

# 2017 Combined Mobility Report

## Transit Mobility, Regional Mobility & Rural Mobility

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### English

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## ***Acronyms and Abbreviations***

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<b>ADA</b>	Americans with Disabilities Act
<b>CPT/HSTP</b>	Coordinated Public Transit/Human Services Transportation Plan
<b>CTR</b>	Commute Trip Reduction
<b>GMA</b>	Growth Management Act
<b>MoM</b>	Management of Mobility Division
<b>OFM</b>	Office of Financial Management
<b>OTM</b>	Office of Transit Mobility
<b>PSRC</b>	Puget Sound Regional Council
<b>PTD</b>	Public Transportation Division
<b>RCW</b>	Revised Code of Washington
<b>RMG</b>	Regional Mobility Grant
<b>RTPO/MPO</b>	Regional Transportation/Metropolitan Planning Organization
<b>TDM</b>	Transportation Demand Management
<b>TDP</b>	Transit Development Plan
<b>UMA</b>	Urban Mobility and Access Office
<b>VMT</b>	Vehicle Miles Traveled
<b>VT</b>	Vehicle Trips
<b>WAC</b>	Washington Administrative Code
<b>WSDOT</b>	Washington State Department of Transportation
<b>WSPTP</b>	Washington State Public Transportation Plan

More and more, people in Washington state are making other choices besides driving alone to gain access to jobs, goods, services, schools and community activities. Options include carpools, vanpools, walking, bicycling, buses, rail, ferries and other choices. Transportation options to driving alone are supported by public and private partners, including local transit agencies, municipal governments, regional and metropolitan planning organizations, intercity bus service providers, community transportation providers, transportation network companies, and state and federal agencies.

This report updates several public transportation mobility initiatives and fulfills reporting requirements identified in the following state statutes:

- [RCW 47.01.330](#) – Office of Transit Mobility
- [RCW 47.66.030](#) – Regional Mobility Grants
- [RCW 47.66.100](#) – Rural Mobility Grant Program

## Public Transportation Division Overview

The Washington State Department of Transportation's (WSDOT) [Public Transportation Division](#) (PTD) provides leadership, support and technical expertise to the statewide network of public transportation agencies and providers. The PTD supports the safety and effectiveness of the transportation system by:

- Engaging with the state's communities
- Managing public transportation grant programs
- Developing and implementing policies and plans
- Providing compliance oversight

The PTD uses performance measures and data to monitor and evaluate trends, guide local and regional public transportation project development, and help determine future needs in public transportation.

In 2005, the Legislature directed WSDOT to create the Office of Transit Mobility (OTM) with two goals: (a) facilitate connection and coordination of transit services and planning, and (b) maximize public transportation's opportunities for improving the efficiency of transportation corridors ([RCW 47.01.330](#)).

The PTD incorporated these goals into its ongoing work by focusing on multimodal solutions across WSDOT offices and divisions and, more specifically, by ensuring that public transportation infrastructure and transportation demand management (TDM) strategies are integrated into WSDOT's everyday project planning, programming and implementation processes.

The statutorily mandated duties of the OTM are:

1. Developing a statewide strategic plan that creates common goals for transit agencies and reduces competing plans for cross-jurisdictional service
2. Developing a park and ride lot program
3. Encouraging long-range transit planning
4. Providing public transportation expertise to improve linkages between regional transportation planning organizations and transit agencies
5. Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals
6. Recommending best practices to integrate transit and demand management strategies with regional and local land use plans in order to reduce traffic and improve mobility and access
7. Producing recommendations for the public transportation section of the Washington Transportation Plan
8. Participating in all aspects of corridor planning, including freight planning, ferry system planning, and passenger rail planning

The following sections contain examples of how the OTM is fulfilling these duties and establishing performance objectives, as well as organizational changes within WSDOT as a whole to support the OTM.

## **1. *Developing a statewide strategic plan that creates common goals for transit agencies and reduces competing plans for cross-jurisdictional service***

Following an extensive planning and community engagement effort, the PTD published the [Washington State Public Transportation Plan](#) (WSPTP) in June 2016. The plan is a blueprint for guiding decisions and integrating all modes of public transportation to better meet the state's needs for the next 20 years. In addition to WSDOT, contributors included transportation agencies, service providers and other organizations throughout Washington.

The WSPTP outlines the following long-range goals:

- **Thriving communities** – Cultivate thriving communities by supporting health, equity, prosperous economies, energy conservation and a sustainable environment through transportation
- **Access** – Provide and sustain a transportation system that allows people of all ages, abilities and geographic locations to access jobs, goods, services, schools and community activities



- **Adaptive transportation capacity** – Use new technologies and partnerships to make better use of existing transportation assets and meet changing customer needs
- **Customer experience** – Enhance people’s transportation experience by providing public transportation that is safe, seamless, pleasant, convenient, reliable, relevant and understandable
- **Transportation system guardianship** – Protect, conserve and manage Washington’s transportation assets in a manner that sustains and increases their value to the public

Beginning in 2017, WSDOT and its partners worked to implement the plan’s [near-term actions](#), while documenting progress on major issues that advance the integration of public transportation into the broader transportation system. This process represents the shared ownership and implementation of public transportation interests by WSDOT and its partners. WSDOT will complete a final report to the Legislature and the Office of Financial Management (OFM) on the near-term actions at the beginning of 2018.

## 2. **Developing a park and ride lot program**

WSDOT’s park and ride program comprises many elements:

- Compiling, analyzing and sharing data and information
- Grant funding for constructing new park and ride facilities
- Developing maintenance and operations agreements with local agencies for WSDOT-owned park and ride lots
- Constructing, managing, and maintaining park and ride facilities in some instances

The PTD maintains a map and list of [park and ride facilities](#) and their average occupancy rates across the state and a detailed map of [park and rides in the central Puget Sound area](#).

As demand increases for use of park and ride facilities, so does the need to further address their capacities and how they are managed. To that end, WSDOT is exploring the viability of multiple options and pilot projects. Two examples are:

- **Building partnerships** – Along with WSDOT, many transit agencies are building partnerships to add new park and rides and increase capacity at existing lots. From asking churches and community centers to share lot space to working with developers and property owners to include park and rides under new residential and retail buildings, innovation is expanding the use of this demand-management strategy.
- **Prioritized parking** – In 2017, King County Metro and Sound Transit began testing prioritized parking for carpoolers at park and ride facilities. As part of this effort, King County Metro hopes to partner with private lot owners to use available parking capacity near transit facilities. Other transit agencies are monitoring the performance of the permit parking programs and may consider implementing similar programs at their own park and rides.

## 3. **Encouraging long-range transit planning**

Each transit agency is [required by law](#) to complete a transit development plan (TDP). These plans cover a six-year period and must be updated annually. All TDPs are required to be filed with WSDOT. Several examples around the state lend themselves to WSDOT’s approach for long-range transit planning:

- **The Puget Sound Regional Council** – In the central Puget Sound area, transit agencies coordinate their plans with the Puget Sound Regional Council (PSRC), a coordinating and planning agency that focuses on transportation, economic development, land use and growth management.

- **Coordinated public transit/human services transportation plans** – Regional coordinated public transit/human services transportation plans (CPT/HSTPs) prioritize regional strategies by identifying the transportation needs of people with disabilities, older adults, and people with low incomes within the boundaries of a regional transportation planning organization. These plans also identify service gaps (unserved and underserved areas) and strategies for filling them. CPT/HSTPs focus on coordinating services among the public and human-service transportation providers to maximize limited transportation resources. These plans are updated every four years.
- **Statewide human services transportation plan** – WSDOT developed a [statewide HSTP](#) that consolidates transportation gaps identified in CPT/HSTPs, tracks best practices for planning and service delivery, and incorporates common strategies for improving access and enhancing mobility for specific populations. This plan provides useful information that WSDOT planners can integrate into project planning and design processes.

#### **4. Providing public transportation expertise to improve linkages between regional transportation planning organizations and transit agencies**

WSDOT created a long-range planning committee composed of WSDOT staff, regional transportation/metropolitan planning organizations (RTPO/MPO), and public transit partners. This committee works to identify issues and opportunities within planning that can be aligned and enhanced to help WSDOT and partners through a collaborative process. Examples include new multimodal performance measures, and planning and outreach processes that should be vetted with partners prior to implementation.

One of the first exercises the committee engaged in involved creating a matrix of the different transportation plans and identifying the specific outputs needed from each entity to determine the potential areas for coordination.

Representatives from local agencies also provide feedback about emerging processes that will affect their agencies.

Transit agencies and other public transportation providers work closely with their RTPO/MPO to coordinate service areas, ensure services reach those who most need them, and reduce or eliminate duplication of efforts. The partnerships with and the support provided by RTPOs is critical, especially for smaller agencies with limited staff and planning resources. Examples of coordination include:

- **Prioritizing public transportation grant applications** – RTPO/MPOs have a role in prioritizing public transportation grant applications, often submitted by local transit agencies. Per WSDOT policy, grant applications must meet needs identified in the HSTP. These planning and project development requirements are one way that WSDOT promotes local and regional linkages.
- **Commute trip reduction programs** – The state’s [Commute Trip Reduction Program \(CTR\)](#), encourages local jurisdictions to collaborate with local transit agencies to develop and refine CTRs. CTRs must be approved by the RTPO/MPO. The relationships among these groups help accomplish short-term projects and develop long-range plans on a local and regional basis.
- **Technical assistance** – WSDOT has assigned PTD staff, who are called community liaisons, to each region of the state to provide technical assistance to local planners, transit agencies, and WSDOT region staff. Community liaisons help to facilitate connections between the different organizations and offices.



## 5. Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals

WSDOT continues to develop opportunities to strengthen policies for the inclusion and integration of transit and transportation demand management within the transportation system:

- **Practical Solutions** – WSDOT now delivers many transportation plans, projects and services based on this innovative approach. The concept of [Practical Solutions](#) (see graphic below) uses performance-based, data-driven decision making and early community involvement to guide the development and delivery of transportation investments. The planning phase of Practical Solutions focuses on identifying performance gaps within the transportation system, and developing strategies and solutions to address them.

**Figure 1** Practical Solutions Project Development Process Steps



- **Corridor Sketch** – The PTD actively participates in WSDOT’s [Corridor Sketch Initiative](#) to help determine the context and performance of state highway corridors, and to identify high-level strategies for addressing performance gaps (“Identify Needs” and “Assess Alternative Strategies” in the graphic above). Many local transit and demand-management partners are participating in developing initial corridor sketches across the state. PTD is also participating in the development of a new process for “integrated scoping,” where the results from corridor sketching are used to determine which combinations of operational, demand-management, and capacity-expanding solutions will yield optimal results (“Refine Solutions” in the graphic). WSDOT is now developing pilot projects to advance corridors through the integrated scoping process that will yield funding proposals for solutions.
- **Secretary’s Executive Order E 1096** – This [executive order](#) provides clear guidance and expectations to WSDOT employees for carrying out transportation projects, programs and services in accordance with WSDOT’s budget and strategic plan. It provides specific direction for WSDOT employees to consider operational and demand management strategies to address highway system needs prior to developing plans for highway expansion consistent with [RCW 47.06.050](#).
- **Update to WSDOT Design Manual Chapter 1100** – In 2017, WSDOT updated a portion of its [Design Manual](#) to better reflect and clarify the agency’s policies and procedures regarding Practical Solutions. This section directs project managers to use performance-based approaches and engage with partnering agencies, communities and stakeholders to develop transportation solutions. It addresses how to identify transportation and land use contexts and needs, performance metrics and targets, and priority modes for a given corridor/location. The manual now more thoroughly describes and integrates transit, pedestrian and bicycle modes, and more fully incorporates the [Complete Streets](#) approach.

Examples of how the PTD supports efforts related to transportation demand management (TDM) in practice:

- **Regional mobility grant projects** – Regional mobility grant (RMG) projects demonstrate many ways TDM concepts, policies, and financial commitments are part of the budgetary and programmatic efforts supported by the PTD. Many of the projects recommended to the Legislature for funding provide specific TDM-based solutions, while others focus on corridors that increase people throughput.

- **Traffic mitigation strategies and solutions** – To keep people and goods moving in and around project-construction areas, WSDOT works with local transit and planning partners to identify [traffic mitigation](#) strategies and solutions, including expanded transit options and collaborative social media engagement. Performance is gauged on a variety of factors, including ridership, utilization, capacity and travel time.

**6. *Recommending best practices to integrate transit and demand management strategies with regional and local land use plans in order to reduce traffic and improve mobility and access***

From 2014-2017, WSDOT teamed with the state departments of Commerce, Ecology, and Health to develop best-practices recommendations in support of local government efforts to produce efficient travel and land use patterns. These recommendations are offered as resources to local governments for developing transportation-efficient communities, which they can use to update their Growth Management Act (GMA) comprehensive plans. WSDOT maintains [GMA resources](#) developed by state agencies.

As described above, the *Practical Solutions* approach is designed to better integrate transit and demand management strategies into the multimodal transportation system. The PTD and its partners are fully engaged in Practical Solutions at the state, regional and local levels, and continue to develop best practices to further advance the approach.

Additionally, local CTR plans must describe the link between the CTR plan and land use plans, as prescribed in [WAC 468-63](#). The PTD maintains resources for developing these CTR plans, as well as best practices for developing local CTR programs.

**7. *Producing recommendations for the public transportation section of the Washington Transportation Plan***

In 2017, WSDOT helped lead the effort to review and revise near-term actions regarding public transportation interests in the [Washington Transportation Plan](#). These near-term actions will help inform, integrate and advance public transportation planning during the next few years, and serve as a foundation for the state’s long-range planning efforts.

**8. *Participating in all aspects of corridor planning, including freight planning, ferry system planning, and passenger rail planning***

WSDOT’s PTD staff aided in the review and comment periods for the freight and aviation modal plans in 2017. This provided an opportunity to integrate a public transportation perspective with other modes that illustrates the interconnected nature of the state’s transportation system. Two examples of the PTD’s opportunities to influence multimodal corridor planning are:

- **Demand management solutions** – Congestion near Seattle creates delays in freight movement in and out of SeaTac International Airport and the Port of Seattle. Projected increases in population and shipments by air will further congest freight corridors. This may require demand management solutions such as increased use of transit, vanpools, and managed lanes (e.g., high-occupancy vehicle lanes, high-occupancy toll lanes, service lanes, etc.).
- **Washington State Ferries long-range planning process** – Washington State Ferries—another essential component of the state’s transportation system—will soon begin its long-range planning process, and the PTD has reached out to express interest in participating on their review team.

## Performance Objectives for Evaluating the Office of Transit Mobility

In addition to the eight duties described in the preceding sections, [RCW 47.01.330](#) directs the OTM to establish measurable performance objectives for evaluating the success of its initiatives and progress toward accomplishing the overall goals of the office.

The PTD incorporates performance objectives in many of its programs and projects. Two examples are:

- **Regional mobility grants** – When applying for this grant program, applicants are required to estimate the resulting annual reductions in vehicle miles traveled (VMT) and vehicle trips (VT) from the project. Potential projects are ranked based on how well they meet the state’s goals for reducing VMT and increasing connectivity. The PTD staff work with grantees to define the measures and methodologies that can be used to measure performance. Grantees must then measure and report on VMT and VT for reductions four years following the completion of their project.
- **Summary of Public Transportation** – This [annual report](#) comprises a substantial amount of data related to VMT, VT, ridership, costs, revenues, and service information for each public transportation agency in Washington. The document is useful for identifying statewide trends, system performance and service needs.

## Creation of the Management of Mobility Division within the Urban Mobility and Access Office

In 2017, WSDOT formed the Urban Mobility and Access Office (UMA). One of the main drivers for UMA is the enormous amount of transportation investment taking place in the Puget Sound region. For example, WSDOT is currently working on the Alaskan Way Viaduct, rebuilding Colman Dock, continuing major rehab of Interstate 5 in Seattle, finishing HOV on I-5 in Pierce County, building express lanes on I-405, getting I-90 ready for light rail, paving Aurora Avenue, and continuing work on the SR 167/SR 509 Puget Sound Gateway.

In addition to this work, WSDOT’s transportation partners in the Seattle area are building bus rapid transit lines and continuing construction in the bus tunnel, and Sound Transit is engaged in a new \$54 billion program. Much of this work is occurring at the same time.

With so many projects overlapping and affecting multiple jurisdictions and stakeholders, significant coordination is needed from WSDOT. This is a key role and responsibility for UMA and its divisions.

The Management of Mobility Division (MoM) within UMA will assist in fulfilling many of the statutorily mandated duties of the OTM by playing a significant role in coordinating and integrating transportation projects, traffic operations, incident response, and programs with internal and external partners in the Puget Sound region.

MoM will be responsible for planning and coordinating work operations in key corridors. The division will conduct operations reviews, including work being done by WSDOT, the Seattle Department of Transportation, King County and others within the central Puget Sound area. The division’s director will work closely with Mega Projects and regions to ensure operational features meet performance goals and staged implementation of projects align with the strategies and needs of the overall transportation system.

## **Regional Mobility Grant Program**

The RMG program supports local efforts to improve connectivity and transit mobility among counties and city centers, and to reduce delay on Washington’s most heavily congested roadways. During the 2017 session, the Legislature approved 44 new and continuing RMG projects across the state for the 2017-2019 Biennium, appropriating approximately \$93 million in state funding.

Prior to this biennium’s call for projects, WSDOT requested that applicants submit a concept letter briefly describing the proposed project, its location, and any potential use of state highways. The pre-application concept letter allows WSDOT traffic engineers and other staff to identify potential opportunities and challenges for increasing transportation system performance relative to the project. By increasing internal collaboration, WSDOT helped applicants develop project proposals that increase benefits to the transportation system, while reducing project costs.

Regional Mobility Grant awards for 2017–2019				
Organization	County	Legislative District(s)	Project Title	Award
Community Transit	Snohomish	38	Swift Green Line Bus Rapid Transit - 60 ft Expansion B	\$7,000,000
Community Transit	Snohomish	38	Seaway Transit Center II BRT	\$3,800,000
C-TRAN	Clark	18	Diesel/Electric Hybrid Vehicle Purchase	\$5,812,993
Everett, City of	Snohomish	21	Wireless Electric Bus Riverfront to Waterfront Connect	\$2,880,000
Everett, City of	Snohomish	21	80 Stall Park and Ride Expansion	\$250,000
Grant Transit	Grant and Kittitas	13	Moses Lake - Ellensburg Express to CWU	\$169,650
Grant Transit	Grant, Douglas and Chelan	13	Moses Lake - Wenatchee Connector to WVC	\$143,910
Intercity Transit	Thurston	22	Design and Construction - Regional Vanpool Service Center	\$2,000,000
Intercity Transit	Thurston and Pierce	22	Route 612 Express Service Expansion	\$993,320
King County Metro	King	5, 11, 34, 36, 37, 41, 43	I-90 Manage Demand	\$1,258,243
King County Metro	King	30, 46, 48	Park and Ride Efficiency and Access Project	\$1,995,000
King County Metro	King	42, 45, 48	Route 245 Corridor Speed and Reliability Improvement	\$600,000
King County Metro	King	43	Eastlake Off-Street Layover Facility	\$1,760,000
King County Metro	King	5, 32	Northgate Transit Center TOD- Access & Facility Improvement	\$728,944
King County Metro	King	11, 47	Renton to Auburn Transit Speed, Reliability & Service	\$3,530,229
King County Metro	King	46, 47	Route 101 Service Increase: Renton to/from Seattle	\$1,626,587
King County Metro	King	1, 30, 33, 37, 43, 45, 46	SR 522 and I-5 Operating	\$2,158,097
King County Metro	King	41, 48	Totem Lake/Kirkland to Bellevue/Eastgate Transit Improvement	\$909,000
King County Metro	King	37	Transit Speed & Reliability Hot Spot Improvement Program	\$600,000
King County Metro	King	43	Sound Transit Link Station Integration	\$624,000

Regional Mobility Grant awards for 2017–2019				
Organization	County	Legislative District(s)	Project Title	Award
Kitsap Transit	Kitsap	35	Silverdale Transit Center	\$5,300,000
Kitsap Transit	Kitsap	35	Wheaton Way Transit Center	\$4,000,000
Klickitat County	Klickitat	14	Mt. Adams Express	\$480,000
Lake Stevens, City of	Snohomish	38, 44	US 2 Trestle HOV/Transit Trestle Congestion Jump	\$1,822,000
Link Transit	Chelan	12	Park and Ride	\$3,222,000
Link Transit	Chelan	12	Wenatchee Riverfront Shuttle	\$1,260,000
Mason Transit	Mason	35	Park and Ride Development	\$2,500,000
Mason Transit	Mason and Thurston	35	Regional Express Commuter Bus Service	\$452,000
Pierce Transit	Pierce	25, 27, 29	Route 1 Connections/Route 4 112th Street Peak Hour Service	\$3,481,500
Pullman Transit	Whitman	9	Increasing Capacity	\$530,000
Seattle DOT	King	43	Broadway Streetcar Extension	\$4,000,000
Seattle DOT	King	43	23rd Avenue Transit Improvements	\$100,000
Seattle, City of	King	34, 37	Delridge to Burien RapidRide Line	\$5,000,000
Skagit Transit	Skagit	39	Connector Services Expansion Project	\$576,204
Skamania County	Skamania	14	Seasonal Weekend Transit to alleviate congestion/safety	\$70,000
Spokane Transit Authority	Spokane	6, 7, 9	West Plains Transit Center	\$6,441,011
Spokane Transit Authority	Spokane	3, 4	Monroe/Regal High Performance Transit (HPT) Corridor Improvement	\$3,925,000
Spokane Transit Authority	Spokane	3, 4	Spokane Falls CC Transit Station	\$2,128,000
Spokane Transit Authority	Spokane	3	Central City Line	\$2,167,208
Spokane Transit Authority	Spokane	4	Upriver Transit Center	\$3,000,000
Tacoma, City of	Pierce	27	Tacoma Link Expansion Phase 1	\$2,500,000
Wahkiakum County Health & Human Service	Wahkiakum	19	Regional Mobility Service Expansion	\$222,000
WSDOT	Snohomish	21	SR 525 – Pedestrian Improvements	\$1,744,000
Yakima Transit	Yakima	14	Application for 20 Transit Shelters	\$152,000

**Total Funded \$93,912,896**

## Regional Mobility Grant Program Project Highlights

**Community Transit/Swift Green Line (funded for 2017-2019 Biennium):** The Swift Green Line will connect the Boeing/Paine Field area in Everett with the Canyon Park technology center in Bothell. With fewer stops and buses every 10 minutes, the Swift Green Line will provide an incentive for workers and shoppers in Bothell, Mill Creek and south Everett to choose transit instead of driving their cars.

An RMG program grant is aiding in funding 31 percent of this project, helping to purchase 13 expansion buses.

**City of Tukwila/Bicycle-Pedestrian Bridge (funded for 2013-2015 Biennium):** This bicycle/pedestrian bridge will connect one of the region's major employment and shopping centers to a nearby commuter rail station, while helping support transit-oriented development on both sides of the Green River as envisioned in the city's urban center plan. The project promotes safety and convenience for nonmotorized travelers, and eases congestion on local streets for freight and auto movement.

An RMG program grant aided in funding 67 percent of this project, helping to purchase right of way and provide for construction costs.

**Spokane Transit Authority/West Plains Transit Center (funded for 2015-2017 and 2017-2019 Biennia):** Initially funded in 2015, this project's design was significantly simplified in a way that still preserved its ability for transit vehicles to efficiently enter and exit the nearby freeway. Through collaboration between WSDOT and Spokane Transit, projects costs were cut nearly in half while still providing maximum benefit to the community.

An RMG program grant is aiding in 53 percent of the construction costs of this project.

**City of Yakima/20 Transit Shelters (funded for 2017-2019 and 2017-2021 Biennia):** This project will enhance the fixed-route bus system by adding 20 ADA-accessible, solar-lighted bus shelters. The shelters will be located in high ridership areas where passenger needs are the greatest. This capital project will reduce barriers to transit utilization year round when weather conditions are unfavorable.

An RMG program grant is providing 80 percent of the cost of this project.



## Regional Mobility Grant Prioritized List

The table below is a prioritized list of all RMG projects. Information in this table is also maintained in the [Transportation Executive Information System](#).

Project Title	Total	15 - 17 Award	17 - 19 Award	19 - 21 Award
Kitsap Transit, Poulsbo SR 305/3 Park and Ride	1,857,000	1,092,000	0	0
King County Metro, I-405 Corridor Managing Demand	2,398,000	1,456,000	0	0
Community Transit, Double Decker Buses	3,978,000	3,978,000	0	0
Intercity Transit, Tumwater/DuPont/Lakewood Express Bus Service	4,086,000	1,859,000	0	0
Intercity Transit, Olympia-Seattle Express Bus Service	1,121,000	640,000	0	0
King County Metro, Rapid Ride F Line Service Extension	2,833,000	2,131,000	0	0
Seattle DOT, 23rd Avenue Transit Improvements	4,000,000	2,931,000	100,000	0
C-TRAN, Fourth Plain Bus Rapid Transit	3,000,000	2,259,000	0	0
Pierce Transit, SR 7/Pacific Avenue Peak Hour Service Expansion	2,223,000	1,264,000	0	0
City of Tukwila, Urban Center Pedestrian Bridge	6,870,000	6,808,000	0	0
Kitsap Transit, SR 305 Interchange Improvements at Suquamish Way Park an	2,326,000	2,317,000	0	0
Ben Franklin Transit, Park and Ride Richland	593,000	491,000	0	0
Spokane Transit, Central City Line	2,200,000	32,792	2,167,208	0
Community Transit, Mukilteo Park and Ride Plus	231,000	207,000	0	0
Sound Transit/Community Transit High Capacity Double Decker Bus Project	4,000,000	4,000,000	0	0
City of Kent - Kent Transit Center 1st Avenue N Parking	272,000	272,000	0	0
King County Metro SR 522 and I-5 operating	3,669,000	1,510,903	2,158,097	0
Community Transit-Seaway Transit Center-Swift II BRT	6,800,000	3,000,000	3,800,000	0
C-TRAN - Fisher's Landing Transit Center South Parking Expansion	2,849,000	2,849,000	0	0
King County Metro - Route 245 Corridor Speed and Reliability Improvement	2,192,000	1,592,000	600,000	0
King County Metro - Park and Ride Efficiency and Access Project	2,595,000	600,000	1,995,000	0
King County Metro - I-90 Manage Demand	2,880,000	1,621,757	1,258,243	0
Jefferson Transit Authority - SR 20/Four Corners Road Park and Ride Faci	1,040,000	1,040,000	0	0
Grant Transit - GTA Multimodal Transit Center	1,598,000	1,598,000	0	0
City of Tacoma - Tacoma Link Expansion Phase 1	5,000,000	2,500,000	2,500,000	0
Pierce Transit - Route 1 Connections/Route 4 112th Street Peak Hour Serv	4,642,000	1,160,500	3,481,500	0
Link Transit - Wenatchee Riverfront Shuttle	2,520,000	1,260,000	1,260,000	0
Mason Transit - Regional Express Commuter Bus Service	1,769,000	1,317,000	452,000	0
Pullman Transit - Two, 40-foot Electric Hybrid Buses to Increase Capacit	1,056,000	1,056,000	0	0
City of Fife - Bus Shelter Installation	75,000	75,000	0	0
Spokane Transit Authority - West Plains Transit Center	8,700,000	608,989	8,091,011	0
Grays Harbor Transportation Authority - Run Cutting Software Purchase	56,000	56,000	0	0
Seattle DOT Broadway Streetcar Extension	4,000,000	0	4,000,000	0
Town of Concrete Solo Park and Superior Avenue Park and Ride Improvement	477,000	477,000	0	0
Kittitas County - I-90 Exit 78 park and ride	223,000	223,000	0	0
Mason Transit - Park and Ride Development	4,750,000	2,250,000	2,500,000	0
WSDOT - SR 525 - Pedestrian & Traffic Improvements	2,271,000	527,000	1,744,000	0
Intercity Transit Route 612 Express Service Expansion	2,042,866	0	993,320	1,049,546

Project Title	Total	15 - 17 Award	17 - 19 Award	19 - 21 Award
Skagit Transit Connector Services Expansion Project	1,215,584	0	576,204	639,380
King County Metro Northgate Transit Center TOD - Access and Facility Imp	5,241,007	0	728,944	4,512,063
King County Metro Route 101 Service Increase: Renton to/from Seattle	3,086,251	0	1,626,587	1,459,664
King County Metro Eastlake Off-Street Layover Facility	8,096,800	0	1,760,000	6,336,800
Community Transit Swift Green Line Bus Rapid Transit - 60 ft Expansion B	7,000,000	0	7,000,000	0
Spokane Transit Monroe/Regal High Performance Transit (HPT) Corridor Imp	3,925,000	0	3,925,000	0
King County Metro Renton to Auburn Transit Speed, Reliability & Service	8,193,259	0	3,530,229	4,663,030
Kitsap Transit Silverdale Transit Center	7,000,000	0	5,300,000	1,700,000
Intercity Transit Design and Construction - Regional Vanpool Service Ctr	5,900,000	0	2,000,000	3,900,000
Clallam Transit Carlsborg-Sequim Area Park and Ride	610,000	0	160,000	450,000
C-TRAN Diesel/Electric Hybrid Vehicle Purchase	5,812,993	0	5,812,993	0
King County Metro/Sound Transit Link Station Integration	2,080,000	0	624,000	1,456,000
Kitsap Transit Wheaton Way Transit Center	6,000,000	0	4,000,000	2,000,000
City of Everett - Wireless Electric Bus Riverfront to Waterfront Connect	2,880,000	0	2,880,000	0
Grant Transit Moses Lake - Ellensburg Express to CWU	373,100	0	169,650	203,450
Everett, City of-80 Stall Park and Ride Expansion	750,000	0	250,000	500,000
Grant Transit Moses Lake - Wenatchee Connector to WVC	314,340	0	143,910	170,430
Clallam Transit Two 30-Foot All Electric Buses for Downtown Circulator a	1,197,343	0	1,197,343	0
King County Metro Totem Lake/Kirkland to Bellevue/Eastgate Transit Imp	2,119,900	0	909,000	1,210,900
Link Park and Ride	3,222,000	0	3,222,000	0
Wahkiakum County Health & Human Service Regional Mobility Expand Service	444,000	0	222,000	222,000
Yakima Transit Application for 20 Transit Shelters	152,000	0	152,000	0
King County Metro Transit Speed & Reliability Hot Spot Imp Program	2,000,000	0	600,000	1,400,000
Seattle, City of - Delridge to Burien RapidRide Line	10,000,000	0	5,000,000	5,000,000
Spokane Transit Upriver Transit Center (Unfunded)	3,000,000	0	3,000,000	0
Klickitat County Mt. Adams Express	800,000	0	480,000	320,000
Skamania County Seasonal Weekend Transit to alleviate congestion/safety	70,000	0	70,000	0
Pierce Transit S/SR 7 Park-and-Ride/Bus (Unfunded)	8,000,000	0	2,500,000	5,500,000
Spokane Transit Spokane Falls CC Transit Station	2,128,000	0	2,128,000	0
Pullman Transit Increasing Capacity	530,000	0	530,000	0
Lake Stevens, City of - US 2 Trestle HOV/Transit Trestle Congestion Jump	1,822,000	0	1,822,000	0
Longview, Downtown Transit Center Expansion (Unfunded)	1,140,000	0	1,090,000	50,000
<b>Totals</b>	<b>208,296,443</b>	<b>57,059,941</b>	<b>100,510,239</b>	<b>42,743,263</b>

## Performance Measures of Regional Mobility Grants

The PTD has strengthened its focus on data, evaluation and performance, creating an internal team with specific skills to help public transportation agencies and programs better evaluate and measure project benefits. This allows the PTD and its partners to develop evaluation tools, determine benchmarks, and use the results to inform program decisions.

Since the 2009-2011 Biennium, RMG recipients have been required to report on the performance of their project for four years after it is operationally complete.

The following table demonstrates the annual VMT and VT reductions resulting from each completed project.

## Performance of Regional Mobility Projects

Biennium Originally Funded	Grantee Name	Project Name	Grant Amount	Estimated Total Project Cost	Completion Date	Reduction in Vehicle Miles Traveled - Estimates		Reduction in Vehicle Miles Traveled - Actuals				Reduction in Vehicle Trips - Estimates		Reduction in Vehicle Trips - Actuals			
						Year 1	Year 4	Year 1	Year 2	Year 3	Year 4	Year 1	Year 4	Year 1	Year 2	Year 3	Year 4
2009-2011	Skagit Transit Systems	South Mount Vernon Park & Ride	\$750,000	\$5,253,000	8/6/10	2,886,600	5,772,000	1,539,200	2,058,680	2,289,560	2,789,800	78,000	156,000	40,040	55,640	61,880	75,400
2009-2011	City of Seattle	Rainier/Jackson Transit Priority Corridor Improvements	\$4,000,000	\$4,000,000	10/1/10	861,193	803,054	861,193	803,054	1,410,834	1,781,475	366,501	323,006	366,501	323,006	571,188	721,245
2009-2011	Sound Transit	Sound Transit Express Bus Expansion - Snohomish to King County	\$4,496,768	\$8,348,109	1/26/11	10,666,771	12,968,876	8,967,807	14,822,243	10,140,225	17,281,559	622,136	751,660	505,902	836,169	594,847	1,036,146
2009-2011	Community Transit	Double Decker Buses	\$2,880,000	\$19,204,000	6/30/11	4,753,320	4,753,320	246,432	1,518,523	2,014,628	2,635,541	216,060	216,060	9,460	73,455	104,373	120,377
2009-2011	C-Tran	I-5 Express Commuter Service Augmentation (continuation)	\$578,496	\$784,996	6/30/11	1,325,469	2,079,969	1,772,749	1,577,465	1,297,112	1,348,231	91,780	143,780	116,922	112,054	96,079	96,079
2009-2011	Clark County	Salmon Creek Interchange Park & Ride and Traffic Signal Coordination	\$3,400,000	\$8,700,000	12/31/11	2,936,762	3,719,899	2,873,241	2,844,303	3,020,730	3,214,805	184,470	233,662	180,707	178,887	189,983	202,189
2009-2011	City of Federal Way	Pacific Highway South HOV Lanes Phase IV (South 312th St to Dash Point Road)	\$1,300,000	\$21,280,000	12/31/11	3,654,300	8,790,600	5,077,780	4,817,800	10,030,800	9,984,000	365,430	879,060	507,780	481,780	1,003,080	988,400
2009-2011	Everett Transit	Evergreen Swift Stations and TSP	\$3,630,000	\$4,537,000	1/31/12	536,520	1,176,800	Project was continued under "Swift Bus Rapid Transit Operations" in 2009-2011 biennium below. Performance will be reported under that project.									
2009-2011	Pierce Transit	Pacific Avenue Corridor Transit Signal Priority (TSP) Improvements	\$1,803,650	\$4,359,650	2/27/12	486,576	1,081,779	486,576	473,758	424,867		52,275	116,220	52,275	50,898	45,645	
2009-2011	Sound Transit	Lakewood-Tacoma Commuter Rail (D to M Street New Track and Signal)	\$8,000,000	\$151,000,000	9/24/12	12,376,000	20,332,000	3,633,240	3,879,552	5,454,280	5,887,440	364,000	598,000	106,860	114,104	160,420	173,160
2009-2011	City of Shoreline	Aurora Avenue N, N 185th St to N 192nd St Business Access and Transit Lanes	\$1,000,000	\$9,221,000	1/3/13			Project was continued under "N 192nd St to N 205th St BAT Lanes" in 2011-2013 biennium below. Performance will be reported under that project.									
2009-2011	Intercity Transit	Hawks Prairie Park & Ride Lot	\$3,526,892	\$8,207,095	1/25/13	5,205,900	5,467,200	1,098,331	2,158,137	1,821,521	2,078,039	155,400	163,200	32,786	64,422	54,374	62,031
2009-2011	Community Transit	Swift Bus Rapid Transit Operations	\$5,000,000	\$20,822,900	11/8/09	3,219,200	7,060,908	8,523,810	9,352,686	10,066,374		321,920	706,090	1,420,635	1,558,781	1,677,729	
2009-2011	City of Bothell	SR 522 West City Limits to NE 180th Stage 2A (91st Ave NE to West of 96th Ave NE)	\$2,100,000	\$6,000,000	4/29/14	406,412	573,016	861,781				22,834	32,195	6,529			
2009-2011	King County Metro	Route 120 Transit Enhancement for Delridge Way/Ambaum Boulevard Corridor	\$2,233,699	\$6,780,000	8/26/14	282,906	746,980	473,337	830,102	710,625	946,875	43,524	114,920	78,890	138,350	118,438	157,813
2009-2011	King County Metro	Central Eastside Transit Service Improvement	\$4,173,187	\$5,216,484	9/21/09	466,180	953,500	1,001,941	997,927	1,035,202	1,033,216	57,200	117,000	257,270	257,713	301,433	289,683
2009-2011	King County Metro	Southeast King County Connectors	\$4,546,310	\$6,179,176	6/1/15	777,904	1,555,808	471,561	1,383,595			101,009	202,018	371,308	354,768		
2011-2013	Seattle DOT	Northwest Market/45th St. Transit Priority Corridor Improvements	\$4,000,000	\$8,870,600	11/27/12	638,260	657,600	574,671	598,487	626,954	800,077	206,336	206,336	279,712	300,837	319,241	436,562
2011-2013	Seattle DOT	King Street Station Restoration Project	\$1,250,000	\$2,825,632	4/24/13	1,060,812	4,243,248	3,618,117	2,341,773	3,572,473		6,714	26,856	22,899	14,821	22,611	
2011-2013	City of Lakewood	Lakewood Station Connection	\$1,500,000	\$3,800,000	8/7/13	1,770,000	1,930,000	172,321				44,200	48,300	4,680			
2011-2013	King County Metro	South Kirkland Park and Ride	\$1,025,000	\$7,275,000	9/17/13	1,175,455	1,369,000	1,571,503	1,481,837	1,607,923		178,099	207,424	202,983	206,674	206,674	
2011-2013	Spokane Transit	Plaza Improvements - Wall Street Reconfiguration	\$1,233,006	\$1,690,000	10/25/13	1,020,000	1,148,000	693,749	342,371	0		221,000	249,000	150,815	74,428	0	
2011-2013	City of Renton	Rainier Ave. S. Bus Access Transit Lanes	\$1,500,000	\$42,980,000	12/19/13	339,686	367,175					44,115	47,685				
2011-2013	Skagit Transit	Alger Park and Ride	\$1,115,084	\$1,496,450	3/3/14	120,120	240,240	283,920	276,640			8,580	17,160	20,280	19,760		
2011-2013	City of Tukwila	Tukwila Urban Center	\$4,735,000	\$7,527,000	6/29/15	194,818	584,454	604,664				33,020	99,060	102,486			
2011-2013	Pierce Transit	112th and Pacific/SR 7 Transit Access Improvements	\$1,816,869	\$2,375,658	7/27/15	506,977	728,384	2,077,140				126,744	182,096	472,160			
2011-2013	Kitsap Transit	Poulsbo SR 305/3 Park and Ride	\$1,962,624	\$2,542,624	12/1/16	1,033,718	1,699,214					80,288	130,728				
2011-2013	City of Shoreline	N 192nd St to N 205th St BAT Lanes	\$6,357,839	\$38,941,413	12/1/15	1,349,920	1,727,440					122,720	157,040				
2013-2015	Intercity Transit	Tumwater/DuPont/Lakewood	\$4,086,000	\$5,387,854	9/30/13	4,189,752	5,062,617	543,813	572,460			128,520	155,295	21,251	22,981		
2013-2015	Intercity Transit	Olympia - Seattle Express	\$1,120,507	\$1,462,500	9/30/13	1,949,526	2,999,322	824,889	747,876			33,660	52,020	21,370	20,104		
2013-2015	Yakima Transit	Firing Center Park and Ride	\$222,543	\$302,000	9/22/14	1,297,468	1,652,735					28,600	38,480				
2013-2015	City of Ridgefield	Ridgefield Park and Ride	\$1,295,000	\$1,685,000	10/14/14	835,244	1,044,056	552,240				36,608	45,760	21,060			
2013-2015	Sound Transit	Clean Green Fleet Replacement	\$5,000,000	\$7,000,000	1/29/15	2,756,397	3,190,874	1,728,521				284,238	329,041	103,646			
2013-2015	Ben Franklin Transit	Tulip Lane Park and Ride	\$593,000	\$740,625	10/30/15	677,040	1,354,080					21,840	43,680				
2013-2015	Community Transit	Double Decker Buses	\$3,978,000	\$13,478,000	11/1/15	2,894,952	3,514,775	879,370				125,730	146,502	34,238			
2013-2015	King County Metro	I-405 Manage Demand	\$2,398,000	\$3,428,911	6/1/16	3,160,000	10,000,000	8,420,520				243,388	770,229	728,166			
2013-2015	Pierce Transit	SR 7 Pacific Ave Peak Hour Service	\$4,642,000	\$5,803,000	10/13/16	1,086,445	1,301,726					196,820	235,820				
2015-2017	Mason Transit	Regional Express Commuter Bus Service	\$594,437	\$743,047	11/1/15	671,840	813,280					19,760	23,920				
2015-2017	City of Kent	Kent Transit Center 1st Ave N Parking	\$272,000	\$340,000	2/7/17	335,549	369,480					16,661	18,346				
2015-2017	City of Fife	Bus Shelter Installation	\$75,000	\$95,000	6/1/17	7,800	20,280					1,300	3,380				

**Notes:**

- Green highlighted cells represent projects that are up-to-date, with performance figures being due in the future
- The projects listed above are those that were awarded through the competitive Regional Mobility Grant program process

## **Rural Mobility Grant Program**

The purpose of the Rural Mobility Grant program is to aid small cities and rural areas by supporting their public transit systems. For the 2017-2019 Biennium, the Legislature provided approximately \$24 million in funding for areas underserved or not served by public transit. Fifty percent of the funds are competitively awarded, with the balance awarded through a formula distribution (2016 Sales Tax Equalization). Funding for the competitive portion increased by approximately \$6 million to approximately \$16 million.

A complete list of all Rural Mobility Grant funding recipients—whether awarded competitively or via formula distribution—is provided on the following pages, along with a brief project description. The majority of the funding supports operations.

Tribal transit service is supported by the Rural Mobility Grant program. Seven tribes are funded for approximately \$2.5 million.

2017-2019 Consolidated Grant Program	Project Title	Rural Mobility Competitive*	Rural Mobility Transit Formula/2016 Sales Tax Equalization**	Total
Asotin County PTBA	Sustains transportation services to persons with special needs and the general public within Asotin County PTBA		\$59,319	\$59,319
Clallam Transit System	Provides for technology upgrades and maintenance facility repairs		\$281,743	\$281,743
Clallam Transit System	Expands fixed route services to a regional route	\$143,488		\$143,488
Coastal Community Action Program	Provides operating funding to sustain Driven to Opportunity	\$362,461		\$362,461
Columbia County Public Transportation	Sustains Demand Response Services	\$394,550		\$394,550
Cowlitz Indian Tribe	Sustains Cowlitz Tribal Transit Service-Rural Demand-Response	\$415,258		\$415,258
Ellensburg, City of	Preserves Central Transit's fixed route system serving the people in the City of Ellensburg	\$360,406		\$360,406
Ellensburg, City of	Provides operating assistance to expand the fixed route system	\$464,529		\$464,529
Garfield County Public Transportation	Preserves week day rural commuter routes, the medical/shopper route into Asotin and Nez Perce Counties, and local service for all of Garfield County	\$318,084		\$318,084
Grays Harbor Transportation Authority	Sustains general public fixed-route and door-to-door demand-response, and complementary ADA services for persons with disabilities in Grays Harbor.		\$1,244,354	\$1,244,354
Island Transit Authority	Sustains general public fixed bus, deviated bus and vanpool services in Island County and connecting counties.		\$2,458,152	\$2,458,152
Island Transit Authority	Purchases seven medium-duty truck chassis- built cutaways	\$922,387		\$922,387
Island Transit Authority	Establishes Mobility Management Specialist for outreach program	\$8,288		\$8,288
Island Transit Authority	Preserves Island County Connector	\$908,605		\$908,605
Jamestown S'Klallam Tribe	Preserves Jamestown Campus Route #50 service	\$139,096		\$139,096

2017-2019 Consolidated Grant Program	Project Title	Rural Mobility Competitive*	Rural Mobility Transit Formula/2016 Sales Tax Equalization**	Total
Jefferson Transit Authority	Preserves existing fixed route and on-demand ADA services to special needs and economically disadvantaged residents of east Jefferson County		\$222,395	\$222,395
Jefferson Transit Authority	Sustains Olympic Connection providing service between Forks and Amanda Park	\$1,000		\$1,000
Kalispel Tribe of Indians	Preserves the Kalispel Reservation-to-Spokane and lone service	\$382,281		\$382,281
Kitsap Transit	Replaces radio units and radio tower and purchase fixed route vehicle technologies hardware and software		\$1,397,735	\$1,397,735
Klickitat County Senior Services	Preserves Klickitat County Dial-A-Ride service	\$880,050		\$880,050
Lummi Tribe of the Lummi Reservation	Sustains Lummi Transit operations	\$586,945		\$586,945
Klickitat County Senior Services	Preserves Klickitat County Dial-A-Ride service	\$880,050		\$880,050
Lummi Tribe of the Lummi Reservation	Sustains Lummi Transit operations	\$586,945		\$586,945
Makah Tribal Council	Sustains Makah Public Transit fixed route services	\$164,647		\$164,647
Mason Transit Authority	Sustains regional connection bus services and provides for bus technology improvements		\$1,729,830	\$1,729,830
Mason Transit Authority	Sustains Core Demand Response Service	\$1,197,000		\$1,197,000
Mid-Columbia Economic Development District	Preserves the Gorge TransLink Alliance Mobility Management project	\$15,000		\$15,000
Okanogan County Transportation & Nutrition	Sustains Colville Tribe and Okanogan County commuter routes	\$615,302		\$615,302
Okanogan County Transportation Authority (DBA TranGO)	Provides operating and special needs transportation services		\$160,042	\$160,042
Olympic Community Action Program	Preserves the West End Job Lift services on the Olympic Peninsula including tribal lands	\$126,951		\$126,951
Olympic Community Action Program	Provides replacement vehicle for the West End Job Lift program	\$48,334		\$48,334
Pacific Transit System	Sustains rural public transportation for the general public in Pacific and Grays Harbor counties	\$90,725	\$203,466	\$294,191
Pacific Transit System	Sustains operating assistance for Pacific Transit's Dial A Ride program	\$70,275		\$70,275
People For People	Provides operating assistance to sustain the Community Connector	\$1,112,350		\$1,112,350
Pierce County Community Connections	Sustains the Beyond the Borders demand response service	\$52,338		\$52,338
Puget Sound Educational Service District	Sustains the RTI Van Program	\$548,853		\$548,853
Puget Sound Educational Service District	Sustains the Key Peninsula School Bus Connects service	\$150,000		\$150,000
Pullman Transit	Sustains Pullman Transit's demand response services	\$572,389		\$572,389
Pullman Transit	Expands operational service to extend days and greater frequency	\$434,360		\$434,360

2017-2019 Consolidated Grant Program	Project Title	Rural Mobility Competitive*	Rural Mobility Transit Formula/2016 Sales Tax Equalization**	Total
San Juan County	Sustains a mobility manager position	\$207,209		\$207,209
San Juan County	Sustains transportation voucher program	\$120,000		\$120,000
Sauk-Suiattle Indian Tribe	Sustains the Darrington-Concrete shuttle bus service	\$119,325		\$119,325
Skamania County Senior Services	Sustains dial-a-ride services	\$275,000		\$275,000
Skamania County Senior Services	Sustains deviated fixed route services	\$188,550		\$188,550
Skamania County Senior Services	Provides new dispatching system as part of Information Technology Architecture project	\$48,000		\$48,000
Special Mobility Services, Inc.	Sustains deviated fixed route service between Newport and Spokane for rural residents	\$226,308		\$226,308
Spokane Tribe of Indians	Sustains general operating services for the Moccasin Express	\$615,000		\$615,000
Spokane Tribe of Indians	Purchase and installation of ten passenger shelters	\$160,000		\$160,000
Thurston Regional Planning Council TOGETHER	Sustains demand response service to people in rural and tribal areas and communities.	\$1,138,950		\$1,138,950
Wahkiakum County Health and Human Services	Sustains rural bus service from Cathlamet to Longview and to Naselle	\$520,538		\$520,538
Walla Walla County PTBA (DBA Valley Transit)	Sustains ADA-accessible, demand response, and deviated fixed route service in Walla Walla		\$298,714	\$298,714
Whatcom Transportation Authority (WTA)	Expands Connecting Communities in northern rural Whatcom County	\$868,984		\$868,984
Yakima Transit	Expands Yakima Transit's commuter service between Yakima and Ellensburg	\$41,252		\$41,252

**Totals      \$16,015,068                      \$8,055,750      \$24,070,818**

\* Rural Mobility Competitive is awarded biennially.

\*\* Sales Tax Equalization/ Formula Rural Mobility Funding is calculated and distributed annually.