tribe with stops at the Jamestown Campus in Blyn, and the Suquamish Tribe with a stop at SR305 and Suquamish Way. Service is provided to Port Angeles and Sequim directly at transit centers located in these communities. Other overburdened communities have access to the Strait Shot via fare free connecting fixed route services. This includes the Lower Elwha Tribe, the Makah Tribe and the Quileute Tribe.

Coordination Efforts

This project is included the Clallam Transit Development Plan, The Clallam Transit Comprehensive Operations Analysis, and in the Peninsula RTPO 2022 Human Services Transportation Plan. This project addresses strategies identified in the Peninsula Human Services Plan including page 29, "Complex trip making for long distance trips," as well as intermodal connections. It also addresses a strategy contained on page 33 "Regional Coordination" and "Maintain existing services." In 2019, Clallam Transit performed an extensive survey of Strati Shot passengers. AA total of 590 survey responses were received. Key findings were that 99.7 percent of riders recommended the service to others. 88% wanted more service, with the majority stating they wanted a mid day trip added.

The Strait Shot addresses a long standing problem of residents of the remote Olympic Peninsula being able to access services in the Seattle area. This is more serious issue for persons with disabilities, seniors, and low income who often cannot drive or lack access to an automobile. The Strait Shot provides an easy, affordable means for individuals to access the Seattle Ferry system and to connect to Seattle based public transit services.

Multimodal Partnerships

This regional route make intermodal connections with the Coho Ferry system at the Gateway Transit Center, with the Bainbridge Seattle Ferry at the Bainbridge Ferry Terminal, with Jefferson Transit at the Sequim Transit Center, in Blyn and in Discovery Bay, and with Kitsap Transit at the North Viking Park and Ride in Poulsbo, and at the Bainbridge Ferry Terminal.

Measurement of Project Success

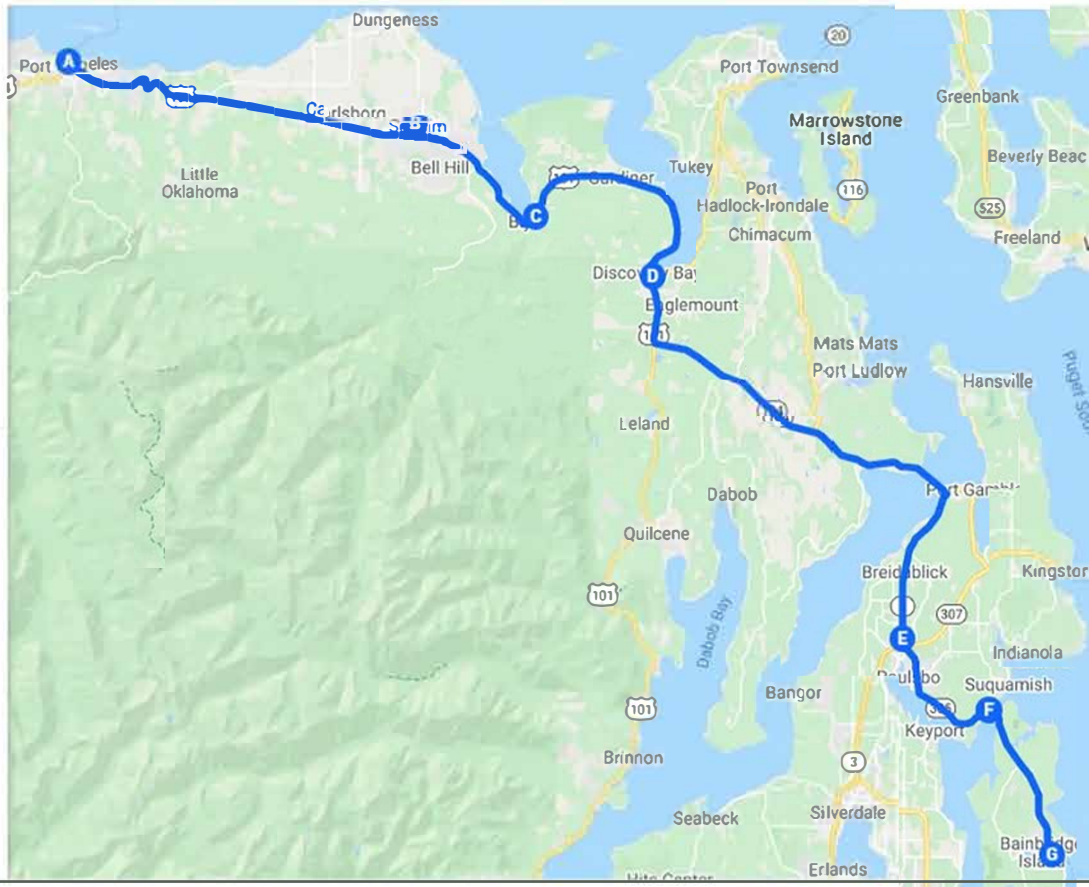
Ridership numbers will be the primary determination of success for the project. Vehicle miles traveled, VMT, is a useful measure of the effectiveness of the service. Assuming 70% of the ridership on the route is traveling between Port Angeles and Bainbridge and the remaining 30% of passengers are traveling between Sequim and Bainbridge, based on a trip length of 74.7 miles and 57.4 miles respectfully, and assuming each passenger traveling on the Strait Shot would have driven a single occupancy vehicle if the service were not available, the reduction over the fours years based on a total ridership of 85,719 passengers, will total a savings of 5,958,328 vehicle miles traveled (VMT).

Port Angeles - Sequim - Poulsbo - Bainbridge Island Ferry Route 123 Map

(All stops on Strait Shot 1-2-3 . Map is not a clickable map)

123 The Strait Shot Eastbound

- A Gateway Transit Center, Port Angeles, WA 9...
- B Sequim Transit Center, West Cedar Street, ...
- C Jamestown S'Klallam Tribe, Old Blyn Highw...
- D Fat Smitty's, U.S. 101, Port Townsend, WA, ...
- E N. Viking Transit Center, Poulsbo, WA 9837...
- F SR 305 at Suquamish way
- G Bainbridge Island Ferry Terminal, Ferry Doc...



Peninsula RTPO
2024 Consolidated Grants Project

Project Name: **Route 16 Rural and Tribal Access Operating Assistance**

Organization Name: Clallam Transit

Contact Name: Jim Fetzer

Project Description

Provide public transit route to Clallam Bay and Neah Bay connecting to other Clallam Transit routes at the Forks Transit Center located in Forks, WA, The service provides four roundtrips on weekdays and two roundtrips on Saturdays. This route is an essential link between the northwest tip of Washington and rest of the state's public transit network.

Project Funding Summary

Total Project Cost	$ 2,111,595
Grant Request	$ 1,900,430
Match Amount	$ 211,165

WSDOT has different match requirements for different kinds of projects.

Type of Project

- [x] Operating
  - ( ) 2 yr
  - (•) 4 yr
- [ ] Capital
  - ( ) Replacement
  - ( ) Expansion
- [ ] Mobility Management
- [ ] Planning

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

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
- [x] 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

Route 16 Rural and Tribal Access Operating Assistance

Project Need

This route, known as the Route 16 - Neah Bay, provides service to the communities of Neah Bay, including the Makah Tribe, Sekiu, and Clallam Bay, as well as the Clallam Bay Corrections Center. These communities experience high unemployment, a shortage of employment opportunities and are lacking in medical and educational services. The communities are located in a remote region and many of the residents rely on this route to access these services that are located in Port Angeles and Forks. This route addresses issues identified in the PRTPO Human Services Plan including being a remote area that presents transportation challenges including vital services being located a large distance away in other cities. Serving a vulnerable population that has limited access to automobiles. Regional Coordination Strategies that this service address includes "Maintain existing transportation services," "Increased cooperation and coordination among other service providers." This route provides connections to other Clallam Transit routes, connecting Jefferson Transit Routes, and ultimately access to the regional 123 Strait Shot which provides access to Seattle Ferries

Special Needs Transportation

This route utilizes fully handicapped accessible buses which allow persons with disabilities access to public transit transit services which would not be available if the route was not provided.

Benefits to Vulnerable Populations in Overburdened Communities

This service, known at the Route 16 - Neah Bay, provides an essential link between the northwestern tip of Washington and the rest of the state's public transportation network. This route provides service to the communities of Neah Bay, including the Makah Tribe, Sekiu and Clallam Bay, as well as the Clallam Bay Corrections Center. The communities have high unemployment, a shortage of employment opportunities and are lacking in medical and educational services. Many of the residents rely on this lifeline route to access these services located in communities of Port Angeles and Forks.

Coordination Efforts

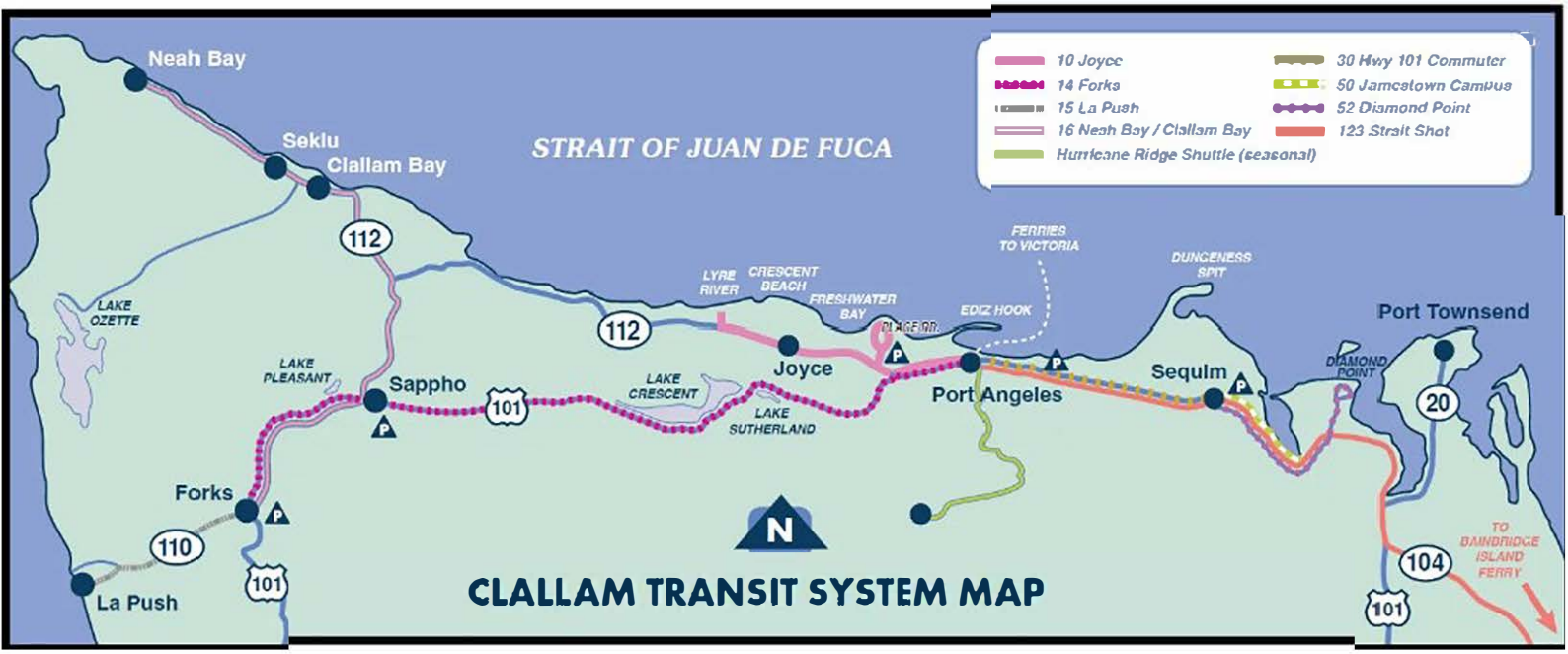
The PRPTO has recognized the importance of providing connectivity from the rural areas of the Olympic Peninsula to the regional employment and commercial centers. The Makah Tribe is very supportive of this route and considers it a lifeline route to access services. The PRPTO Human Services Coordinated Public Transit - Human Services Plan identifies that transportation services are critical for the economic development of all tribes. The Route 16 fulfills this need by providing transportation to the Makah Tribe allowing for affordable access to regional economic opportunities as well as goods and services.

Multimodal Partnerships

This route provides regional coordination by providing connections to other Clallam Transit routes as well as Jefferson Transit routes. This coordination allows persons to ultimately access routes that serve the entire Olympic Peninsula as well as provide access to Seattle and beyond.

Measurement of Project Success

Ridership numbers will be the primary determination of success for the project.


Neah Bay
Seklu
Clallam Bay
STRAIT OF JUAN DE FUCA
112
LAKE OZETTE
LAKE PLEASANT
Sappho
101
LAKE CRESCENT
LAKE SUTHERLAND
Joyce
LYRE RIVER
CRESCENT BEACH
FRESHWATER BAY
112
FERRIES TO VICTORIA
EDIZ HOOK
Port Angeles
DUNGENESS SPIT
Sequim
Port Townsend
DIAMOND POINT
20
Forks
110
101
La Push
N
TO BAINBRIDGE ISLAND FERRY
104
101
10 Joyce
14 Forks
15 La Push
16 Neah Bay / Clallam Bay
Hurricane Ridge Shuttle (seasonal)
30 Hwy 101 Commuter
50 Jamestown Campus
52 Diamond Point
123 Strait Shot
CLALLAM TRANSIT SYSTEM MAP

Peninsula RTPO
2024 Consolidated Grants Project

Project Name: **2025-2027 Thurston/Mason County**

Organization Name: Coastal Community Action Program

Contact Name: Tony Russell

Project Description

Driven to Opportunity (DTO) aims to provide the flexible transportation options, addressing the challenge of limited public transit in the rural areas that the low income and disabled live. Giving the people of Thurston/Mason the advantage to get to work, educational training or job related opportunity. Operating 24hrs, weekends and holidays.

Project Funding Summary

Total Project Cost	$ 537,300
Grant Request	$ 480,577
Match Amount	$ 56,723

WSDOT has different match requirements for different kinds of projects.

Type of Project

- [x] Operating
  - (•) 2 yr
  - ( ) 4 yr
- [ ] Capital
  - ( ) Replacement
  - ( ) Expansion
- [ ] Mobility Management
- [ ] Planning

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

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
- [ ] 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

Project Need

Addressing transportation need in rural areas with no or limited transportation options of low income and disabled individuals can be challenging when trying to get to work or work related things. Having a Demand Response can cater to a specific area or times that coincide with the schedules needed by the people that live in these areas. According to the 2022 CHSTP Thurston County is the 32nd largest county with 727 square mile area, 91% of that is unincorporated along with 22% of the population in low income, 30% are people with disabilities. Mason County is 972 square miles, 99% is unincorporated with 12.6% of the population being low income. Mason & Thurston Counties having the majority living the the rural areas with limited public transport and looking for a more reliable transportation option.

Special Needs Transportation

DTO works with our employment department at Coastal Community Action Program that works with some of the Thurston and Mason County residents who are disabled that work jobs for an hour or two to give them a sense of fulfillment. Also working with other agencies like Morningside, EFI, CCS to help with their clients to achieve the same thing.

Benefits to Vulnerable Populations in Overburdened Communities

CCAP and the Driven to Opportunity program is here to help anyone in the Thurston/Mason county area. The main focus is low income and people that live in the rural areas that don't have access to transportation. We help everyone regardless of their race or ethnic background or living conditions. Because we all need a helping hand every now and then.

Coordination Efforts

Coastal Community Action Program and the Driven to Opportunity works with the regional Transit groups in Thurston & Mason Counties to best coordinate rides that may over lap with Transit times but dropping clients at the Transit stations. Working with CWCOG, Peninsula RTPO, Thurston Regional Transportation Council along with trying to connect better with the area Tribal groups. Working together to help cover all the needs in the areas to help get people to where they need to go to improve their lives.

Multimodal Partnerships

DTO connects riders to both Thurston and Mason County transits at their Olympia, Tumwater, Lacey, Hawks Prairie, Belfair, Bremerton and Shelton stations for a first mile/last mile partnership. While transit helps provide the core of rides to and from work or school, it's not always an option for both portions of the trip. The rural layout of both counties presents challenges reaching fixed route transit and walking/bicycling is not always feasible due to distance. Most shift-work employees are working late at night or on weekends when conventional transit services are either reduced or non-exist. DTO enhances public transportation by connecting riders to transit with a safe, affordable, flexible service that operates 24/7,including holidays. It supplements fixed route transit and increases employment transportation access. Most employment related trips are complex and involve multiple destinations including reaching childcare centers. Children can be dropped at child care with a qualifying adult going to work or training to help working parents maintain their employment and provide for their families. DTO staff coordinates with transit to connect riders, avoid duplication of services and help only those who cannot utilize transit. The biggest gain will be the smooth transition from using DTO and connecting with Transit and the knowledge that the clients in the area will always have a way to get from point A to point B in a safe an timely manner.

Measurement of Project Success

The Driven To Opportunity programs success is based on the success of our clients improving their lives by having the ability to get to work by having access to transportation that works with them. By focusing on the client we ensuring that the program is not only effective but also continuously improving to better serve our clients. By tracking our numbers if the target numbers run short we can adjust be adding new clients that are on a wait list at this time and also work with the other agencies to have the ability to hit our target numbers.


THURSTON COUNTY MAP
WASHINGTON, USA
Mason
Pierce
Grays Harbor
Lewis
Olympia
Olympia West
Olympia East
Tumwater
Lacey
Tanglewilde
North Yelm
Yelm
Rainier
Tenino
Bucoda
Rochester
Grand Mound
Thurston South
Indian Summer Country Club
Nisqually Indian Community
Tahoma Valley Golf and Country Club
Olympia Country & Golf Club
Cricket Field
Olympia Regional Airport
Airport Golf Center
Hoskins Field
Fishtrap Heliport
Gower Field
Badc Roter and Wing Svc. Heliport
R & K Skyranch Airport
Western Airpark
Flying B Airport
Cougar Mountain Airfield
Rock Candy Mountain (709 mtr.)
Larch Mountain (775 mtr.)
Capitol Peak (789 mtr.)
Miller Hill (552 mtr.)
Bald Hill (816 mtr.)
Black Lake
Lake Lawrence
Skookumchuck Reservoir
Maps of World
LEGEND
Major City/Town
County Seat/State Capital
Golf Course
Mountain Peak/Hill
Airport Type
Medium
Small
Heliport
Railroad
Highway Class
Interstate
Federal
State
Other
Coastline
River/Stream
River/Lake/Reservoir
County Subdivision
County Boundary


MASON COUNTY MAP
WASHINGTON, USA
Jefferson
Kitsap
Pierce
Grays Harbor
Thurston
Olympic NP
Mount Stone (2003 mtr.)
Mount Henderson (1800 mtr.)
Mount Pershing (1816 mtr.)
Mount Washington (1912 mtr.)
Lake Cushman
Lake Cushman Golf Course
Hoodsport
West Mason
Belfair
Belfair-Tahuya
Lakeland Village Golf Course
Union
Alderbrook Golf & Yacht Club
Skokomish
Skokomish Reservation
Grapeview
Union-Grapeview
Lake Limerick Country Club
Shelton
Sanderson Field
Mason General Hospital Heliport
Bayshore Golf Course
Timber Lake-Harstine Island
Nahwatzel Lake
Kamilche
Maps of World
Copyright © 2016 www.mapsofworld.com
LEGEND
Major City/Town
County Seat
Golf Course
Mountain Peak/Hill
Airport Type
Small
Heliport
Railroad
Coastline
River/Stream
Highway Class
Federal
State
Other
National Park
River/Lake/Reservoir
County Subdivision
County Boundary

Peninsula RTPO
2024 Consolidated Grants Project

Project Name: **Thurston County Vehicle Replacement**

Organization Name: Coastal Community Action Program

Contact Name: Tony Russell

Project Description

Driven to Opportunity (DTO) aims to provide the flexible transportation options, addressing the challenge of limited public transit in the rural areas that the low income and disabled live. Giving the people of Thurston /Mason the advantage to get to work, educational training or job related opportunity. Operating 24hrs, weekends and holidays.

Project Funding Summary

Total Project Cost	$ 45,000
Grant Request	$ 40,500
Match Amount	$ 4,500

WSDOT has different match requirements for different kinds of projects.

Type of Project

- ☐ Operating
  - ○ 2 yr ○ 4 yr
- ☐ Capital
  - ◉ Replacement
  - ○ Expansion
- ☐ Mobility Management
- ☐ Planning

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

Maintain Existing Transportation Services

- ☑ 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

Thurston County Vehicle Replacement

Project Need

Addressing transportation need in rural areas with no or limited transportation options of low income and disabled individuals can be challenging when trying to get to work or work related things. Having a Demand Response can cater to a specific area or times that coincide with the schedules needed by the people that live in these areas. According to the 2022 CHSTP Thurston County is the 32nd largest county with 727 square mile area, 91% of that is unincorporated along with 22% of the population in low income, 30% are people with disabilities. Mason County is 972 square miles, 99% is unincorporated with 12.6% of the population being low income. Mason & Thurston Counties having the majority living the the rural areas with limited public transport and looking for a more reliable transportation option.

Special Needs Transportation

DTO works with our employment department at Coastal Community Action Program that works with some of the Thurston and Mason County residents who are disabled that work jobs for an hour or two to give them a sense of fulfillment. Also working with other agencies like Morningside, EFI, CCS to help with their clients to achieve the same thing.

Benefits to Vulnerable Populations in Overburdened Communities

Coastal Community Action Program and the Driven to Opportunity Program specifically target low-income, special needs, people in need populations. The Driven to Opportunity (DTO) program gives a helping hand in transporting people to and from work, which in turn leads to the clients improving their lives. Weather its living conditions, environmental, socioeconomic working leads to improvement in all categories of life which is what our goal for our clients is. Successful improvement in anyway.

Coordination Efforts

Coastal Cap actively participates in the Southwest Washington RTPO that covers a five county region, including Grays Harbor and Pacific County. The Driven To Opportunity project is listed in the HSTP. The project helps alleviate the following unmet needs identified in the HSTP- sustain transportation for low income, TANF, and underemployed individuals during off-transit hours and access to job and job training needs to be expanded for rural residents. Coastal Cap actively participates in the Cowlitz-Wahkiakum Council of Government (CWCOG) to help communities find solutions at the local level to improve transportation access with the ultimate goal of enhancing the quality of life for its residents. Working with the Transit Systems and working with the Tribes in the local areas to take in the account the needs and challenges of the different areas making it more efficient and sustainable transportation solutions.

Multimodal Partnerships

DTO connects riders to both Grays Harbor and Pacific County transit at their Aberdeen, Hoquiam, Ocean Shores, Montesano, Elma, McCleary and Raymond stations for a first mile/last mile partnership. While transit helps provide the core of rides to and from work or school, it's not always an option for both portions of the trip. The rural layout of both counties presents challenges reaching fixed route transit and walking/bicycling is not always feasible due to distance. Most shift-work employees are working late at night or on weekends when conventional transit services are either reduced or non-exist. DTO enhances public transportation by connecting riders to transit with a safe, affordable, flexible service that operates 24/7, including holidays. It supplements fixed route transit and increases employment transportation access. Most employment related trips are complex and involve multiple destinations including reaching childcare centers. Children can be dropped at child care with a qualifying adult going to work or training to help working parents maintain their employment and provide for their families. DTO staff coordinates with transit to connect riders, avoid duplication of services and help only those who cannot utilize transit. The biggest gain will be the smooth transition from using DTO and connecting with Transit and the knowledge that the clients in the area will always have a way to get from point A to point B in a safe an timely manner.

Measurement of Project Success

Not applicable to vehicle projects.


THURSTON COUNTY MAP
WASHINGTON, USA
Mason
Pierce
Grays Harbor
Lewis
Olympia
Olympia West
Olympia East
Tumwater
Lacey
Tanglewilde
North Yelm
Yelm
Rainier
Tenino
Bucoda
Rochester
Grand Mound
Thurston South
Indian Summer Country Club
Nisqually Indian Community
Tahoma Valley Golf and Country Club
Olympia Country & Golf Club
Cricket Field
Olympia Regional Airport
Airport Golf Center
Hoskins Field
Fishtrap Heliport
Gower Field
Badc Roter and Wing Svc. Heliport
R & K Skyranch Airport
Western Airpark
Flying B Airport
Cougar Mountain Airfield
Rock Candy Mountain (709 mtr.)
Larch Mountain (775 mtr.)
Capitol Peak (789 mtr.)
Miller Hill (552 mtr.)
Bald Hill (816 mtr.)
Black Lake
Lake Lawrence
Skookumchuck Reservoir
Maps of World
LEGEND
Major City/Town
County Seat/State Capital
Golf Course
Mountain Peak/Hill
Airport Type
Medium
Small
Heliport
Railroad
Highway Class
Interstate
Federal
State
Other
Coastline
River/Stream
River/Lake/Reservoir
County Subdivision
County Boundary


MASON COUNTY MAP
WASHINGTON, USA
Jefferson
Kitsap
Pierce
Grays Harbor
Thurston
Olympic NP
Mount Stone (2003 mtr.)
Mount Henderson (1800 mtr.)
Mount Pershing (1816 mtr.)
Mount Washington (1912 mtr.)
Lake Cushman
Lake Cushman Golf Course
Hoodsport
West Mason
Belfair
Belfair-Tahuya
Lakeland Village Golf Course
Union
Alderbrook Golf & Yacht Club
Skokomish
Skokomish Reservation
Grapeview
Union-Grapeview
Lake Limerick Country Club
Shelton
Sanderson Field
Mason General Hospital Heliport
Bayshore Golf Course
Timber Lake-Harstine Island
Nahwatzel Lake
Kamilche
Maps of World
Copyright © 2016 www.mapsofworld.com
LEGEND
Major City/Town
County Seat
Golf Course
Mountain Peak/Hill
Airport Type
Small
Heliport
Railroad
Coastline
River/Stream
Highway Class
Federal
State
Other
National Park
River/Lake/Reservoir
County Subdivision
County Boundary

Peninsula RTPO
2024 Consolidated Grants Project

Project Name: **ECHHO Volunteer Drivers Transportation Program**

Organization Name: ECHHO - Ecumenical Christian Helping Hands Organization

Contact Name: Mark Lannon

Project Description

ECHHO works with volunteer drivers and community organizations so Jefferson County residents can continue to live independently. No-charge transportation services are provided to those in-need, in order to access medical care, pharmacies, groceries and other essential services. Last year ECHHO delivered 1,726 rides for its clients.

Project Funding Summary

Total Project Cost	$ 644,621
Grant Request	$ 423,951
Match Amount	$ 220,670

WSDOT has different match requirements for different kinds of projects.

Type of Project

- [x] Operating
  - ( ) 2 yr
  - (•) 4 yr
- [ ] Capital
  - ( ) Replacement
  - ( ) Expansion
- [ ] Mobility Management
- [ ] Planning

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

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
- [x] Expand long-distance single-seat services
- [ ] Improve special needs traveler amenities
- [ ] Deploy ZEV benefiting special needs populations
- [ ] Increase broadband access
- [x] Reduce travel cost as barrier to accessing services
- [x] 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
- [x] 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

- [x] 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

Project Need

The need for ECHHO continues to grow, as our population ages. Jefferson County has the 2nd oldest population in Washington State and 9th oldest in the U.S. ECHHO is the ONLY provider of direct, NO-COST transportation for residents to reach healthcare providers: hospitals, outpatient surgery centers, doctors offices, cancer treatment centers, physical therapy and vision clinics. Cancer patients often require daily treatment for a period of weeks - for them ECHHO is literally a life saver. ECHHO is the only free transportation service for post-procedure or post-surgery transport of patients back to their home.
Many local patients are referred to medical facilities outside of the county - Port Angeles and Sequim in Clallam County, Poulsbo, Silverdale, Bremerton in Kitsap County, Tacoma (Pierce Co.) and Seattle (King). ECHHO volunteer drivers will also take residents to the pharmacy, grocery store and other essential services. For many, ECHHO is the only option: over 30% of Jefferson County households have a senior adult living alone and nearly 80% of them are women. Many do not have relatives living in the area. Many cannot drive long distances or during the dark. ECHHO provides the support to help them age in place, and maintain a healthy and independent lifestyle.

Special Needs Transportation

ECHHO volunteer drivers transport clients to medical appointments, pharmacies, grocery stores and other essential services. They serve residents with mobility devices, including canes, walkers, and wheelchairs (collapsible. Those that are wheelchair-bound are referred to Jefferson Transit Dial-A-Ride). ECHHO drivers will also accommodate caregivers who accompany their client and can provide more robust assistance, as needed. ECHHO provides door-to-door transportation, which may include accompanying the client into a medical facility (or other essential service location) to make sure the client is in the right place, at the right time. Our volunteers are mostly seniors: they are mature, responsible drivers who make sure the client is safely delivered to and returned home after any appointment. ECHHO is the only transportation provider in the area who meets the requirements that most surgery centers have for post-surgical or post-procedure patient release. Residents that are battling cancer, kidney failure, or a debilitating neurological disease need the extra attention only ECHHO provides. Quite often, they are temporarily more disabled by a treatment or procedure, and must rely on some added assistance from their ECHHO volunteer driver, who is eager to help: offering a steady arm, assistance entering or leaving the vehicle, a walk to the front door at home. These are aspects that make ECHHO a unique transportation provider.

Benefits to Vulnerable Populations in Overburdened Communities

ECHHO's clients are primarily seniors, age 65+. They cannot use the public transit system or paratransit system because they are too frail, disabled, or handicapped to access a bus. The Dial-A-Ride paratransit system does not serve people who live more than 3/4 miles off the fixed bus routes.

Most clients are low income, or close to it. They can't afford a taxi or one of the newer on-demand transportation providers such as Uber. The only potential source of pollution in the area is the Port Townsend Paper Mill. I understand that the community has worked with the Mill management on air quality issues and the Mill responded by installing extra "scrubbers" and other systems that are designed to abate the potential threat. We don't know of any program that has attempted to identify the extent of the mill's effect on the local population.

Coordination Efforts

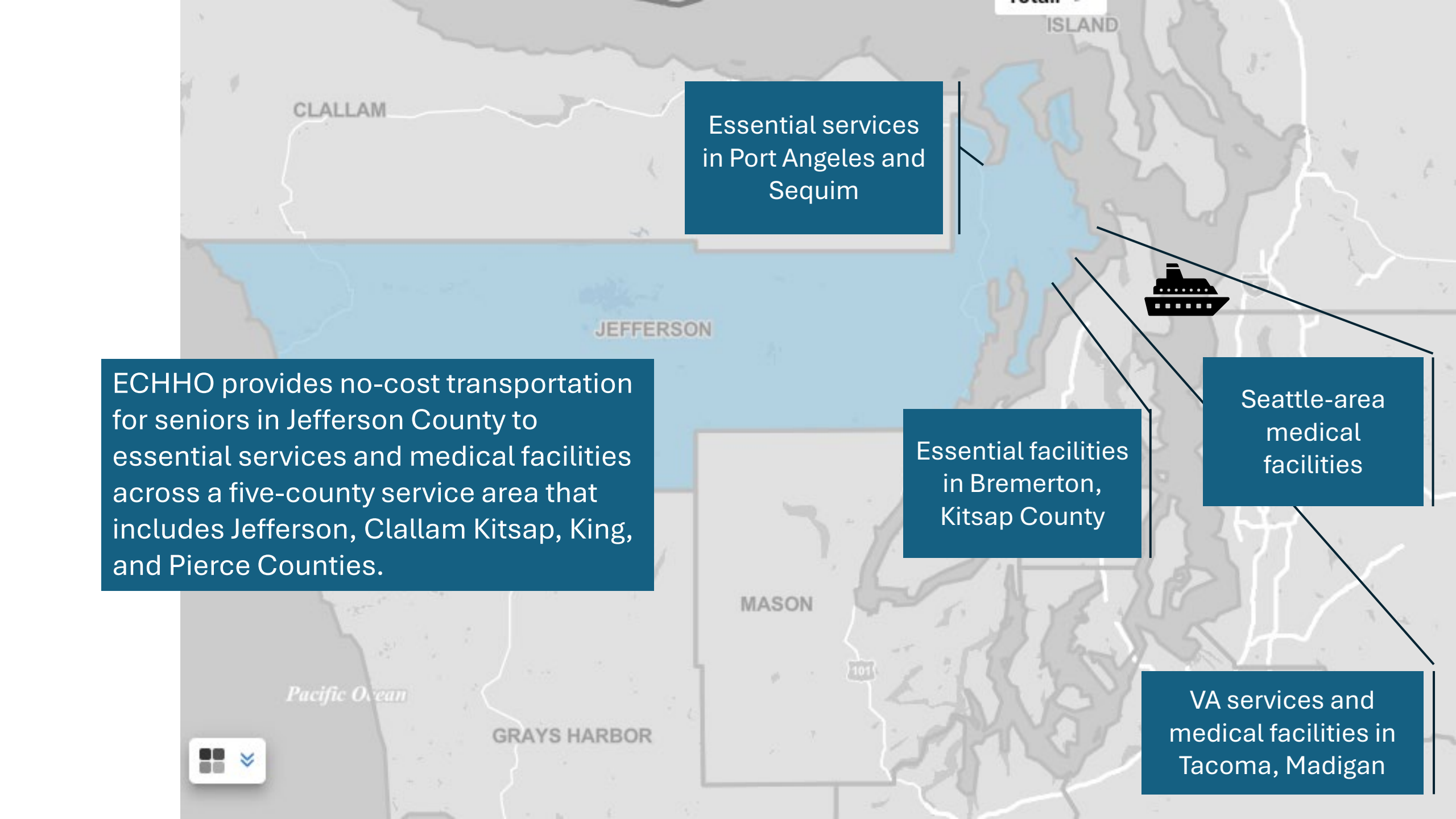
Being in a rural area, many seniors and disabled residents of Jefferson County live outside the fixed route transit system, and even beyond the paratransit system routes. ECHHO has coordinated with Jefferson Healthcare hospital discharge personnel, medical offices, orthopedic clinics and home healthcare agencies. They all refer patients to ECHHO for assistance in accessing follow-up care and therapy. In 2019 members of the ECHHO Board met with representatives of Jefferson County Transit, Dial-A-Ride Paratransit, Catholic Charities and Paratransit Services in Bremerton. It was determined that ECHHO's ability to transport Jefferson County residents directly to medical facilities in neighboring counties, plus Seattle and Tacoma, was unique among transit providers. In addition, ECHHO's services are not limited to a certain class of residents like VetConnect and Paratransit Services - Bremerton Area. The route structure for both Jefferson Transit and Dial-A-Ride leaves many residents unable to access their services, but ECHHO has no geographic limitations in serving residents of East Jefferson County. And the other volunteer driver program on the peninsula operates only within Clallam County. The conclusion was that ECHHO provides a transportation service that is unique in its ability to serve residents of East Jefferson County and extends and enhances transportation solutions to underserved populations in the area. ECHHO's mission matches the Peninsula HSTP strategy; "To provide and improve services that support those aging in place." It is important for older adults to have accessible transportation services in order for them to stay independent, especially for those outside of paratransit service area.

Multimodal Partnerships

ECHHO connects with the WSDOT ferry system in Port Townsend, Kingston and Bainbridge Island, delivering and picking up clients in coordination with the ferry schedules. ECHHO serves clients who live beyond the reach of the county's Dial-A-Ride and Jefferson Transit bus service, so overall, ECHHO assists by expanding and enhancing the public transportation services in Jefferson County.

Measurement of Project Success

ECHHO will measure success by increasing the number of clients served, and the number of rides, miles, and volunteer hours. We use a proprietary software program (Assisted Rides) to monitor and track this data. The steps taken to improve these metrics include advertising in local media: for example, ads in the Port Townsend Leader, the ECHHO Annual Report insert in the Leader on 9/11/24, and PSA's on the local radio station. ECHHO has a Board Members and promotional materials at many community functions like the Farmers Markets in Port Townsend and Chimacum, the County Community Picnic, the Connectivity Fair, the Veterans' Stand Down, Kiwanis Car Show, and the Port Ludlow Community Fair. We have made presentations at Rotary Clubs, Kiwanis, churches and other group meetings to increase awareness of ECHHO's program. The focus is always on how to become an ECHHO client or why you should become an ECHHO volunteer driver.


ISLAND
CLALLAM
Essential services in Port Angeles and Sequim
JEFFERSON
ECHHO provides no-cost transportation for seniors in Jefferson County to essential services and medical facilities across a five-county service area that includes Jefferson, Clallam Kitsap, King, and Pierce Counties.
Essential facilities in Bremerton, Kitsap County
Seattle-area medical facilities
MASON
101
Pacific Ocean
GRAYS HARBOR
VA services and medical facilities in Tacoma, Madigan

Peninsula RTPO
2024 Consolidated Grants Project

Project Name: **Jamestown Tribal Health Clinic Vehicle Replacement**

Organization Name: Jamestown S'Klallam Tribe

Contact Name: Andrew Shogren

Project Description

The project involves purchasing 7 vehicles for patient and supervisor transportation at Jamestown Healing and Family Health Clinics. These include 3 ADA-accessible vans, 1 van, and 3 SUVs - replacing aging vehicles and accommodating future growth. The new fleet will enhance accessibility and ensure reliable transport for patients and staff.

Project Funding Summary

Total Project Cost	$ 581,870
Grant Request	$ 552,775
Match Amount	$ 29,095

WSDOT has different match requirements for different kinds of projects.

Type of Project

- ☐ Operating
  - ○ 2 yr ○ 4 yr
- ▪ Capital
  - ◉ Replacement
  - ○ Expansion
- ☐ Mobility Management
- ☐ Planning

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

Maintain Existing Transportation Services

- ☑ 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

Jamestown Tribal Health Clinic Vehicle Replacement

Project Need

Jamestown Healing Clinic (JHC) provides daily transportation to 65-70 patients from Jefferson and Clallam Counties, with 20-25% living in Jefferson County, 35-40% in Sequim, and the remainder in Clallam County. Many patients live over 15 miles from JHC and rely on our transportation due to limited public transit options. Our longest route is 35 miles, covering remote areas like Quilcene and Hood Canal Bridge.

Patients who live farther from JHC tend to use our transportation more frequently. Data shows that these patients experience greater stability, fewer missed appointments, and more consistent treatment routines when they rely on JHC's transportation services.

Jamestown Family Health Clinic (JFHC) provides transportation services primarily to tribal citizens, ensuring they can access critical healthcare services, including out-of-area appointments like those in the Seattle Metro area. However, JFHC faces limitations in providing ADA-compliant transportation due to the lack of wheelchair-accessible vehicles in the current fleet. This project aims to replace outdated, non-ADA compliant vehicles and expand the fleet with ADA-accessible vans and SUVs to meet the growing demand, improve accessibility, and ensure patients receive consistent and reliable healthcare.

Special Needs Transportation

We provide transportation services for individuals who use wheelchairs or face mobility challenges. This project aims to expand our fleet's accessibility by increasing the number of ADA-compliant vehicles. By doing so, we will enhance our capacity to serve individuals with disabilities, particularly those who reside beyond the service area of our current ADA-compliant Electric Vehicle. Additionally, the vulnerable population served by the Jamestown Healing Clinic often includes those who are potentially homeless, low-income, chronically ill, or struggling with mental health issues. These challenges make it difficult for them to use fixed-route transit, drive, or arrange rideshare services. Furthermore, while some clients may own a vehicle, they are often unable to use it due to the cost of fuel, lack of insurance, or an expired driver's license. The JHC's current transportation services enable these vulnerable individuals to access essential medical services, including primary care, dental care, mental health counseling, substance use disorder counseling, and receive daily medications for opioid use disorder (MOUD). At JFHC, this project aims to replace outdated, non-ADA compliant vehicles and expand the fleet with ADA-accessible vans and SUVs to meet the growing demand, improve accessibility, and ensure patients receive consistent and reliable healthcare.

Benefits to Vulnerable Populations in Overburdened Communities

Our project aims to provide essential transportation for underserved and vulnerable patients in Jefferson and Clallam Counties, where public transit options are limited. Jamestown Healing Clinic (JHC) fills a critical gap by offering transportation services to patients who face significant barriers to accessing healthcare due to geographic isolation, socioeconomic challenges, and lack of reliable transportation. Many of the individuals served by JHC are at-risk populations, including those who are potentially homeless, low-income, chronically ill, or struggling with mental health issues.

Without our services, these patients would have little to no access to the healthcare they need.

In addition, Jamestown Family Health Clinic (JFHC) provides transportation primarily to tribal citizens, ensuring that they can access essential healthcare services. Our transportation network covers a wide geographic range, including JFHC facilities, other local offices, and out-of-area medical appointments, such as those in the Seattle Metro area. However, JFHC currently faces limitations in providing ADA-compliant transportation, as our existing fleet lacks wheelchair-accessible vehicles. This creates a significant barrier for patients with disabilities who need reliable and equitable access to healthcare services.

By addressing these transportation gaps, our project will improve healthcare access for underserved populations and enhance the overall effectiveness of care in our service area. Upgrading the fleet to include ADA-compliant vehicles will ensure that patients with disabilities receive the same level of care and access as others, further promoting health equity and positive health outcomes.

Coordination Efforts

This project is consistent with the Human Services Transportation Plan. It meets the following goals by serving a vulnerable population, is a target population and increases rural connectivity. It also addresses the strategies of increasing the operating frequency of existing services and continues to reduce travel cost as a barrier to accessing services.

Multimodal Partnerships

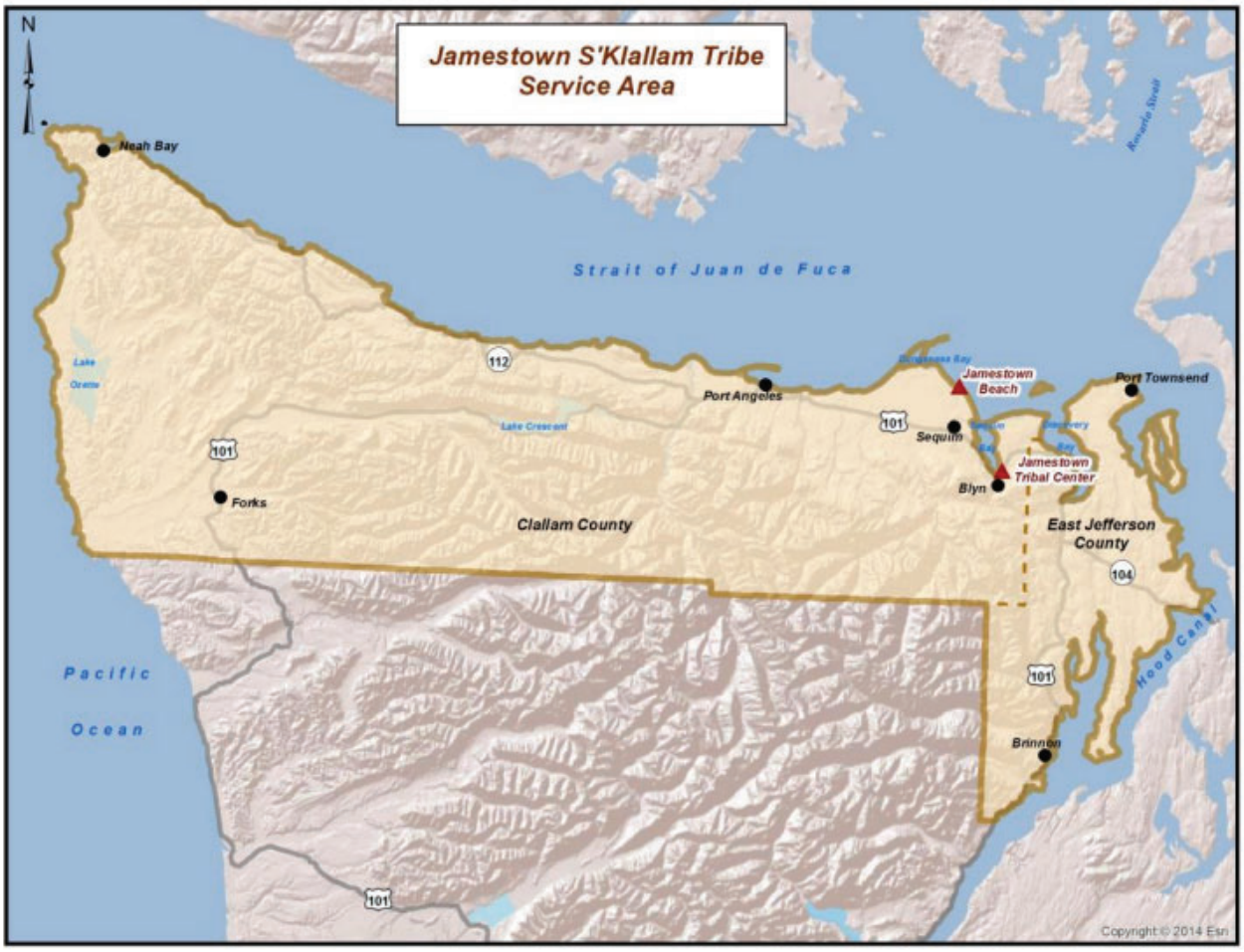
Our project provides essential transportation for underserved patients in Jefferson and Clallam Counties, where public transit options are limited. JHC's services fill a critical gap for patients who lack access to healthcare due to geographic isolation and transportation barriers. Public transit routes and schedules are not aligned with our patients' needs, especially those living more than 15 miles away or in Jefferson County.
At JFHC, we coordinate with local transit options for patients traveling to out-of-area medical appointments, such as in the Seattle Metro area. This collaboration extends access to crucial social services and specialized healthcare.
Introducing ADA-compliant vehicles into our fleet will greatly enhance transportation for patients with disabilities, who currently face challenges due to the lack of wheelchair-accessible vehicles. This promotes equitable healthcare access and strengthens our multimodal efforts.
Efficiencies gained from this project include fewer missed appointments, improved patient stability, and better care coordination. Replacing aging vehicles and expanding our fleet will provide more reliable, efficient transportation, ensuring consistent access to healthcare and improving community health outcomes.

Measurement of Project Success

Not applicable to vehicle projects.

Jamestown S'Klallam Tribe – Service Area

The Jamestown S'Klallam Tribal community is located on the northern portion of the Olympic Peninsula of Washington State, approximately 70 miles northwest of the city of Seattle. The Peninsula is a distinct and relatively isolated geographic region that is separated from Seattle by two bodies of water. Two counties, Clallam and Jefferson, comprise the bulk of the Olympic Peninsula. The Peninsula is bounded by the Pacific Ocean to the west, the Strait of Juan de Fuca to the north, by Hood Canal on the east and by the Olympic Mountain range to the south. A large part of the two counties is densely timbered wilderness or undeveloped areas characterized by rugged mountains, steep slopes and rain forests. Major towns in the area are the county seat in Port Angeles, Sequim and Port Townsend. Outside of the major towns, both Clallam and Jefferson counties are quite rural. The area known as "Jamestown" is not an incorporated village, nor does it have a commercial center. Two public bus lines serve Tribal facilities in Blyn which has helped make Blyn more accessible, however public transportation is extremely limited overall. Traveling from one end of the Service Area to another can take upwards of 5 hours by car, or a full day by public transportation.



Peninsula RTPO
2024 Consolidated Grants Project

Project Name: **Jefferson Transit Replacement Fixed-route Bus**

Organization Name: Jefferson Transit

Contact Name: Jayme Brooke

Project Description

Jefferson Transit needs to replace an aging diesel bus in its east county fixed-route fleet with a zero-emission battery electric bus.

Project Funding Summary

Total Project Cost	$ 1,000,000
Grant Request	$ 800,000
Match Amount	$ 200,000

WSDOT has different match requirements for different kinds of projects.

Type of Project

- ☐ Operating
  - ○ 2 yr ○ 4 yr
- ▪ Capital
  - ◉ Replacement
  - ○ Expansion
- ☐ Mobility Management
- ☐ Planning

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

Maintain Existing Transportation Services

- ☑ 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

Jefferson Transit Replacement Fixed-route Bus

Project Need

This project will address several needs in the CPT-HSTP. Access to medical facilities is a key need identified, and by continuing to replace aging vehicles in its fleet, JTA ensures that the public has a reliable way to get to appointments and treatments at the county's hospital and clinics.

The public also expressed concerns about aging vehicle fleets, so by replacing an aging, unreliable vehicle needing frequent repairs, with a new, zero-emission bus, JTA is directly addressing that concern.

Special Needs Transportation

Project is not specific to special needs transportation.

Benefits to Vulnerable Populations in Overburdened Communities

The Port Townsend area, which this bus will primarily serve, is currently ranked at a 7 out of 10 according to the Washington Department of Health Environmental Health Disparities map for Toxic Releases from Facilities. Any dent Jefferson Transit can make in reducing greenhouse gas emissions in this area would benefit a population that is, according to the above map, living in poverty, unemployed, and struggling with the high cost of maintaining private transportation.

Jefferson Transit Replacement Fixed-route Bus

Coordination Efforts

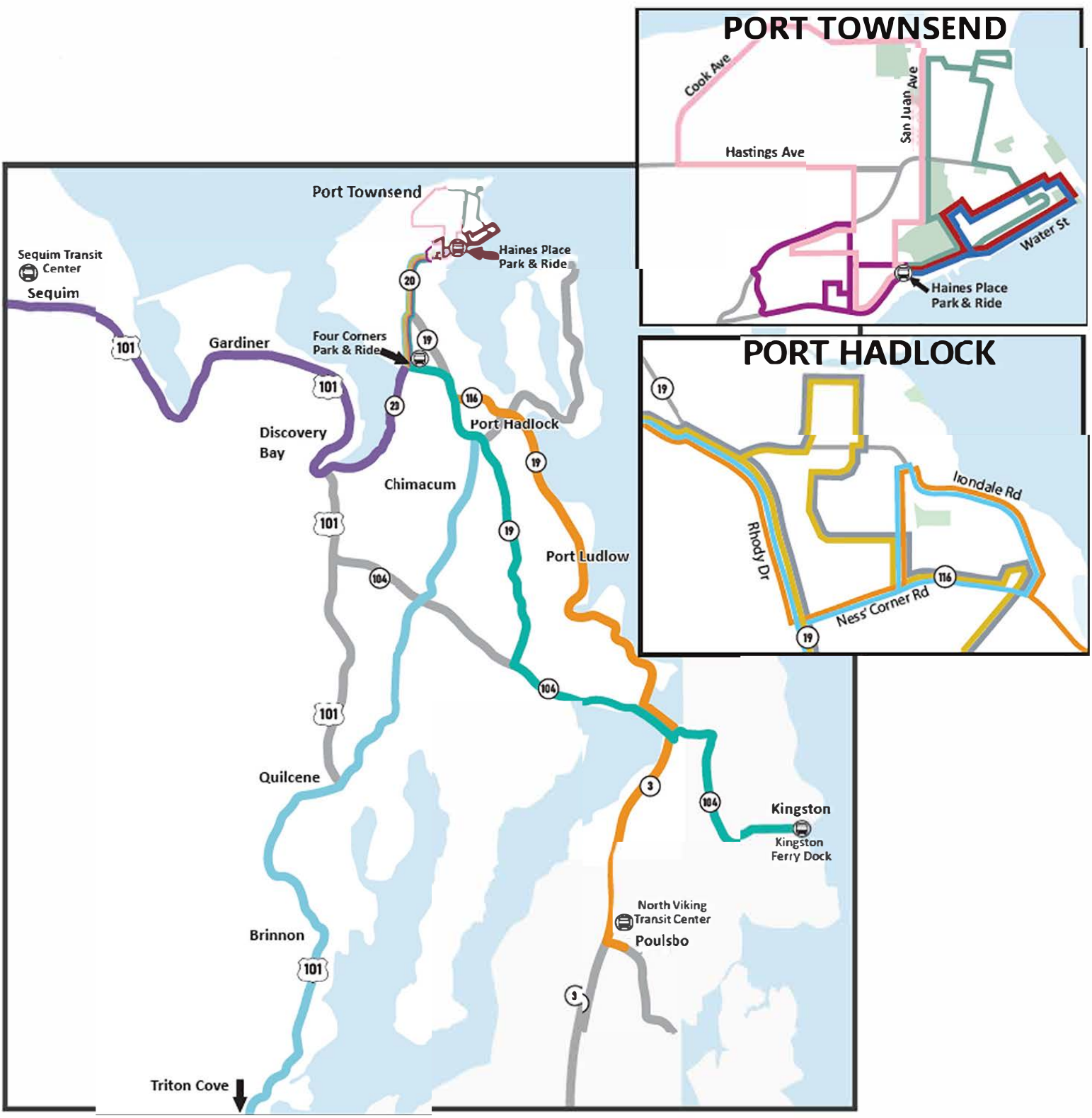
This project is identified on page 44 of the PRTPO Regional Transportation Improvement Program. Replacing this bus was identified as a need when the aging cutaway style bus reached its Useful Life Benchmark. Jefferson Transit coordinates with various neighboring agencies to ensure that out of county connections are made efficiently, so keeping a fleet of reliable buses is key to being a good partner. Residents of Jefferson county also rely on JTA to go to medical appointments, grocery stores, libraries, and places of employment. It is vital to maintain a fleet which ensures people can count on JTA to be a viable method of transportation.

Multimodal Partnerships

This project connects with Kitsap Transit in Poulsbo at the Viking Transfer Center, and in Kingston where the Fast Ferry utilizes the Washington State Ferry Dock. It also connects with Mason Transit in Triton Cove, Clallam Transit in Sequim, and the Washington State Ferries in Port Townsend and in Kingston. All Jefferson Transit vehicles are equipped with bike racks making multimodal connections easy and more accessible. Maintaining reliable service also means the residents of east Jefferson county are able to reach vital services such as grocery stores, medical appointments, and employment.

Measurement of Project Success

Not applicable to vehicle projects.


PORT TOWNSEND
Cook Ave
San Juan Ave
Hastings Ave
Water St
Haines Place
Park & Ride
PORT HADLOCK
Ilondale Rd
Rhody Dr
Ness Corner Rd
Port Townsend
Haines Place
Park & Ride
Sequim Transit
Center
Sequim
Gardiner
Four Corners
Park & Ride
Discovery
Bay
Chimacum
Port Hadlock
Port Ludlow
Quilcene
Brinnon
Triton Cove
Kingston
Kingston
Ferry Dock
North Viking
Transit Center
Poulsbo
101
20
19
116
23
104
3

Peninsula RTPO
2024 Consolidated Grants Project

Project Name: **Jefferson Transit Replacement JTOC Buses**

Organization Name: Jefferson Transit

Contact Name: Jayme Brooke

Project Description

Jefferson Transit Authority needs to replace three aging buses in its Jefferson Transit Olympic Connection fleet. JTOC is a lifeline service to rural communities in West Jefferson County, who would be adversely affected should there not be sufficient vehicles to continue service.

Project Funding Summary

Total Project Cost	$ 555,219
Grant Request	$ 444,174
Match Amount	$ 111,045

WSDOT has different match requirements for different kinds of projects.

Type of Project

- ☐ Operating
  - ○ 2 yr ○ 4 yr
- ☐ Capital
  - ◉ Replacement
  - ○ Expansion
- ☐ Mobility Management
- ☐ Planning

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

Maintain Existing Transportation Services

- ☑ 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

Jefferson Transit Replacement JTOC Buses

Project Need

This project will address several needs expressed in the CPT-HSTP.
Service Reliability: JTA's fleet in west county is aging, with three out of the four vehicles at their Useful Life Benchmark. Breakdowns and maintenance issues become more frequent in older vehicles, leading to delays and service interruptions, which can be problematic in rural areas where no other public transportation exists.
Service Expansion: Replacing these aging vehicles can better facilitate service and/or operating hours expansion should the need arise in the future.
Accessibility: The proposed replacement vehicles will be low-floor vans rather than high-floor cutaways. With lower floors and a ramp rather than steps and a lift, accessibility is increased for everyone, not just the mobility impaired.

Special Needs Transportation

Project is not specific to special needs transportation.

Benefits to Vulnerable Populations in Overburdened Communities

This project will serve the residents of West Jefferson County, an area which is adversely affected by a large number of socioeconomic factors.

This area of the county has a much higher than average population of people without a high school education, living in poverty, paying extremely high transportation expenses, and suffering from unemployment. Jefferson Transit Olympic Connection is the only public transportation provider in the area, operating a route which connects Clallam Transit in Forks to Grays Harbor Transit in Amanda Park. This route serves the population on the Hoh Reservation. The ability to maintain service ensures that these socioeconomically disadvantaged people are able to do everyday tasks such as attend medical appointments, go grocery shopping, and reach employment.

Jefferson Transit Replacement JTOC Buses

Coordination Efforts

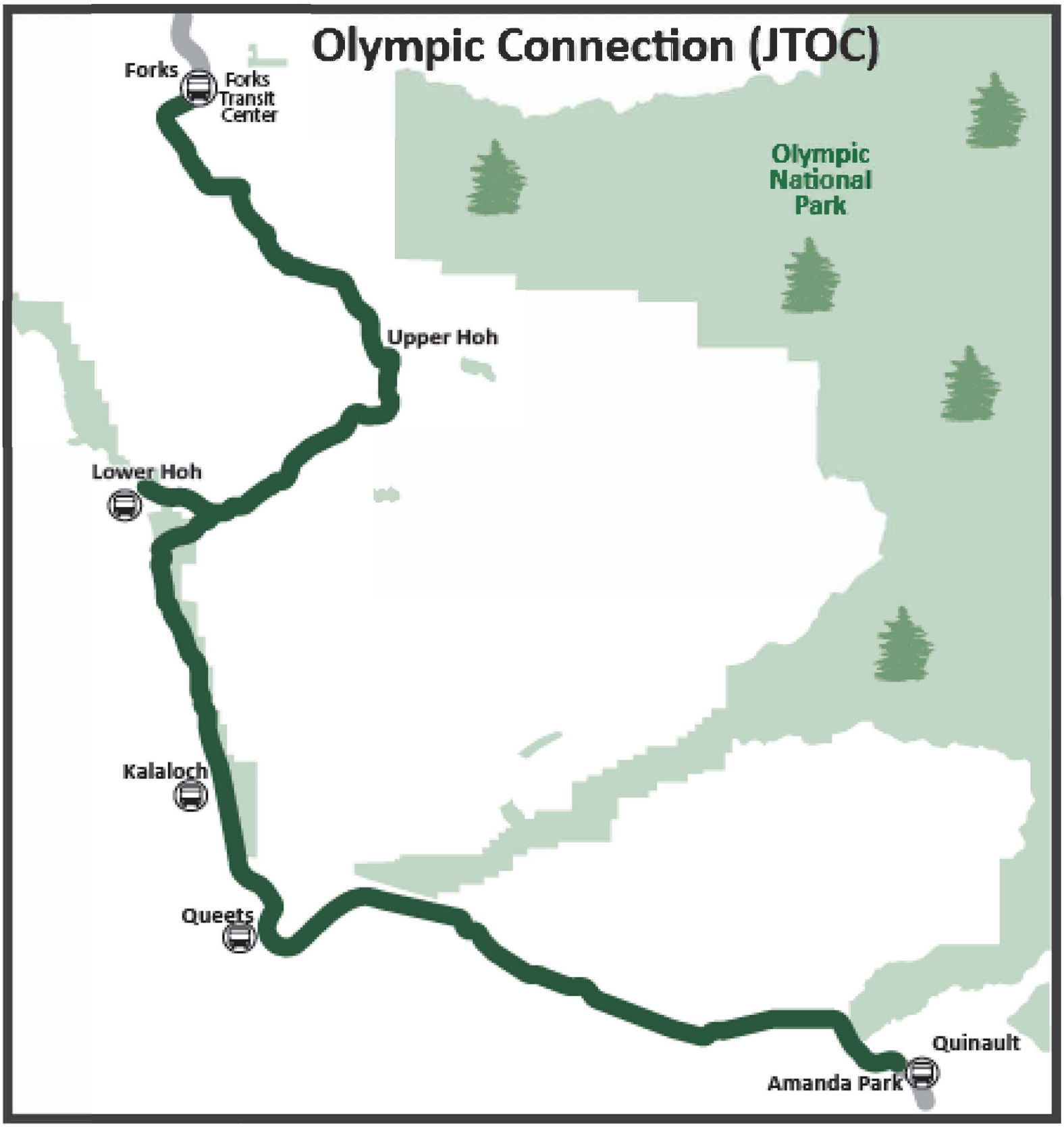
This project is identified on page 37 of the PRTPO Regional Transportation Improvement Program. Replacing these buses was identified as a need by the existing buses on the JTOC route reaching their Useful Life Benchmark. If this route were to be canceled for lack of vehicles, it would severely impact the residents of West Jefferson county and create a break in the Olympic Peninsula transit loop.

Multimodal Partnerships

This project connects with Clallam Transit in Forks, and Grays Harbor Transit in Amanda Park. It also allows recreational riders to reach destinations such as the Hoh Rainforest, Kalaloch Lodge, and Ruby Beach. All Jefferson Transit vehicles are equipped with bike racks. This project also allows residents of rural Jefferson county to reach vital services such as grocery stores, medical appointments, and employment.

Measurement of Project Success

Not applicable to vehicle projects.


Olympic Connection (JTOC)
Forks
Forks Transit Center
Olympic National Park
Upper Hoh
Lower Hoh
Kalaloch
Queets
Quinault
Amanda Park

Peninsula RTPO
2024 Consolidated Grants Project

Project Name: **Mobility Management: Connecting People with Health Care Services**

Organization Name: Lewis-Mason-Thurston Area Agencies on Aging

Contact Name: Kyle Sanchez

Project Description

Our project addresses medical appointment transportation accessibility barriers experienced by Lewis, Mason, and Thurston County older adults, and adults with disabilities, by creating and dispersing educational materials in multiple languages to health care service providers and emergency responders. We will share data annually with three RTPOs.

Project Funding Summary

Total Project Cost	$ 128,552
Grant Request	$ 122,124
Match Amount	$ 6,428

WSDOT has different match requirements for different kinds of projects.

Type of Project

- ☐ Operating
  - ○ 2 yr ○ 4 yr
- ☐ Capital
  - ○ Replacement
  - ○ Expansion
- ☑ Mobility Management
- ☐ Planning

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

Maintain Existing Transportation Services

- ☐ 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

Mobility Management: Connecting People with Health Care Services

Project Need

To develop our 2024-2027 Area Plan, we surveyed Lewis, Mason, and Thurston County older adults and adults with disabilities, discovering 23% of respondents reported a lack of knowledge on available transportation options as a barrier to using transportation services. PRTPO's CPT-HSTP identifies a "lack of knowledge about non-profit and private sector transportation services, how to schedule or coordinate rides, or get information on ride services or funding assistance" as an accessibility barrier. They also state, "many specialized medical and veterans' services require travel to Seattle or Tacoma area facilities, often via ferry." TRPC's CPT-HSTP states, "Often general social service providers do not have information on transportation options, assuming Intercity Transit's fare-free system will meet all client transportation needs." CWCOG's CPT-HSTP identifies "a need [in Lewis County] to get senior citizens from smaller cities to medical appointments in Centralia/Chehalis, Longview, and the Olympia area." Our project will address these problems by creating, dispersing multi-lingual educational materials to health care service providers, and emergency responders, using the existing infrastructure of our Aging and Disability Resource Connection program, as these front-line workers frequently interact with older adults and adults with disabilities who need help identifying how to reach necessary health care services. See supplemental info section for details.

Special Needs Transportation

Our project advances accessibility to, and coordination of, transportation services provided to persons with special transportation needs who have physical or mental disabilities or who are unable to transport themselves due to age. Our target audience for material disbursement is health care service providers and emergency responders, as these front-line workers frequently interact with older adults and adults with disabilities who need help identifying how to reach necessary health care services, as well as interact with family members providing support. Our project advances accessibility by addressing front-line worker's transportation knowledge gaps in the form of educational materials designed specifically for front-line workers and designed specifically for older adults and adults with disabilities. Our communications manager is well versed 3 of 11 on what font size, type, spacing, and layouts are most legible for older adults and adults with low vision. We will leverage our agency's expertise in navigating difficult conversations around aging to create materials for front-line workers focused on tips for introducing transportation services to older adults who are newly no longer able to drive. We will leverage our agency's Family Caregiver Support Teams' expertise to include materials service providers can share with family members navigating special transportation needs for their loved ones. Our project advances coordination by including information on transportation options as well as how to connect with Intercity Transit's (serving Thurston County), Mason Transit's (serving Mason County), and Cowlitz-Wahkiakum Council of Governments' (serving Lewis County) travel training programs. We will create a paper resource guide specific to transportation that includes resources for transferring between systems to address issues with Complex Trip Making and materials will be accessible in English in Spanish with an option to add other languages where we identify a need.

Benefits to Vulnerable Populations in Overburdened Communities

LMTAAA has an office in Mason County's City of Shelton and will be executing our project in this community and throughout Mason County. According to Washington Tracking Network's Environmental Health Disparities map, Shelton ranks a 10 in the following areas: No Access to a Private Vehicle, population 65+ Living Alone, Population with a Disability, and Population Living in Poverty. Shelton ranks an 8 for Primary Language other than English. We also have an office in Lewis County's City of Chehalis and will be executing our project in this community and throughout Lewis County. Chehalis ranks a 9 in No Access to a Private Vehicle and Population 65+ Living Alone, an 8 for Population with a Disability, a 7 for Primary Language other than English, and a 5 for Population living in Poverty. Neighboring Centralia ranks a 9 for Population living in Poverty and Population living with a Disability, a 10 for Population 65+ Living Alone, and a 6 for Primary Language other than English. We have a third office in Thurston County's City of Olympia and will be executing our project in this community and throughout Thurston County. 9 of 11 Olympia ranks a 10 in No Access to a Private Vehicle and Population 65+ Living Alone. They rank a 9 in Population with a Disability and Population Living in Poverty. Our project will benefit these vulnerable populations in overburdened communities by conducting targeted outreach to healthcare providers and first responders in order to reach those most in need of assistance learning what transportation services are available to reach healthcare appointments, including eligibility requirements and how to reach their local travel training programs for more hands-on support. We will share transportation data specific to older adults and adults with disabilities annually to assist the three RTPOs in identifying unmet needs for these vulnerable populations.

Coordination Efforts

Our project is consistent with Peninsula RTPO's (PRTPO) CPT-HSTP. We have provided a letter stating our project will be amended into their CPTHSTP in December. We will disperse educational materials targeted to those who provide services to seniors and adults with disabilities. This addresses the prioritized strategy to Increase Public Awareness of Available Transportation Resources, which includes, "Educate human services providers to increase their awareness of travel options available to their clients" (p.34).Produced materials will reduce uncertainty and confusion about mobility services and be designed for seniors and adults with disabilities, meeting another activity under this prioritized strategy: "Target outreach to seniors, people with disabilities, and people with low-come about the array of long-distance, "one-seat" travel options currently available" (p.34).Our project addresses a 2nd prioritized strategy, Increase Cooperation and Coordination Among Transportation Providers, which includes, "Expand opportunities for communication between transportation service providers and referral agencies" (p.34). We will create a paper resource guide specific to transportation that includes how to reach each county's respective Travel Training program. Input from PRTPO staff helped to define the problem. Staff shared what has been learned regarding what it takes for health care providers to know what services are available to transport patients to and from needed services. We connected with CWCOG and TRPC on this project after reviewing their CPT-HSTPs. We found alignment in CWGOG's, "There is a need [in Lewis County] to get senior citizens from smaller cities to medical appointments in Centralia/Chehalis, Longview, and the Olympia area" (p.7-8), and in TRPC's, "Often general social service providers do not have information on transportation options, assuming that Intercity Transit's fare-free system will meet all client transportation needs" (p.23).

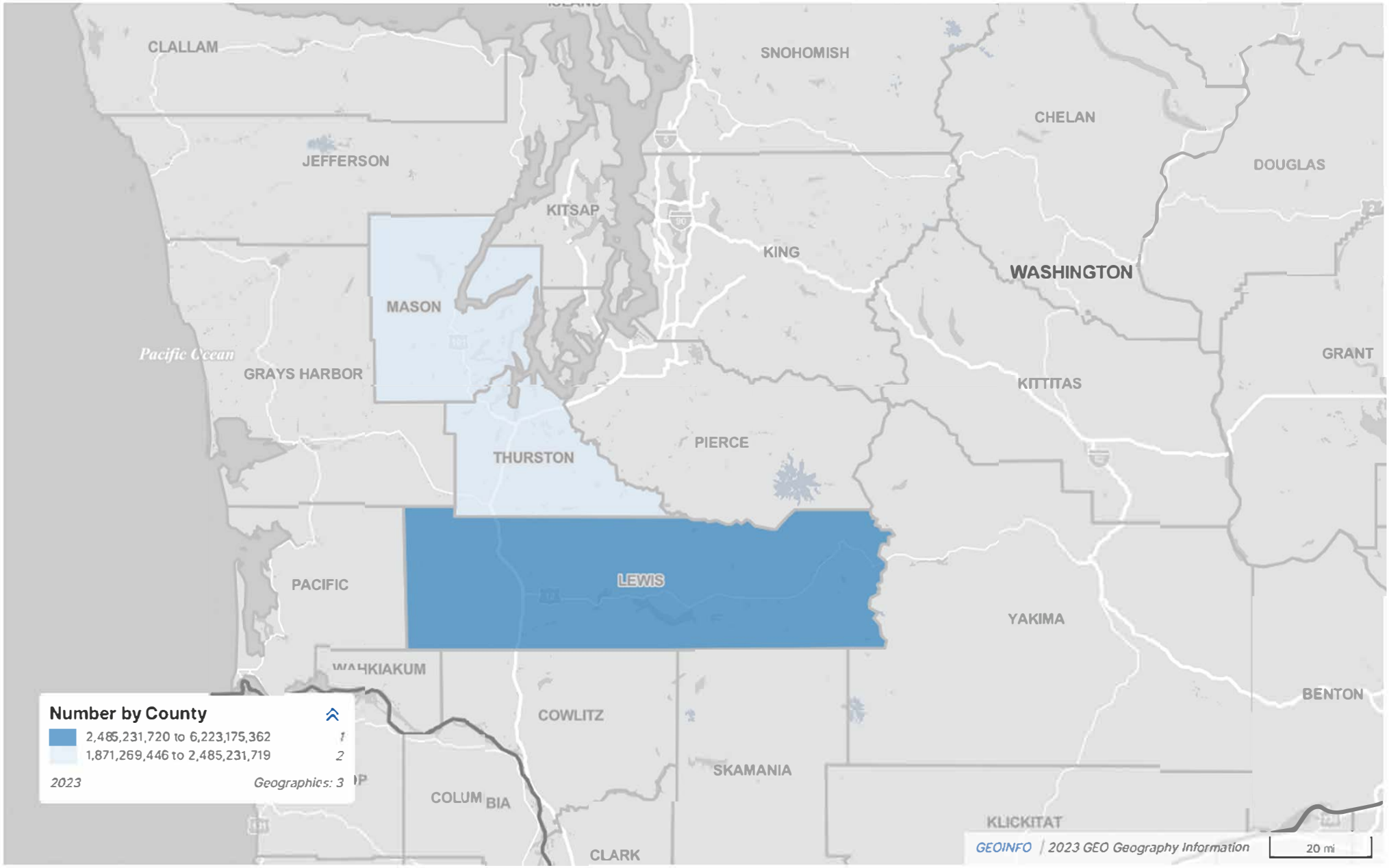
Multimodal Partnerships

Our project expands opportunities for communication between transportation service providers and referral agencies, aligning with PRTP's CPTHSTP, by leveraging our existing ADRC program's infrastructure to prioritize health care organization and fire department outreach. Our project's educational materials will increase human service providers' awareness of travel options available to clients who use public transportation to reach necessary medical appointments and social services, including clients who cross county lines to receive services. Materials will include how to connect with the Lewis, Mason, and Thurston County travel training programs. We will leverage our agency's 49 years' experience navigating difficult aging conversations to create materials that include tips for introducing transportation services to older adults newly no longer driving. We will leverage our agency's Family Caregiver Support Team's expertise to include materials service providers can share with family members navigating special transportation needs for their loved ones. Efficiencies gained within PRTPO, TRPC, and CWCOG's respective service areas because of this project include increased data on the transportation needs, and gaps, experienced by older adults and adults with disabilities in Lewis, Mason, and Thurston Counties, as our project also includes refining our transportation data collection methods to capture more detail on this population's unmet needs with results shared annually.

Measurement of Project Success

[truncated] Will measure success through surveys w/ open ended questions & data collected by 4 ADRC specialists. Will track following data by county quarterly: # transportation info & assistance calls received, # educational materials dispersed to health care service providers/emergency responders, # outreach events including educational materials. Measures include # referrals ADRC team makes to applicable travel training programs, # times health care service providers & emergency responders request restock of provided educational materials, & number of educational materials dispersed at outreach events. ADRC specialists will document caller & outreach data tracking date of contact, caller name, caller's county, referrals made, & follow ups. Database also tracks outreach event name & location. ADRC specialists will categorize calls/outreach in database as: "Transportation" and subcategorize call as "Medical Transport." ADRC specialists will track ongoing requests to restock educational materials. ADRC supervisor will create quality assurance process including running monthly reports. ADRC Specialists will survey providers during Q4 & Q8 to assess what positive outcomes for their clients. If not meeting identified performance targets, implementing project improvement plan including assessing add'l staff training & key performance indicators for trends, potential areas of concern. Monthly reports may be increased to bi-weekly & outreach modified to address identified deficits. Staff will consult with relevant subject matter experts to evaluate challenges and develop effective solutions. [See full WSDOT application online for complete text}

Service Area Map: Land Area in Square Miles



Peninsula RTPO
2024 Consolidated Grants Project

Project Name: **Sustain Mason County Dial A Ride Service**

Organization Name: Mason Transit

Contact Name: Amy Asher

Project Description

Sustain operating assistance for Mason Transit Authority's county-wide general dial-a-ride service available to all citizens within Mason County.

Project Funding Summary

Total Project Cost	$ 3,303,330
Grant Request	$ 2,312,331
Match Amount	$ 990,999

WSDOT has different match requirements for different kinds of projects.

Type of Project

- [x] Operating
  - (•) 2 yr ( ) 4 yr
- [ ] Capital
  - ( ) Replacement
  - ( ) Expansion
- [ ] Mobility Management
- [ ] Planning

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

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
- [ ] 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

Sustain Mason County Dial A Ride Service

Project Need

Mason Transit Authority has been providing demand response dial-a-ride to all citizens within Mason County for over 30 years. This service is crucial in providing transportation connections to those who are unable to used fixed route for whatever reason. This service meets the needs identified in the Peninsula Regional Transportation Planning Organizations Human Services Transportation Plan, which received input from service agencies and citizens throughout the region. Accessibility barriers and transportation service constraints identified in the planning process, including the inability to get to or from the nearest transit service is largely solved with this door-to-door dial-a-ride service as this particular service is not constrained by the traditional ¾ mile boundary from fixed routes. There are no eligibility constraints to access the service, which was also identified as a barrier. MTA serves those with special needs, seniors, low income, and the general public to connect them to services essential for daily living such as grocery shopping, access to healthcare and education centers, and jobs. MTA travels throughout the entire county, including through an extensive network of private and unpaved roads. The citizens of the county value having transportation options regardless of proximity to major road networks where fixed routes are often available. This dial-a-ride service connects them to that fixed route network, when available, or directly to their destination.

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. Barriers identified in the Coordinated Human Services Planning process are remedied with this project by eliminating eligibility requirements, reducing service boundary constraints, and connecting passengers to existing fixed route services that travel throughout Mason County with connections to neighboring providers. This project maintains the advances in the efficiency and accessibility of special needs transportation services in Mason County. According to the 2020 American Community Survey, 18% of residents of Mason County have a disability, with the majority of those experiencing ambulatory disabilities. The region (Clallam, Jefferson, Kitsap and Mason) is 15%. This continued dial-a-ride service maintains an ADA accessible transportation service to even the more remote areas of the county, which allows residents to remain in their home longer, encourages access to healthcare, and allows for greater community connections. MTA's expansion of the use of technology that allows passengers to directly schedule their own rides via an online app, further encourages independence and the freedom to travel without restrictions.

Benefits to 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. Providing mass transit options and inclusion of newer lower emission vehicles will help MTA reduce these harmful emissions resulting in cleaner air and healthier communities. Deployment of these vehicles and service 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 including 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 offer services that encourage shared rides 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.

Sustain Mason County Dial A Ride Service

Coordination Efforts

This continuing operating project 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. Mason Transit Authority 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 sustained dial-a-ride operating project is also consistent with the Coordinated Public Transit - Human Services Transportation Plan. Page 33 of this plan specifies the need to maintain existing transportation services. (PRTPO CPTHSTP). Maintaining a service that will connect citizens to services and activities for daily living is a value to Mason County citizens and the planning region.
This continuing operating 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).

Multimodal Partnerships

Mason Transit's sustained operating dial-a-ride project will provide a last mile connection to fixed route services that 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. All of MTA's Dial A Ride vehicles come equipped with a bike rack to allow for additional modal connectivity.

Measurement of Project Success

MTA will measure the project's success and effectiveness by evaluating records that can be obtained through our mobile data terminals and dispatching software, Ecolane. Ridership for this particular service has surpassed 2019 levels already, largely due to the flexibility that new dispatching software has connected riders to transportation services. We monitor use of the app and can also measure rides scheduled by dispatchers. Mobile data terminals collect passenger pick up and drop off times, miles traveled, and travel times per vehicle and per hour. This technology, which has been in use for the past year, will allow us to monitor program use and discover efficiencies. As we see ridership demand patterns emerge, we may begin offering more fixed route services in its place.

Mason County Service Area Map

Route 8
To Triton Cove

To Bremerton

Hoodsport
Tahuya
Union
Belfair
Allyn
Skok Res
Shelton
Kamilche

HOODSPORT TIMBERLAND LIBRARY
IGA HOODSPORT
POTLATCH STATE PARK
TWANOH STATE PARK
BELFAIR STATE PARK
BELFAIR PARK & RIDE
BELFAIR TIMBERLAND LIBRARY
NORTH MASON HIGH SCHOOL
PORT OF ALLYN WATERFRONT PARK
PICKERING PARK & RIDE
SHELTON HIGH SCHOOL
PEAR ORCHARD PARK & RIDE
SHELTON MATLOCK PARK & RIDE
COLE RD PARK & RIDE
KAMILCHE PARK & RIDE

Hood Canal
Mason Lake
North Bay
Case Inlet
Oakland Bay
Isabella Lake
Totten Inlet

La Cuesnon Rd
Tahuya River Rd
Belfair Tahuya Rd
Elfendahl
North Shore Rd
Trails End Rd
Sand Hill Rd
Purdy Cutoff Rd
McReavy Rd
Mason Lake Rd
Mason Benson Rd
Grapeview Loop Rd
Brockdale Rd
McEwan Prairie Rd
Johns Prairie Rd
Pickering Rd
Agate Rd
Crestview Dr
Arcadia Rd
Cole Rd
Cloquallum Rd
Lynch Rd
Kamilche Pt Rd

8
11
101
3
21
1
6
23

See Shelton Service Area Map

Route 6
To Olympia

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

Peninsula RTPO
2024 Consolidated Grants Project

Project Name: **Suquamish Elder Electric Passenger Van Project**

Organization Name: Suquamish Tribe

Contact Name: Annie Smaus

Project Description

The Suquamish Tribe intends to expand the Elder's Program transportation by purchasing two electric 14 passenger vans for the program. These vehicles would allow for safe and efficient transportation in and out of Kitsap County for the Suquamish elders, about 100, to doctor appointments, activities, events, exercise classes, etc.

Project Funding Summary

Total Project Cost	$ 160,000
Grant Request	$ 152,000
Match Amount	$ 8,000

WSDOT has different match requirements for different kinds of projects.

Type of Project

- ☐ Operating
  - ○ 2 yr ○ 4 yr
- ▪ Capital
  - ○ Replacement
  - ◉ Expansion
- ☐ Mobility Management
- ☐ Planning

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

Maintain Existing Transportation Services

- ☑ 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

Project Need

The Elders Program goals are that 1. Human Services (HS) transportation is accessible and helps people get where they need to go- unmet need, accessibility; 2. Elders feel safe using HS transportation- unmet need, safety; 3. HS transportation is easy to use- unmet need, ease of use. HS uses 2 vans for the Elder Program, an 8-passenger Kia and a Nissan NV 2500 for wheelchair accessibility. The Kia minivan is most frequently used. The Kia doesn't meet the general ADA regulations regarding doors, steps, thresholds, handrails, stanchions, lighting, adequate seating space, and nonslip flooring. The minivan's ability to meet these requirements leaves our elders vulnerable to injury, discomfort, and requires the driver to make multiple trips or limit service entirely. The Program Manager reports that some elders don't use the service because it is hard for them to get in and out of the van. Actual passenger trips exceeded budgeted passenger trips by almost 30% from 7/1/23-6/30/24. HS acknowledges that the demand for transportation outweighs capacity. We need larger vehicles to transport a higher volume of elders and additional vehicles to provide service. The Kia will remain as a vehicle used for individual appointments. Sometimes HS has to rent a van for larger groups. Renting outside transportation decreases funding for critical services and these vehicles are not always accessible for the more general ADA regulations described above.

Special Needs Transportation

Expanding the existing transportation of the Elder's Program will increase the efficiency of transporting the elderly served. The Elder's program serves 100 tribal elders out of the 141 elders who live in Suquamish and the existing vehicle used for transporting is used 5 days a week and occasionally on weekends and evenings. All elders who utilize the services of the program have mobility issues and one to two elderly people require wheelchairs. These issues will be addressed in the new vehicles by having slip resistant surfaces, horizontal and vertical handrails, additional step support, as well as illuminated stepwells and doorways. These additions will ensure the safety of elderly people when entering and exiting the vehicle. The Elder's program provides transportation to various individual activities and community events, to conduct home visits, to exercise at the Tribal fitness center, to pick up medications, attend foot care, medical, dental and vision appointments. The Elder's program also works with the health care providers at the Suquamish Tribe's Health Clinic to coordinate transportation of elderly people to necessary appointments.

Benefits to Vulnerable Populations in Overburdened Communities

This project has direct and meaningful benefits for the Suquamish people and elders specifically as it is based off of a need identified by the vulnerable members of the Suquamish community. By purchasing electric passenger vans the Tribe will be able to lower the environmental burden compared to their previous gas fueled vehicle used to transport the elderly. Purchasing two additional vehicles for the Elder's program will meet a community need for transportation for the tribal elder population. This need was identified by the Elder's program manager who has daily contact with elders. The Suquamish reservation land is approximately 7,657 acres and is allocated into two parcels. The first parcel is in Suquamish and the second is in Indianola which is about 6.5 miles northeast of the main Suquamish parcel. The Suquamish reservation is checkerboard meaning that about 57 percent of the reservation is owned by Suquamish Tribal Government and Tribal families and the rest is owned by individuals not affiliated with the Suquamish Tribe. The Suquamish Tribe has 1,388 enrolled tribal members and counting. The Suquamish Tribe offers many low income programs for tribal members such as HUD housing program, fair market rental program, Low-Income Household Energy and Water assistance programs, STOWW voucher program, and assistance on site to apply for SNAP/TANF benefits. This project will assist an overburdened community in meeting state CCA requirements. These would be the first EV's the Tribe would purchase for our Administrative fleet and we are enthusiastic about the role they would play in education/outreach to the elder community about EV and the state's future climate goals.

Coordination Efforts

The transportation of Tribal Elders is not directly included in regional plans. The 2022 Peninsula Regional HSTP addresses that there are several gaps (listed above) that are made more difficult by those with mobility issues or special needs. The Tribe's prioritized strategies are found in the 2022 Washington Statewide Human Services Transportation Plan and align with Suquamish's transportation objectives. These goals are 1. HS transportation is safe and gets elders where they need to go; 2. Elders feel safe using the provided transportation; 3. HS transportation is easy to use. Safe, reliable and accessible transportation will be provided by expanding the fleet to include general ADA compliant 14 passenger vans. Human Services will schedule transportation verbally, via text or email and provide door to door transportation. The Tribe's other goals are climate related and found in our 2023 Priority Climate Action Plan (PCAP). Using clean energy vehicles will reduce the tribe's greenhouse gas emissions. The issue with Elder's program transportation was raised by the Elder's Program Manager who receives regular feedback from elders in general and the Elders Council specifically. The Executive Director of the Suquamish Tribe also concluded that the current transportation methods needed to be improved for the Elder's program. The need for clean energy vehicles was determine by the PCAP, the Tribes Executive Director and the Tribal Council. There are no alternatives for solving the problem. The Tribe would like to protect the health and well-being of Suquamish elders, reduce greenhouse gases, and comply with the state's climate goals. Two electric vans would be the best solution to the problem as Countywide transportation has barriers to successful use as identified by gaps addressed above. The project will be managed by the Suquamish Tribe as a sovereign nation.

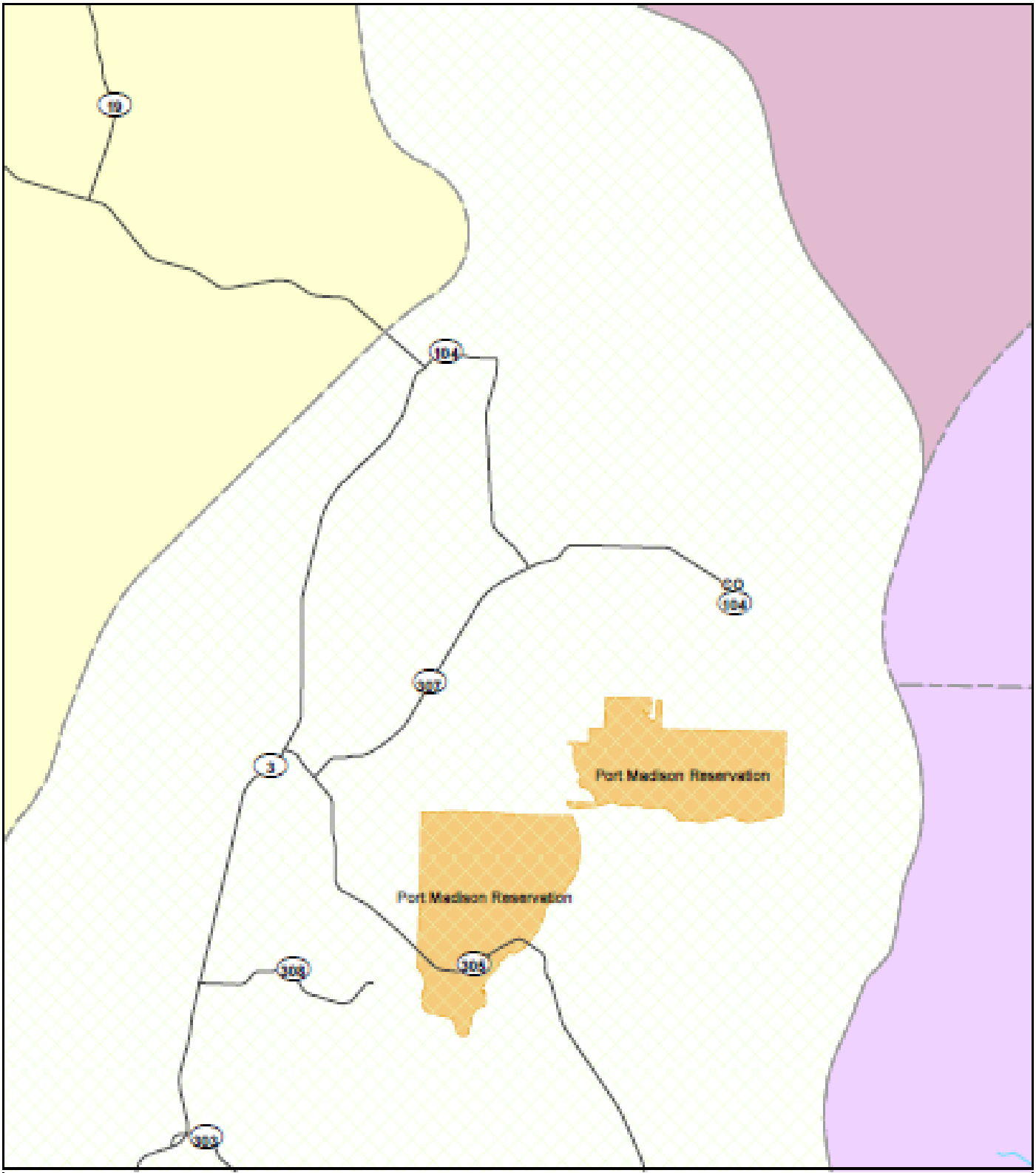
Multimodal Partnerships

Our service area is a limited area of more intensive rural development. There is a single county bus that travels through the main artery of Suquamish. Suquamish is an artery for the over 6 million visitors to the Olympic Peninsula each year. Excessive traffic and limited shoulders limit pedestrian safety and prevent walkability on the reservation. Because there are no shoulders, there are no bike lanes making cycling similarly unsafe. Because of limited pedestrian safety, lack of aviation, and rail access, this project cannot coordinate, leverage, or enhance other modes of transportation in our service area. Multimodal partnerships improving or enhancing social services are not applicable to this project. The new van will transport elders safely to social services. Efficiencies include: increased passenger capacity, more room for increased mobility when entering and exiting the vehicle, running boards and grab handles for improved support, a reduction in fuel and maintenance costs, improved air quality, improved health outcomes, lower carbon footprint, quieter operation, community resilience in the form of backup power in the event of an emergency and increased transportation for the elder community in the wake of a community-wide evacuation protocol.

Measurement of Project Success

Not applicable to vehicle projects.

Port Madison Indian Reservation



Data Source: State Routes and County Boundaries from WSDOT at scale of 1:100K

Disclaimer? Produced by? Perhaps more data information

0 1 2
Miles

N

Washington State Department of Transportation

County Populations, 2011

- Less than 25,000
- 25,001 - 50,000
- 50,001 -100,000
- 100,001 - 500,000
- Greater than 500,000

Tribal Lands

- Tribal Lands

6/20/2024

Suquamish Tribe.mxd