Washington State Department of Transportation

Public Transportation Grant Guidebook

Appendix M: Regional Mobility Grant performance measurement plan implementation guidance

April 2026

Public Transportation Division

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Appendix M Regional Mobility Grant performance measurement plan implementation guidance

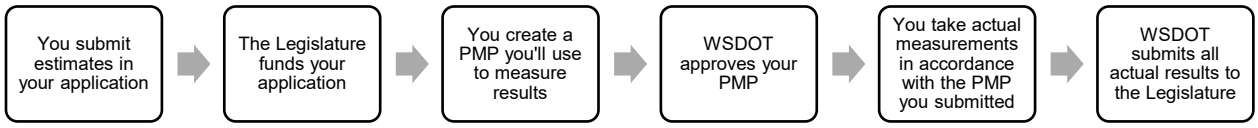
M.1 Introduction

The Regional Mobility Grant (RMG) program supports local and regional initiatives to improve connectivity between counties and regional population centers; enhance transportation efficiency; and reduce travel delays. RCW 47.66.030 authorizes state funding for RMG and establishes a framework for supporting transportation projects that advance regional mobility and access.

Recipients of RMG funding must submit a performance measurement plan (PMP) detailing the methodology they'll use to measure and report reductions in vehicle trips (VT) and vehicle miles traveled (VMT) attributable to their RMG-funded project. This ensures WSDOT and recipients can accurately track and evaluate the project's outcomes against the project's intended benefits.

We've designed this appendix to help you complete the PMP. The PMP outlines how you'll track and report your project's outcomes over time. The PMP serves as the foundation for future RMG annual performance reports. This appendix also provides information on the annual performance reporting your must submit once your project is operationally complete.

Figure 1: RMG PMP process



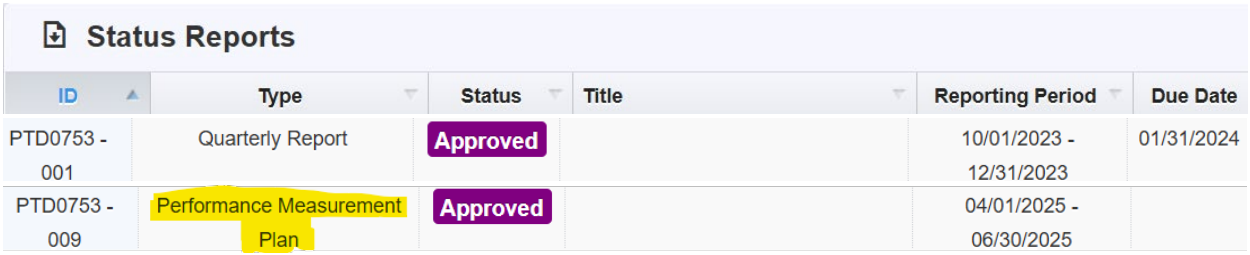
M.2 Performance measurement plan overview

M.2.1 Developing a performance measurement plan

You must submit a PMP to WSDOT as the first order of business following the execution of the grant agreement and prior to submitting you first invoice for the project.

You must submit your PMP through the Grants Management System (GMS) as a status report using the "Performance Measurement Plan" report type.

Figure 2: PMP report in GMS



Once you've submitted your PMP, GMS will notify the administrating officer from our data analytics team. The administrating officer will review your PMP and approve it or start a negotiation phase. During the negotiation phase, you may revise and resubmit your PMP as needed until it meets WSDOT's requirements and the administrating officer approves it for implementation.

While we may allow you to amend your PMP in certain situations (e.g., changes in project scope, schedule, funding availability), you should ensure your first submission is as accurate and complete as possible.

M.2.2 Purpose of the performance measurement plan requirement

The PMP helps establish how you'll track and report your project's outcomes over time. It also sets the framework for you to demonstrate the value and benefit of your project throughout the grant's lifecycle. Because you'll submit it early in the grant process, your PMP will serve as a guide for your upcoming annual performance reports. (You'll begin submitting annual reports once your project is operationally complete and continue reporting each year for four years.)

The PMP tracks these performance indicators:

- **Vehicle trips (VT) reduced:** The number of single-occupancy vehicle (SOV) trips reduced as a result of the project. For example, a new bus route serving an area previously without transit service would reduce the number of SOV trips by accounting for the total ridership on the new service, minus any new vehicle trips generated by the service itself (e.g., bus, service vehicle).
- **Vehicle miles travelled (VMT) reduced:** The number of miles SOVs would've driven but are avoided due to the project. For example, a new park-and-ride lot reduces VMT by allowing commuters to drive a shorter distance to the lot and then use transit for the rest of their journey.

Note: You may choose to track more performance measures relevant to the project, but this isn't a requirement.

Your PMP must clearly demonstrate how you'll measure the actual reductions in VT and VMT achieved by your project. You'll report these measured reductions in required annual performance reports after project completion.

Your project's actual reductions aren't the same as the estimates you submitted in your original application. As a prerequisite for annual reporting, the PMP demonstrates how you intend to measure the real-world VT and VMT reductions of your project over the first four years after it becomes operational. In other words, rather than describing what you expect the project to do, the PMP focuses on measuring what your project actually accomplished.

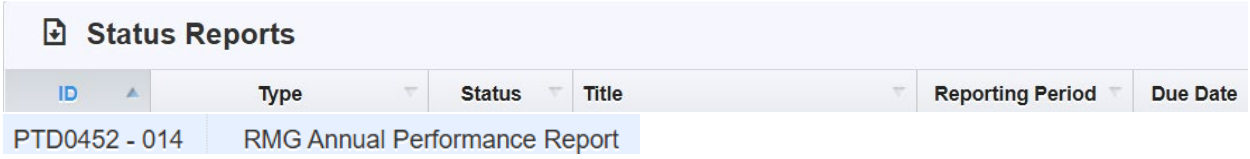
M.3 Annual reporting overview

M.3.1 Annual reporting timeline

Annual performance reporting begins once your project is operationally complete. Your project is operationally complete when it's delivering its intended benefit, even if some cosmetic or nonessential elements are still pending.

There's no fixed due date for all projects. You'll begin tracking performance when your project is operationally complete and serving its purpose. After a you collect a full year of performance data, you must submit your first annual report in GMS using the "RMG Annual Performance Report" status report type.

Figure 3: RMG annual performance status report in GMS



Some projects (e.g., vehicles operations) begin delivering benefits almost immediately. Others that require capital construction may take years to become operationally complete. Regardless of your project type, you must submit annual performance reports for four years, starting from the date your project becomes operationally complete.

M.3.2 Outcome of Regional Mobility Grant annual reporting

WSDOT compiles and publishes data from annual reports in the Public Transportation Mobility Report, which we publish annually on Dec. 1. Aside from fulfilling legislative requirements, including annual report data is also important for program advocacy because it highlights the outcomes, benefits, and accomplishments of RMG projects.

For inclusion in the current year's Public Transportation Mobility Report, you must submit data by Oct. 31. (We'll include submissions we receive after this date in the following year's report.)

We'll continue to collect your data annually until your project has completed its required four years of reporting. We'll continue to your project's data in future editions of the Public Transportation Mobility Report until all projects funded in the same biennium have fulfilled their four-year reporting requirement.

We may also ask you to provide more information or metrics for narrative portions of the Public Transportation Mobility Report. While this isn't a requirement of the PMP, submitting detailed narratives can, again, enhance the quality of the report and support broader RMG program advocacy efforts.

M.4 Instructions for submitting performance measurement plan status reports in the Grants Management System

The PMP status report form in GMS will have some fields pre-populated with your main project information.

The following sections are fields that appear in the status report form where you'll need to enter additional requested information. We've included instructions for the requested information. You must provide the requested information in all applicable fields.

Vehicle Trip and Vehicle Miles Traveled

Row	VT	VMT
Year 1 Reductions	---	---
Year 4 Reductions	---	---

These figures should match exactly what you included in your RMG application.

Additional information

Was your PMP methodology previously approved?
You should use this only if you have a previously approved PMP and are submitting an amendment to that methodology.

What data will you collect, and how will you collect it?
What exactly are you counting (e.g., passengers counts, parking bay occupancy, survey results)?

What assumptions, if any, will you make to convert your measurement to VT and VMT changes?
Examples include:

- The average distance per trip (e.g., the typical mileage between towns or between key origin/destination points).
- The number of people using a facility (e.g., a park-and-ride) who travel to one of several towns.
- The number of people who continue using a service after the end of a transportation demand management (TDM) project.

How will you show your methodology?
Enter the calculations.

How will you calculate VT changes from your collected data and assumptions?
Briefly describe your methodology. Also explain how your assumptions and the data you collected informed your calculation.

How will you calculate VMT changes from your collected data and assumptions?
Briefly describe your methodology and any assumptions used to support your calculation.

Calculation documents
If you'd like to provide supporting documents for your methodology for VT and VMT calculation (e.g., spreadsheet, calculation tool), GMS includes a field for uploading documents.

Figure 4: Supporting documents in GMS

Description	File Name
The attachment contains linked formulas describing C-TRAN's VT & VMT calculations for the Highway 99 BRT Project.	2023-2025 C-TRAN RMG VT VMT Data Analysis_Highway 99 BRT.xlsx

M.5 Performance measurement plan examples

The following sections include examples of PMPs. We've provided these examples to help you develop your own PMP.

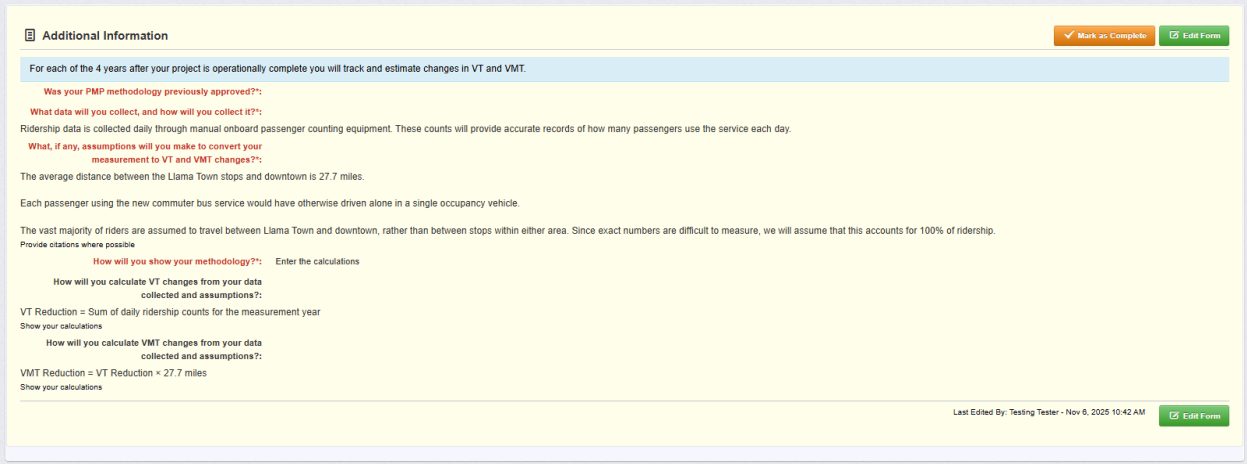
We've categorized the examples by project complexity (i.e., simple, moderate, complex). We've also included an example for a TDM project.

For support developing your PMP or during the GMS negotiation process, reach out to the WSDOT contact listed or your grant agreement or the PMP administering officer, Robert Gibson, at Robert.Gibson@wsdot.wa.gov.

M.5.1 Simple example: New commuter bus service

A new commuter bus service will connect Llama Town to downtown Llamatropolis. The route includes two stops in Llama Town and two stops downtown. The service will operate four round trips per day, Monday through Friday.

Figure 5: Simple project example PMP in GMS



What data will you collect, and how will you collect it?
Ridership data is collected daily through manual onboard passenger counting equipment. These counts will provide accurate records of how many passengers use the service each day.

What assumptions, if any, will you make to convert your measurement to VT and VMT changes?

- The average distance between the Llama Town stops and downtown is 27.7 miles.
- Each passenger using the new commuter bus service would have otherwise driven alone in a single occupancy vehicle.
- The vast majority of riders are assumed to travel between Llama Town and downtown, rather than between stops within either area. Since exact numbers are difficult to measure, we will assume that this accounts for 100% of ridership.

How will you show your methodology?
Enter in calculations.

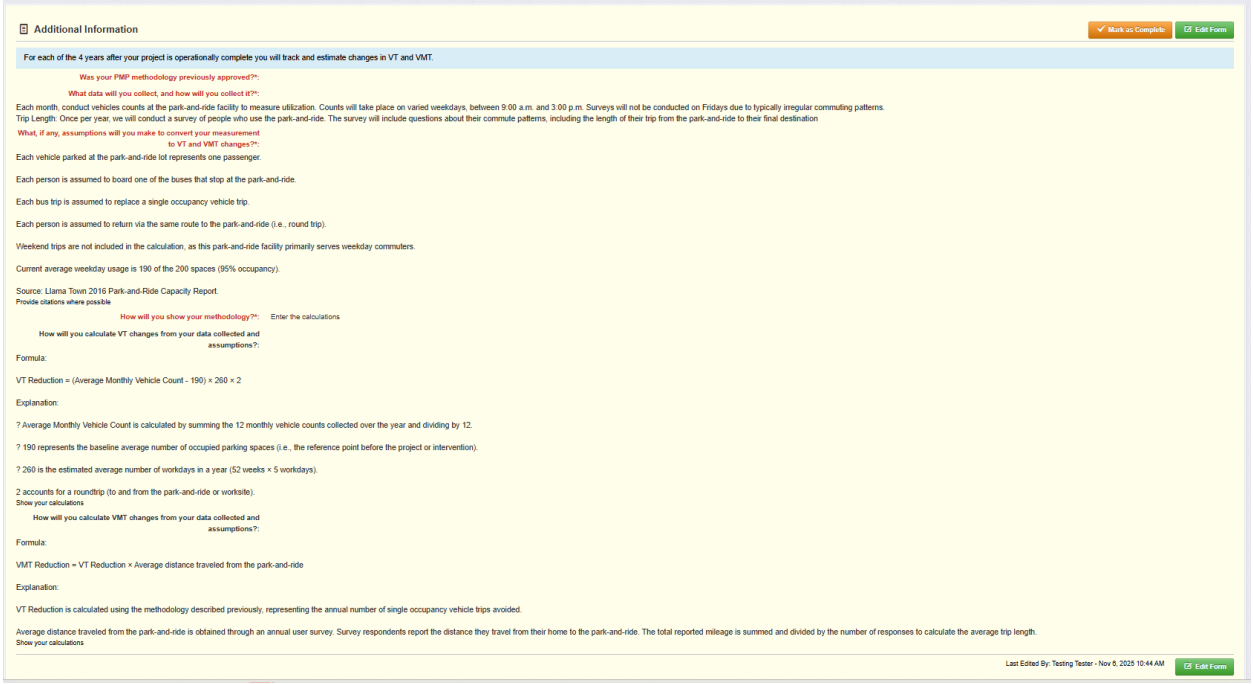
How will you calculate VT changes from your data collected and assumptions?
VT Reduction = Sum of daily ridership counts for the measurement year.

How will you calculate VMT changes from your data collected and assumptions?
VMT Reduction = VT Reduction × 27.7 miles

M.5.2Moderate example: Expansion of an existing park-and-ride

This project involves the expansion of the Platypus Point park-and-ride by adding 100 additional parking spaces to the existing 200-space lot, increasing total capacity to 300 spaces. Located in Llama Town, this park-and-ride serves as a central hub for multiple regional bus lines and is primarily used on weekdays by commuters. The park-and-ride is routinely at or near full capacity, indicating strong demand and limited availability under current conditions.

Figure 6: Moderate project example PMP in GMS



What data will you collect, and how will you collect it?

Usage: Each month, we will conduct vehicle counts at the park-and-ride facility to measure facility use. Counts will take place on varied weekdays, between 9:00 a.m. and 3:00 p.m. Surveys will not be conducted on Fridays due commuting patterns typically being irregular.

Trip Length: Once per year, we will conduct a survey of people who use the park-and-ride. The survey will include questions about their commute patterns, including the length of their trip from the park-and-ride to their final destination.

What assumptions, if any, will you make to convert your measurement to VT and VMT changes?

- Each vehicle parked at the park-and-ride lot represents one passenger.
- Each person is assumed to board one of the buses that stop at the park-and-ride.
- Each bus trip is assumed to replace a single occupancy vehicle trip.

- Each person is assumed to return via the same route to the park-and-ride (i.e., round trip).
- Weekend trips are not included in the calculation, as this park-and-ride facility primarily serves weekday commuters.
- Current average weekday usage is 190 of the 200 spaces (95% occupancy).

Source: Llama Town 2016 Park-and-Ride Capacity Report.

How will you show your methodology?
Enter in calculations.

How will you calculate VT changes from your collected data and assumptions?
Formula:

VT Reduction = (Average Monthly Vehicle Count – 190) × 260 × 2

Explanation:

- Average Monthly Vehicle Count is calculated by summing the 12 monthly vehicle counts collected over the year and dividing by 12.
- 190 represents the baseline average number of occupied parking spaces (i.e., the reference point before the project or intervention).
- 260 is the estimated average number of workdays in a year (52 weeks × 5 workdays).
- 2 accounts for a roundtrip (to and from the park-and-ride or worksite).

How will you calculate VMT changes from your data collected and assumptions?
Formula:

VMT Reduction = VT Reduction × Average distance traveled from the park-and-ride

Explanation:

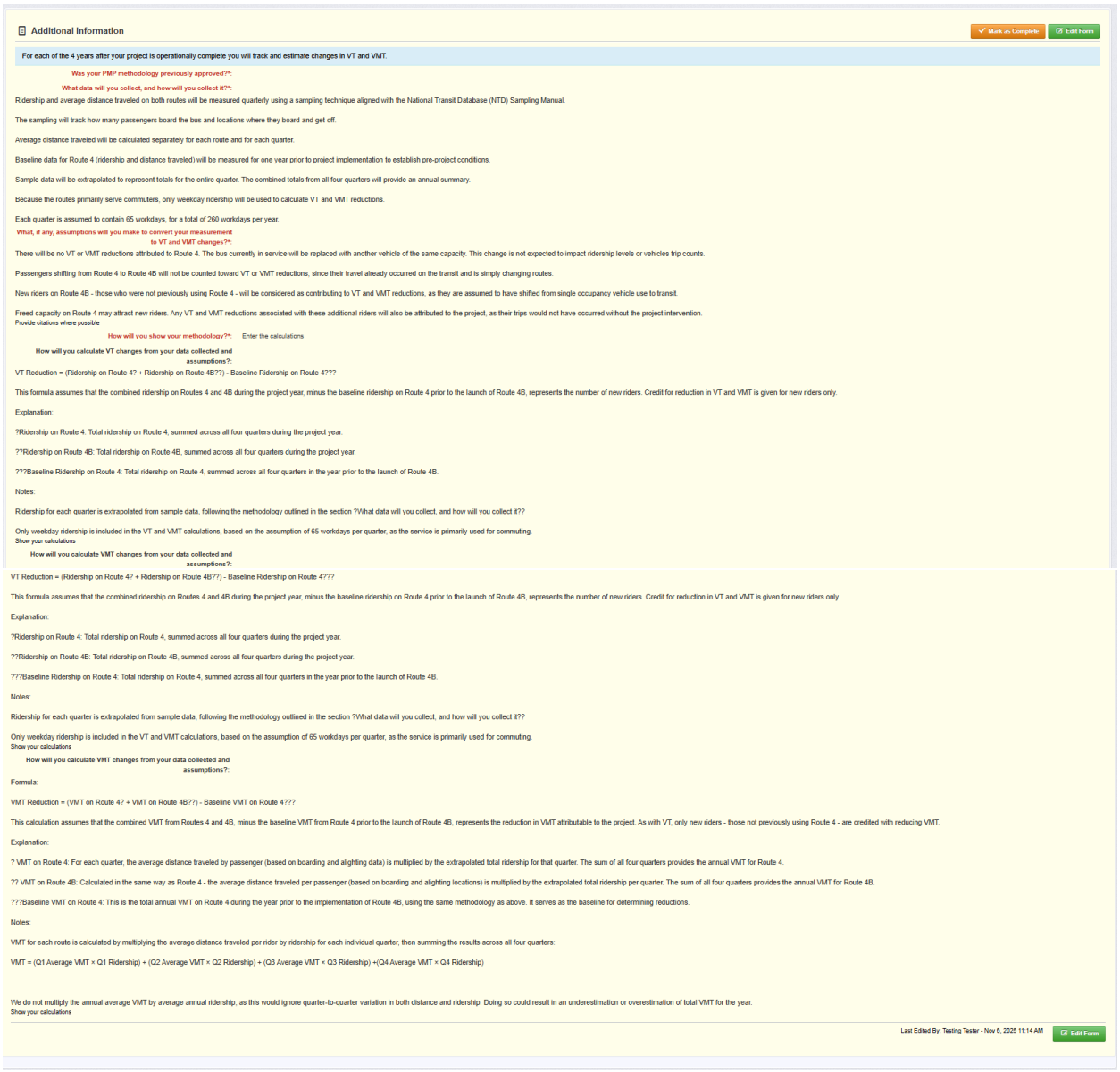
- VT Reduction is calculated using the methodology described previously, representing the annual number of single occupancy vehicle trips avoided.
- Average distance traveled from the park-and-ride is obtained through an annual user survey. Survey respondents report the distance they travel from their home to the park-and-ride. The total reported mileage is summed and divided by the number of responses to calculate the average trip length.

M.5.3 Complex example: Partial duplication of an existing bus route, with a spur

This project will fund the purchase of two new buses, a 30-foot and a 45-foot vehicle, to expand public transit service in Llama Town. These buses will operate on the existing Route 4 and a newly created Route 4B. Our existing bus is a 30-foot vehicle.

Route 4B will partially overlap with Route 4 but will also extend service to new destinations not currently served. While some ridership is expected to shift from Route 4 to Route 4B due to improved service and access, the overall effect of the project will be an increase in transit capacity, service frequency, and geographic coverage.

Figure 7: Complex project example PMP in GMS



Additional Information

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For each of the 4 years after your project is operationally complete you will track and estimate changes in VT and VMT.

Was your PMP methodology previously approved?*:

What data will you collect, and how will you collect it?*:

Ridership and average distance traveled on both routes will be measured quarterly using a sampling technique aligned with the National Transit Database (NTD) Sampling Manual.

The sampling will track how many passengers board the bus and locations where they board and get off.

Average distance traveled will be calculated separately for each route and for each quarter.

Baseline data for Route 4 (ridership and distance traveled) will be measured for one year prior to project implementation to establish pre-project conditions.

Sample data will be extrapolated to represent totals for the entire quarter. The combined totals from all four quarters will provide an annual summary.

Because the routes primarily serve commuters, only weekday ridership will be used to calculate VT and VMT reductions.

Each quarter is assumed to contain 65 workdays, for a total of 260 workdays per year.

What, if any, assumptions will you make to convert your measurement to VT and VMT changes?*:

There will be no VT or VMT reductions attributed to Route 4. The bus currently in service will be replaced with another vehicle of the same capacity. This change is not expected to impact ridership levels or vehicles trip counts.

Passengers shifting from Route 4 to Route 4B will not be counted toward VT or VMT reductions, since their travel already occurred on the transit and is simply changing routes.

New riders on Route 4B - those who were not previously using Route 4 - will be considered as contributing to VT and VMT reductions, as they are assumed to have shifted from single occupancy vehicle use to transit.

Freed capacity on Route 4 may attract new riders. Any VT and VMT reductions associated with these additional riders will also be attributed to the project, as their trips would not have occurred without the project intervention.

Provide citations where possible

How will you show your methodology?*: Enter the calculations

How will you calculate VT changes from your data collected and assumptions?:

VT Reduction = (Ridership on Route 4? + Ridership on Route 4B??) - Baseline Ridership on Route 4???

This formula assumes that the combined ridership on Routes 4 and 4B during the project year, minus the baseline ridership on Route 4 prior to the launch of Route 4B, represents the number of new riders. Credit for reduction in VT and VMT is given for new riders only.

Explanation:

?Ridership on Route 4: Total ridership on Route 4, summed across all four quarters during the project year.

??Ridership on Route 4B: Total ridership on Route 4B, summed across all four quarters during the project year.

???Baseline Ridership on Route 4: Total ridership on Route 4, summed across all four quarters in the year prior to the launch of Route 4B.

Notes:

Ridership for each quarter is extrapolated from sample data, following the methodology outlined in the section ?What data will you collect, and how will you collect it??

Only weekday ridership is included in the VT and VMT calculations, based on the assumption of 65 workdays per quarter, as the service is primarily used for commuting.

Show your calculations

How will you calculate VMT changes from your data collected and assumptions?:

VT Reduction = (Ridership on Route 4? + Ridership on Route 4B??) - Baseline Ridership on Route 4???

This formula assumes that the combined ridership on Routes 4 and 4B during the project year, minus the baseline ridership on Route 4 prior to the launch of Route 4B, represents the number of new riders. Credit for reduction in VT and VMT is given for new riders only.

Explanation:

?Ridership on Route 4: Total ridership on Route 4, summed across all four quarters during the project year.

??Ridership on Route 4B: Total ridership on Route 4B, summed across all four quarters during the project year.

???Baseline Ridership on Route 4: Total ridership on Route 4, summed across all four quarters in the year prior to the launch of Route 4B.

Notes:

Ridership for each quarter is extrapolated from sample data, following the methodology outlined in the section ?What data will you collect, and how will you collect it??

Only weekday ridership is included in the VT and VMT calculations, based on the assumption of 65 workdays per quarter, as the service is primarily used for commuting.

Show your calculations

How will you calculate VMT changes from your data collected and assumptions?:

Formula:

VMT Reduction = (VMT on Route 4? + VMT on Route 4B??) - Baseline VMT on Route 4???

This calculation assumes that the combined VMT from Routes 4 and 4B, minus the baseline VMT from Route 4 prior to the launch of Route 4B, represents the reduction in VMT attributable to the project. As with VT, only new riders - those not previously using Route 4 - are credited with reducing VMT.

Explanation:

? VMT on Route 4: For each quarter, the average distance traveled by passenger (based on boarding and alighting data) is multiplied by the extrapolated total ridership for that quarter. The sum of all four quarters provides the annual VMT for Route 4.

?? VMT on Route 4B: Calculated in the same way as Route 4 - the average distance traveled per passenger (based on boarding and alighting locations) is multiplied by the extrapolated total ridership per quarter. The sum of all four quarters provides the annual VMT for Route 4B.

???Baseline VMT on Route 4: This is the total annual VMT on Route 4 during the year prior to the implementation of Route 4B, using the same methodology as above. It serves as the baseline for determining reductions.

Notes:

VMT for each route is calculated by multiplying the average distance traveled per rider by ridership for each individual quarter, then summing the results across all four quarters:

VMT = (Q1 Average VMT × Q1 Ridership) + (Q2 Average VMT × Q2 Ridership) + (Q3 Average VMT × Q3 Ridership) +(Q4 Average VMT × Q4 Ridership)

We do not multiply the annual average VMT by average annual ridership, as this would ignore quarter-to-quarter variation in both distance and ridership. Doing so could result in an underestimation or overestimation of total VMT for the year.

Show your calculations

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What data will you collect, and how will you collect it?

- Ridership and average distance traveled on both routes will be measured quarterly using a sampling technique aligned with the National Transit Database (NTD) Sampling Manual.
- The sampling will track how many passengers board the bus and locations where they board and get off.
- Average distance traveled will be calculated separately for each route and each quarter.
- Baseline data for Route 4 (ridership and distance traveled) will be measured for one year before project implementation to establish pre-project conditions.
- Sample data will be extrapolated to represent totals for the entire quarter. The combined totals from all four quarters will provide an annual summary.
- Because the routes primarily serve commuters, only weekday ridership will be used to calculate VT and VMT reductions.
- Each quarter is assumed to contain 65 workdays, for a total of 260 workdays per year.

What assumptions, if any, will you make to convert your measurements to VT and VMT changes?

- There will be no VT or VMT reductions attributed to Route 4. The bus currently in service will be replaced with another vehicle of the same capacity. This change is not expected to impact ridership levels or vehicles trip counts.
- Passengers shifting from Route 4 to Route 4B will not be counted toward VT or VMT reductions, since their travel already occurred on the transit and is simply changing routes.
- New riders on Route 4B, who were not previously using Route 4, will be considered as contributing to VT and VMT reductions, as they are assumed to have shifted from using their single occupancy vehicle to using transit.
- Freed capacity on Route 4 may attract new riders. Any VT and VMT reductions associated with these additional riders will also be attributed to the project as their trips would not have occurred without the project intervention.

How will you show your methodology?
Enter in calculations.

How will you calculate VT changes from your data collected and assumptions?
Formula:

VT Reduction = (Ridership on Route 4† + Ridership on Route 4B††) – Baseline Ridership on Route 4†††

This formula assumes that the combined ridership on Routes 4 and 4B during the project year, minus the baseline ridership on Route 4 prior to the launch of Route 4B, represents the number of new riders. Credit for reduction in VT and VMT is given for new riders only.

Explanation:

† Ridership on Route 4: Total ridership on Route 4, summed across all four quarters during the project year.

†† Ridership on Route 4B: Total ridership on Route 4B, summed across all four quarters during the project year.

††† Baseline Ridership on Route 4: Total ridership on Route 4, summed across all four quarters in the year prior to the launch of Route 4B.

Notes:

Ridership for each quarter is extrapolated from sample data, following the methodology outlined in the section, “What data will you collect, and how will you collect it?”.

Only weekday ridership is included in the VT and VMT calculations, based on the assumption of 65 workdays per quarter, as the service is primarily used for commuting.

How will you calculate VMT changes from your data collected and assumptions?
Formula:

VMT Reduction = (VMT on Route 4† + VMT on Route 4B††) – Baseline VMT on Route 4†††

This calculation assumes that the combined VMT from Routes 4 and 4B, minus the baseline VMT from Route 4 prior to the launch of Route 4B, represents the reduction in VMT attributable to the project. As with VT, only new riders – those not previously using Route 4 – are credited with reducing VMT.

Explanation:

† VMT on Route 4: For each quarter, the average distance traveled by passenger (based on boarding and alighting data) is multiplied by the extrapolated total ridership for that quarter. The sum of all four quarters provides the annual VMT for Route 4.

†† VMT on Route 4B: Calculated in the same way as Route 4. The average distance traveled per passenger (based on boarding and alighting locations) is multiplied by the

extrapolated total ridership per quarter. The sum of all four quarters provides the annual VMT for Route 4B.

†††Baseline VMT on Route 4: This is the total annual VMT on Route 4 during the year prior to the implementation of Route 4B, using the same methodology as above. It serves as the baseline for determining reductions.

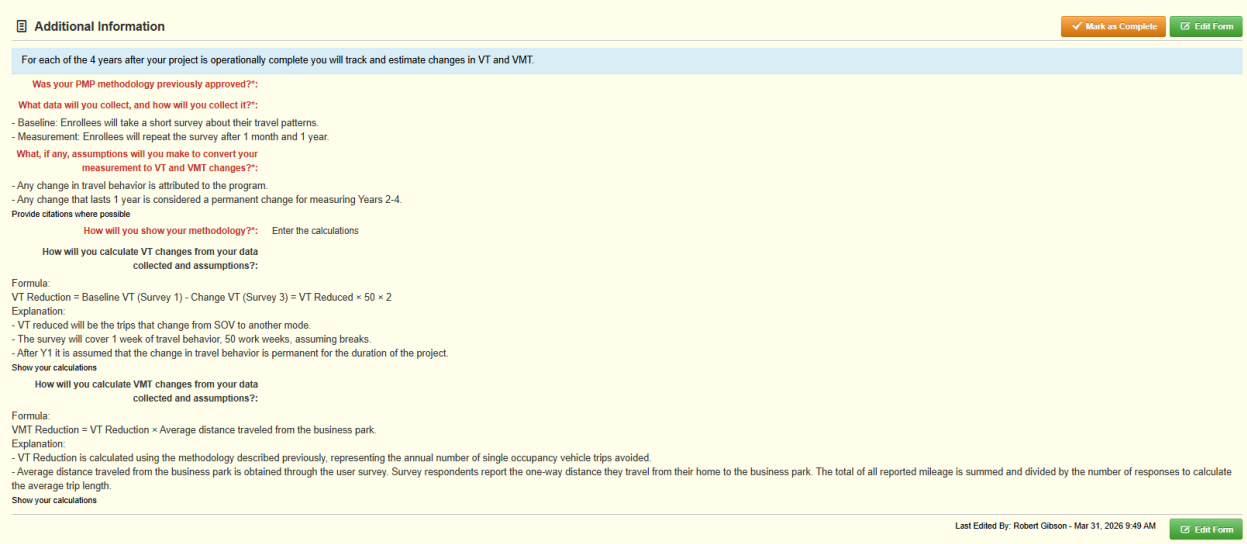
Notes:

- VMT for each route is calculated by multiplying the average distance traveled per rider by ridership for each individual quarter, then summing the results across all four quarters: VMT = (Q1 Average VMT × Q1 Ridership) + (Q2 Average VMT × Q2 Ridership) + (Q3 Average VMT × Q3 Ridership) +(Q4 Average VMT × Q4 Ridership)
- We do not multiply the annual average VMT by average annual ridership, as this would ignore quarter-to-quarter variation in both distance and ridership. Doing so could result in an underestimation or overestimation of total VMT for the year.

M.5.4 Transportation demand management example: Transportation demand management project targeting a non-commute-trip-reduction-eligible location

This project involves a business park and aims to encourage employees to use the public transportation available at their location, even though the individual businesses don't meet the CTR threshold. Information about transportation options will be provided, along with free transit passes for a limited time to encourage behavior change.

Figure 8: TDM example project PMP in GMS



What data will you collect, and how will you collect it?

- Baseline: Enrollees will take a short survey about their travel patterns.
- Measurement: Enrollees will repeat the survey after 1 month and 1 year.

What assumptions, if any, will you make to convert your measurement to VT and VMT changes?

- Any change in travel behavior is attributed to the program.
- Any change that lasts 1 year is considered a permanent change for measuring Years 2-4.

How will you show your methodology?
Enter in calculations.

How will you calculate VT changes from your collected data and assumptions?
Formula:

VT Reduction = Baseline VT (Survey 1) – Change VT (Survey 3) = VT Reduced × 50 × 2

Explanation:

- VT reduced will be the trips that change from SOV to another mode.
- The survey will cover 1 week of travel behavior, hence 50 work weeks, assuming breaks.
- After Y1 it is assumed that the change in travel behavior is permanent for the duration of the project.

How will you calculate VMT changes from your data collected and assumptions?
Formula:

VMT Reduction = VT Reduction × Average distance traveled from the business park.

Explanation:

- VT Reduction is calculated using the methodology described previously, representing the annual number of single occupancy vehicle trips avoided.
- Average distance traveled from the business park is obtained through the user survey. Survey respondents report the one-way distance they travel from their home to the business park. The total of all reported mileage is summed and divided by the number of responses to calculate the average trip length.

English

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Español

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Este material puede estar disponible en un formato alternativo al enviar un correo electrónico a la Oficina de Equidad y Derechos Civiles a wsdotada@wsdot.wa.gov o llamando a la línea sin cargo 855-362-4ADA(4232). Personas sordas o con discapacidad auditiva pueden solicitar la misma información llamando al Washington State Relay al 711.

한국어-Korean

제 6 조 관련 공지사항

워싱턴 주 교통부(WSDOT)는 1964 년 민권법 타이틀 VI 규정에 따라, 누구도 인종, 피부색 또는 출신 국가를 근거로 본 부서의 모든 프로그램 및 활동에 대한 참여가 배제되거나 혜택이 거부되거나, 또는 달리 차별받지 않도록 하는 것을 정책으로 하고 있습니다. 타이틀 VI 에 따른 그/그녀에 대한 보호 조항이 위반되었다고 생각된다면 누구든지 WSDOT 의 평등 및 민권 사무국(OECR)에 민원을 제기할 수 있습니다. 타이틀 VI 에 따른 민원 처리 절차에 관한 보다 자세한 정보 및/또는 본 부서의 차별금지 의무에 관한 정보를 원하신다면, (360) 705-7090 으로 OECR 의 타이틀 VI 담당자에게 연락해주십시오.

미국 장애인법(ADA) 정보

본 자료는 또한 평등 및 민권 사무국에 이메일 wsdotada@wsdot.wa.gov 을 보내시거나 무료 전화 855-362-4ADA(4232)로 연락하셔서 대체 형식으로 받아보실 수 있습니다. 청각장애인은 워싱턴주 중계 711 로 전화하여 요청하실 수 있습니다.

русский-Russian

Раздел VI Общественное заявление

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.

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 Phối 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.

Arabic - الع َربِيَّة

في ضمان عدم استبعاد أي شخص، على أساس العرق أو اللون أو االصل القومي من المشاركة في أي من (WSDOT) إشعار للجمهور تتمثل سياسة وزارة النقل في والية واشنطن 6العنوان ويمكن ألي شخص 1964.برامجها وأنشطتها أو الحرمان من الفوائد المتاحة بموجبها أو التعرض للتمييز فيها بخالف ذلك، كما هو منصوص عليه في الباب السادس من قانون الحقوق المدنية لعام للحصول على معلومات إضافية بشأن إجراءات . التابع لوزارة النقل في والية واشنطن(OECR)يعتقد أنه تم انتهاك حقوقه التي يكفلها الباب السادس تقديم شكوى إلى مكتب المساواة والحقوق المدنية أو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى االتصال بمنسق الباب/الشكاوى و السادس في مكتب المساواة والحقوق المدنية على الرقم 7090-705 (360).

معلومات قانون االمريكيين ذوي اإلعاقة (ADA)

:أو عن طريق االتصال بالرقم المجاني,wsdotada@wsdot.wa.govيمكن توفير هذه المواد في تنسيق بديل عن طريق إرسال رسالة بريد إلكتروني إلى مكتب المساواة والحقوق المدنية على يمكن لألشخاص(4232) 855-362-4ADA
على الرقم Washington State Relayالصم أو ضعاف السمع تقديم طلب عن طريق االتصال بخدمة 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 waajibaadkeena 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 diraaya 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.

Translation Services

If you have difficulty understanding English, you may, free of charge, request language assistance services by calling 360-705-7921 or email us at: PubTrans@wsdot.wa.gov

Español - Spanish

Servicios de traducción

Aviso a personas con dominio limitado del idioma inglés: Si usted tiene alguna dificultad en entender el idioma inglés, puede, sin costo alguno, solicitar asistencia lingüística con respecto a esta información llamando al 360-705-7921, o envíe un mensaje de correo electrónico a: PubTrans@wsdot.wa.gov

tiếng Việt-Vietnamese

các dịch vụ dịch thuật

Nếu quý vị không hiểu tiếng Anh, quý vị có thể yêu cầu dịch vụ trợ giúp ngôn ngữ, miễn phí, bằng cách gọi số 360-705-7921 hoặc email cho chúng tôi tại: PubTrans@wsdot.wa.gov

한국어-Korean

번역 서비스

영어로 소통하는 것이 불편하시다면, 360-705-7921 으로 전화하시거나 다음 이메일로 연락하셔서 무료 언어 지원 서비스를 요청하실 수 있습니다: PubTrans@wsdot.wa.gov

русский-Russian

Услуги перевода

Если вам трудно понимать английский язык, вы можете запросить бесплатные языковые услуги, позвонив по телефону 360-705-7921 или написав нам на электронную почту: PubTrans@wsdot.wa.gov

Arabic - اَلْعَرَبِيَّةُ

الترجمة دمات خ

عن اللغوية المساعدة خدمات طلب ثًا مجا فيمكنك ،الإنجليزية اللغة فهم في صعوبة تجد كنت إذا

الإلكتروني البريد عبر مراسلتنا أو 360-705-7921 بالرقم الاتصال يق طر:PubTrans@wsdot.wa.gov

Af-soomaaliga - Somali

Adeegyada Turjumaada

Haddii ay kugu adag tahay inaad fahamtid Ingiriisida, waxaad, bilaash, ku codsan kartaa adeegyada caawimada luuqada adoo wacaaya 360-705-7921 ama iimayl noogu soo dir: PubTrans@wsdot.wa.gov

中文 – Chinese

翻译服务

如果您难以理解英文，则请致电：360-705-7921，或给我们发送电子邮件：PubTrans@wsdot.wa.gov，请求获取免费语言援助服务