

2022 Public Transportation Mobility Report

WSDOT PUBLIC TRANSPORTATION DIVISION



Photo courtesy of People For People

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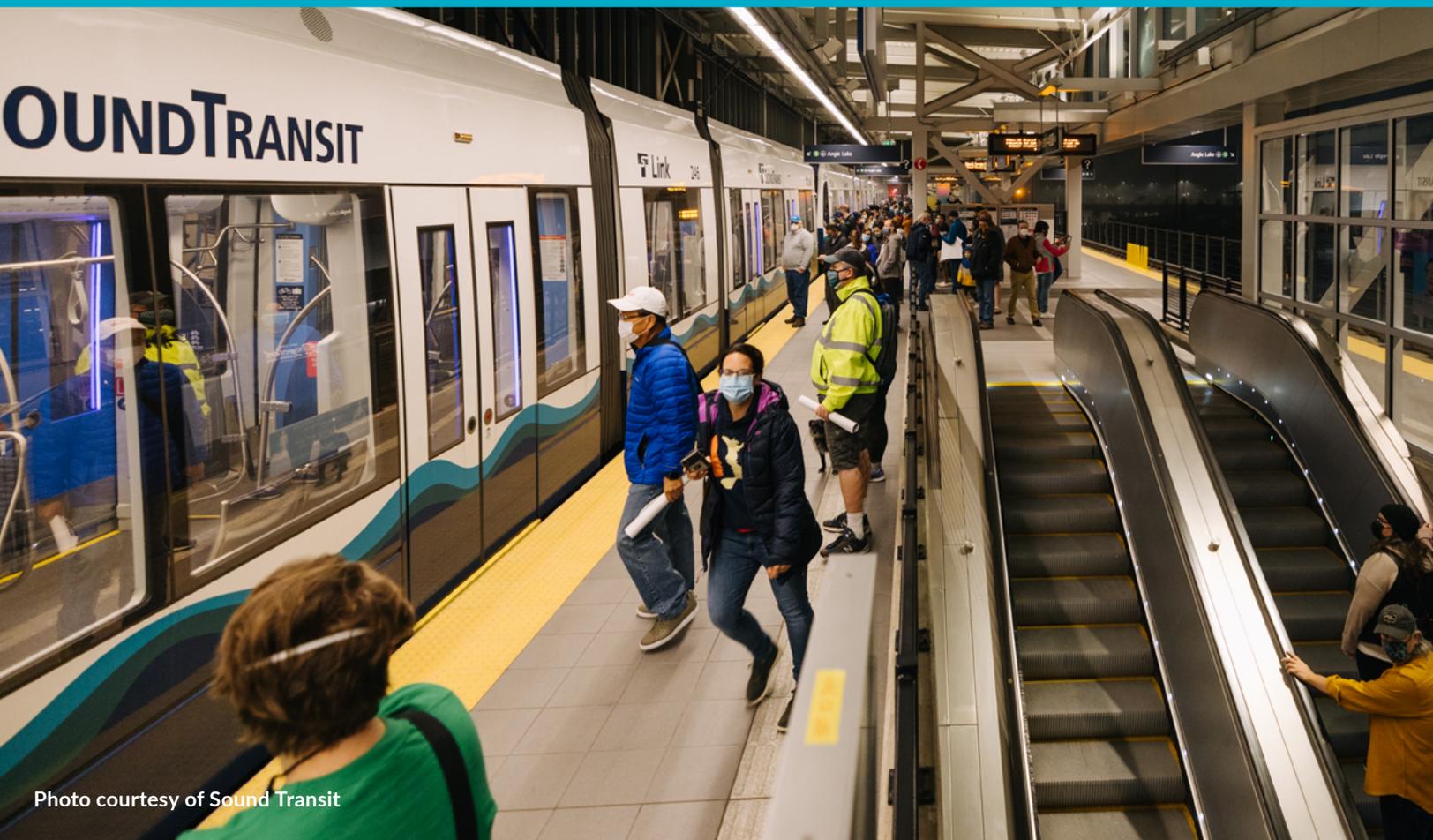


Photo courtesy of Sound Transit

HIGHLIGHTS

WSDOT's Public Transportation Division publishes the Public Transportation Mobility Report annually. The report compiles stories from work completed by WSDOT's Public Transportation Division and its partners to implement state legislative and budget direction.

Stories in this edition of the report include:

- Move Ahead Washington makes a 16-year, \$17-billion investment in the state's integrated multimodal transportation system, the largest statewide transportation funding package in state history. The Public Transportation Division and its partners are ready to meet the package's environmental justice goals and implement more than \$3 billion in public transportation projects (p. 5).
- In fiscal year 2022, the state Special Needs and Rural Mobility grant programs provided almost \$25 million for projects around the state. These grant programs helped leverage around \$48 million from other funding sources. Projects funded by these grants support people with special needs and limited access to public transportation services in small cities, in rural communities, and on reservations across the state (p. 9).
- The state Regional Mobility Grant program will provide more than \$103 million in the 2021-2023 biennium for 48 projects to explore innovative ways to reduce congestion and improve connectivity between counties and regional population centers. In 2022, Regional Mobility projects in their fourth year of operation reduced nearly 44.1 million single-occupancy vehicle miles traveled and removed nearly 3.1 million single-occupancy vehicle trips from the state's transportation system (p. 30).
- With 2021-2023 supplemental funding, the state's Green Transportation Capital Grant program will provide more than \$25.7 million to 10 transit agencies in rural and urban areas across Washington. These funds increase transit agencies' use of zero-emissions buses. Replacing just a single diesel bus with a zero-emissions bus will prevent more than 2.4 million pounds of carbon emissions over the 12-year lifespan of a typical bus (p. 42).
- Completed projects in Bellevue and Tacoma and a forthcoming Yakama Nation project were recipients of \$1 million awarded through the state's First Mile/Last Mile Connections Grant program in the 2019-2021 biennium to help people get to public transportation services (p. 49).
- WSDOT and its partners published the Washington State Public Transportation Plan in 2016. From population growth across the state to the COVID-19 pandemic and the passage of the Climate Commitment Act and Move Ahead Washington, multiple shifts have occurred in Washington's public transportation sector since the plan's publication. The Public Transportation Division is now in the planning stage for an update of the plan. (p. 53)
- WSDOT's Public Transportation, Regional Transit Coordination, and Management of Mobility divisions continue to work with their partners to expand Washington's integrated multimodal transportation system by implementing parking innovations, providing planning guidance, aligning goals and priorities, and integrating transit and demand-management strategies with land-use plans. (p. 56)

WSDOT's Public Transportation Division publishes the Public Transportation Mobility Report annually.

This edition of the report fulfills requirements in:

- [RCW 47.66.100](#)(3)
- [RCW 47.66.030](#)(3)
- [RCW 47.66.120](#)
- 2021-2023 supplemental transportation budget ([ESSB 5689](#) – 2022 Sect. 221 (5)(a) and (7)(b))
- [RCW 47.06.110](#)(6)
- [RCW 47.01.330](#)(5)

INTRODUCTION

The 2022 Public Transportation Mobility Report presents stories from Washington's public transportation sector as WSDOT and its partners implement Move Ahead Washington, the state's most ambitious transportation funding package to date.

This report provides updates for WSDOT's public transportation grant programs, including:

- Special Needs
- Rural Mobility
- Regional Mobility
- Green Transportation Capital
- First Mile/Last Mile

This report also details WSDOT's efforts as it prepares to update the Washington State Public Transportation Plan.

Additionally, this report documents the work of WSDOT's Public Transportation, Regional Transit Coordination, and Management of Mobility divisions and their partners to deliver an integrated, multimodal transportation system.

About WSDOT's Public Transportation Division

WSDOT's Public Transportation Division envisions a sustainable transportation network that connects people to the things that matter to them most. To make this vision a reality, the division works to advance public transportation and transportation demand management with partners for a safer, more equitable Washington.

The division supports programs and projects that connect large and small communities, as well as those that provide access to people in Washington. The division provides its support through grant administration, planning, community engagement, policy development, technical assistance, and training.

The programs and projects that the division supports build and sustain Washington's integrated multimodal transportation system. This system allows people of all ages, abilities, and geographic locations to get to and from jobs, goods and services, and community activities.

In March 2022, the Legislature passed and Gov. Inslee signed Move Ahead Washington into law.

Move Ahead Washington makes a 16-year, \$17-billion investment in the state's integrated multimodal transportation system, the largest statewide transportation funding package in state history. More than \$3 billion of the package goes directly to public transportation projects.

Move Ahead Washington also supercharges the state's environmental justice goals. As just one example, the entirety of Move Ahead Washington's public transportation investment comes from a cap-and-invest program under the Climate Commitment Act.

What's more, funds through the Climate Commitment Act come with spending goals to address gaps in overburdened communities. The Legislature intends that at least 35 percent of funds generated by the act be used to provide meaningful benefits to vulnerable populations in overburdened communities. Additionally, the act identifies a goal of 10 percent of investments benefiting or being supported by tribal nations in Washington.

MOVE AHEAD WASHINGTON AND PUBLIC TRANSPORTATION: AN INVESTMENT IN ENVIRONMENTAL JUSTICE

Put simply, delivering environmental justice ensures everyone can live, work, and play in communities that are safe, healthy, and free of life-threatening conditions.¹ Public transportation is a vehicle for environmental justice.

The U.S. has an unfortunate history of shifting the burden of pollution and hazardous conditions from predominantly white and affluent neighborhoods to communities where vulnerable populations live. Nationwide, vulnerable populations are exposed to pollution from cars and trucks, industry, and many other sources at far higher rates than white people, with this disparity extending across the urban/rural divide. This is especially apparent in the design and delivery of the transportation network.

Even before the U.S. began building its current transportation network in the early 20th century, communities have been cut in half by high-traffic roads with limited or no sidewalks and safe crossings. Communities are forced to breathe smog from commuting vehicles, freight yards, and trucking depots. Communities are kept awake and on edge by noise from cars, trains, and semis at all hours of the day and night. These are examples of environmental injustices done to our most vulnerable communities across the country.

Public transportation can help right past wrongs of our transportation system.

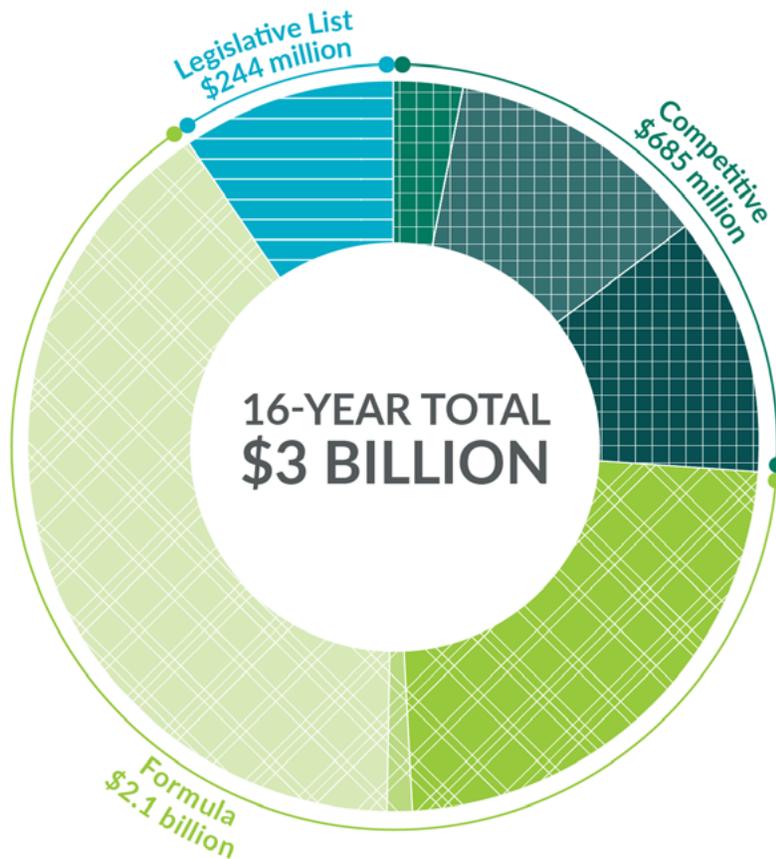
Public transportation helps people get to where they need to go safely, offering rides on roads that pose a danger to those who walk or roll. Public transportation provides an affordable commute option, lowering single-occupancy vehicle trips, improving per-person throughput, and eliminating the cost of purchasing a car. And with efforts to green the public transportation fleet by using zero-emission vehicles, public transportation helps reduce transportation-related greenhouse gas emissions and pollution in the communities it serves.

¹ [What is Environmental Justice?](#) Detroiters Working for Environmental Justice

² Hiroko Tabuchi and Nadja Popovich. [People of Color Breathe More Hazardous Air. The Sources Are Everywhere.](#) The New York Times. April 28, 2021.

Climate Commitment Act: PUBLIC TRANSPORTATION GRANT PROGRAMS

16 years of funding allocated through Move Ahead Washington



COMPETITIVE - \$685 MILLION

Tribal Transit Mobility Grants - \$80 million
Public transportation grants for tribal nations in Washington state.

Transit Coordination Grants - \$5 million
Grants for projects that increase transit ridership and improve transit riders' travel experience through collaboration among agencies in the central Puget Sound region.

Bus & Bus Facility Grants - \$300 million
Grants for replacing, rehabilitating, and purchasing buses and constructing bus facilities.

Green Transportation Capital Grants - \$300 million
Grants for transit agencies to implement cost-effective capital projects that reduce the carbon intensity of the Washington transportation system.

FORMULA - \$2.1 BILLION

Paratransit/Special Needs Grants - \$600 million
Funding to assist transit agencies and organizations around the state in sustaining and expanding services to people with disabilities, including seniors and children.

Transportation Demand Management funding - \$25 million
Commute trip reduction funding for local jurisdictions to reduce greenhouse gas emissions and keep the busiest commute routes flowing.

Transit Support Grants - \$1.45 billion
Funding to support operating and capital expenses of transit agencies.

LEGISLATIVE LIST - \$244 MILLION

A three-tier list of public transportation projects selected by the Legislature. To be prioritized based on contribution toward environmental justice goals.

WSDOT's Public Transportation Division is supporting its intra-agency partners in the Active Transportation Division to implement Complete Streets. This includes future efforts to align public transportation investments with active transportation investments to ensure safe, walk-and-roll-able routes to public transportation. The Public Transportation Division is also working within WSDOT to ensure public and active transportation investments are a consideration in all projects, from new construction to maintenance.

As they proved with their swift responsiveness to transportation and access needs during the COVID-19 pandemic, WSDOT and its public transportation providers are ready to lead the way and implement Move Ahead Washington and the Climate Commitment Act's vision of environmental justice. This partnership has its eyes set on a Washington where everyone can live, work, and play in communities that are safe, healthy, and free of life-threatening conditions.

[More about Move Ahead Washington public transportation grant programs](#)

The Special Needs and Rural Mobility grant programs support people with special needs and limited access to public transportation services by providing funding for transit systems and nonprofit public transportation providers in small cities, reservations, and rural communities.

Without this grant funding, many of Washington's most isolated communities would remain unserved by public transportation.

For the 2021-2023 biennium, the Legislature provided more than \$67 million for the Special Needs Grant program and more than \$33 million for the Rural Mobility Grant program, allowing WSDOT to fund 108 projects across the state.

In its 2022 session, the Legislature provided an additional \$14.1 million in supplemental funding for the Special Needs Grant program as a part of its 16-year Move Ahead Washington transportation funding package.

SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS

WSDOT's Public Transportation Division administers the Special Needs and Rural Mobility grant programs through competitive- and formula-distribution processes as part of the Consolidated Grant program.

The Consolidated Grant program distributes funding to provide public transportation services within and between rural communities, as well as between cities.

The program's grantees use the funding to purchase new buses and other equipment to provide public transportation in rural communities, especially to seniors and persons with disabilities.

About 80 percent of program funding goes to operations and creating access to medical appointments and jobs for people who could not otherwise make these trips.

[More about the Special Needs and Rural Mobility grant programs as administered through the Consolidated Grant program](#)

Special Needs and Rural Mobility grant programs project highlights

Below is a selection of Special Needs and Rural Mobility grant projects from around the state that support transit systems and nonprofit public transportation providers in small cities and rural communities and on reservations. Hear from them in their own words.

Coastal Community Action Program: Driven to Opportunity

Coastal Community Action Program has run its Driven to Opportunity program for rural Grays Harbor and Pacific County community members since 2004. With a Rural Mobility Grant and additional WSDOT funding, in the 2021-2023 biennium the program expanded to Thurston and Mason counties.

Driven to Opportunity's transportation services improves employment opportunities for its riders, getting them to job training, college classes, job interviews, and—of course—their jobs. Their clients have a variety of reasons why they need assistance to get to work or school: their car may have broken down, they're having issues getting a driver's license, or they may not have a car at all.

Sometimes, even, a client's medical condition prevents them from driving. One Driven to Opportunity rider, Andrew, was diagnosed with a cancerous brain tumor at eight years old. The tumor and later brain surgery and treatments affected his ability to drive and use the local transit services.

“Andrew has utilized [Driven to Opportunity] to not only obtain his college degree, but also work towards, and eventually obtain a full-time position,”

Mother of Andrew, Coastal Community Action Program Driven To Opportunity rider



The Driven to Opportunity program gave Andrew the access he needed to get a college degree and find full-time work.

(Photo courtesy of Coastal Community Action Program.)



With its State Rural Mobility Grant and a Van Grant from Intercity Transit, Coastal Community Action Program was able to purchase two vans for the Driven to Opportunity program in the 2021-2023 biennium.

(Photo courtesy of Coastal Community Action Program.)

“Andrew has utilized [Driven to Opportunity] to not only obtain his college degree, but also work towards and eventually obtain a full-time position,” Andrew’s mom said when interviewed by ThurstonTalk.

“Without [Driven to Opportunity], the transportation support would have fallen on family, who would simply not be able to accommodate his need on a regular basis, due to their own work requirements. By utilizing this program, it has allowed my son to be self-sufficient and independent, for which I am forever grateful!”

Driven to Opportunity is the only rural, 24/7, work-related on-demand public transportation in Grays Harbor, Pacific, Thurston, and Mason counties. Driven to Opportunity even drops children at daycare when accompanied by an adult who qualifies for the program.

Driven to Opportunity coordinates with local transit agencies to avoid duplication of services and help only those who don’t have access to transit. During the COVID-19 pandemic, when transit agencies

reduced service along the coastal side of the state due to health, safety, and driver availability, Driven to Opportunity helped close the mobility gap by increasing service.

The Special Needs Grant program is contributing \$28,500 in the 2021-2023 biennium for Coastal Community Action Program to purchase a van for its Driven to Opportunity program, about 95 percent of the cost of the vehicle. Coastal Community Action Program also received a Van Grant from Intercity Transit in 2021, which allowed the nonprofit to purchase an additional van.

Spokane Neighborhood Action Partners: Neighbors on the Go

Norm needed assistance with transportation to his dental appointments. At 80 years old, Norm struggles with dementia and could no longer afford another transportation service he had been using – at \$90, it was just too expensive. Along with the financial burden, the service’s drivers didn’t have the skills to meet Norm’s special needs associated with dementia. Norm and his family were thankful to learn about

⁵ Kathryn Millhorn. [Coastal Community Action Program: Driven to Opportunity One Ride at a Time](#). ThurstonTalk. Sept. 9, 2021.



Neighbors on the Go is a volunteer driver program that serves Spokane County residents 65+ years-old and people living with disabilities who otherwise wouldn't qualify for or aren't able to use public transportation options.

(Photo courtesy of Spokane Neighborhood Action Partners.)

Spokane Neighborhood Action Partners' (SNAP) Neighbors on the Go through his social worker. With Neighbors on the Go, Norm can now access free transportation to his appointments facilitated by friendly community health workers.

SNAP is the local and regional advocate for the most vulnerable people living in Spokane County. For more than 55 years, SNAP has searched for long-term solutions to eliminate poverty, helping people transition from crisis to stability by caring for immediate needs while laying the foundation for future success. Last year, SNAP served 38,592 Spokane County neighbors, clients just like Norm who were able to receive services and respect from SNAP and emerge more stable and secure.

SNAP's Ride to Health transportation programs aim to empower people in need of transportation options and address "social determinants of health" – conditions in the places where people live, learn, work, and play that affect a wide range of health and quality-of life risks and outcomes.⁶

As part of the menu of Ride to Health programs, Neighbors on the Go is a volunteer driver program that serves Spokane County residents 65 and older and people living with disabilities who otherwise wouldn't qualify for or aren't able to use public transportation options. Neighbors on the Go riders can request rides for food- and medical-related transportation needs, such as an appointment with

a primary care physician or picking up a prescription at their local pharmacy. Last year, Neighbors on the Go provided 2,007 rides for people in Spokane County. As of June 30, 2022, the program had already surpassed last year's ride total with 2,136 rides for 332 community members.

In the 2021-2023 biennium, SNAP expanded its Neighbors on the Go volunteer pool to far-reaching corners of Spokane County with a state Special Needs Grant. SNAP is also updating its client management system with better dispatching software. To manage the higher demand generated by a larger service area and the new software, SNAP also hired a program dispatcher to efficiently assign staff, volunteers, riders, and vehicles to deliver services to Spokane County's most vulnerable populations.

Rider bio: Kaylee, HopeSource Dial A Ride

Meet Kaylee, an avid HopeSource transportation rider since 2012.

"Hopesource transportation absolutely adds value to my life. This free service always helps me get where I need to go. I love that I can schedule my rides and have very punctual drivers. The drivers are all so personable and allow me to be myself."

Kaylee, Hopesource Dial A Ride rider



With HopeSource Dial A Ride, Kaylee can get door-to-door transportation for medical appointments, social gatherings, and grocery shopping.

(Photo courtesy of HopeSource.)

⁶ [Social Determinants of Health: Know What Affects Health](#). Centers for Disease Control and Prevention.

Kaylee is vision and hearing impaired, which means using traditional public transportation options like Central Transit doesn't always work for her. When she first moved to Ellensburg for school, Central Washington University referred her to HopeSource Dial A Ride for transportation that fit her needs.

With Dial A Ride, Kaylee can get door-to-door transportation for medical appointments, social gatherings, and grocery shopping. Dial A Ride gives her the security of a reliable driver to safely get her where she needs to go.

But Dial A Ride doesn't just provide transportation for Kaylee. Its friendly drivers are also there to connect riders with HopeSource's wrap-around services.

One day in 2020, Kaylee mentioned to her driver, RJ, that she was having a difficult time with her living situation. RJ suggested she check with HopeSource on a new apartment complex under construction that had units available. Kaylee made the call and HopeSource connected her with their housing team. A few months later, she was able to be one of the first people who moved into the new apartment complex. And Kaylee continues to use Dial A Ride transportation from her new apartment just about every week!

Kaylee has this to say about HopeSource Dial A Ride: "HopeSource transportation absolutely adds value to my life. This free service always helps me get where I need to go. I love that I can schedule my rides and have very punctual drivers. The drivers are all so personable and allow me to be myself."

The Special Needs Grant program is contributing \$211,750 in the 2021-2023 biennium for HopeSource to purchase three hybrid vehicles for its Dial A Ride service, about 64 percent of the cost of the vehicles.

Puget Sound Educational Service District: Road to Independence

Since 1999, Puget Sound Educational Service District's Road to Independence has provided critical services to special needs populations in King and Pierce counties.

Road to Independence is a wrap-around van program: It provides commercial-driver's-license training so people with low incomes can obtain family-wage jobs.



Road to Independence's van program allows for seamless and flexible mobility access from rural to urban areas in King and Pierce counties for people with special needs.

(Photo courtesy of Puget Sound Educational Service District.)

Those same trainees provide rides through Road to Independence!

Road to Independence's van program allows for seamless and flexible mobility access from rural to urban areas in King and Pierce counties for people with special needs. The program's flexibility enables clients to travel in and between counties as needed with no limitations on the number of trips they take.

Road to Independence also addresses an awareness gap by customizing to specific special needs, including language translation services and door-to-door service for safety and ease. Road to Independence also allies with South Sound 2-1-1, a free helpline that connects people facing barriers to hundreds of services and programs including utilities, transportation, behavioral health, housing, and employment.

Road to Independence has many inspirational stories from its riders, including one who rides the vans to work during bad weather and uses his bicycle on

nicer days. Another client rides Sound Transit from Puyallup to Auburn in the morning when bus service is available. In the evening, when the buses are out of service, a Road to Independence van takes him home between counties safely.

But Road to Independence also helps clients navigate their way through crises:

One Road to Independence rider was in an abusive relationship and needed a one-time ride to and from her counseling session. She didn't have access to any other transportation due to her domestic situation. Her case worker connected her to Road to Independence and they were able to provide her with transportation to and from the session. She was overcome with joy that she found the services at Road to Independence. Road to Independence let her know they were just one call away for her future transportation needs.

The Rural Mobility and Special Needs grant programs are contributing \$543,400 and \$28,600, respectively, in the 2021-2023 biennium for Road to Independence, about 55 percent of the cost of the service.

"I have Parkinson's. [Community connector] is the only way to get around. Thank you!"

People for People Community Connector rider



People For People's Community Connector reduces transportation barriers by providing the general public and people with special transportation needs fare-free transportation to essential human services.

(Photo courtesy of People For People)

People For People: Community Connector

Established in 2019, People For People's Community Connector bridges rural communities in Adams, Benton, and Franklin counties.

Transportation options and specialty medical care is limited in rural Adams County, especially for individuals with special transportation needs. For many people, the closest access to specialty medical care is in Tri-Cities. As one example, residents of Othello must travel over 50 miles one way to access services in Kennewick. This is a burden for people who don't own a vehicle or must rely on relatives and others for transportation.

The Community Connector reduces these barriers by providing fare-free transportation for the general public and people with special transportation needs to essential human services including healthcare, shopping, employment, and social activities.

One rider commented about Community Connector, "I have Parkinson's. [Community Connector] is the only way to get around. Thank you!"

The Community Connector runs two north and southbound trips daily, five days a week. It is a deviated-fixed-route service, which means that while the service has specific stops for pickup and keeps to a timetable, it can also make off-route stops for pre-scheduled requests.

By offering a deviated-fixed-route service, the Community Connector offers rural and isolated residents a direct ride to services not available in their communities. These services include Lourdes Medical Center in Pasco, Trios Women's and Children's Hospital in Kennewick, Richland Medical Center, Kadlec Regional Medical Center, and WorkSource at multiple locations.

People For People also coordinates the Community Connector for transfers to other transportation providers. This includes Grant Transit Authority in Moses Lake, Ben Franklin Transit at the Three Rivers Transit Center in Kennewick, the Tri-Cities airport, the Greyhound Pasco bus stop, Amtrak Pasco Station, park and ride lots, and bicycle and pedestrian facilities.

The Special Needs Grant program is contributing \$401,035 in the 2021-2023 biennium for People For People's Community Connector, about 90 percent of the cost of the service.

Lummi Transit: fixed-route services

Since 2006, Lummi Transit has operated two fixed-route services: one circulating throughout the Lummi Nation reservation, and another providing service to Ferndale and connections north and south. A Rural Mobility Grant helps Lummi Transit's fixed-route services remain an option for folks living on the reservation and the general public in one of Washington's northernmost communities.

Lummi Transit's fixed-route services provide more than monthly 6,100 trips to essential services and locations on and off the reservation. On reservation, Lummi Transit provides rides for tribal elders, people with disabilities, youths, and others who need to access services within their community, including:

- Tribal Health Center
- Counseling and Suboxone Clinic
- Commodity Foods and Nutrition Education Program
- Northwest Indian College
- Lummi Fitness Center
- Early Learning Program
- Tribal government services
- Silver Reef Casino
- Houses of worship

Lummi Transit's off-reservation services connect with Whatcom Transit Authority so riders can get to grocery stores, pharmacies, and other essential locations and activities in Ferndale and Bellingham.

And Lummi Transit ensures access, even when the weather does everything to prevent it. During the winter of 2021, a dike failed near the Nooksack River and flooded Haxton Way, an important part of Lummi Transit's routes. The area normally doesn't flood, and professional staff at the Lummi Health Center who lived off reservation were unable to get to work – they could only make it to the Silver Reef Casino at the north end of the reservation.

Lummi Transit was able to team up with the tribe's public works division to get staff to the health center. Public works staff ran a snowplow to force water off Haxton Way, and Lummi Transit trailed two buses

behind the plow from the casino to the tribal center buildings to get folks to work in the morning and afternoon until the flood waters receded. Talk about a creative solution!

The Rural Mobility Grant program is contributing \$589,050 in the 2021-2023 biennium for Lummi Transit's fixed-route services, about 63 percent of the cost of the vehicles.

Skamania County Senior Services: Dial-A-Ride

Skamania County Senior Services aims to honor everyone's independence by encouraging aging in place and providing crucial transportation to those in need. The agency has provided specialized transportation services since 1970. In 1995, the agency expanded its services to meet the needs of the general public, especially those in rural southwest Washington.

Skamania County Senior Services is the county's primary transportation provider for elderly, special needs, and low-income residents. The agency's Dial-A-Ride service provides transportation to medical appointments, social service appointments, senior meal site, and shopping. Dial-A-Ride even pivoted to deliver meals during the COVID-19 pandemic.

Skamania County is highly rural with very limited services and resources. The county only has two small medical clinics and no hospitals or specialty clinics. Most residents must travel more than 30 miles one way to access essential services. For seniors and people with low incomes, that's a long trip – many do not have the resources or support to transport themselves.

Just take it from B. Pope of Washougal: "Without transportation from [Skamania County Senior Services] I would be unable to navigate to my 95th

"Without transportation from [Skamania County Senior Services] I would be unable to navigate to my 95th year in existence. They have provided such an essential service."

*B. Pope, Skamania County Senior Services
Dial-A-Ride Rider*



year in existence. They have provided such an essential service.”

Skamania County Senior Services’ Dial-A-Ride ADA-accessible minivans operate Monday-Friday, 6 a.m.- 6 p.m. The service provides door-to-door rides for all aspects of medical care, such as chemotherapy, radiation, and dialysis. These rides are a lifeline to many Skamania County residents who have no other transportation options.

The Rural Mobility Grant program is contributing \$308,577 and in the 2021-2023 biennium for Skamania County Senior Services’ Dial-A-Ride, about 53 percent of the cost of the service.

[More about Skamania County Senior Services \(p. 34\)](#)

Special Needs and Rural Mobility grant programs funding

WSDOT’s Public Transportation Division administers the Special Needs and Rural Mobility grant programs through the Consolidated Grant program, a mix of state and federal funds.

In fiscal year 2022, Special Needs and Rural Mobility grant program funds accounted for 21 percent and 13 percent of the funds awarded through the Consolidated Grant program, respectively.



Grant program	Fiscal year 2022 funds	Fiscal year 2022 percentage of Consolidated Grant program
Special Needs	\$15,493,613	21%
Rural Mobility	\$9,500,203	13%
Other Consolidated Grant sources	\$48,569,446	66%
Total	\$73,563,262	

Table notes:

- Amounts in this table represent actual spent dollars under each grant program during state fiscal year 2022.
- Other Consolidated Grant sources include the federal [Enhanced Mobility of Seniors and Individuals with Disabilities](#) (Section 5310), [Formula Grants for Rural Areas](#) (Section 5311), and [Grants for Buses and Bus Facilities Formula](#) (Section 5339(a)) programs.
- The amount for “Fiscal year 2022 percentage of Consolidated Grant program” includes federal Coronavirus Aid, Relief, and Economic Security Act (CARES Act) and Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) funding expenditures.

Skamania County is highly rural with very limited services and resources. Skamania County Senior Services’ Dial-A-Ride service provides transportation to medical appointments, social service appointments, senior meal site, and shopping. Dial-A-Ride even pivoted to deliver meals during the COVID-19 pandemic.

(Photos courtesy of Skamania County Senior Services.)

Projects funded by the Special Needs and Rural Mobility grant programs

These projects received Special Needs and Rural Mobility grant programs funding (competitive and formula) in the 2021-2023 biennium. The table

includes CARES Act and CRRSAA distributions, administered by WSDOT.

Grantee	Project name	2021-2023 Special Needs Grant funding		2021-2023 Rural Mobility Grant funding		2022 Move Ahead Washington supplemental Special Needs Grant funding		2021-2023 other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant program share of project
		Total grant funds	Percent of grant share	Total grant funds	Percent of grant share	Total grant funds	Percent of grant share	Total grant funds	Percent of grant share		
Asotin Transit	Paratransit/special needs and general public transportation services	\$55,562	59%	\$38,518	41%	-	-	-	-	\$94,080	100%
Around the Sound	Pierce County Adult Day Health Express replacement vehicles	-	-	\$647,225	80%	-	-	-	-	\$809,031	80%
Ben Franklin Transit	Demand response services	\$4,504,850	100%	-	-	-	-	-	-	\$4,504,850	100%
Ben Franklin Transit	Vehicles and equipment	\$2,408,284	100%	-	-	-	-	-	-	\$2,408,284	100%
Blaine-Birch Bay Park and Recreation District 2	Blaine-Birch Bay multimodal connectivity project	-	-	\$47,500	79%	-	-	-	-	\$60,000	79%
Link Transit	Paratransit services	\$961,028	100%	-	-	-	-	-	-	\$961,028	100%
City of Ellensburg	Special needs transportation services	\$5,604	100%	-	-	-	-	-	-	\$5,604	100%
Everett Transit	Paratransit and demand response services	\$1,643,675	100%	-	-	-	-	-	-	\$1,643,675	100%
RiverCities Transit	Paratransit services	\$409,678	12%	-	-	-	-	\$766,831	22%	\$3,511,181	34%
Pullman Transit	Dial-a-ride service	\$158,529	8%	-	-	-	-	\$655,440	32%	\$2,052,137	40%
Pullman Transit	Replacement ADA van	\$75,000	100%	-	-	-	-	-	-	\$75,000	100%
Selah Transit	Dial-a-ride service	\$16,930	100%	-	-	-	-	-	-	\$16,930	100%
Yakima Transit	Commuter operations assistance	-	-	\$52,330	6%	-	-	\$444,330	50%	\$888,660	56%
Yakima Transit	Yakima demand response services	\$251,478	100%	-	-	-	-	-	-	\$251,478	100%
Clallam Transit System	Replace three heavy-duty coaches	-	-	\$276,586	19%	-	-	\$1,106,342	76%	\$1,455,714	95%
Clallam Transit System	Paratransit services	\$611,047	13%	\$1,156,268	24%	-	-	\$610,071	13%	\$4,773,890	50%
Clallam Transit System	Installation and maintenance Services	-	-	\$195,455	100%	-	-	-	-	\$195,455	100%
C-TRAN	C-VAN program	\$3,323,518	100%	-	-	-	-	-	-	\$3,323,518	100%
Coastal Community Action Program	Driven to Opportunity	\$234,803	79%	-	-	\$47,500	16%	-	-	\$297,133	95%
Coastal Community Action Program	Replace three non-ADA vans	\$28,500	32%	\$54,000	60%	-	-	-	-	\$90,000	92%

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Projects funded by the Special Needs and Rural Mobility grant programs (continued)

Grantee	Project name	2021-2023 Special Needs Grant funding		2021-2023 Rural Mobility Grant funding		2022 Move Ahead Washington supplemental Special Needs Grant funding		2021-2023 other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant program share of project
		Total grant funds	Percent of grant share	Total grant funds	Percent of grant share	Total grant funds	Percent of grant share	Total grant funds	Percent of grant share		
Coastal Community Action Program	Driven to Opportunity	\$527,300	74%	-	-	\$105,460	15%	-	-	\$709,560	89%
Columbia County Public Transportation	Purchase and installation of eight bus shelters	-	-	\$60,000	80%	-	-	-	-	\$75,000	80%
Columbia County Public Transportation	Sustain demand response service	\$317,746	13%	\$515,441	20%	-	-	\$1,269,283	50%	\$2,538,565	83%
Confederated Tribes and Bands of the Yakama Nation	Pahto Public Passage expansion project	-	-	\$326,601	95%	-	-	-	-	\$344,185	100%
Council on Aging and Human Services	Demand-response and deviated fixed route transportation services	\$588,766	46%	-	-	\$36,750	3%	-	-	\$1,283,023	49%
Cowlitz Indian Tribe	Demand-response service	-	-	\$467,516	85%	-	-	-	-	\$550,019	85%
ECHHO (Ecumenical Christian Helping Hands Organization)	Volunteer transportation program	\$30,250	11%	-	-	-	-	-	-	\$263,840	11%
Entrust Community Services	Door-to-door special needs services	\$427,882	67%	-	-	-	-	-	-	\$635,900	67%
Garfield County Transportation Authority	Expand Garfield County transportation demand response service	-	-	\$90,323	55%	-	-	\$41,013	25%	\$164,170	80%
Garfield County Transportation Authority	Operating assistance to sustain Garfield County Transportation demand response service	\$66,306	15%	\$350,970	80%	-	-	-	-	\$437,705	95%
Grant County Public Transportation Benefit Area	Two replacement 30-foot vehicles	\$232,697	20%	-	-	-	-	\$930,789	80%	\$1,163,486	100%
Grant Transit	Replace two propane-fueled cutaway buses	\$60,200	20%	-	-	-	-	\$240,800	80%	\$301,100	100%
Grant Transit	Three replacement and one expansion 25-foot electric vehicles	\$332,515	20%	-	-	-	-	\$1,330,060	80%	\$1,662,575	100%
Grant Transit	Purchase one electric support vehicle, four annunciator systems, and other maintenance services	\$545,255	100%	-	-	-	-	-	-	\$545,255	100%
Grant Transit	Special needs transportation services	\$50,000	100%	-	-	-	-	-	-	\$50,000	100%
Grays Harbor Transit	Replace four gas-powered, medium-duty cutaway vehicles	-	-	\$400,000	100%	-	-	-	-	\$400,000	100%
Grays Harbor Transit	Continuation of fixed-route and demand-response services	\$630,614	39%	\$984,093	61%	-	-	-	-	\$1,614,707	100%
Hopelink	One-Call One-Click (multimodal trip planning and referral system)	-	-	-	-	\$101,936	26%	\$148,063	38%	\$392,338	64%
HopeSource	Dial-a-ride service	\$1,443,665	79%	-	-	\$208,229	11%	-	-	\$1,835,437	90%
HopeSource	Replace three light-duty vehicles	\$211,750	40%	-	-	\$178,200	34%	\$85,250	16%	\$528,000	90%

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Projects funded by the Special Needs and Rural Mobility grant programs (continued)

Grantee	Project name	2021-2023 Special Needs Grant funding		2021-2023 Rural Mobility Grant funding		2022 Move Ahead Washington supplemental Special Needs Grant funding		2021-2023 other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant program share of project
		Total grant funds	Percent of grant share	Total grant funds	Percent of grant share	Total grant funds	Percent of grant share	Total grant funds	Percent of grant share		
HopeSource	Replace two connector commuter buses	-	-	\$232,200	56%	\$139,320	34%	-	-	\$412,800	90%
Human Services Council	Employment transportation program	\$522,550	90%	-	-	-	-	-	-	\$580,916	90%
Human Services Council	North County Shuttle service	-	-	\$157,732	32%	\$150,000	30%	\$157,732	32%	\$497,964	93%
Human Services Council	Reserve-A-Ride (Cowlitz and Wahkiakum counties)	-	-	-	-	\$58,528	10%	\$401,000	69%	\$581,000	79%
Human Services Council	Reserve-A-Ride (Clark County)	\$337,380	62%	-	-	\$99,850	18%	-	-	\$547,380	80%
Intercity Transit	Paratransit services	\$2,611,970	100%	-	-	-	-	-	-	\$2,611,970	100%
Island Transit	Sustain rural public transportation service: North Sound Regional Connector	-	-	\$1,012,416	35%	-	-	\$1,446,301	50%	\$2,892,602	85%
Island Transit	Dial-a-Ride services	\$1,478,419	100%	-	-	-	-	-	-	\$1,478,419	100%
Island Transit	Fixed-route, deviated-bus, and vanpool services	-	-	\$2,986,345	100%	-	-	-	-	\$2,986,345	100%
Jamestown S'Klallam Tribe	Sustaining Jamestown campus route 50	-	-	\$161,028	90%	-	-	-	-	\$178,920	90%
Jefferson Transit	One electric trolley and one light-duty, diesel-powered cutaway	\$301,338	35%	\$554,703	65%	-	-	-	-	\$856,041	100%
King County Metro	Expanding paratransit transportation services in King County	\$15,525,900	100%	-	-	-	-	-	-	\$15,525,900	100%
King County Metro	Job Access Reverse Commute program	\$150,000	100%	-	-	-	-	-	-	\$150,000	100%
Kitsap Transit	Special needs and paratransit capital vehicle grant	\$3,123,813	100%	-	-	-	-	-	-	\$3,123,813	100%
Klickitat County Senior Services	Mt. Adams Express fixed route	-	-	\$505,855	74%	-	-	-	-	\$680,855	74%
Klickitat County Senior Services	Bus shelter for Bingen Point	-	-	\$7,634	71%	-	-	-	-	\$10,709	71%
Klickitat County Senior Services	Dial-a-ride services	\$975,000	50%	-	-	-	-	-	-	\$1,949,515	50%
Twin Transit	Five gas-powered, ADA van expansion	\$413,793	100%	-	-	-	-	-	-	\$413,793	100%
Twin Transit	Dial-a-ride and demand response services	\$264,256	100%	-	-	-	-	-	-	\$264,256	100%
Lower Columbia Community Action Council	Connecting the I-5 Corridor	\$667,902	79%	-	-	\$90,000	11%	-	-	\$842,114	90%
Lower Columbia Community Action Council	Replace two, ADA-accessible, light-duty cutaway vehicles	\$123,200	49%	-	-	\$76,800	31%	-	-	\$250,000	80%
Lummi Indian Business Council	Fixed-route services	-	-	\$589,050	50%	\$163,750	14%	-	-	\$1,181,755	63%
Makah Tribal Council	Makah Public Transit operating service	-	-	\$166,394	50%	-	-	-	-	\$332,788	50%

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Projects funded by the Special Needs and Rural Mobility grant programs (continued)

Grantee	Project name	2021-2023 Special Needs Grant funding		2021-2023 Rural Mobility Grant funding		2022 Move Ahead Washington supplemental Special Needs Grant funding		2021-2023 other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant program share of project
		Total grant funds	Percent of grant share	Total grant funds	Percent of grant share	Total grant funds	Percent of grant share	Total grant funds	Percent of grant share		
Mason Transit	Regional connections	-	-	\$1,297,077	24%	-	-	\$1,109,722	21%	\$5,342,538	45%
Mason Transit	Demand response	\$1,560,910	38%	\$581,448	14%	-	-	\$1,294,675	32%	\$4,065,579	85%
Mason Transit	Zone (deviated) fixed route	-	-	\$357,814	22%	-	-	\$525,658	33%	\$1,604,055	55%
Mt. Si Senior Center	Snoqualmie Valley Transportation	\$1,060,870	36%	-	-	\$60,000	2%	-	-	\$2,962,687	38%
Okanogan County Transit Authority	Four gas-powered expansion vehicles.	\$52,543	17%	\$265,870	83%	-	-	-	-	\$318,413	100%
Okanogan County Transit Authority	Special needs transportation services	\$52,543	16%	\$265,870	81%	\$10,932	3%	-	-	\$329,345	100%
Okanogan County Transportation & Nutrition	Replace three, gas-powered, light-duty vehicles and one, gas-powered, light-duty vehicle	-	-	-	-	\$11,328	4%	\$276,128	92%	\$299,320	80%
Okanogan County Transportation & Nutrition	Door-to-door, demand-response service	-	-	\$979,440	63%	\$77,520	5%	-	-	\$1,554,000	68%
Okanogan County Transportation & Nutrition	Rural commuter routes	\$703,586	69%	-	-	\$123,000	12%	-	-	\$1,012,586	82%
Olympic Community Action Programs	West End Job Lift	\$128,475	66%	-	-	-	-	-	-	\$194,341	66%
Olympic Community Action Programs	West End Job Lift electric work van study	-	-	\$30,000	80%	-	-	-	-	\$37,500	80%
Olympic Community Action Programs	West End Transportation service gap survey	-	-	\$40,000	80%	-	-	-	-	\$50,000	80%
Pacific County Public Transportation Benefit Area	Rural fixed-route service	\$133,467	6%	\$1,412,725	61%	-	-	-	-	\$2,303,659	67%
People For People	Special needs transportation for Adam, Benton, and Franklin counties	\$277,098	62%	-	-	\$123,937	28%	-	-	\$445,595	90%
People For People	Mobility management preservation for Benton and Franklin counties	-	-	\$136,699	90%	-	-	-	-	\$151,888	90%
People For People	Replace three vehicles to sustain special needs transportation for Yakima County	-	-	\$29,212	8%	-	-	\$262,904	72%	\$365,144	80%
Pierce County	Beyond the Borders	-	-	-	-	\$179,210	10%	\$1,197,299	65%	\$1,849,475	74%
Pierce Transit	Paratransit shuttle transportation services	\$3,626,751	100%	-	-	-	-	-	-	\$3,626,751	100%
Puget Sound Educational Service District	Key Peninsula School Bus Connects	-	-	\$150,000	62%	-	-	-	-	\$242,525	62%

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Projects funded by the Special Needs and Rural Mobility grant programs (continued)

Grantee	Project name	2021-2023 Special Needs Grant funding		2021-2023 Rural Mobility Grant funding		2022 Move Ahead Washington supplemental Special Needs Grant funding		2021-2023 other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant program share of project
		Total grant funds	Percent of grant share	Total grant funds	Percent of grant share	Total grant funds	Percent of grant share	Total grant funds	Percent of grant share		
Puget Sound Educational Service District	Road to Independence van program	\$28,600	2%	\$543,400	43%	-	-	-	-	\$1,277,436	45%
Rural Resources Community Action	Demand response (dial-a-ride)	\$1,344,674	77%	-	-	-	-	-	-	\$1,738,200	77%
Rural Resources Community Action	Commuter route	-	-	\$335,823	84%	-	-	-	-	\$397,823	84%
San Juan County	San Juan County transportation voucher program	-	-	\$364,335	90%	-	-	-	-	\$405,335	90%
San Juan County Health Department	Human services transportation plan	-	-	\$50,000	100%	-	-	-	-	\$50,000	100%
IslandRides	San Juan Islands shuttle system (IslandRides)	-	-	\$417,540	51%	\$126,508	15%	-	-	\$823,539	66%
IslandRides	Purchase three expansion, non- ADA electric vehicles	-	-	\$123,000	100%	-	-	-	-	\$123,000	100%
Sauk-Suiattle Indian Tribe	Sauk-Suiattle Indian Tribe's DC-Direct Shuttle public transit	-	-	\$447,791	90%	-	-	-	-	\$497,546	90%
Senior Services of Snohomish County	Sustain Transportation Assistance Program	\$1,415,676	78%	-	-	-	-	-	-	\$1,825,149	78%
Senior Services of Snohomish County	Pay Your Pal (PYP)	\$79,556	63%	-	-	-	-	-	-	\$126,356	63%
Senior Services of Snohomish County	Expand Transportation Assistance Program	\$367,727	89%	-	-	-	-	-	-	\$414,035	89%
Senior Services of Snohomish County	Transportation Assistance Program outreach	\$44,990	34%	-	-	-	-	\$67,484	52%	\$130,474	86%
Senior Services of Snohomish County	Purchase two, replacement, gas powered, large, modified vans with wheelchair access	\$120,000	86%	-	-	-	-	-	-	\$140,000	86%
Skagit Transit	Special needs paratransit services in Skagit County	\$82,524	100%	-	-	-	-	-	-	\$82,524	100%
Skagit Transit	Replacement paratransit coaches	\$750,000	100%	-	-	-	-	-	-	\$750,000	100%
Skagit Transit	Digital signage kiosks	\$40,000	100%	-	-	-	-	-	-	\$40,000	100%
Skagit Transit	ADA bus stop upgrades	\$160,000	100%	-	-	-	-	-	-	\$160,000	100%
Skamania County Transit	Dial-a-ride service	-	-	\$308,577	53%	-	-	-	-	\$582,220	53%
Skamania County Transit	Replace two ADA minivans	-	-	\$114,876	80%	-	-	-	-	\$143,595	80%
Skamania County Transit	Route-deviated transit service	-	-	\$208,100	74%	-	-	-	-	\$281,200	74%

Projects funded by the Special Needs and Rural Mobility grant programs (continued)

Grantee	Project name	2021-2023 Special Needs Grant funding		2021-2023 Rural Mobility Grant funding		2022 Move Ahead Washington supplemental Special Needs Grant funding		2021-2023 other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant program share of project
		Total grant funds	Percent of grant share	Total grant funds	Percent of grant share	Total grant funds	Percent of grant share	Total grant funds	Percent of grant share		
Community Transit	Sustain demand-response paratransit services	\$2,106,140	100%	-	-	-	-	-	-	\$2,106,140	100%
Sound Generations	Hyde Shuttles	-	-	-	-	\$41,850	1%	\$1,858,141	30%	\$6,190,402	31%
Special Mobility Services	Deer Park Community Shuttle expansion	-	-	\$117,300	90%	-	-	-	-	\$130,363	90%
Special Mobility Services	Deer Park Community Shuttle and mobility management	\$538,756	95%	-	-	-	-	-	-	\$567,511	95%
Special Mobility Services	Replace one light-duty vehicle	\$95,760	95%	-	-	-	-	-	-	\$100,800	95%
Special Mobility Services	Replace two light-duty vehicles	\$191,520	95%	-	-	-	-	-	-	\$201,600	95%
Special Mobility Services	Deer Park dial-a-ride and Community Shuttle	\$457,314	90%	-	-	-	-	-	-	\$508,127	90%
Special Mobility Services	Davenport and Ritzville Community Shuttles	\$225,559	51%	\$170,965	39%	-	-	-	-	\$440,581	90%
Special Mobility Services	Newport Community Shuttle	\$252,582	90%	-	-	-	-	-	-	\$280,647	90%
SNAP (Spokane Neighborhood Action Partners)	Volunteer driver program transportation services	\$253,324	50%	-	-	-	-	-	-	\$506,848	50%
Spokane Transit Authority	Demand-response paratransit transportation services	\$3,417,426	100%	-	-	-	-	-	-	\$3,417,426	100%
Spokane Tribe of Indians	Moccasin Express	-	-	\$800,000	67%	-	-	-	-	\$1,196,339	67%
Spokane Tribe of Indians	Replace four passenger vans	-	-	\$122,000	80%	-	-	-	-	\$152,000	80%
Squaxin Island Tribe	Squaxin Transit program	-	-	\$209,475	50%	-	-	-	-	\$418,950	50%
Stanwood Community and Senior Center	North SnoCo Transportation Coalition	-	-	\$630,000	95%	-	-	-	-	\$660,000	95%
The Arc of Tri-Cities	Demand-response transportation services	\$46,890	90%	-	-	-	-	-	-	\$52,100	90%
The Arc of Tri-Cities	Demand-response transportation services expansion	\$67,028	95%	-	-	-	-	-	-	\$70,556	95%
The Arc of Tri-Cities	Purchase two expansion ADA-accessible vans	\$108,715	80%	-	-	-	-	-	-	\$135,894	80%
Thurston Regional Planning Council	ruralTransit Signage placement planning	-	-	\$50,000	80%	-	-	-	-	\$62,500	80%
Thurston Regional Planning Council	ruralTransit program	-	-	\$1,455,409	87%	-	-	-	-	\$1,663,515	87%
Valley Transit	Walla Walla demand-response services	\$472,912	71%	\$192,555	29%	-	-	-	-	\$665,467	100%
Wahkiakum Health & Human Services	Rural bus service	-	-	\$842,939	90%	-	-	-	-	\$936,599	90%

Projects funded by the Special Needs and Rural Mobility grant programs (continued)

Grantee	Project name	2021-2023 Special Needs Grant funding		2021-2023 Rural Mobility Grant funding		2022 Move Ahead Washington supplemental Special Needs Grant funding		2021-2023 other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant program share of project
		Total grant funds	Percent of grant share	Total grant funds	Percent of grant share	Total grant funds	Percent of grant share	Total grant funds	Percent of grant share		
Whatcom Transportation Authority	Cross-county paratransit feasibility study	\$45,000	90%	-	-	-	-	-	-	\$50,000	90%
Whatcom Transportation Authority	Demand-response services	\$2,459,938	100%	-	-	-	-	-	-	\$2,459,938	100%
White Pass Community Services Coalition	Fixed-route-deviated transit services	\$656,665	89%	-	-	-	-	-	-	\$735,165	89%
Workforce Development Council of Snohomish County	Snohomish County Transportation Coalition	-	-	-	-	\$30,000	10%	\$184,800	62%	\$298,200	72%

The Regional Mobility Grant program supports local efforts to reduce transportation delay and improve connectivity between counties and regional population centers.

For the 2021-2023 biennium, the Legislature provided more than \$103 million in state funding for 48 new and ongoing Regional Mobility Grant program projects across the state.

REGIONAL MOBILITY GRANT PROGRAM

WSDOT's Public Transportation Division administers the Regional Mobility Grant program. In addition to funding capital construction projects such as new transit centers and park and ride lots, the Regional Mobility Grant program supports WSDOT's public transportation partners' efforts to:

- Purchase vehicles.
- Add routes or increase the frequency of service.
- Implement innovative ways to reduce transportation congestion.

[More information about the Regional Mobility Grant program](#)

Regional Mobility Grant program project highlights

This selection of Regional Mobility Grant program projects from around the state demonstrates how they reduce transportation delay and improve connectivity between Washington's counties and regional population centers.

Spokane Transit: Sprague Line high-performance transit improvements

Spokane Transit is proactively addressing congestion from projected population increases along Sprague Avenue.

Sprague Avenue's neighborhoods are 15-30 percent vulnerable populations, some of the highest percentages in the region. The roadway also includes significantly socioeconomically disadvantaged areas such as Spokane's east downtown core, which has a poverty rate of more than 46 percent.



Spokane Transit is making improvements at stops along Sprague Ave. as part of a four-year Regional Mobility Grant project.

(Photo courtesy of Spokane Transit.)

Additionally, the Sprague-Appleway Couplet currently sees the highest volume of east-west traffic on local streets in Spokane Valley, with up to 23,100 westbound vehicles and 22,100 eastbound vehicles daily.

Transit amenities on Sprague Avenue are limited. Many riders wait for buses without shelter at unlit stops on narrow sidewalks. This reduces the sense of safety and security, the attractiveness of transit, and causes many potential riders to dismiss transit as a viable mode of transportation.

Spokane Transit's Sprague Line high-performance transit improvements will consolidate low-ridership stops and invest in high-ridership stations to increase efficiency and schedule reliability along Sprague Avenue. The project includes real-time information signs, transit-signal-priority improvements, and ADA/pedestrian improvements at stops along the roadway.

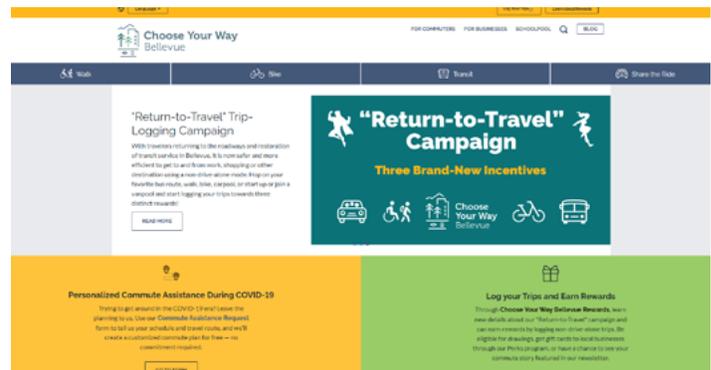
The Regional Mobility Grant program is contributing \$2.9 million over the 2021-2023 and 2023-2025 biennia for Spokane Transit's Sprague Line high-performance transit improvements, about 49 percent of the cost of the project.

City of Bellevue: Transportation Demand Management of the Future project

The City of Bellevue has a decades-long history of collaborating with King County Metro and TransManage (a transportation management service of the Bellevue Downtown Association) to implement transportation demand management in Bellevue. Now, a Regional Mobility Grant is helping boost Bellevue's transportation demand management strategies ahead of major multimodal transportation system infrastructure improvements.

In the 2020s, Bellevue will see:

- The opening of East Link light rail in 2023.
- Work on the I-405 Renton to Bellevue Widening and Express Toll Lanes project and Bus Rapid Transit project in 2024.
- Potentially implementation of a King County Metro RapidRide K line from Totem Lake to Bellevue within the decade.



The Choose Your Way Bellevue website features trip logging, incentives, commute plans, ORCA card distribution, and portals to real-time trip planners.

- Expected completion of the Eastrail multi-use trail and the Grand Connection pedestrian corridor improvements through downtown by the end of the decade.

While Bellevue is well-positioned to accommodate growth with these multimodal improvements on the horizon, the Transportation Demand Management for the Future project will maximize the use of the improvements so Bellevue can retain mobility, vibrancy, and economic vitality.

Transportation Demand Management for the Future will reduce delay and increase person throughput on the transportation system by getting more people into fewer vehicles. The project plans to accomplish these goals through:

- Marketing, outreach, and assistance to workers, residents, employers, property managers, and students.
- A website and app, Choose Your Way Bellevue, with features like trip logging, incentives, commute plans, ORCA card distribution, and portals to real-time trip-planners.

The project will also help amplify the reach of the transportation demand management programs by helping employers and property managers start or improve commute programs for their employees returning to office post-COVID-19.

The Regional Mobility Grant program is contributing \$600,000 over the 2021-2023 and 2023-2025 biennia for Bellevue's Transportation Demand Management of the Future, about 73 percent of the cost of the project.



The new park and ride, combined with recent improvements to Cleman's View Sports Park, provides an inviting and optimal location for residents, commuters, and recreational enthusiasts to congregate and use ridesharing options.

(Photo courtesy of Town of Naches.)

Town of Naches: Cleman's View Park and Ride

The Town of Naches recently constructed a park and ride lot to address congestion and environmental concerns as well as accommodate multimodal transportation along US 12. Called the Cleman's View Park and Ride, the lot creates a centralized location for ridesharing and opportunities for future transit service east of White Pass.

The Town of Naches is a small, bedroom community of just over 1,200 residents. Located approximately 13 miles northwest of Yakima along US 12, most of the town's residents travel outside of Naches for work, shopping, and recreation.

Prior to construction of Cleman's View Park and Ride, residents of Naches and surrounding communities traveling to Yakima did not have access to a park and ride outside Yakima city limits. Naches residents were also vastly reliant on personally owned vehicles for transportation out of town, with many people driving alone. Additionally, tourists coming from Yakima and further east to visit White Pass or Mount Rainier National Park often parked illegally at private businesses to share rides.

The new park and ride, combined with recent improvements to Cleman's View Sports Park, provides an inviting and optimal location for residents, commuters, and recreational enthusiasts to congregate and use ridesharing options. The lot's features include 122 parking stalls, illumination system, a two-bicycle rack, and two electric-vehicle

charging stations (this final addition aims to address Yakima County's goal of reducing the carbon footprint of travel in the region).

The Regional Mobility Grant program contributed \$552,000 in the 2021-2023 biennium for the Town of Naches' Cleman's View Park and Ride project, about 77 percent of the cost of the project.



Dec. 2020



Nov. 2022

Intercity Transit's new regional vanpool service center is a major component of Intercity Transit's updated facility expansion project, with all phases scheduled to be completed by early 2025.

(Photos courtesy of Intercity Transit.)

Intercity Transit: regional vanpool service center

In the decade between 2006 and 2016, Intercity Transit grew its vanpool program by 100 percent. This amount of growth put a squeeze on the service center Intercity Transit uses for operating and maintaining its transit fleet, including vanpool vehicles.

Intercity Transit built the agency's current service center in 1985 to support a fleet of 80 revenue and

service vehicles. The agency didn't offer vanpool services at that time, so the facility wasn't designed with vanpools in mind.

At a minimum, the original service center was beyond capacity. Before its regional vanpool service center project, Intercity Transit was scrambling to use the old support base to maintain and support a fleet of more than 380 revenue and service vehicles – not to mention the vanpool fleet that provides more than 685,000 passenger one-way trips on the Puget Sound region's busiest highway corridors.

The old service center design also required volunteer vanpool drivers, coordinators, and members to access services through Intercity Transit's maintenance facility and drive through the agency's bus yard to receive service. This caused significant safety and security concerns for the agency.

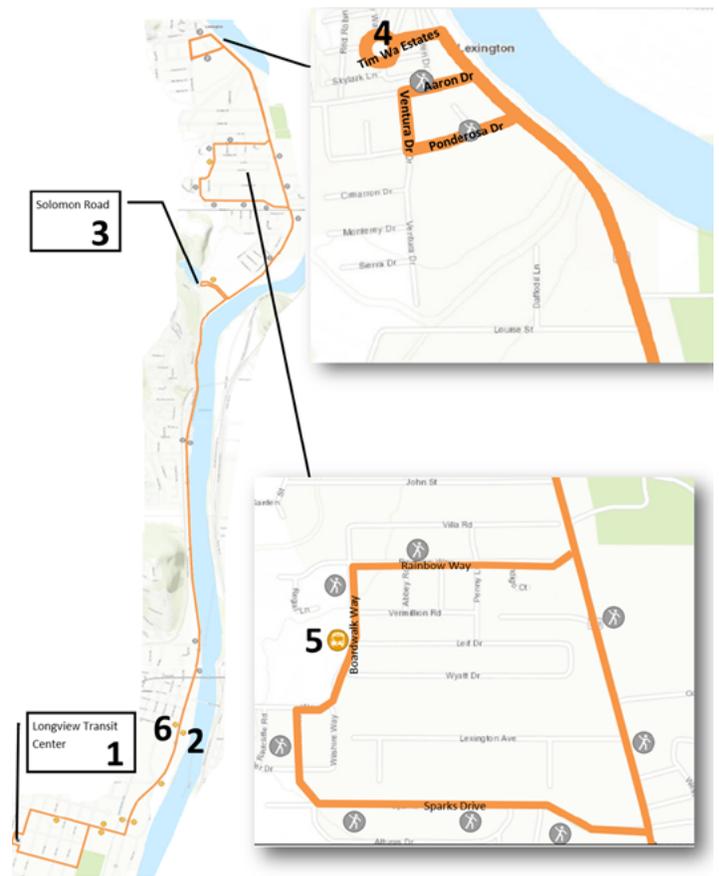
Intercity Transit's new regional vanpool service center is a major component of Intercity Transit's updated service center expansion project, with all phases scheduled to be completed by early 2025. The agency designed and constructed the expanded operations and maintenance facility to support its vanpool program.

The vanpool program additions to the facility allow Intercity Transit to maintain and grow the program and support direct customer service, all while separating vanpool support activities from the agency's fixed-route and Dial-A-Lift services – a critical step in meeting federal safety and security requirements.

The Regional Mobility Grant program contributed \$5.9 million in the 2017-2019 and 2019-2021 biennia towards the construction of Intercity Transit's regional vanpool service center portion of the facility, or about 5 percent of the total, broader service center project cost.

RiverCities Transit: Lexington Connector expansion

RiverCities Transit's Lexington Connector launched in May 2022 with help from a Regional Mobility Grant. The Lexington Connector provides deviated-fixed-route service to the rapidly growing, unincorporated area of Lexington. Lexington is adjacent to RiverCities Transit's service area, which encompasses the cities of Longview and Kelso.



The Lexington Connector provides deviated-fixed-route service to the rapidly growing, unincorporated area of Lexington.

(Map courtesy of RiverCities Transit.)

Lexington is one of the fastest growing areas in Cowlitz County. The community experienced an 11.5 percent population increase between 2010 and 2015 and is expected to continue to grow as more housing developments are planned and permitted.

While there are some commercial services located in Lexington, it's largely a suburban neighborhood separated from the Longview-Kelso urbanized area by a 2½-mile stretch of State Route 411 and bound on its east side by the Cowlitz River. The community has no bicycle or pedestrian facilities and very limited transit access. All grocery stores, major employers, medical facilities, and regional transportation connections are in Longview-Kelso.

The Lexington Connector provides fixed-route service from Longview Transit Center to the northernmost portion of the urban area at a 55-and-older mobile home park at the north end of Lexington. The service deviates for riders who are eligible for RiverCities

LIFT, the agency's ADA paratransit service. It connects these riders from the Lexington area to areas where LIFT services are provided.

The Lexington Connector makes connections at/with:

- Longview Transit Center with other RiverCities bus routes.
- Lower Columbia Community Action Program with service to Vancouver.
- Wahkiakum on the Move with service to Cathlamet and Naselle.
- Cowlitz Indian Tribe.

The service also provides connections to Amtrak and Greyhound at Kelso Multimodal Transportation Station via RiverCities Route 45.

The Regional Mobility Grant program is contributing \$292,000 in the 2021-2023 biennium for procurement of a lift-equipped minibus and operations of RiverCities Transit's Lexington Connector expansion project, about 80 percent of the cost of the project.



A significant portion of Skamania County's employment, education, shopping, and medical services are outside the county. The expansion of Skamania County Senior Services' route-deviated service is a lifeline to many of the county's residents.

(Photos courtesy of Skamania County Senior Service.)

Skamania County Senior Services: public transportation expansion

A Regional Mobility Grant is supporting Skamania County Senior Services' expansion of its route-deviated service. The expansion connects five transportation services within a seven-county, bi-state region that includes two major metro areas, Vancouver, Wash., and Portland, Ore. This project is critical to the connectivity of the entire public transportation system in the Columbia Gorge region.

A significant portion of Skamania County's employment, education, shopping, and medical services are outside the county. About 67 percent of the workforce leaves Skamania County to work in the surrounding Vancouver-Portland metro area. Skamania County also has no hospital or specialty clinics, and most residents must leave the county to obtain medical services. The expansion of route-deviated service is a lifeline to many of the county's residents.

Skamania County Senior Services' existing route-deviated service runs along State Route 14 within Clark and Skamania counties with limited time options. The expansion allows for increased service and includes a short segment that crosses into Cascade Locks, Ore., where riders can make an easy transfer from the Columbia Gorge Express to Portland's TriMet. The expanded service also heads east to connect to Mount Adams Transportation Service in Klickitat County, taking riders up to White Salmon, Wash., or across the Hood River bridge south to Oregon.

Before Skamania County Senior Services' route-deviated service, there was no fixed-route service connecting Clark or Skamania counties to Klickitat County. This lack of service isolated Skamania County from the rest of the Columbia Gorge region. The expansion fills a critical connectivity gap for residents and visitors to the Columbia Gorge region, getting them where they need to go.

The Regional Mobility Grant program is contributing \$244,000 in the 2021-2023 biennium for the expansion project, about 80 percent of the cost of the project.

[More about Skamania County Senior Services \(p. 14\)](#)

Regional Mobility Grant program performance

Regional Mobility Grant program projects deliver performance years after grantees complete their projects. The tables below demonstrate statewide vehicle miles traveled and vehicle trip reductions for the first and fourth year after projects are operationally complete (Year 1 and Year 4, respectively). The table includes projects beginning in the 2011-2013 biennium through calendar year 2021.

Projects begin performance reporting in Year 1, after they are operationally complete. To compare the

program's performance estimates to the program's actual performance, the Public Transportation Division has included only the projects that reported results for Year 1 or Year 4 to the program's estimate for performance.

Note that several factors outside of these projects' control affect vehicle miles traveled and vehicle trip reductions, including gas prices, construction, and population changes. The Public Transportation Division continues to evaluate its underlying assumptions for estimated vehicle miles traveled and vehicle trips reductions considering these and other factors.

Estimated reduction in vehicle miles traveled		Actual reduction in vehicle miles traveled	
Year 1	Year 4	Year 1	Year 4
76,000,426	25,175,422	96,155,182 (126.5%)	44,083,261 (175.1%)

Estimated reduction in vehicle trips		Actual reduction in vehicle trips	
Year 1	Year 4	Year 1	Year 4
9,470,745	3,063,945	8,110,490 (85.6%)	3,088,098 (100.8%)

Regional Mobility Grant-funded projects

Regional Mobility Grant-funded projects provide project performance for four years after project completion by reporting vehicle miles traveled and vehicle trips reduced by the project.

This table shows the annual vehicle miles traveled and vehicle trips reductions for each completed Regional Mobility Grant-funded project whose data was available at the time of this report.

The 2022 Public Transportation Mobility Report includes performance data up to calendar year 2021 (i.e., Jan.1-Dec. 31). This data includes effects from the COVID-19 pandemic. Performance data affected by reductions in ridership and service, as well as delays to reporting due to the pandemic, are in orange.

Biennium originally funded	Grantee name	Project name	Grant amount	Estimated total project cost	Percent total project cost	Completion date	Estimated reduction in vehicle miles traveled		Actual reduction in vehicle miles traveled				Estimated reduction in vehicle trips		Actual reduction in vehicle trips			
							Year 1	Year 4	Year 1	Year 2	Year 3	Year 4	Year 1	Year 4	Year 1	Year 2	Year 3	Year 4
2011-2013	Seattle Department of Transportation	Northwest Market/45th St. Transit Priority Corridor Improvements	\$4,000,000	\$8,870,600	45%	11/27/2012	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 Department of Transportation	King Street Station Restoration Project	\$1,250,000	\$2,825,632	44%	4/24/2013	1,060,812	4,243,248	3,618,116	2,173,602	4,149,763	820,426	6,714	26,856	22,899	13,756	26,264	5,192
2011-2013	City of Lakewood	Lakewood Station Connection	\$1,500,000	\$3,800,000	39%	8/7/2013	1,770,000	1,930,000	172,321	221,475	278,857	358,995	44,200	48,300	4,680	5,720	7,280	9,360
2011-2013	King County Metro	South Kirkland Park and Ride	\$1,025,000	\$7,275,000	14%	9/17/2013	1,175,455	1,369,000	1,571,503	1,481,837	1,607,923	1,540,012	178,099	207,424	202,983	206,674	206,674	208,956
2011-2013	Spokane Transit	Plaza Improvements - Wall Street Reconfiguration	\$1,233,006	\$1,690,000	73%	10/25/2013	1,020,000	1,148,000	693,749	342,371	*	*	221,000	249,000	150,815	74,428	*	*
2011-2013	City of Renton	Rainier Ave. S. Bus Access Transit Lanes	\$1,500,000	\$42,980,000	3%	12/19/2013	339,686	367,175	3,428,985	5,305,734	4,814,145	4,647,692	44,115	47,685	489,855	757,962	687,735	663,956
2011-2013	Skagit Transit	Alger Park and Ride	\$1,115,084	\$1,496,450	75%	3/3/2014	120,120	240,240	283,920	276,640	155,307	189,280	8,580	17,160	20,280	19,760	10,660	13,520
2011-2013	City of Tukwila	Tukwila Urban Center	\$4,735,000	\$7,527,000	63%	6/29/2015	194,818	584,454	604,664	870,545	781,354	701,827	33,020	99,060	102,486	147,550	132,433	118,954
2011-2013	Pierce Transit	112th and Pacific/SR 7 Transit Access Improvements	\$1,816,869	\$2,375,658	76%	7/27/2015	506,977	728,384	906,692	1,891,981	1,763,540	2,201,752	126,744	182,096	97,410	203,264	189,465	236,544
2011-2013	Kitsap Transit	Poulsbo SR 305/3 Park and Ride	\$1,962,624	\$2,542,624	77%	12/1/2016	1,033,718	1,699,214	573,737	730,526	666,897	294,398	80,288	130,728	45,396	57,257	52,436	24,680
2011-2013	City of Shoreline	N 192nd St to N 205th St BAT Lanes	\$6,357,839	\$38,941,413	16%	12/1/2015	1,349,920	1,727,440	14,139,840	13,667,940	10,662,080		122,720	157,040	1,285,440	1,242,540	969,280	
2011-2013	Sound Transit	S 200th Intermodal Station and park and ride	\$8,000,000	\$70,400,000	11%	12/1/2017	17,920,000	23,040,000	18,959,456	3,015,648	16,881,488		1,120,000	1,440,000	1,184,966	188,478	1,055,093	

Regional Mobility Grant-funded project performance (continued)

Biennium originally funded	Grantee name	Project name	Grant amount	Estimated total project cost	Percent total project cost	Completion date	Estimated reduction in vehicle miles traveled		Actual reduction in vehicle miles traveled				Estimated reduction in vehicle trips		Actual reduction in vehicle trips			
							Year 1	Year 4	Year 1	Year 2	Year 3	Year 4	Year 1	Year 4	Year 1	Year 2	Year 3	Year 4
2013-2015	Intercity Transit	Tumwater/DuPont/Lakewood	\$4,086,000	\$5,387,854	76%	9/30/2013	4,189,752	5,062,617	543,813	572,460	427,969	214,552	128,520	155,295	21,251	22,981	21,187	10,315
2013-2015	Intercity Transit	Olympia - Seattle Express	\$1,120,507	\$1,462,500	77%	9/30/2013	1,949,526	2,999,322	824,889	747,876	427,969	296,782	33,660	52,020	21,370	20,104	16,280	7,194
2013-2015	Yakima Transit	Firing Center Park and Ride	\$222,543	\$302,000	74%	9/22/2014	1,297,468	1,652,735	86,984	68,212	111,386	99,367	28,600	38,480	3,942	3,161	5,038	4,476
2013-2015	City of Ridgefield	Ridgefield Park and Ride	\$1,295,000	\$1,685,000	77%	10/14/2014	835,244	1,044,056	552,240	584,331			36,608	45,760	21,060	19,760		
2013-2015	Sound Transit	Clean Green Fleet Replacement	\$5,000,000	\$7,000,000	71%	1/29/2015	2,756,397	3,190,874	1,728,521	961,936	98,728	*	284,238	329,041	103,646	27,054	*	*
2013-2015	Ben Franklin Transit	Tulip Lane Park and Ride	\$593,000	\$740,625	80%	10/30/2015	677,040	1,354,080	9,217,520	13,932,100	13,317,980		21,840	43,680	205,920	584,350	746,330	
2013-2015	Community Transit	Double Decker Buses	\$3,978,000	\$13,478,000	30%	11/1/2015	2,894,952	3,514,775	879,370	2,013,691	2,361,896		125,730	146,502	34,238	81,156	82,253	
2013-2015	King County Metro	I-405 Manage Demand	\$2,398,000	\$3,428,911	70%	6/1/2016	3,160,000	10,000,000	1,679,549	1,679,549	3,821,849	3,821,849	243,388	770,229	149,464	149,464	359,447	359,447
2013-2016	Town of Concrete	Solo Park and Superior Ave Park & Ride	\$477,000	\$596,000	80%	10/4/2016	247,104	411,840	137,280	192,192			10,296	17,160	5,720	8,008		
2013-2015	C-Tran	Fourth Plain Bus Rapid Transit	\$3,000,000	\$49,300,000	6%	4/1/2017	2,989,300	3,118,000	2,113,469	3,143,029			533,800	555,800	377,405	561,255		
2013-2015	City of Seattle	23rd Ave Priority Bus Corridor	\$4,000,000	\$6,118,000	65%	6/1/2017	1,392,918	1,435,134	*	*			239,189	252,153	*	*		
2013-2015	King County Metro	Rapid Ride F Line Service	\$1,286,000	\$3,541,675	36%	6/2/2017	546,298	791,792	506,268	556,853	361,029	305,445	134,270	187,930	178,532	190,130	139,016	124,503
2013-2015	Kitsap Transit	SR 305/Suquamish Way Intersection Improvements	\$2,326,000	\$3,076,000	76%	6/1/2019	377,645	811,936	184,568				22,214	47,761	10,857			
2015-2017	Link Transit	Wenatchee Riverfront Shuttle	\$1,248,000	\$2,532,500	49%	6/1/2015	270,723	397,175	133,955	149,714	193,257		77,515	109,027	44,652	49,905	64,419	
2015-2017	King County Metro	I-90 Manage Demand	\$2,880,000	\$3,600,000	80%	1/1/2016	4,555,200	11,388,000	1,078,510	1,078,510	8,835,907	8,835,907	350,400	876,000	88,440	88,440	861,621	861,621
2015-2017	Grays Harbor Transit	Run Cutting Software Purchase	\$56,000	\$70,000	80%	2/28/2016	419,299	30,076	82,384	141,731	259,087		26,707	28,231	22,948	39,479	72,544	
2015-2017	C-Tran	Fisher's Landing Transit Center South Parking Expansion	\$2,849,000	\$4,186,985	68%	10/31/2016	577,850	924,560	*	*			45,500	72,800	*	*		
2015-2017	King County Metro	SR 522 and I-5 operating	\$3,669,000	\$4,625,000	79%	3/1/2016	2,126,685	2,254,286	3,316,300	3,400,300			114,093	120,939	225,300	239,600		

Continued on next page

Regional Mobility Grant-funded project performance (continued)

Biennium originally funded	Grantee name	Project name	Grant amount	Estimated total project cost	Percent total project cost	Completion date	Estimated reduction in vehicle miles traveled		Actual reduction in vehicle miles traveled				Estimated reduction in vehicle trips		Actual reduction in vehicle trips			
							Year 1	Year 4	Year 1	Year 2	Year 3	Year 4	Year 1	Year 4	Year 1	Year 2	Year 3	Year 4
2015-2017	City of Kent	Kent Transit Center 1st Ave N Parking	\$272,000	\$340,000	80%	2/7/2017	335,549	369,480	304,875	339,979	237,841	47,061	16,661	18,346	18,256	20,358	14,242	2,818
2015-2017	Jefferson Transit	SR 20/Four Corners Road Park and Ride	\$1,040,000	\$1,300,000	80%	7/10/2017	514,800	1,372,800	616,096				15,600	41,600	28,013			
2015-2017	Sound Transit	High-Capacity Double Decker Bus Project	\$4,000,000	\$20,000,000	20%	10/31/2018	9,757,624	11,953,508	914,863	1,767,726	*	*	551,278	675,339	76,219	130,595	*	*
2017-2019	City of Everett	Wireless Electric Bus Riverfront to Waterfront Connect	\$2,880,000	\$4,046,383	71%	7/23/2019	533,715	768,315	176,649				140,760	199,410	45,641			
2017-2019	Skagit Transit	Connector Services Expansion Project	\$1,215,584	\$1,519,480	80%	9/5/2017	1,599,770	1,766,314	745,667				52,229	57,330	20,878			
2017-2019	Kitsap Transit	Wheaton Way Transit Center	\$6,000,000	\$12,950,000	46%	12/1/2019	461,153	485,881	372,798				164,017	172,126	128,551			
2017-2019	King County Metro	Route 101 Service Increase: Downtown Renton to/from Downtown Seattle	\$3,086,251	\$5,448,630	57%	3/1/2018	2,250,423	2,704,129	2,177,876	1,499,733	937,600		288,583	345,296	217,931	194,747	124,480	
2017-2019	King County Metro	Routes 169 and 180 Renton to Auburn Transit Speed, Reliability and Service Improvements	\$8,193,259	\$12,863,618	64%	7/1/2018	2,385,026	2,927,367	2,102,024	1,575,513	1,776,997		278,402	339,552	353,281	264,792	298,655	
2019-2021	Community Transit	Swift II Green Line	\$23,800,000	\$44,862,000	53%	3/24/2019	1,019,775	1,398,930	1,627,190	1,437,976			3,571,500	5,088,120	494,238	425,193		
2019-2021	City of Zillah	Teapot Dome Park and Ride	\$664,000	\$878,600	76%	6/1/2020	562,912	600,439	150,176				15,600	16,640	4,160			
2019-2021	City of Olympia	I-5/US 101 Practical Solutions: State Capitol Campus Transportation Demand Management - Mobile Work Project	\$160,000	\$200,000	80%	7/1/2019	157,280	314,561	18,373,695				12,420	24,840	1,321,655			

Table notes:

Light blue cells represent performance figures due in the future.

Orange cells represent performance figures affected by reductions in ridership and service, as well as delays to reporting due to the COVID-19 pandemic. WSDOT offered reporting flexibility to its partners during the pandemic. As partners recover from the effects of the pandemic, WSDOT will work to address gaps in reporting.

* Cells with an asterisk (*) represent projects that did not produce reductions for the year indicated.

The Green Transportation Capital Grant program aids transit agencies in funding cost-effective capital projects to reduce the carbon intensity of the Washington transportation system.

For the 2021-2023 biennium, the Legislature provided more than \$21 million for new and continuing Green Transportation Capital Grant program projects in rural and urban areas across the state.

In its 2022 session, the Legislature provided an additional \$4.7 million in supplemental funding for the Green Transportation Capital Grant program as a part of its 16-year Move Ahead Washington transportation funding package.

GREEN TRANSPORTATION CAPITAL GRANT PROGRAM

WSDOT's Public Transportation Division administers the Green Transportation Capital Grant program.

The program focuses on projects that increase transit agencies' use of zero-emissions buses. Examples of projects include:

- Conversion of bus fleets to zero-emission vehicles.
- Construction of facilities that enable electrification or hydrogen refueling for buses.
- Upgrades to electrical systems that facilitate electrification of bus fleets.

Electric and hydrogen buses produce zero tailpipe emissions. In comparison, a single diesel bus running 36,000 miles per year (the national average) produces 201,000 pounds of carbon dioxide annually. Replacing a single diesel bus with a zero-emissions bus will prevent more than 2.4 million pounds of carbon emissions over the typical 12-year lifespan of a bus.

[More information about the Green Transportation Capital Grant program](#)

Green Transportation Capital Grant projects

These Green Transportation Capital Grant projects in rural and urban areas around the state will reduce the carbon intensity of the Washington transportation system. Stories about each grantee are on the following pages.

Grantee	Projects	2019-2021 award	2021-2023 award
C-TRAN	Electric bus infrastructure	\$34,999	\$1,225,001
Everett Transit	Induction charging infrastructure	-	\$1,920,000
King County Metro	Diesel bus replacement (two projects)	-	\$6,907,000
	Route 48 electrification	-	\$ 1,750,774
Kitsap Transit	Powering Kitsap Transit Toward Zero Emissions – Phase 1	\$559,973	\$482,027
	Powering Kitsap Transit Toward Zero Emissions – Phase 2		\$1,481,000
Link Transit	Wireless electric bus charging	\$1,233,000	\$176,000
	Procurement of two battery electric buses	-	\$2,038,584
Pierce Transit	Electric bus charging infrastructure	\$478,490	\$106,510
	Commerce Street opportunity charging infrastructure	-	\$585,200
Pullman Transit	Transit building electrical upgrades	\$235,619	\$27,381
Spokane Transit	Electric bus infrastructure	\$1,237,709	\$431,291
	Monroe-Regal Line electric bus	-	\$900,000
Twin Transit	Mellen Street e-transit station	\$1,224,114	\$710,886
	South I-5 e-transit station	-	\$2,109,586
Whatcom Transportation Authority	Replacing diesel buses with electric buses and installing charging stations	-	\$2,084,856
Totals		\$5,003,904	\$22,936,096

C-TRAN: electric bus infrastructure

This project will install electric bus chargers for 10 electric buses at C-TRAN's maintenance facility. The agency ordered its first eight buses in July 2021 and the remaining two in March 2022. The project enhances C-TRAN's potential growth for electric buses in its fleet and supports the agency's goal of reducing its carbon footprint.

For C-TRAN, adding electric buses is only the latest step in the agency's longstanding sustainability efforts. C-TRAN invested in hybrid vehicles for its fleet for more than a decade and recently explored renewable diesel and other alternative fuel sources to reduce its environmental impact. C-TRAN is a certified Green Business through the [Clark County Green Business Program](#).

Because C-TRAN's project allows for the full use of 10 electric vehicles, the agency would eliminate 24 million pounds of direct carbon emissions across 12 years.

The Green Transportation Capital Grant program contributed \$1,260,000 over the 2019-2021 and 2021-2023 biennia for C-TRAN's electric bus infrastructure project, about 70 percent of the project cost.

Everett Transit: induction-charging infrastructure

Everett Transit's infrastructure project will install six inductive chargers to improve route efficiency in support of the City of Everett's Climate Action Plan. Preliminary plans are for two chargers each at the following locations:

- College Station
- Everett Station
- Seaway Transit Center and common layover locations

This project will allow buses to charge enroute, extending bus operations and improving route efficiency.

Greenhouse-gas emissions are changing the climate in ways that threaten the vitality, livability, and prosperity of the Everett community. To address these changes, the City of Everett adopted its Climate

Action Plan in January 2020. The plan's municipal operations goal is to reduce Everett's greenhouse-gas emissions 50 percent by 2030 and achieve carbon neutrality by 2050.

The plan also calls for continued investments for transitioning Everett Transit's fleet to all-electric buses.

Everett Transit's inductive charger infrastructure project will expand charging for electric buses, with the goal of converting the agency's entire fleet to electric. This project's six inductive chargers at three strategic locations will support charging for the nine buses—25 percent of the agency's bus fleet—that the agency is purchasing as part of separate projects.

The City of Everett performed extensive community and stakeholder engagement for the Climate Action Plan, the results of which show a deep desire for the city to show strong leadership in community-wide greenhouse-gas reduction, specifically through the electrification of Everett Transit's buses.

The Green Transportation Capital Grant program is contributing \$1,920,000 in the 2021-2023 biennium for the Everett Transit's induction charging infrastructure project, about 80 percent of the project cost.

King County Metro: diesel bus replacements and Route 48 electrification

King County Metro is transitioning toward a fully zero-emission fleet by 2035. In the 2021-2023 biennium, the Green Transportation Capital Grant program will help King County Metro replace up to nine diesel buses with nine, 60-foot-long electric buses with two separate grant awards. The nine new electric buses will eliminate an estimated 955 metric tons of carbon dioxide annually. The grant also helps purchase infrastructure to electrify the agency's Route 48.

In alignment with King County's [Mobility Framework](#) and long-range plan, [Metro Connects](#), King County Metro is prioritizing the deployment of zero-emissions buses to communities that have historically been most affected by air pollution. Metro estimates the social cost savings of air and greenhouse-gas pollution to be

approximately \$405,000 for the nine new buses over their 12-year lifespan. Additionally, the societal benefit from noise reduction of the four battery-electric buses is approximately \$65,700 over the same lifespan.

The Green Transportation Capital Grant program initially contributed \$3,307,200 for one King County Metro diesel bus replacement project, about 80 percent of the project cost. In the 2021-2023 biennium, the program is contributing \$3,600,000 for additional diesel bus replacement and \$3,000,000 for Route 48 electrification, about 75 percent and 12 percent of the project costs, respectively.

Kitsap Transit: Powering Kitsap Transit Toward Zero Emissions project, phases 1 and 2

Kitsap Transit is in the process of converting 44 of its 74 fixed-route buses from diesel to electric. The Powering Kitsap Transit Toward Zero Emissions project improves the electrical service-and-distribution system to support additional electric buses at its largest base, the Charleston base in Bremerton.

The Charleston base primarily serves lower-income riders. The agency's 2015 Title VI survey showed that 65 percent of respondents were transit-dependent, 56 percent of whom identified getting to work as their primary reason for using transit. The same survey showed 41 percent of Kitsap Transit riders are People of Color between the ages of 25-44, and 65 percent of its riders made less than \$30,000 per year. Kitsap Transit provides vital transportation services to connect historically underrepresented and low-income communities to vital local and regional resources, education, and medical and service opportunities.

The Green Transportation Capital Grant program contributed \$1,042,000 for phase 1 of Kitsap Transit's Powering Toward Zero Emissions project, about 80 percent of the project cost. In the 2021-2023 biennium, the program is contributing \$1,481,000 for phase 2 of the project, about 27 percent of the project cost.

In March 2022, the U.S. Department of Transportation awarded Kitsap Transit an additional \$10.4 million to buy battery-electric buses and charging infrastructure.

Kitsap Transit currently operates two electric buses in its fleet and anticipates delivery of six more by the end of 2022. The agency recently placed an order for 12 more electric buses that will be delivered in 2023. Combined, the state and federal funding allows Kitsap Transit to buy 10 additional battery-electric buses and related charging infrastructure. Once those buses are delivered sometime in 2024, Kitsap Transit will have a fleet of 30 battery-electric buses.

Link Transit: wireless electric-bus charging and three battery-electric buses

A Green Transportation Capital Grant-funded project from the 2019-2021 biennium allows Link Transit to charge up to 10 electric buses by upgrading a first-generation, wireless-inductive bus charger and purchase two additional wireless-inductive chargers. The wireless-inductive chargers make charging buses while they are in service possible. Opportunity-charging takes only 4-8 minutes and allows buses to operate far past their original charge. The project also funded a fourth bus charger at Link Transit's new park and ride lot in Leavenworth—which will power commuter buses from Wenatchee to Leavenworth—and install several car chargers at the park and ride lot.

A grant award from the 2021-2023 biennium will help Link purchase three of the 10 battery-electric buses.

The 10 electric buses will replace an equal number of diesel buses. Combined, the diesel buses account for more than 380,000 miles driven and more than 67,000 gallons of fuel consumed annually. The cost for diesel alone is approximately \$174,000 per year. Based on Chelan County's \$0.024 per KW rate, the cost for power to operate an electric bus is \$0.09 per mile electric rate. Those figures indicate that the electric buses will decrease fuel costs by nearly 80 percent and cut 685 metric tons of carbon dioxide emissions annually.

The Green Transportation Capital Grant program contributed \$1,409,000 for Link Transit's wireless electric bus-charging project, about 80 percent of the project cost. In the 2021-2023 biennium, the program is contributing \$2,038,584 for three battery-electric buses, about 80 percent of the project cost.

Pierce Transit: electric-bus-charging infrastructure and Commerce Street opportunity-charging infrastructure

In the 2019-2021 biennium, Pierce Transit used Green Transportation Capital Grant funds to begin relocating three electric-transit-vehicle chargers to a permanent location and add three more chargers. The project has doubled the agency's charging capacity, ensuring enough chargers for 12 electric buses. With the infrastructure in place, Pierce Transit was able to order six additional electric buses, with the goal of having 20 percent of its fleet be zero-emission by 2030.

In the 2021-2023 biennium, Pierce Transit is using Green Transportation Capital Grant funds to install opportunity charging at the agency's downtown Tacoma Commerce Street transit center. The new infrastructure will increase the service range of its expanding electric-bus fleet.

With charging capacity for 12 buses at headquarters plus in-the-field opportunity charging, Pierce Transit could serve its 31 fixed routes with electric buses. These buses would travel more than 506,000 miles to deliver more than 810,000 passenger trips annually. Over a 12-year lifespan, each electric bus can:

- Eliminate 1,690 tons of carbon dioxide.
- Eliminate 10 tons of nitrogen oxide.
- Eliminate 350 pounds of diesel particulate matter.

Pierce Transit's push for cleaner transportation is as much about cleaning urban air as it is mitigating climate change. Communities of Color and low-income neighborhoods in urban Pierce County face high health risks due to poor air quality, specifically related to particulate-matter emissions. Each time Pierce Transit replaces a diesel bus with an electric bus, it has an entirely positive effect on urban air quality because the agency's buses operate vastly in urban areas.

The Green Transportation Capital Grant program contributed \$585,000 for Pierce Transit's electric bus charging infrastructure project, about 50 percent of the project cost. In the 2021-2023 biennium, the program is contributing \$585,200 for the Commerce Street opportunity charging infrastructure project, about 80 percent of the project cost.



Pullman Transit used funding from a Green Transportation Capital Grant to upgrade the electrical system at the agency's bus garage and support the installation of electric bus chargers.

Pullman Transit: transit building electrical upgrades

This project upgraded the electrical system at Pullman Transit's bus garage to support the installation of electric bus chargers.

In 2017, Pullman Transit committed to building infrastructure to move to a fully electric fleet, phasing out diesel buses from the 1990s. Following the agency's move in 2013 to electric-hybrids, this project represents the next step in transitioning to zero-emission vehicles. The project was necessary to charge the two electric buses Pullman Transit ordered for delivery in 2021, as well as six additional electric buses the agency plans to order in the future. The agency's electric buses will provide a 74 percent reduction in carbon dioxide, relative to diesel.

The agency's electric buses are a priority for the year-round residents of Pullman, the largest town in Whitman County – which, at more than 32 percent, has the highest poverty level of any county in Washington. Each fall, Pullman's population swells to over 30,000 when Washington State University resumes classes, creating additional public transportation needs.

This project also highlighted a successful partnership with Pullman's regional utility provider, Avista. Avista has been working with Pullman Transit and Spokane Transit to assist in the successful transition to electric buses. Without funding from the Green Transportation Capital Grant program, the project would likely still be in the planning stages.

The Green Transportation Capital Grant program contributed \$263,000 for Pullman Transit's transit building electrical upgrades project, about 75 percent of the project cost.

Spokane Transit Authority: electric-bus infrastructure and Monroe-Regal Line electric bus

In the 2019-2021 biennium, Spokane Transit Authority began installing electric-vehicle chargers. The chargers will help electrify two of the agency's lines, the Monroe-Regal Line and the City Line (formerly the Central City Line). Each line will have a fleet of up to 10 electric buses operating year-round.

To date, Spokane Transit has installed charging infrastructure and chargers at the agency's Boone Northwest garage, Moran Station, and Spokane Community College Transit Center.

In the 2021-2023 biennium, the agency will replace two of its diesel buses with two battery-electric buses to operate along the Monroe-Regal Line.

Between them, the Monroe-Regal and City lines will travel more than 877,000 service miles to deliver more

than 105,000 vehicle trips annually. Electrifying the two lines will reduce Spokane Transit's diesel use by about 185,000 gallons annually, resulting in annual greenhouse-gas-emission reductions of almost 2,600 tons.

The Monroe-Regal Line is Spokane Transit's first comprehensive north-south route. The line combined three productive routes (24, 44, and 45) to become the busiest route in the agency's system. The line serves as a one-seat ride from North Spokane to the South Hill and connects nearly a third of all neighborhoods in Spokane.

Almost a third of the census tracts served by the Monroe-Regal Line exceeds the total percent population of People of Color of the census tracts that Spokane Transit serves. Additionally, nearly two-thirds of the census tracts served by the line exceed the total percent of households with low-income of all the census tracts that the entire agency serves.

The City Line, opening July 2023, will be Spokane Transit's first all-electric bus rapid-transit line, serving as the new east-west spine of the agency. It will connect neighborhoods including historic Browne's Addition with downtown Spokane and the University District. The line has endpoints at Spokane Community College and Browne's Addition.

Five of the six census tracts that will be served by the City Line exceed the total population of People of Color of the census tracts that Spokane Transit serves. All the census tracts served by the line exceed the total percentage of households with low income of all the census tracts that the entire agency serves.

These electrification projects will connect the residents of Spokane with the places they want to go for recreation, employment, and education while supporting the regional and state green infrastructure goals.

The Green Transportation Capital Grant program contributed \$1,669,000 for Spokane Transit Authority's electric bus infrastructure, about 34 percent of the project cost. In the 2021-2023 biennium, the program will contribute \$900,000 for the Monroe-Regal Line electric bus, about 48 percent of the project cost.



Electric vehicle chargers, funded in part through a Green Transportation Capital Grant, will help electrify two of Spokane Transit Authority's lines, the Monroe-Regal Line and the City Line.

⁷ [Spokane Transit Authority 2020 Title VI Plan.](#)

Twin Transit: Mellen Street and south I-5 e-transit stations

Twin Transit is carrying out its initiative to introduce green technologies into everyday operations with two important milestones in 2021: The agency combined three grant sources to initiate Phase 1 of the I-5 Electric Transit Corridor. Diesel Emission Reductions Act and Volkswagen Settlement funds helped convert two diesel buses into electric. Meanwhile, a 2019-2021 Green Transportation Capital Grant helped fund the construction of Twin Transit's first e-transit Station at the Mellen Street Park and Ride. Both electric buses arrived in May 2021 and the Mellen Street e-Transit Station was completed in early June 2021.

Twin Transit restored the Mellen Street e-Transit Station from a dilapidated park and ride to a place of community pride, complete with electric public transit; induction charging; carpool, bicycle, and pedestrian access; and electric-car charging. The station also serves the new fixed route between Centralia and Olympia, where Twin Transit connects with multiple regional transit providers. This expands opportunities for residents and economic development along this previously underserved section of I-5.

This is only the beginning of Twin Transit's long-term strategic plan to fill gaps and implement green technologies throughout the region. In the 2021-2023 biennium, Twin Transit received a second Green Transportation Capital Grant for construction of a second e-transit station. Like the Mellen Street e-Transit Station, the Exit 68 e-Transit Station will feature electric car charging; carpool, bicycle, and pedestrian access; and visual enhancements.

Just as the Mellen Street e-Transit Station facilitates transit between Centralia and Tumwater/Olympia, the Exit 68 e-Transit Station will support transit between Chehalis and Castle Rock. From there, Twin Transit will connect with RiverCities Transit, Lower Columbia Community Action Program, and Cowlitz Tribe transportation services, filling more gaps through green technologies. It will also provide transit service

to rural communities south of the Twin Cities like Winlock, Toledo, and Napavine, all of which lack public transit.

The Exit 68 e-Transit Station will significantly reduce Twin Transit's carbon footprint, area pollution, and traffic congestion while stimulating economic development and linking underserved communities with dependable, efficient, and reliable transportation services. Twin Transit also plans to convert 35 percent of its fleet to electric buses, reducing its carbon footprint by more than 180 tons per year and more than 2,200 tons over the course of 12 years.

Twin Transit also committed to transitioning its fleet to 100 percent zero-emission by 2030. This transition began with adding two electric buses and induction charging in 2021, ideal for in-city routes. The agency anticipates receiving two more electric buses in 2023. However, hydrogen buses are ideal for long-distance corridor routes due to their capacity to travel longer distances with less refueling. As such, Twin Transit add two hydrogen fuel cell buses into its fleet in 2024, following the construction of the first hydrogen fueling station in 2022-2023.

The hydrogen fueling station is sited for the Port of Chehalis Research and Business Development Park, just off the I-5 corridor. When complete, this station will offer hydrogen fueling, electric vehicle charging, and zero-emission public transit access. Twin Transit has a \$2.55 million legislative appropriation and a \$1.8075 local appropriation for purchase of a multi-dispenser hydrogen fueling station that incorporates both 350 and 700 Bahr dispensers and an on-site electrolyzer for the station.

The Green Transportation Capital Grant program contributed \$1,935,000 for Twin Transit's Mellen Street e-Transit Station project, approximately 80 percent of the total project cost. In the 2023-2025 biennium, the program will contribute \$2,109,586 for the Exit 68 e-Transit Station, about 80 percent of the total project cost.

Whatcom Transit Authority: replacing diesel buses with electric buses and installing charging stations

Whatcom Transit Authority is replacing two model-year 2007 diesel buses with electric buses and installing two electric-bus charging stations. Over the life of the new buses, replacing the two diesel buses will reduce Whatcom Transit Authority's:

- Diesel fuel use by 200,000 gallons.
- Particulate-matter emissions by 48 pounds.
- Nitrogen oxide emissions by 10,512 pounds.
- Direct carbon or greenhouse-gas emissions by 2,249 tons.

In September 2019, Whatcom Transit Authority completed construction on a new bus yard adjacent to its existing headquarters. Whatcom Transit Authority worked with Puget Sound Energy on the design

specifications for the yard, including utility conduits for electric bus charging stations and the electric service capacity to charge 12 electric buses.

The project aligns with the Northwest Clean Air Agency's most recent strategic plan. One of the goals the plan is to work with other agencies and governments to improve air quality and promote clean air. The project is also consistent with the environmental goals of [Whatcom Mobility 2040](#), Whatcom Council of Governments' long-range regional transportation plan; the City of Bellingham's [Climate Protection Action Plan](#); and Western Washington University's commitment to become a net-zero greenhouse-gas-emission campus.

The Green Transportation Capital Grant program will contribute \$2,085,000 in the 2021-2023 biennium for the Whatcom Transportation Authority's project, about 80 percent of the project cost.

In 2019, the Legislature provided \$1 million to develop the new First Mile/Last Mile Connections Grant program.

The purpose of this program is to improve the beginning and end of a trip to and from public transportation services.

WSDOT awarded program funding to three projects.

FIRST MILE/LAST MILE CONNECTIONS GRANT PROGRAM

WSDOT’s Public Transportation Division partners with the Transportation Demand Management Technical Committee to administer the First Mile/Last Mile Connections Grant program.

The program supports projects that help people travel to fixed-route public transportation services such as buses, ferries, rail, water taxis, and tribal transit.

Projects funded by the program use numerous strategies to improve first- and last-mile connections to public transportation, including:

- Coordinating shuttles, ride-hailing, vanpool, vanshare, carpool, bike-share, paratransit, and demand-response services to public transportation services.
- Installing bicycle lockers.
- Applying pavement striping.
- Distributing transit pass subsidies and incentives.
- Leading marketing and public education campaigns.
- Implementing parking management.

[More about the First Mile/Last Mile Connections Grant program](#)

First Mile/Last Mile Connections Grant projects

These Green Transportation Capital Grant projects in rural and urban areas around the state are reducing the carbon intensity of the Washington transportation system.

Grantee	Project title	Award	Status
City of Bellevue	Crossroads Connect Mobility Service	\$394,000	Complete
City of Tacoma	Tacoma's Trail to Transit Connector	\$111,000	Complete
Yakama Nation	Enhancing pedestrian facilities connecting to tribal transit	\$495,000	Design ongoing. Yakama Nation will complete construction in the 2023-2025 biennium.
Total		\$1,000,000	

Synopses of each grantee’s project are on the following pages. Synopses for completed projects also include evaluations of the effectiveness and recommendations for improving the First Mile/Last Mile Connections Grant.

City of Bellevue: Crossroads Connect mobility service

City of Bellevue partnered with King County Metro, Hopelink, and Spare Labs to implement the Crossroads Connect Mobility Service, a demand-response, first- and last-mile-to-transit service for east Bellevue.

Crossroads Connect uses a mixed fleet of dedicated and non-dedicated vehicles to provide trips to King County Metro’s RapidRide stops in east Bellevue and at the Eastgate Transit Center during weekdays. Using a mixed fleet allows Crossroads Connect to maximize the productivity of dedicated vehicles, while dispatching non-dedicated vehicles for peak demand.

[More about City of Bellevue’s Crossroads Connect mobility service \(2021 Public Transportation Mobility Report, p. 57\)](#)

Improvements for the grant program

Improving grant timing is City of Bellevue’s key recommendation for improving the First Mile/Last Mile Connections Grant program. Sensitivity to the COVID-19 pandemic’s effects on the program and its

funded projects may also have helped projects reach their full potential.

Bellevue’s project co-lead reported about the grant program, “The intention of the grant program is positive and it is our belief that more of these grants should be made available so government entities such as Bellevue can pilot new ways of providing mobility options to the public, especially to those that do not have access to vehicles.”

“The intention of the [First Mile/Last Mile connections program is positive and it is our belief that more of these grants should be made available so government entities such as Bellevue can pilot new ways of providing mobility options to the public, especially to those that do not have access to vehicles.”

Crossroads Connects project co-lead

Grant program effectiveness

+	-
<ul style="list-style-type: none"> • The grant program had very positive intentions of promoting increased transit use and facilitating better connections with travelers who would otherwise drive alone. • The grant gave City of Bellevue an opportunity to explore delivery of new mobility services, one of the key tenets of the city’s Smart Mobility Plan. • Bellevue confirmed interest in Crossroad Connect through a public survey sent midway through the project. • At the height of ridership, the project provided a useful service to lower-income public transportation users. • The project allowed Bellevue to strengthen relationships with human services organizations and nonprofits in the region. • King County Metro was able to use this project as a learning experience for the agency’s other shared mobility offerings. 	<ul style="list-style-type: none"> • Bellevue received grant funding in June 2020, when the effects of the COVID-19 pandemic to public transportation were at a peak. • Even with extensive marketing, communication, and incentive strategies, the project encountered ridership challenges due to the pandemic. • Despite uncertainty presented by the pandemic, WSDOT advised Bellevue to complete the project by June 2021 (the end of the 2019-2021 biennium). • Midway through the project, Bellevue requested an extension to the grant to defer the use of funding until effects from the pandemic subsided. WSDOT’s response confirming the possibility of extending the grant came in late April 2021. By this time, Bellevue had largely spent grant funds on continued shared-ride services since it was Bellevue’s understanding that WSDOT funds would expire on June 30, 2021, if unused. • Bellevue requested but did not receive additional grant funding to continue the project into pandemic recovery. • Overall, the timing on the grant program a consistent challenge for Bellevue and didn’t allow Crossroad Connect to reach its maximum potential.

City of Tacoma: Trail to Transit Connector

The City of Tacoma’s Trail to Transit Connector uses new pavement striping to connect bike lanes on South Mildred Street from South 12th Street to North 9th Street and the Scott Pierson Trail.

The project filled a half-mile-long bike-lane gap, connecting Pierce Transit’s Tacoma Community College Transit Center and Tacoma Community College to the regional trail network, grocery stores, housing, and local retail. Eight transit routes serve the Tacoma Community College Transit Center, including Pierce Transit’s highest ridership route, Route 1.

[More about City of Tacoma’s Trail to Transit Connector \(2021 Public Transportation Mobility Report, pp. 57-58\)](#)

Improvements for the grant program

City of Tacoma recommends expanding the First Mile/Last Mile Connections grant program, and that the state invest more funding in the program and offer the grant regularly.

To this point, Tacoma’s project manager had this to say about the grant program: “There is such a significant need to expand safe and convenient connections to transit. Almost half of Pierce Transit riders do not own a car, but our system still includes significant barriers to accessing transit by walking and rolling, whether its inaccessible crossings, unconnected sidewalk and bikeway networks, or a lack of secure bike parking at stations. I know Tacoma is not unique. Communities around Washington state see the need and are invested in making it safer and easier for community members to access transit. This grant can help communities reach that goal!”

“Communities around washington state see the need and are invested in making it safer and easier for community members to access transit. This grant can help communities reach that goal!”

Trail To Transit project manager

Grant program effectiveness

+	-
<ul style="list-style-type: none"> • The First Mile/Last Mile Grant program enabled City of Tacoma to fill a crucial gap in the city’s transportation network, connecting the Tacoma Community College Transit Center to the Scott Pierson Trail. • The Trail to Transit Connector was one of Tacoma’s top ten priority infrastructure projects in the city’s local road safety plan. • This project allowed the city to improve the safety of Mildred Street from South 12th to North 9th Street, an area the city identified as having safety concerns for all roadway users, specifically bicyclists and pedestrians. • Along with safety improvements, the project had the added benefit of connecting Pierce Transit’s Tacoma Community College Transit Center and Tacoma Community College to the Scott Pierson Trail, grocery stores, housing, and local retail. • The grant funding came at a crucial time when the city was facing significant budget cuts based on the expected effects of I-976 and COVID-19. The city was only able to complete this project because of the grant program. 	<p>No comments regarding areas for improvement.</p>

Yakama Nation: enhancing pedestrian facilities connecting to tribal transit

Yakama Nation is partnering with the University of Washington to enhance pedestrian safety around Pahto Public Passage bus stops. Pahto Public Passage is Yakama Nation's tribal transit system, which connects tribal residents and the general public with fare-free services to the rural communities of Toppenish, Wapato, Harrah, White Swan, and Brownstown.

Yakama Nation's First Mile/Last Mile Connections Grant-funded project implements cost-effective safety

improvements for Pahto Public Passage riders. These include improvements around bus stops, such as:

- Sidewalks
- Pavement marking enhancements
- Pedestrian crossings at intersections
- Roadway lighting improvements
- Curb ramps
- Pedestrian reflective signs and signals

[More about Yakama Nation's project to enhance pedestrian facilities connecting to tribal transit \(2021 Public Transportation Mobility Report, p. 59\)](#)

WSDOT published the [Washington State Public Transportation Plan](#) in 2016.

The plan established a 20-year vision that all transportation partners in Washington state will work together to provide a system of diverse and integrated public transportation options.

UPDATING THE WASHINGTON STATE PUBLIC TRANSPORTATION PLAN

In the six years since WSDOT published the Washington State Public Transportation Plan, multiple shifts have occurred in Washington's public transportation sector.

From population growth across the state to the COVID-19 pandemic and to the passage of the Climate Commitment Act and Move Ahead Washington, Washington requires new strategies to meet public transportation needs of the future.

WSDOT's Public Transportation Division is now in the planning stages for an update of the Washington State Public Transportation Plan.

Importance of the Public Transportation Plan

Washington has an interest in ensuring a healthy, comprehensive, and integrated public transportation system. As the state's population grows, an effective public transportation system is necessary to advance Washington's growth management policy goals and develop the state in more efficient and environmentally sustainable ways while remaining economically competitive.

A viable public transportation system as an element of the state's integrated multimodal transportation system is increasingly critical to achieving state goals. It will help to ensure the state's transportation system provides the mobility, access, and capacity necessary for effective movement of people and goods, critical to a high quality of life for all people in Washington state.

The Public Transportation Plan articulates the state's interest in an integrated public transportation system. The plan is an integral part of the State Transportation Plan, incorporated by reference, contributing to comprehensive planning for the statewide multimodal transportation system and aligning with state transportation goals. The plan also helps elevate goals and strategies from other statewide, regional, and local plans.

A changing planning context

Since the publication of the 2016 Washington State Public Transportation Plan, WSDOT's Public Transportation Division, modal planners, and transportation partners across the state have published numerous plans and reports. These plans and reports address changes affecting the

⁸ [Peer Analysis Summary Report: Identifying the State Role in Public Transportation in Washington](#). Washington State Legislature Joint Transportation Committee. January 2011.

public transportation sector, including population growth, the COVID-19 pandemic, and a renewed push for environmental and social justice.

The Public Transportation Division will use these plans and reports to inform the upcoming statewide public transportation planning process. Specific plans, studies, and reports that will inform the development of the next plan include:

Rethinking Transit and Mobility

During the COVID-19 pandemic, at the request of Transportation Secretary Roger Millar, WSDOT's Public Transportation Division convened transportation partners in a series of workshops. Called [Rethinking Transit and Mobility](#), the workshops strove to create a shared vision for how transit and mobility will evolve in the post-COVID-19 environment.

2022 Statewide Human Services Transportation Plan

The [2022 Statewide Human Services Transportation Plan](#), prepared by the WSDOT Public Transportation Division, serves as a strategic framework for addressing the state's existing and future human services transportation needs. Developed through collaboration with affected stakeholders and with public input, the plan provides a set of goals and strategies to facilitate coordination and maximize resources to meet the transportation needs of the most vulnerable people in our state.

Expanding Travel Options: Faster, Smarter and More Affordable: 2019-2023 Statewide Transportation Demand Management Strategic Plan

[Expanding Travel Options: Faster, Smarter and More Affordable: A 2019-2023 Strategic Plan](#) strengthens the position of demand management in transportation decision-making and investment strategies to better serve people, communities, and Washington state. It represents more than a year of significant outreach by the State Commute Trip Reduction Board (now

the Transportation Demand Management Executive Board and Technical Committee) with its statewide partners to identify the best opportunities to adapt to an ever-changing world and make better use of the transportation systems we already have.

Frequent Transit Service Study

At the request of the Legislature, WSDOT's Public Transportation Division is leading the Frequent Transit Service Study to assess gaps to public transportation across the state. The study will include outreach and engagement and result in new transit access data. A preliminary report is due to the Legislature in December 2022. The final study is due June 2023.

Local coordinated public transit-human service transportation plans and transit development plans

The state and federal governments require regional and metropolitan planning organizations and local transit agencies to produce a variety of plans.

For planning organizations, coordinated public transit-human service transportation plans focus on meeting local transportation needs for special needs populations.

For transit agencies, transit development plans focus on how agencies intend to meet state and local long-range priorities for public transportation. The plans require a description of capital improvements and significant operating changes planned for an agency's system, as well as a financial plan.

Other WSDOT modal plans

WSDOT conducts statewide modal planning for ferries, passenger rail, active transportation, and highway systems.

Recommendations for an updated plan

Based on a review of the 2016 planning process, interviews with stakeholders, and information gathered at an April 2022 pre-planning workshop, the next statewide public transportation planning

process presents opportunities for WSDOT to better articulate state interest in public transportation, including:

- Addressing the state’s unique role.
- Articulating the state’s scope of influence.
- Building on WSDOT’s existing processes and operations to prioritize transit.
- Setting a strong vision for the work of WSDOT’s Public Transportation Division.

“A plan that’s both pragmatic and aspirational.”

2022 Statewide Public Transportation Plan pre-planning workshop participant

We are in a pivotal moment for public transportation. The COVID-19 pandemic, the effects of global climate change, an emphasis on clean and renewable energy, increased federal and state investments in public transportation, and a commitment to racial equity are some of the environmental, systemic, and societal shifts that have accelerated since 2016, the last time the state updated the Public Transportation Plan. A new planning process is an opportunity to explore and incorporate emerging issues in the plan’s goals and strategies.

In short, an updated plan is an opportunity for WSDOT to meet and be a leader in the moment.

WSDOT is asking probing questions before it embarks on a new planning process. How do we tell the story of public transportation in the first quarter of the 21st century? How do we uplift the people at the center of change? How do we understand what public transportation users need to get where they need to be in years to come? Addressing these questions allows WSDOT to fully consider the state’s interest in creating easy access to high-frequency transit for people in Washington.

Additionally, there is a national and statewide push to ensure strong public participation and engagement in government planning. This is especially true for systemically marginalized populations. With a new planning effort, WSDOT has an opportunity to effectively bring different voices into the conversation and prioritize their interests with more inclusive statewide goals and strategies.

A new planning process will also tie into and leverage WSDOT’s work to create a resilient integrated multimodal system that includes public transportation as a key component. This is in line with current legislative direction from Move Ahead Washington and the Climate Commitment and HEAL acts. Given the increased emphasis on public transportation as an important component of the transportation system, it is also a good time to explicitly address the state’s interest in how and when WSDOT should consider transit as a viable mode choice when considering the preservation of and improvement to the system.

Finally, WSDOT must incorporate recent planning and studies into the plan. The work completed or soon to be completed on Rethinking Transit and Mobility, the Statewide Human Services Transportation Plan, Expanding Travel Options, the Frequent Transit Service Study, local and regional planning efforts, and other WSDOT modal plans and studies should inform the Public Transportation Plan’s development.

Next steps

Throughout 2023, Public Transportation Division planning staff will work internally within WSDOT to:

- Establish a planning approach and priorities.
- Establish a long-term project management plan.
- Engage WSDOT executives in kicking off the planning effort.

Move Ahead Washington makes a 16-year, \$17 billion investment to build the state's integrated multimodal transportation system.

One piece of Move Ahead Washington with significant transformative potential is the Complete Streets requirement, which applies to any transportation project costing more than \$500,000 (ESSB 5974 - 2021-2022 Sec. 418(1)(d)).

REIMAGINING WASHINGTON'S TRANSPORTATION SYSTEM THROUGH COMPLETE STREETS AND OTHER INTEGRATED MULTIMODAL SOLUTIONS

Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.⁹

Move Ahead Washington's Complete Streets requirement says WSDOT must:

"Plan, design, and construct facilities providing context sensitive solutions that contribute to network connectivity and safety for pedestrians, bicyclists, and people accessing public transportation and other modal connections, such facilities to include Americans with disabilities act accessible sidewalks or shared-use paths, bicyclist facilities, and crossings as needed to integrate the state route into the local network."

(ESSB 5974 - 2021-2022 Sec. 418(1)(d))

The full effect of this and other transformative aspects of Move Ahead Washington will be a central focus for WSDOT in the year ahead. As for the past year, much of WSDOT's work foretells a busy and exciting future for integrated, multimodal, and transit-centered communities, many of which have begun adopting a Complete Streets approach.

The following sections contain updates from WSDOT's Management of Mobility, Regional Transit Coordination, and Public Transportation divisions about multimodal solutions underway with WSDOT and its public transportation partners.

Developing a park and ride lot program

WSDOT's Regional Transit Coordination, Public Transportation, Facilities, Maintenance, Capital Program Development, Environmental Services, and Real Estate divisions along the agency's regional offices collaborated to complete the first two phases of WSDOT's new park and ride strategic asset management project. As part of this work, WSDOT completed a standalone park and ride asset management

⁹ [What are Complete Streets?](#) Smart Growth America.

plan in 2021. The plan provides a starting point for ongoing conversations about WSDOT's long-term and strategic investments in park and ride development, including draft processes for transferring agency assets that the agency no longer needs.

Before pausing the project for budget prioritization in 2022, WSDOT's Regional Transit Coordination Division also continued work on a transit-oriented-development pilot project at the Kingsgate Park and Ride in Kirkland. The pilot project aimed to develop a surface-level park and ride in Kirkland into a mixed-use residential development with frequent, reliable transit service.

Prior to pausing the pilot project, the Regional Transit Coordination Division secured approval from the Federal Highway Administration (FHWA) for a shared parking program at the site. Shared parking accommodates various users at different times and days of the week. This contrasts with the current program in which parking is only permitted for carpools and access to transit. Shared parking reduces evening and weekend drop-in parking demand and adds enough parking supply to accommodate peak demand, ensuring stalls remain open for those who need them.

While the Kingsgate project may be on hold, WSDOT continues to work with its partners to explore a shared parking program at other state-owned park and rides. Moving forward, the Regional Transit Coordination and Management of Mobility divisions will continue to support research and analysis of additional parking management models and approaches and coordinate with FHWA and other partners on strategies to increase park and ride efficiency.

Working together to remove barriers and connect communities

The Regional Transit Coordination and Management of Mobility divisions continue to collaborate with Sound Transit, King County Metro, and Community Transit on station-area planning, corridor planning,

and high-capacity project implementation. This includes light-rail and bus rapid-transit projects that use or affect WSDOT facilities and are central to the Puget Sound Regional Council's long-term growth plan, [VISION 2050](#).

The central goal of VISION 2050 is to develop jobs and housing in corridors served by high-capacity transit. Local jurisdictions and transit agencies in the Puget Sound region are making plans and investments to support this regional goal.

In 2021, the Regional Transit Coordination and Management of Mobility divisions initiated the High-Capacity Station Access Project to improve multimodal access to high-capacity transit stations on and adjacent to WSDOT facilities.

The High-Capacity Station Access Project recognizes tremendous regional investments in high-capacity transit and the need to address barriers on the state highway system to accessing transit by active transportation. Goals of the High-Capacity Station Access Project include outlining national best practices and strategies for implementation, as well as developing design policy recommendations and language for high-capacity transit station areas for WSDOT's [Design Manual](#).

Early internal conversations at WSDOT and externally with the Puget Sound Regional Council, Sound Transit, King County Metro, and others about the project provided good feedback. While the project initially focused on the central Puget Sound region, the project team documented lessons WSDOT can apply statewide. In spring 2022, the project team engaged internal and external stakeholders from the Spokane and Vancouver area.

The High-Capacity Station Access Project builds on the [Statewide Active Transportation Plan](#) and is complementary to WSDOT's Complete Streets initiative and the agency's Public Transportation Division's Frequent Transit Service Study. The project team plans to draft a report by December 2022 that pulls together data on high-capacity transit station areas, design policy recommendations, and ways to measure multimodal access.

Integrating transit and demand management strategies with land-use plans

Multimodal integration and demand management are examples of how WSDOT demonstrates the agency's values of safety and sustainability. The Management of Mobility and Regional Transit Coordination divisions focus on urban corridors and systems where multimodal integration is critical to safety and efficiency. Some examples of this work from 2021-2022 include:

- Assisting City of Kirkland in its recently adopted [NE 85th Street Station Area Plan](#), which will serve Sound Transit's Stride bus rapid transit service on the I-405 corridor.
- Staffing advisory committees for Sound Transit's [Everett Link Extension](#) project with a focus on preparing for the environmental review phase.
- Developing the [SR 99 Targeted Corridor Study](#) to integrate with Community Transit's bus rapid transit route improvements. The study team is coordinating with Community Transit and the community to identify active-transportation and safety improvements that will allow transit riders to access transit more safely and comfortably along the SR 99 corridor.

Engaging all to build an integrated multimodal transportation system

Management of Mobility Division conducts corridor planning studies and engages partners to address multimodal needs. The following are brief descriptions of some of the division's ongoing studies and efforts.

SR 900 - Martin Luther King Jr. Way South Corridor Study

The [SR 900 - Martin Luther King Jr. Way South Corridor Study](#) assesses pedestrian and traveler safety, multimodal access, and environmental needs on SR 900 between 57th Avenue South and the Renton city limits. The study seeks to document the community's vision and identify strategies for improvements.

In 2020, the study team conducted community engagement through online surveying, an online open house, office hours, and participation in a King County-West Hill virtual community meeting. Through that process, community members expressed the following concerns about SR 900:

- Vehicles are driving too fast.
- There is a lack of sidewalks.
- There's not enough lighting.
- The 129th Street intersection is congested.

The study team developed evaluation criteria to focus on key study objectives: multimodal access, pedestrian connectivity, safety, and community support. The team also developed near/mid-term concepts to address pedestrian safety, access, and intersection operation needs, including:

- A continuous sidewalk to provide complete and safe pedestrian connectivity.
- A roundabout at the South 129th Street intersection to address speed management, reduce crashes, and improve access to local businesses.
- A traffic signal at the South 133rd Street intersection to address a history of angle crashes.
- A signalized pedestrian crossing near the South 135th Street intersection.
- Speed reductions to 45 miles per hour throughout the study area.
- Transit-stop-location improvements throughout the study area.

The study team developed these practical concepts based on community input and data analysis to address multimodal access and operations performance needs along the corridor. The study team proposed its recommendations at a final stakeholder committee meeting in 2021 for input and concurrence.

In March 2022, the study team presented the recommendations to the Skyway Coalition. This meeting highlighted a need for additional community outreach on two of the recommendations: the roundabout at the South 129th Street and the location of the pedestrian hybrid beacon near South 135th Street to serve residents of Creston Point Apartments and the Ukrainian Community Center.

Next steps for the study:

- Conduct outreach focused on the roundabout and new pedestrian hybrid beacon.
- Update and finish final report and post it on the study website.
- Incorporate strategies and recommendations into King County and local area plans.
- Pursue grant-funding opportunities for SR 900 sidewalk and South 129th Street roundabout design.

SR 202 corridor studies

The management of Mobility Division completed the [SR 202 Corridor Study](#) of SR 202 from 244th Avenue NE to the Snoqualmie River Bridge in Fall City.

The recommended concepts in the study reflect performance gaps of the corridor related to safety, bicycle and pedestrian user needs, and multimodal access. Additionally, the concepts are limited to near- (i.e., 0-6 year) and mid-term (i.e., 6-12 years) timeframes and do not include any long-range (i.e., 20 years) improvement concepts. The concept development in this study also incorporated appropriate near-term [Transportation System Management and Operations](#) strategies to address existing performance gaps at key SR 202 intersections and segments. Because they were outside the scope of this study, WSDOT did not consider strategic capacity additions on this section of SR 202.

WSDOT will work with local stakeholders to incorporate study findings and recommendations into the update of local and regional plans where appropriate.

WSDOT will also continue to work with the Fall City Community Association and members of the Fall City community to address potential roundabout concepts and options at the west end of downtown Fall City. WSDOT must conduct the analysis and assessment of a potential roundabout at either the intersection of SR 202 and 334th Avenue Southeast or further west at the intersection of SR 202 and 332nd Avenue Southeast at a subsequent design stage. Additionally, the analysis and assessment will be the subject of an intersection-control evaluation. Intersection-control

evaluation occurs at the project design phase and is outside the scope of the preliminary SR 202 Corridor Study.

WSDOT and its partners will need additional funding for design and construction of the study's recommended strategies when they move forward in 2022 and in subsequent years. The near-term, immediate funding needs are to complete design for key study strategies such as the compact roundabout improvement at the Preston and Fall City Road intersection in Fall City; the separated pedestrian-bike lane on the north side of SR 202 in Fall City; and the Southeast 42nd Street and 334th Place intersection improvements in Fall City.

Targeted corridor studies

The Management of Mobility Division, in collaboration with WSDOT's Northwest Region Traffic Operations, Program Development, Communications and others, is developing targeted corridor studies in the 2021-2023 biennium, including the [SR 99 Targeted Corridor Study](#) and the SR 516 Targeted Corridor Study. The studies focus on active transportation accessibility and safety. Study scopes include:

- Data compilation to better understand corridor context and needs.
- Identification of near- and mid-term strategies to address needs.
- Community engagement.
- Development of high-level scope and cost estimates to pursue future grant funding for full design.
- Documentation and recommended strategies.

The study team is on track to adopt the SR 99 and SR 516 studies by June 30, 2023. After that, the team intends to kickoff targeted corridor studies of SR 524 and SR 527.

SR 99 Targeted Corridor Study

The SR 99 Targeted Corridor Study in Snohomish County from 168th Street Southwest to Airport Road kicked off in early 2022. This section of SR 99 is one of Snohomish County's most important transit corridors.

As of writing, the study team has completed one-on-one meetings with key study partners, compiled information on existing conditions, and begun public outreach.

WSDOT began developing alternatives in fall 2022. Recommendations are likely to focus on filling critical gaps in active transportation infrastructure, addressing safety concerns, and improving access to transit.

SR 516 Targeted Corridor Study

City of Covington is seeking to improve north-south local connections that intersect with SR 516 between Covington Way Southeast and 168th Place Southeast. The city's [comprehensive plan](#) projects that most major intersections along the corridor would be operating at level of service D¹⁰ or worse by 2035 without operational improvements.

Luckily, City of Covington received funding to make operational improvements at the intersection of SR 516 and Covington Way Southeast. The project-development process requires an intersection-control evaluation to determine the most suitable intersection-control type. There is an opportunity to evaluate the corridor more holistically by expanding the evaluation to four adjacent intersections to explore more opportunities to improve safety and operations along the corridor.

WSDOT's SR 516 Targeted Corridor study assesses multimodal, access, safety, and environmental needs for SR 516 from Covington Way Southeast to 168th Place Southeast. The study will analyze key intersections and develop strategies and concepts to improve operations, safety performance, and accessibility for all corridor users. To support these outcomes, the study will seek input through a stakeholder and community outreach effort. Additionally, the study will prepare preliminary cost estimates to assist in seeking funds to implement the study recommendations.

RAISE discretionary planning grant application

In spring 2022, WSDOT's Active Transportation Division, Management of Mobility, Eastern Region, and Capital Program Development and Management, with assistance from Regional Transit Coordination, the Multimodal Planning and Data Division, and other WSDOT divisions and offices, prepared [Reconnecting I-90 Communities](#), an application to the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary planning grant. The grant is for two projects that will plan and design strategies to bridge gaps and restore connections in the active transportation network. The project sites are in Washington's two largest cities, Seattle and Spokane, and are examples of longstanding inequities that persist decades after the construction of interstates. The projects are consistent with the state's efforts to reduce climate impacts and incorporate environmental justice and equity into transportation processes and projects.

For the project in Seattle, WSDOT and local agencies plan to develop safer access to Sound Transit's future [Judkins Park Station](#), which opens in 2023. The project will leverage the state's partnership with community members, City of Seattle, Sound Transit, King County Metro, and other key stakeholder groups. The project will also generate a proposal to provide safer crossings at highway ramps for riders who access the light-rail station. The project builds on work undertaken in the City of Seattle's [Judkins Park Station Access Study](#) and the advocacy work of [Disability Rights Washington](#). The project will provide safe, convenient connections in one of the most ethnically and income-diverse areas of Seattle.

For the project in Spokane, WSDOT and the City of Spokane will develop a grade-separated solution, such as a non-motorized land bridge, to realize the East Central neighborhood's long-held vision to reconnect

¹⁰ WSDOT sets level of service standards for state highways and ferry routes of statewide significance. Level of service is one way to categorize performance by assigning a letter grade (A-F) to roadway segments, with level of service A representing the best operating conditions from the traveler's perspective and level of service F the worst. Factors such as speed, travel time, delay, or throughput are examples of measures that may be summarized as an level of service grade. At level of service D, speed begins to decline with increasing volume, freedom to maneuver is further reduced from previous levels, and the traffic stream has little space to absorb disruptions. ([Level of Service Standard](#), WSDOT)

a historic, diverse, working-class neighborhood previously bifurcated by the construction of I-90 more than 50 years ago. The transportation system in the neighborhood is car-centric due to the limited highway crossings along I-90. This means bus passengers frequently need to make more than one transfer to get from one side of I-90 to the other. Adding an active transportation feature, such as a land bridge, would allow more convenient access to bus stops, eliminating some transfers and encouraging use of the regional trail network.

Complete Streets

The Management of Mobility Division participated extensively in WSDOT's new Complete Streets initiative, as required by the Move Ahead Washington funding package (ESSB 5974 - 2021-2022 Sec. 418(1)(d)).

Division staff were involved in the statewide Complete Streets leadership group and worked to establish policies and guidance to help guide the new Complete Streets process.

Management of Mobility staff also led Northwest Region's Snohomish and King County Complete Streets regional team. This team is responsible for screening and evaluating projects based on the new Complete Streets criteria and working with project teams to ensure that projects are compliant with new Complete Streets requirements.

Other planning efforts

The Management of Mobility Division continues to participate in various modal planning efforts, including:

Modal plans

- [Washington State Plan for Electric Vehicle Infrastructure Deployment](#)
- [WSDOT 2019 State Rail Plan Update](#)
- WSDOT Active Transportation Plan

Freight committees

- [Puget Sound Regional Council Freight Advisory Committee](#)
- [Seattle Department of Transportation Freight Advisory Board](#)

APPENDIX: REPORTING REQUIREMENTS MATRICES

The 2022 Public Transportation Mobility Report fulfills numerous reporting requirements. WSDOT’s Public Transportation Division combined these reporting requirements because of their similar programmatic priorities. Presenting these topics

side by side also allows the division to link them to WSDOT’s vision and goals, as well as the goals of the Washington State Public Transportation Plan.

The following matrices identify the requirements fulfilled by this report.

Requirements in RCW and budget proviso

Reporting requirement	2022 Public Transportation Mobility Report
RCW 47.66.030(3), Regional mobility grants	Regional Mobility Grant program, p. 30
RCW 47.66.100(3), Rural mobility grant program	Special Needs and Rural Mobility grant programs, p. 9
RCW 47.66.120(4), Green transportation capital grant program	Green Transportation Capital Grant program, p. 42
RCW 47.06.110(6), Public transportation plan	Updating the Washington State Public Transportation Plan, p. 53
RCW 47.01.330(5), Office of transit mobility	Reimagining Washington’s transportation system through Complete Streets and other integrated multimodal solutions (p. 56) and other sections throughout the 2022 Public Transportation Mobility Report. Note: See the matrix on p. 63 for more information.
ESSB 5689 – 2022 Sect. 221 (5)(a), 2021-2023 Transportation Budget	Regional Mobility Grant program, p. 30
ESSB 5689 – 2022 Sect. 221 (7)(b), 2021-2023 supplemental transportation budget	First Mile/Last Mile Connections Grant program, p. 49

Specific requirements in RCW 47.01.330, Office of Transit Mobility

In 2005, the Legislature directed WSDOT to establish an Office of Transit Mobility (RCW 47.01.330), with two goals:

- Facilitate connection and coordination of transit services and planning.
- Maximize public transportation’s opportunities for improving the efficiency of transportation corridors.

WSDOT uses its existing organizational structure to fulfil the goals of the office. WSDOT’s Public Transportation, Regional Transit Coordination, and Management of Mobility divisions incorporate the goals into their ongoing work by focusing on multimodal solutions within WSDOT and with the agency’s public transportation partners.

The Legislature also identified duties and reporting requirements for the office. The 2022 Public Transportation Mobility Report addresses these requirements in the following sections:

RCW 47.01.330, Office of transit mobility	2022 Public Transportation Mobility Report
(2)(a) Developing a statewide strategic plan that creates common goals for transit agencies and reduces competing plans for cross-jurisdictional service.	Updating the Washington State Public Transportation Plan, p. 53
(2)(b) Developing a park and ride lot program.	Developing a park and ride lot program, p. 56
(2)(c) Encouraging long-range transit planning.	Updating the Washington State Public Transportation Plan, p. 53
(2)(d) Providing public transportation expertise to improve linkages between regional transportation planning organizations and transit agencies.	Working together to remove barriers and connect communities, p. 57
(2)(e) Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals	Updating the Washington State Public Transportation Plan, p. 53
(2)(f) 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.	Integrating transit and demand management strategies with land-use plans, p. 58
(2)(g) Producing recommendations for the public transportation section of the Washington Transportation Plan.	Updating the Washington State Public Transportation Plan, p. 53
(2)(h) Participating in all aspects of corridor planning, including freight planning, ferry system planning, and passenger rail planning.	Engaging all to build an integrated multimodal transportation system, p. 58
(4) The Office of Transit Mobility shall establish measurable performance objectives for evaluating the success of its initiatives and progress toward accomplishing the overall goals of the office.	WSDOT has incorporated performance objectives for the office into existing Public Transportation Division performance measures (c.f., Regional Mobility Grant program, p. 30).

ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
CARES Act	Coronavirus Aid, Relief and Economic Security Act
COVID-19	Corona virus disease, 2019
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
ESSB	Engrossed Substitute Senate Bill
OEO	WSDOT Office of Equal Opportunity
I	Interstate Highway
RAISE Grant	Rebuilding American Infrastructure with Sustainability and Equity Grant
RCW	Revised Code of Washington
SNAP	Spokane Neighborhood Action Partners
SR	State Route
US	U.S. Route
WSDOT	Washington State Department of Transportation

WEBSITES FEATURED

RCW 47.66.100	https://app.leg.wa.gov/rcw/default.aspx?cite=47.66.100
RCW 47.66.030	https://app.leg.wa.gov/RCW/default.aspx?cite=47.66.030
RCW 47.66.120	https://app.leg.wa.gov/rcw/default.aspx?cite=47.66.120
2021-2023 supplemental transportation budget (ESSB 5689 – 2022)	https://lawfilesexternal.leg.wa.gov/biennium/2021-22/Pdf/Bills/Session Laws/Senate/5689-S.SL.pdf?q=20220726080801
RCW 47.06.110	https://app.leg.wa.gov/rcw/default.aspx?cite=47.06.110
RCW 47.01.330	https://app.leg.wa.gov/rcw/default.aspx?cite=47.01.330
What is Environmental Justice? Detroiters Working for Environmental Justice	https://detroitenvironmentaljustice.org/what-is-environmental-justice/
“People of Color Breathe More Hazardous Air. The Sources Are Everywhere” The New York Times	https://www.nytimes.com/2021/04/28/climate/air-pollution-minorities.html
ESSB 5974	https://lawfilesexternal.leg.wa.gov/biennium/2021-22/Pdf/Bills/Session Laws/Senate/5974-S.SL.pdf?q=20220921082130
What are Complete Streets? Smart Growth America	https://smartgrowthamerica.org/what-are-complete-streets/
Move Ahead Washington public transportation grant programs	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/move-ahead-washington-public-transportation-grant-programs
Consolidated Grant program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/consolidated
“Coastal Community Action Program: Driven to Opportunity One Ride at a Time” ThurstonTalk	https://www.thurstontalk.com/2021/09/09/coastal-community-action-program-driven-to-opportunity-one-ride-at-a-time/
Social Determinants of Health: Know What Affects Health, Centers for Disease Control and Prevention.	https://www.cdc.gov/socialdeterminants/index.htm
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310
Formula Grants for Rural Areas (Section 5311)	https://www.transit.dot.gov/rural-formula-grants-5311
Grants for Buses and Bus Facilities Formula Program (Section 5339(a))	https://www.transit.dot.gov/funding/grants/busprogram

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WEBSITES FEATURED (CONTINUED)

Regional Mobility Grant program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/regional-mobility
Green Transportation Capital Grant program	http://www.wsdot.wa.gov/transit/grants/green-transportation-capital
Clark County Green Business Program	https://clarkgreenbiz.com/
King County Mobility Framework	https://kingcounty.gov/depts/transportation/metro/about/policies/mobility-framework.aspx
King County Metro Connects	http://www.kcmetrovision.org/
Spokane Transit Authority 2020 Title VI Plan	https://www.spokanetransit.com/files/content/2020_Title_VI_Plan.pdf
Whatcom Council of Governments Mobility 2040	https://whatcommobility.org/
City of Bellingham Climate Protection Action Plan	https://cob.org/wp-content/uploads/Climate-Protection-Action-Plan-2018-Update.pdf
First Mile/Last Mile Connections Grant program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/first-mile-last-mile-connections-grants
WSDOT 2021 Public Transportation Mobility Report	https://wsdot.wa.gov/sites/default/files/2021-11/2021-Public-Transportation-Mobility-Report.pdf
City of Bellevue Smart Mobility Plan	https://bellevuewa.gov/sites/default/files/media/pdf_document/smart-mobility-plan-2018.pdf
Peer Analysis Summary Report: Identifying the State Role in Public Transportation in Washington, Washington State Legislature Joint Transportation Committee	https://leg.wa.gov/JTC/Documents/Studies/TransitAdvisoryPanel/AppendixE2.pdf
WSDOT Rethinking Transit and Mobility	https://wsdot.wa.gov/sites/default/files/2021-11/PT-Report-RethinkingTransit-2021.pdf
WSDOT 2022 Statewide Human Services Transportation Plan	https://wsdot.wa.gov/sites/default/files/2021-11/PT-Report-StatewideHumanServicesTransportationPlan.pdf
Transportation Demand Management Executive Board and Technical Committee Expanding Travel Options: Faster, Smarter and More Affordable: A 2019-2023 Strategic Plan	https://wsdot.wa.gov/sites/default/files/2021-10/PT-Report-TransportationDemandManagementStrategicPlan-2018.pdf
Puget Sound Regional Council VISION 2050	https://www.psrc.org/planning-2050/vision-2050
WSDOT Design Manual	https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/design-manual

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WEBSITES FEATURED (CONTINUED)

WSDOT Statewide Active Transportation Plan	https://wsdot.wa.gov/travel/commute-choices/bike/plan
WSDOT NE 85th Street Station Area Plan	https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/NE-85th-Street-Station-Area-Plan
Sound Transit Everett Link Extension	https://www.soundtransit.org/system-expansion/everett-link-extension
WSDOT SR 99 Targeted Corridor Study	https://wsdot.wa.gov/construction-planning/search-studies/sr-99-targeted-corridor-study
WSDOT SR 900 - Martin Luther King Jr. Way South Corridor Study	https://wsdot.wa.gov/planning/studies/sr-900/martin-luther-king-jr-way-south/home
WSDOT SR 202 Corridor Study	https://dev-wsdot-wsdot.pantheonsite.io/construction-planning/search-studies/sr-202-corridor-studies
WSDOT Transportation System Management and Operations	https://wsdot.wa.gov/engineering-standards/transportation-system-management-and-operations-tsmo
SR 99 Targeted Corridor Study	https://wsdot.wa.gov/construction-planning/search-studies/sr-99-targeted-corridor-study
City of Covington Comprehensive Plan	https://www.covingtonwa.gov/city_departments/communitydevelopment/strategiclongrangeplanning/comprehensiveplan.php
WSDOT Reconnecting I-90 Communities	https://engage.wsdot.wa.gov/wp-content/uploads/2022/05/RAISE2022-WSDOT-Reconnecting-I-90-Communities-Narrative.pdf
WSDO Level of Service Standard	https://www.arcgis.com/home/item.html?id=3f840aeeb1ba481c905270ca103cd1db
Sound Transit Judkins Park Station	https://www.soundtransit.org/system-expansion/judkins-park-station
City of Seattle Judkins Park Station Access Study	https://www.seattle.gov/transportation/projects-and-programs/programs/transportation-planning/judkins-park-station-access-study
Disability Rights Washington	https://www.disabilityrightswa.org/
WSDOT Level of Service Standard	https://www.arcgis.com/home/item.html?id=3f840aeeb1ba481c905270ca103cd1db
WSDOT Washington State Plan for Electric Vehicle Infrastructure Deployment	https://wsdot.wa.gov/sites/default/files/2022-08/Electricvehicle-plan-infrastructuredeployment.pdf
WSDOT 2019 State Rail Plan Update	https://engage.wsdot.wa.gov/state-rail-plan/
Puget Sound Regional Council Freight Advisory Committee	https://www.psrc.org/committee/freight-advisory-committee
Seattle Department of Transportation Freight Advisory Board	https://www.seattle.gov/seattle-freight-advisory-board/board-memebers

ENGLISH

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ESPAÑOL

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한국어 – KOREAN

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русский – RUSSIAN

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Политика Департамента транспорта штата Вашингтон (WSDOT) заключается в том, чтобы исключить любые случаи дискриминации по признаку расы, цвета кожи или национального происхождения, как это предусмотрено Разделом VI Закона о гражданских правах 1964 года, а также случаи недопущения участия, лишения льгот или другие формы дискриминации в рамках любой из своих программ и мероприятий. Любое лицо, которое считает, что его средства защиты в рамках раздела VI были нарушены, может подать жалобу в Ведомство по вопросам равенства и гражданских прав WSDOT (OECR). Для дополнительной информации о процедуре подачи жалобы на несоблюдение требований раздела VI, а также получения информации о наших обязательствах по борьбе с дискриминацией, пожалуйста, свяжитесь с координатором OECR по разделу VI по телефону (360) 705-7090.

Закон США о защите прав граждан с ограниченными возможностями (ADA)

Эту информацию можно получить в альтернативном формате, отправив электронное письмо в Ведомство по вопросам равенства и гражданских прав по адресу wsdotada@wsdot.wa.gov или позвонив по бесплатному телефону 855-362-4ADA(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.

tiếng Việt – VIETNAMESE

Thông báo Khoản VI dành cho công chúng

Chính sách của Sở Giao Thông Vận Tải Tiểu Bang Washington (WSDOT) là bảo đảm không để cho ai bị loại khỏi sự tham gia, bị từ khước quyền lợi, hoặc bị kỳ thị trong bất cứ chương trình hay hoạt động nào vì lý do chủng tộc, màu da, hoặc nguồn gốc quốc gia, theo như quy định trong Mục VI của Đạo Luật Dân Quyền năm 1964. Bất cứ ai tin rằng quyền bảo vệ trong Mục VI của họ bị vi phạm, đều có thể nộp đơn khiếu nại cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng (OECR) của WSDOT. Muốn biết thêm chi tiết liên quan đến thủ tục khiếu nại Mục VI và/hoặc chi tiết liên quan đến trách nhiệm không kỳ thị của chúng tôi, xin liên lạc với Phó Trí Viên Mục VI của OECR số (360) 705-7090.

Thông tin về Đạo luật Người Mỹ tàn tật (Americans with Disabilities Act, ADA)

Tài liệu này có thể thực hiện bằng một hình thức khác bằng cách email cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng wsdotada@wsdot.wa.gov hoặc gọi điện thoại miễn phí số, 855-362-4ADA(4232). Người điếc hoặc khiếm thính có thể yêu cầu bằng cách gọi cho Dịch vụ Tiếp âm Tiểu bang Washington theo số 711.

العربية – ARABIC

العنوان 6 إشعار للنجمهور

تتمثل سياسة وزارة النقل في ولاية واشنطن (WSDOT) في ضمان عدم استبعاد أي شخص، على أساس العرق أو اللون أو الأصل القومي من المشاركة في أي من برامجها وأنشطتها أو الحرمان من الفوائد المتاحة بموجبها أو التعرض للتمييز فيها بخلاف ذلك، كما هو منصوص عليه في الباب السادس من قانون الحقوق المدنية لعام 1964. ويمكن لأي شخص يعتقد أنه تم انتهاك حقوقه التي يكفلها الباب السادس تقديم شكوى إلى مكتب المساواة والحقوق المدنية (OECR) التابع لوزارة النقل في ولاية واشنطن. للحصول على معلومات إضافية بشأن إجراءات الشكاوى و/أو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى الاتصال بمنسق الباب السادس في مكتب المساواة والحقوق المدنية على الرقم (360) 705-7090.

معلومات قانون الأمريكيين ذوي الإعاقة (ADA)

يمكن توفير هذه المواد في تنسيق بديل عن طريق إرسال رسالة بريد إلكتروني إلى مكتب المساواة والحقوق المدنية على wsdotada@wsdot.wa.gov أو عن طريق الاتصال بالرقم المجاني: (360) 705-7090. يمكن للأشخاص الصم أو ضعاف السمع تقديم طلب عن طريق الاتصال بخدمة Washington State Relay على الرقم 711.

中文 – CHINESE

《权利法案》Title VI公告

<華盛頓州交通部(WSDOT)政策規定，按照《1964年民權法案》第六篇規定，確保無人因種族、膚色或國籍而被排除在WSDOT任何計畫和活動之外，被剝奪相關權益或以其他方式遭到歧視。如任何人認為其第六篇保護權益遭到侵犯，則可向WSDOT的公平和民權辦公室(OECR)提交投訴。如需關於第六篇投訴程式的更多資訊和/或關於我們非歧視義務的資訊，請聯絡OECR的第六篇協調員，電話(360) 705-7090。

《美国残疾人法案》(ADA)信息

可向公平和民權辦公室發送電子郵件wsdotada@wsdot.wa.gov或撥打免費電話 855-362-4ADA(4232)，以其他格式獲取此資料。听力丧失或听觉障碍人士可拨打711联系Washington州转接站。

Af-soomaaliga – SOMALI

Ciwaanka VI Ogeysiiska Dadweynaha

Waa siyaasada Waaxda Gaadiidka Gobolka Washington (WSDOT) in la xaqiijiyo in aan qofna, ayadoo la cuskanaayo sababo la xariira isir, midab, ama wadanku kasoo jeedo, sida ku qoran Title VI (Qodobka VI) ee Sharciga Xaquuqda Madaniga ah ah oo soo baxay 1964, laga saarin ka qaybgalka, loo diidin faa'iidooyinka, ama si kale loogu takoorin barnaamijyadeeda iyo shaqooyinkeeda. Qof kasta oo aaminsan in difaaciisa Title VI la jebiyay, ayaa cabasho u gudbin kara Xafiiska Sinaanta iyo Xaquuqda Madaniga ah (OECR) ee WSDOT. Si aad u hesho xog dheeraad ah oo ku saabsan hanaannada cabashada Title VI iyo/ama xogta la xariirta waajibbaadkeena ka caagan takoorka, fadlan la xariir Iskuduwaha Title VI ee OECR oo aad ka wacayso (360) 705-7090.

Macluumaadka Xeerka Naafada Marykanka (ADA)

Agabkaan ayaad ku heli kartaa qaab kale adoo iimeel u diraa Xafiiska Sinaanta iyo Xaquuqda Madaniga ah oo aad ka helayso wsdotada@wsdot.wa.gov ama adoo wacaaya laynka bilaashka ah, 855-362-4ADA(4232). Dadka naafada maqalka ama maqalku ku adag yahay waxay ku codsan karaan wicitaanka Adeega Gudbinta Gobolka Washington 711.



MORE INFORMATION

Jillian Nordstrom

PUBLIC TRANSPORTATION DIVISION

Washington State Department
of Transportation

360-705-7911

Jillian.Nordstrom@wsdot.wa.gov

