Peninsula RTPO
2022 Consolidated Grants Project

Click here for presentation video

Project Name: **Operating Assistance for Squaxin Transit**

Organization Name: Squaxin Island Tribe

Contact Name: Tracy Parker

Project Description (from WSDOT form)

To provide operating funding assistance to preserve the Squaxin Transit program that provides a free public transportation service to residents of the Squaxin Tribal Community and the surrounding Kamilche area. Squaxin Transit operates a deviated fixed route Monday through Friday 6:30 AM to 4:30 PM and connects with Mason Transit Authority.

Project Need (from WSDOT form)

Operation of Squaxin Transit helps the Tribe and its neighbors by providing services for the rural area of Kamilche, WA. The only provider of transportation services in the area, Squaxin Transit served an average of 318 riders per month over the last year which is down from the pre-covid passenger count of 1,665. The ridership is slowly climbing back up and we anticipate that over time we will be back at our pre-pandemic level.Although fixed route ridership did go down when Covid hit, the demand for Dial-A-Ride services increased due to rider concern of contracting Covid on a fixed route. Located 15 miles northwest of Olympia and 10 miles south of Shelton, Squaxin Transit serves a critical need to ensure that everyone in the Squaxin community and surrounding Kamilche area has reliable transportation and access to opportunities leading to successful employment, improved quality of life, and self-sufficiency.

Special Needs Transportation (from WSDOT form)

Squaxin Transit takes pride in the level of service provided to our special needs population 1) Drivers keep in close contact with the riders and/or their caretakers, to ensure they are scheduled for pick up and reach their planned destination safely 2) Dial-A-Ride services are available to accommodate those whose transportation needs cannot be met with the regular deviated fixed-route service 3) For those needing services outside the Kamilche area, Squaxin Transit coordinates connections with Mason Transit Authority for transportation to Shelton or Olympia and a connection to Grays Harbor Transit through our limited route to McCleary/Elma for those wishing to travel to Aberdeen or other areas of Grays Harbor.

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

Kamilche Transit Center provides a safe place for riders to connect with Mason Transit Authority (MTA), Route 6, for transportation into Shelton (MTA Transit Community Center) or Olympia (Olympia Transit Center, located near Capital Mall), giving riders access to numerous locations outside the Kamilche area. Also, riders on the McCleary/Elma route can easily connect to Grays Harbor Transit for travel to Aberdeen or other areas within Grays Harbor County. Kamilche Park and Ride provides parking for those wishing to connect with the transit and/or vanpool/carpool to other locations.

Operating Assistance for Squaxin Transit

Type of Project

Select one project type

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

Project Funding Summary

	July 1, 2023 - June 30, 2025	July 1, 2025 - June 30, 2027 (if applicable)
Total Project Cost	$ 448,278	$ 479,656
Grant Request	$ 224,139	$ 239,828
Match Amount	$ 224,139	$ 239,828
Match Percent	50.0%	50.0%

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

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

Maintain Existing Transportation Services

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

Enhance or Expand Transportation Services

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

Increase Public Awareness of Available Resources

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

Increase Cooperation, Coordination Among Providers

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

16305 - Operating Assistance for Squaxin Transit

Application Details

Funding Opportunity:

15642-2023-2025 Consolidated Grant Program - Operating

Funding Opportunity Due Date:	Oct 27, 2022 3:01 PM
Program Area:	Consolidated Grant Program
Status:	Submitted
Stage:	Final Application
Initial Submit Date:	Oct 21, 2022 12:50 PM
Initially Submitted By:	Tracy Parker
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Name:	Salutation Tracy (First Name) Middle Name Parker (Last Name)
Title:	Planner
Email*:	tparker@squaxin.us
Address*:	10 SE Squaxin Lane
	Shelton (City) Washington (State/Province) 98584-9200 (Postal Code/Zip)

Phone*:	(360) 432-3960 Ext. Phone ###-###-####
Fax:	###-###-####

Organization Information

Legal Name*:	Squaxin Island Tribe
DBA Name*:	Squaxin Island Tribe
Organization Type*:	Tribe
DUNS #:	606460475 #########
Unique Entity Identifier (UEI):	Z7IUCA1NAJ85
Organization Website:	(Please enter http://... for this field)
Physical Address*:	10 SE Squaxin Lane Shelton Washington 98584-9200 City State/Province Postal Code/Zip
Mailing Address*:	10 SE Squaxin Lane Squaxin Island Tribe Shelton Washington 98584-9200 City State/Province Postal Code/Zip
Remit to Address*:	10 SE Squaxin Lane Shelton Washington 98584-9200 CIty State/Province Postal Code/Zip
Phone*:	(360) 432-3877 Ext. ###-###-####
Fax:	###-###-####

Fiscal Year End September
Last day of*:

Organization Contact Information

Organization Contact Information

Organization Director

Name*: Marvin Campbell
First Name Last Name

Tribal Administrator mcampbell@squaxin.us
Title Email Address

Applicant Contact

Name*: Tracy Parker
First Name Last Name

Planner tparker@squaxin.us
Title Email Address

Project Contact

Name*: Penni Restivo
First Name Last Name

Director, Planning & Community Development
Title

prestivo@squaxin.us
Email Address

Summary of Project Information

Summary of Project Information

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

Operating Type*: Operating assistance for a specific service

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

Service Type*: Demand-response,Fixed-route,Route-deviated

Select either “Sustain Existing Service” or “Expand Service.”

Need for Service*: Sustain existing service

Select One

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

Willing to Accept FTA funds for the biennium?*: Yes

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

Congressional & Legislative District map

Congressional District(s)*: 6

Legislative District(s)*: 35

County(ies)*: Mason

Duration of Project*: Four Years

Dependency on Other Projects

Dependent on other projects?	Project Title
No	

Scope of Work

Project Description

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

RTPO/MPO*: Peninsula RTPO

Is this project primarily serving a rural area?*:

Yes

Any service that supports Public Transportation in rural areas with populations less than 50,000.

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

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

Proposed scope/description of the work.*:

To provide operating funding assistance to preserve the Squaxin Transit program that provides a free public transportation service to residents of the Squaxin Tribal Community and the surrounding Kamilche area. Squaxin Transit operates a deviated fixed route Monday through Friday 6:30 AM to 4:30 PM and connects with Mason Transit Authority.

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

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

Need*:

Operation of Squaxin Transit helps the Tribe and its neighbors by providing services for the rural area of Kamilche, WA. The only provider of transportation services in the area, Squaxin Transit served an average of 318 riders per month over the last year which is down from the pre-covid passenger count of 1,665. The ridership is slowly climbing back up and we anticipate that over time we will be back at our pre-pandemic level. Although fixed route ridership did go down when Covid hit, the demand for Dial-A-Ride services increased due to rider concern of contracting Covid on a fixed route. Located 15 miles northwest of Olympia and 10 miles south of Shelton, Squaxin Transit serves a critical need to ensure that everyone in the Squaxin community and surrounding Kamilche area has reliable transportation and access to opportunities leading to successful employment. improved quality of life, and self-sufficiency.

Describe coordination efforts with your regional planning organization.

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

Coordination Efforts*:

The Squaxin Island Tribe is a member of Peninsula Regional Transportation Planning Organization (PRTPO) Executive Board, and Technical Advisory Committee and is actively involved in working with members on the PRTPO HSTP (Human Services Transportation Plan) to develop prioritized strategies which include our project. The priority being addressed under this project is Strategy I "Maintain Existing Transportation Services" as stated on Page #32 of the HSTP. Prior to strategies being incorporated into the HSTP, transportation problems and needs are identified at the Tribal level and priorities are set then incorporated into the HSTP. In addition to being a member of PRTPO and TAC, the Squaxin Island Tribe continues to participate in Tribal Transportation Planners Organization (TTPO). The proposed project will assist the Tribe in sustaining transit operations for the Squaxin Transit project that is critically needed by Squaxin Tribal members and other local community members who access and are reliant on transportation services provided by the Squaxin Island.

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

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

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

Special Needs Transportation:

Squaxin Transit takes pride in the level of service provided to our special needs population 1) Drivers keep in close contact with the riders and/or their caretakers, to ensure they are scheduled for pick up and reach their planned destination safely 2) Dial-A-Ride services are available to accommodate those whose transportation needs cannot be met with the regular deviated fixed-route service 3) For those needing services outside the Kamilche area, Squaxin Transit coordinates connections with Mason Transit Authority for transportation to Shelton or Olympia and a connection to Grays Harbor Transit through our limited route to McCleary/Elma for those wishing to travel to Aberdeen or other areas of Grays Harbor.

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

Identify data sources and monitoring processes. Explain how the project provides more efficient and effective transportation services to the target population(s) within the community. Describe

strategies or steps to be taken if the project does not meet its performance targets.

For Planning Projects: How will your organization measure the planning project's success? Identify data sources used in the planning process.

Measurement of Efficiency and Effectiveness*:

Squaxin Transit will assess the program's success by the contInued monitoring of passenger trips, trip hours, trip miles and comment/complaint cards. Through analysis of data, and collaboration with drivers, riders, and/or the general public the Program Manager is constantly monitoring the efficiency and effectiveness of the program. Squaxin Transit seeks every opportunity for ideas from our riders through the customer comment/complaint cards that are readily available and clearly visible on each bus. Program costs are carefully planned and monitored by the Program Manager who is also responsible for the collection of program data, preparation of required reports, and monitoring of comment/complaint cards.

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

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

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

Other Modes of Transportation*:

Kamilche Transit Center provides a safe place for riders to connect with Mason Transit Authority (MTA), Route 6, for transportation into Shelton (MTA Transit Community Center) or Olympia (Olympia Transit Center, located near Capital Mall), giving riders access to numerous locations outside the Kamilche area. Also, riders on the McCleary/Elma route can easily connect to Grays Harbor Transit for travel to Aberdeen or other areas within Grays Harbor County. Kamilche Park and Ride provides parking for those wishing to connect with the transit and/or vanpool/carpool to other locations.

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

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

Project Staff*:

Squaxin Transit has provided services to the community since 1999 and is administered by the Executive Services Department (Tribal Administrator, Marvin Campbell) and managed by Department of Community Development (Director, Penni Restivo). Squaxin Transit Program Manager Monica Nerney reports directly to Penni Restivo. Financial management is provided by the Tribe's Department of Finance (Director, Henry Roy). The Squaxin Island Tribe has extensive experience in managing federal, state and private foundation grant awards. The Tribe effectively manages grant funded programs that provide a wide range of needed goods and services for the Squaxin Community from health care to capital construction projects. The Tribal staff's success in managing grants is evidenced by a history of annual audits and grant/contract compliance reviews with no significant findings.

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

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

Budget

Expenses

Expenses	If Other, Please List	**July 1, 2021 - June 30, 2022 (Actual)	**July 1, 2022 - June 30, 2023 (Budgeted)	July 1, 2021 - June 30, 2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	Variance Between Biennia	
Labor & Benefits		$92,874.48	$95,660.72	$188,535.20	$201,733.00	7.00%	$
Other	Insurance	$7,437.55	$4,450.00	$11,887.55	$12,720.00	7.00%	
Fuel & Lubricants		$15,057.92	$33,329.76	$48,387.68	$51,775.00	7.00%	
Maintenance Parts & Supplies		$3,006.78	$19,058.39	$22,065.17	$20,732.00	-6.04%	
Other	Contract Service - Repair	$6,077.66	$8,522.34	$14,600.00	$15,622.00	7.00%	
Other	Travel/Training	$3,038.00	$3,038.00	$6,076.00	$6,501.00	6.99%	
Project Supplies		$1,128.80	$4,123.20	$5,252.00	$5,620.00	7.01%	
Overhead		$39,398.23	$73,648.17	$113,046.40	$123,838.00	9.55%	$
Other	IT Communications, phone, internet, computer	$3,972.02	$5,127.98	$9,100.00	$9,737.00	7.00%	
		$171,991.44	**$246,958.56**	**$418,950.00**	**$448,278.00**		$

Revenue and/or Match

Revenue and/or Match Sources	If Other, Please List	**July 1, 2021 - June 30, 2022 (Actual)	**July 1, 2022 - June 30, 2023 (Budgeted)	July 1, 2021 - June 30, 2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	**July 1, 2025 - June 30, 2027 (Projected)
Federal: FTA via WSDOT		$89,743.52	$119,731.48	$209,475.00	$112,069.50	$119,914.00
Local: Other	Match	$82,247.93	$127,227.07	$209,475.00	$112,069.50	$119,914.00
		$171,991.45	**$246,958.55**	**$418,950.00**	**$224,139.00**	**$239,828.00**

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

Requested Amount: $224,139.00

Revenue / Match Amount: $224,139.00

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

Requested Amount: $239,828.00

Revenue / Match: $239,828.00

Variances

Variance between 2021-2023 and 2023-2025: 7.00%

Variance between 2023-2025 and 2025-2027: 7.00%

Variances:

Variance in line items reflect a reasonable growth and increase in costs from previous year expenses. Inflation has driven up costs even further than in prior years and this is reflected in the proposed budget.

Other Sources

Other Sources*:

N/A

Comments

Comments*:

The budget was developed using actual ridership, mileage and expense data from the previous biennium and includes allowance for reasonable growth and projected increase in cost based on recent year expenses. Budgetary costs also take into consideration the rise in costs due to inflation.

DBE Goals

DBE Goals	Percentage	Efforts	No DBE
Yes	1.00%	One percent goal for any contacted outside services such as printing or other outreach services that may be needed to support the project.	

Summary

July 1, 2023 - June 30, 2025

Expense Total:	$448,278.00
Revenue Total:	$224,139.00
Requested Amount This is the amount of grant funds your organization is requesting from July 1, 2023 - June 30, 2025. :	$224,139.00 Expense Total minus Revenue Total
Percentage of Match:	50.00%

July 1, 2025 - June 30, 2027

Expense Total:	$479,656.00
Revenue Total:	$239,828.00

Requested Amount
This is the amount of grant funds your organization is requesting from July 1, 2025 - June 30, 2027.
:

$239,828.00
Expense Total minus Revenue Total.

Percentage of Match: 50.00%

Service Level

Project Service Level Information

Project Specific Information	July 1, 2021 - June 30, 2022 (Actual)	July 1, 2022 - June 30, 2023 (Budgeted)	July 1, 2021 - June 30, 2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	Percent of Change	July 1, 2025 - June 30, 2027 (Projected)	Percent of Change
Revenue Vehicle Hours	2567	2695	5262	5525	5.00%	5801	5.00%
Revenue Vehicle Miles	34347	36064	70411	73931	5.00%	77628	5.00%
Passenger trips should be entered as whole numbers only.							
Passenger Trips	5223	5484	10707	11242	5.00%	11804	5.00%
Volunteer Hours	0	0	0	0	0.00%	0	0.00%
					15.00%		**15.00%**

Project Service Level Description

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

How were service-level estimates developed?*:

Service levels were estimated based on previous year's mileage and ridership data. Drivers track mileage and keep a daily log of passenger counts. Data is entered into a database by the Office Assistant for analysis by the Project Manager and is used regularly for planning purposes and to document need when seeking support for the Transit Program.

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

Intended Outputs:

There has been an increase in demand for dial-a-ride services, especially after Covid hit. Intended Output (Qualitative): The Tribe anticipates this trend (request for Dial-A-Ride) to continue with Covid variants continuing to be a factor in the Squaxin Community. Quantitative Output: n/a

Milestones

Milestones

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

Attachments

Attachments

Named Attachment	Required	Description	File Name
Copy of organization's most recent audit report	✔	Squaxin FY 2021 Audit	SquaxinTransit_Ops FY21 Audit.pdf
501(c) IRS Letter of Determination (for new non-profit applicants only)			
WA Utilities & Transportation Commission (UTC) Certification (for new non-profit applicants who are direct service providers)			
Service area map	✔	Squaxin Transit Service Area Map	SquaxinIslandTribe_Ops_SquaxinTransit_ServiceAreaMa
Population density map	✔	Squaxin Population Density Map	SquaxinIslandTribe_Ops_SquaxinTransit_PopulationDen
Letters committing matching funds		Squaxin Tribal Resolution - Commitment of Matching Funds	SquaxinCouncil_ Resolutioncombined Ops Cap1 FINAL ·

Named Attachment	Required	Description	File Name
In-kind match valuation proposal (only operating and mobility management projects may use in-kind contributions as matching funds)			
Letters of support (combine into one file attachment)		Squaxin Letters of Support	SquaxinIslandTribe_Ops-Letters of Support.pdf
Letter of concurrence (for projects that operate in multiple planning regions)			
Federal Indirect Cost Rate Approval Letter		Squaxin FY 2021 Indirect Cost Rate	SquaxinTransit_Ops Indirect Cost Rate FY21.pdf
Cost Allocation Plan			

Supplemental Information

Supplemental Information

Supplemental Information:

Please note that redistricting has occurred and Squaxin in now located in Congressional District #6. Please see this link for further information: https://leg-tech.maps.arcgis.com/apps/webappviewer/index.html?id=3413cce928744f6a86bd631d97e2a06a

Vulnerable Populations in Overburdened Communities & Tribes - May 2022

Vulnerable Populations in Overburdened Communities

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

Vulnerable Populations in Overburdened Communities*:

The Squaxin Island Tribe is a federally-recognized Tribe located in Kamilche, WA in rural Mason County. The community is comprised of Tribal government headquarters, a museum, clinic, Tribal housing and enterprises. The Tribe has 1,112 enrolled members, with a service area population of 2,629. Of the 2,629 community members in the Tribe?s service area, roughly 19% are elders (those 55 and older) and 18% are younger than age 13. The total Reservation community population is 431, which includes Tribal members, spouses, descendants and others living in 141 housing units developed with funding from HUD. Obviously, not all Tribal members live on the Reservation, but a large number reside within 20 miles and are active in community life. According to a data analysis conducted by the Office of Housing, 72% of Reservation households fall within HUD?s low and moderate income limits for Mason County. Approximately 24.8% of Squaxin individuals live below the poverty level. Per capita income in the community is $15,723, compared to $25,628 in Mason County and $32,999 in Washington State. The proposed project will assist the Tribe in sustaining operation of the Squaxin Transit Program. The Squaxin Transit Program serves a critical need of the community by providing reliable transportation for tribal members to access health care, jobs, education and other resources that improve the quality of life and lead to greater self-sufficiency in Squaxin community members. Squaxin community members, like many other Native American communities, have historically been one of the most

underserved populations. Squaxin community members are at a higher risk than their non-Native counterparts for poor health outcomes as a result of environmental and other factors. The Squaxin Transit Program is a lifeline to many Tribal members who lack adequate transportation and is a top priority of the Squaxin Island Tribe.

Tribal Support

Is this project directly operated by a tribe?*:	Yes
Is your project serving and is it supported by a tribal nation in Washington? :	
Estimate the percentage of your project that serves the tribe:	0.00%
By checking this box, you are confirming your outreach to the tribe in pursuit of a resolution formally supporting your project :	No

Attachments

Tribal support correspondence/resolution:

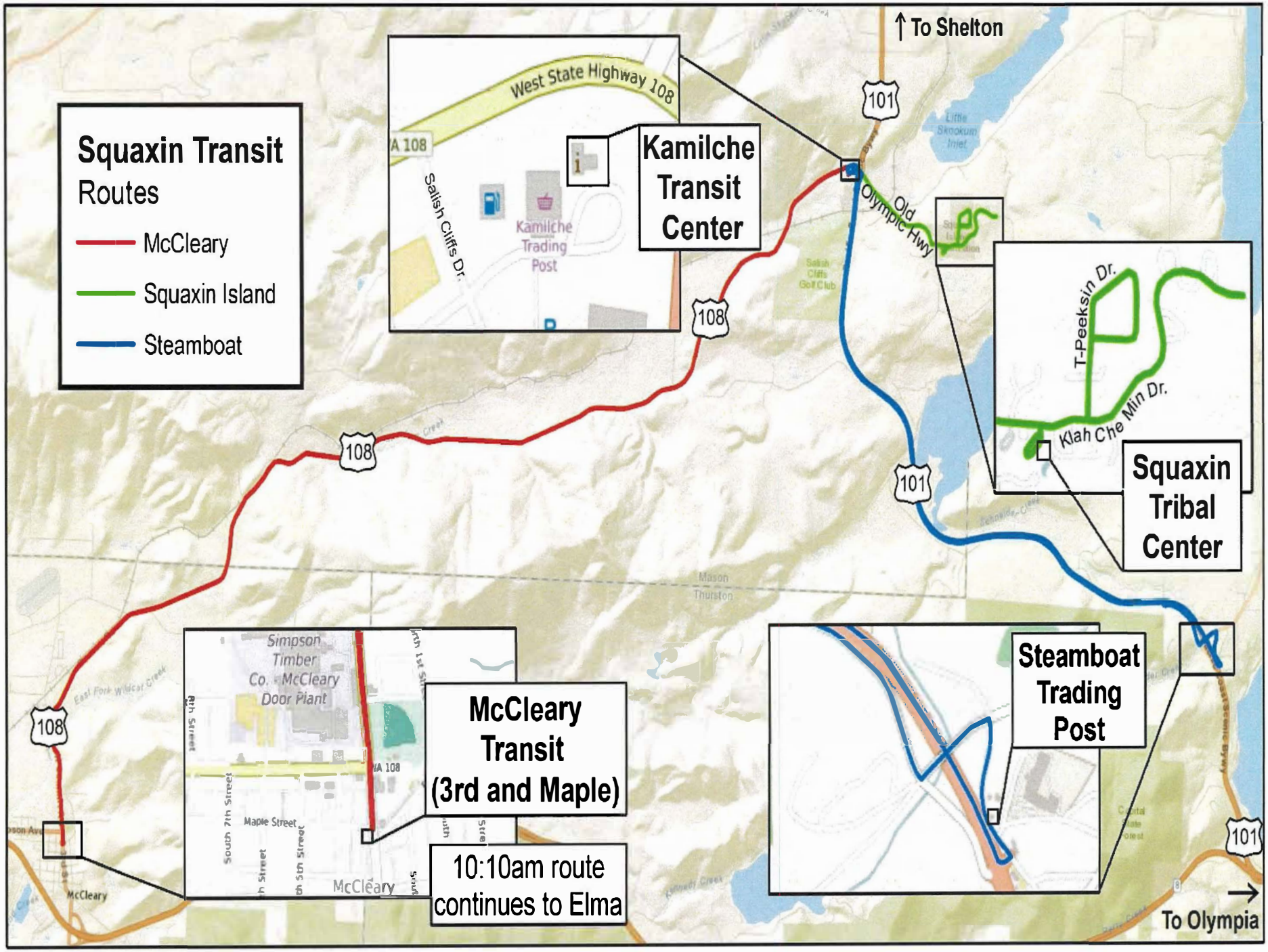
Certification

Certification

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

Certification*:	Yes	
Application Authority*:	Marvin	Campbell
	First Name	Last Name

Title*:	Tribal Administrator
Date*:	10/21/2022


Squaxin Transit
Routes
McCleary
Squaxin Island
Steamboat
To Shelton
West State Highway 108
Salish Cliffs Dr.
Kamilche Trading Post
Kamilche Transit Center
101
108
Old Olympic Hwy
T-Peeksin Dr.
Klah Che Min Dr.
Squaxin Tribal Center
Simpson Timber Co. - McCleary Door Plant
McCleary Transit (3rd and Maple)
Maple Street
South 7th Street
McCleary
10:10am route continues to Elma
Steamboat Trading Post
To Olympia

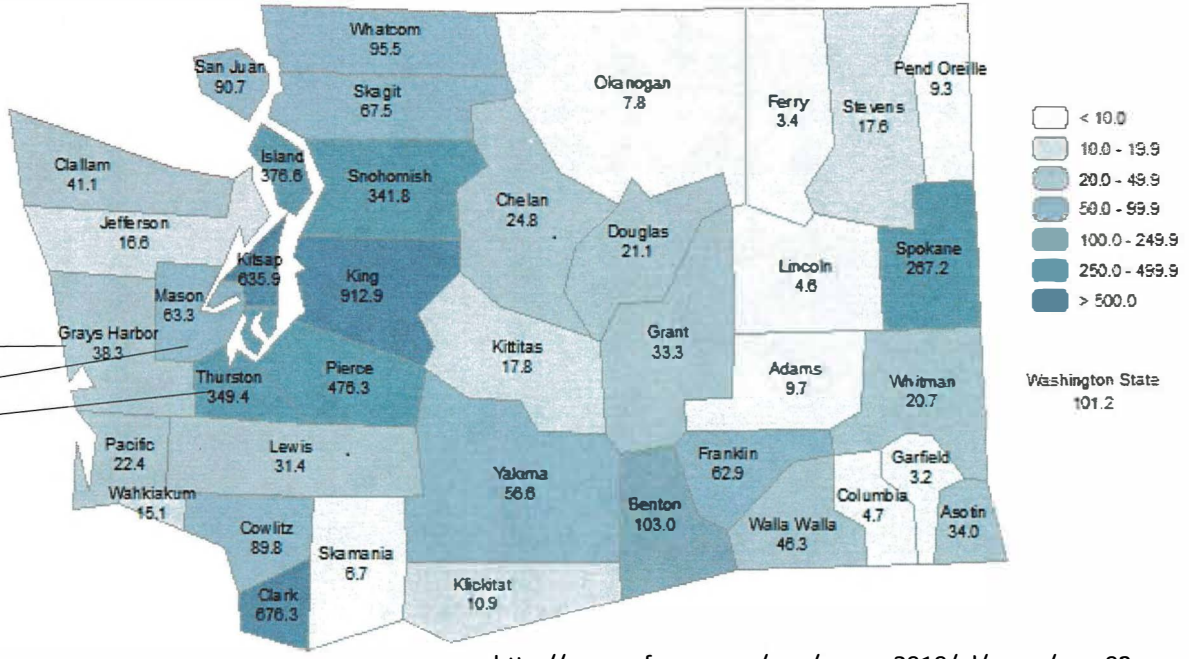
SQUAXIN TRANSIT SERVICE AREA

Estimates of Population Density and Land Area by County: 2017

	Land Area (sq. mi.), 1990	Population Density, 2017
Grays Harbor County	1,917.3	38.36
Mason County	961.1	65.86
Thurston County	727.1	383.54

Last modified: 2017-9-26.

Population density by county: 2010



http://www.ofm.wa.gov/pop/census2010/pl/maps/map03.asp

Squaxin Transit has verified that this map, created by OFM using 2010 Census data, is still a valid graphic representation of the population density of our service area. Although the populations of Mason, Grays Harbor and Thurston Counties have increased between 2010 and 2014, the slight increases in population densities fall well within the density ranges indicated in the map legend. https://www.ofm.wa.gov/sites/default/files/public/dataresearch/databook/pdf/53045.pdf

Sources: Map: Office of Financial Management/ Population density maps by county 2010. Table: Washington Data & Research/County and city data/General/Washington Stata Data Book /Washington State Office of Financial Management, September 26, 2017.

File: Department Share\DCD\DCD-Share\-=TRANSIT=-\2019-2021 2015-Consolidated Grant WSDOT\Service Area Map Graphic and Data Table.pub

October 21, 2022

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

Ref: Operating Assistance for Squaxin Transit

Dear Mr. Lagerberg,

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

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

The Tribe's "Operating Assistance for Squaxin Transit" project helps to maintain existing transportation services by providing operational support for services Tribal members depend on to get to jobs, health services, school, and more, as well as connections with Mason Transit and Grays Harbor Transit. This service provides essential mobility for people who do not drive either due to age, disability, or income. This project supports 2022 HSTP priority strategies and will be amended into the document when PRTPO concludes its evaluation and prioritization process in December.

A Consolidated Grants funding award will support local needs and strengthen coordinated human services transportation in the Peninsula region. On behalf of PRPTO, I urge WSDOT to fund this important project.

Sincerely,

Bek Ashby, PRTPO Chair
City of Port Orchard

MASON TRANSIT AUTHORITY

October 4, 2022

Marvin Campbell
Squaxin Island Tribe
10 SE Squaxin Lane
Shelton, WA 98584

Dear Mr. Campbell,

Mason County Transportation Authority (MTA) supports the Squaxin Island Tribes' application to the Washing State Department of Transportation 2023-2025 State and Federal Consolidated Grant for Operating and Capital Assistance.

Squaxin Transit, the community transit program of the Squaxin Island Tribe, provides scheduled transportation service to the general public, to many of whom are low-income or have special needs and need to travel to major employment, education, shopping, and medical service centers in Mason, Grays Harbor and Thurston Counties.

MTA makes several scheduled connections with Squaxin Transit on a daily basis at the Kamilche Transit Hub which is owned and operated by Squaxin Island Tribe. Squaxin Transit also provides general public transportation to the Steamboat Island area of Thurston County as well as to McCleary in Grays Harbor County.

Interagency and regional connectivity is vital to the well being of adjacent communities served in the type of effort that inter-agency and regional coordination should produce. The loss of any community transit resource will greatly impact coordination efforts and existing regional connections between Mason, Thurston and Grays Harbor Counties.

Sincerely,

Amy Asher

General Manager

RESOLUTION NO. 22-_71_
OF THE
SQUAXIN ISLAND TRIBAL COUNCIL

WHEREAS, the Squaxin Island Tribal Council is the Governing Body of the Squaxin Island Tribe, its members, its lands, its enterprises and its agencies by authority of the Constitution and Bylaws of the Squaxin Island Tribe, as approved and adopted by the General Body and the Secretary of the Interior on July 8, 1965; and,

WHEREAS, the Tribe is a federally-recognized Indian Tribe possessing reserved powers, including the powers of self-government; and

WHEREAS, under the Constitution and the Bylaws and inherent sovereignty of the Tribe, the Squaxin Island Tribal Council is charged with the duty of protecting the health, security, education and general welfare of the tribal members, and with protecting and managing the lands and treaty resources and rights of the Tribe; and,

WHEREAS, the Squaxin Island Tribal Council has an established commitment to and history of working to obtain funding from various sources, including federal and tribal funding, for on-reservation and off-reservation transportation projects of importance to the Tribe and the surrounding community; and,

WHEREAS, public transportation is an ongoing need in rural areas where the Squaxin Island Tribe operates the Squaxin Transit program, a free community transit service for Squaxin and non-Squaxin riders in Mason, Grays Harbor and Thurston Counties, connecting with Mason County Transit Authority and Grays Harbor Transit; and

WHEREAS, the Squaxin Island Tribal Council remains committed to support Squaxin Transit, ensuring that everyone has reliable transportation and access to opportunities leading to successful employment, improved quality of life, and self-sufficiency; and,

WHEREAS, the Washington State Department of Transportation (WSDOT) has announced the availability of funds in the 2023-2025 biennium Public Transportation State and Federal Grant Program for public transportation services in rural communities where limited or no service is currently available; and,

WHEREAS, the goals of the 2023-2025 biennium Public Transportation State and Federal Grant Program are: a) to address deficiencies, b) provide a community benefit, c) preservation or enhancement, d) community connections, e) financial partnerships, f) support coordination and multimodal development; and g) maintain fleets; and,

WHEREAS, the Squaxin Island Tribe is a member of the Peninsula Regional Transportation Planning Organization (PRPTO), a group tasked to develop a Human Services Public Transportation Coordination Plan of regional transit priorities for state and federal funding;

WHEREAS, the Squaxin Island Tribal Council is aware that that applicants for funding under the Public Transportation Consolidated Grant Program are required to provide a 50% match for operating requests and a 20% match for capital requests;

NOW THEREFORE BE IT RESOLVED, that the Squaxin Island Tribal Council does hereby approve the submittal of two applications for the 2023-2025 biennium:

1) An application for operating funding in the amount of up to $224,139 for 2023-2025 biennium and $239,828 for 2025-2027 biennium to sustain operation of Squaxin Transit;

2) An application for capital funding in the amount of up to $146,412 toward purchase of a cutaway minibus; and

BE IT FURTHER RESOLVED, that the Squaxin Island Tribal Council commits up to $224,139 for 2023-2025 biennium and $239,828 for 2025-2027 biennium in matching funds for the operating grant and $29,282 in matching funds for the capital grant;

BE IT FINALLY RESOLVED, that the Squaxin Island Tribal Council does hereby authorize the Tribal Chairman, Tribal Administrator and Director of Operations, to be the Tribe's signatory and representative in all future matters requiring Tribal authorization regarding the 2023-2025 biennium Public Transportation State and Federal Grant Program application, and that these authorities shall be for the duration of the project.

CERTIFICATION

The Squaxin Island Tribal Council does hereby certify that the foregoing Resolution was adopted through a special meeting of the Squaxin Island Tribal Council, held on this 13th day of October 2022 and was passed by a vote of 6 for and 0 against with 0 abstentions.

Kristopher K Peters
Kristopher K Peters (Oct 14, 2022 09:21 PDT)

Kristopher K. Peters, Chair

Attested by: Patrick Braese (Oct 14, 2022 09:26 PDT)

Patrick Braese, Secretary

Jaimie Cruz
Jaimie Cruz (Oct 14, 2022 09:22 PDT)

Jaimie Cruz, Vice-Chair