

2020 Public Transportation Mobility Report

WSDOT PUBLIC TRANSPORTATION DIVISION





CONTENTS

Executive summary	4
Introduction	6
Public transportation navigates a pandemic	7
Special Needs and Rural Mobility grant programs	12
Regional Mobility Grant Program	32
Green Transportation Capital Grant Program	44
First Mile/Last Mile Connections Grant Program	49
Small Business Transit Subsidy	52
Washington State Public Transportation Plan	56
Washington's integrated multimodal transportation system	59
Appendix A: Pausing and restarting projects after I 976	64
Appendix B: Reporting requirements matrices	66
Acronyms and abbreviations	68
Websites featured	69



Photo taken pre-COVID-19.

WSDOT's Public Transportation Division publishes the Public Transportation Mobility Report annually. The report compiles stories and data from work completed by WSDOT and its public transportation partners.

EXECUTIVE SUMMARY

Stories in this edition of the report include:

- Since Gov. Inslee announced the “Stay Home – Stay Healthy” order in March 2020, Washington’s public transportation providers have done their best to navigate the COVID-19 pandemic. Providers have pivoted, collaborated, and innovated to provide critical, life-sustaining services to their communities, all while ensuring their staff and riders followed increased safety requirements.

Through it all, WSDOT remained by providers’ sides, distributing around \$40 million in federal stimulus funding and providing flexible spending for rural public transportation providers to meet the ever-changing needs produced by the pandemic in 2020 ([p. 12](#)).

- In the 2019-2021 biennium, the state Special Needs and Rural Mobility grant programs together provided more than \$94 million for 108 projects that support people with special needs and limited access to public transportation services in small cities, on reservations, and throughout rural communities across the state ([p. 12](#)).
- The state Regional Mobility Grant Program provided more than \$102 million in the 2019-2021 biennium for 49 projects to explore innovative ways to reduce congestion on crowded roadways and improve connectivity between counties and regional population centers. In 2020, Regional Mobility projects in their final year of reporting reduced more than 87.3 million single-occupancy vehicle miles traveled and removed nearly 9.3 million single-occupancy vehicle trips from the state’s transportation system ([p. 32](#)).

- The state's new Green Transportation Capital Grant Program awarded \$11.4 million to eight projects in rural and urban areas across Washington to increase transit agencies' use of electric buses. Replacing just one diesel bus with an electric bus will prevent more than 2.4 million pounds of carbon emissions over 12 years ([p. 44](#)).
- Projects in Bellevue, Tacoma, and Yakama Nation will use a combined \$1 million awarded through the state's new First Mile/Last Mile Connections Grant Program in the 2019-2021 biennium to provide people with better access to public transportation services ([p. 49](#)).
- Despite the COVID-19 pandemic, almost all employers that received the Small Business Transit Subsidy indicated in June 2020 that they are likely to continue with the One Regional Card for All (ORCA) products subsidized by the program. In the 2019-2021 biennium, the program used nearly \$852,000 in state funding to provide a 50 percent rebate on the cost of ORCA transit subsidies for more than 230 small employers and their more than 3,500 employees ([p. 52](#)).
- WSDOT and its partners continue to make progress in achieving the Washington State Public Transportation Plan's 20-year goals of cultivating thriving communities, providing and sustaining access to transportation, adaptive transportation capacity with new technologies and partnerships, enhancing the customer experience, and acting as transportation system guardians to maximize and sustain the systems value to the public ([p. 56](#)).
- WSDOT's Public Transportation, Regional Transit Coordination and Management of Mobility divisions continue to work with their partners to build on 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. 59](#)).

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\(4\)](#)
- [ESHB 2322 – 2019-20](#) Sect. 220 (7)(a)(ii), (7)(c), and (18)(a)
- [RCW 47.06.110\(6\)](#)
- [RCW 47.01.330\(5\)](#)

INTRODUCTION

The 2020 Public Transportation Mobility Report provides updates for the following public transportation grant programs:

- Special Needs
- Rural Mobility
- Regional Mobility
- Green Transportation Capital
- Small Business Transit Subsidy
- First Mile/Last Mile

The report also details WSDOT's ongoing effort to implement the Washington State Public Transportation Plan and carry out the vision of Connecting Washington.

Additionally, this year's report contains stories from the field about the resourceful, innovative and collaborative efforts public transportation providers have undertaken as they continue to provide critical, life-sustaining services to the people in their communities during the COVID-19 pandemic.

About WSDOT's Public Transportation Division

WSDOT's Public Transportation Division supports programs and projects that connect large and small communities, and provide access to people in Washington. These programs and projects build and sustain Washington's integrated multimodal transportation system, which allows people of all ages, abilities, and geographic locations to get to and from jobs, goods and services, and community activities.

[More information about the Public Transportation Division](#)

Since the onset of the COVID-19 pandemic and Gov. Inslee's subsequent [Stay Home – Stay Healthy](#) executive order, public transportation providers in Washington have rapidly adjusted – and at times completely overhauled – the way they serve their communities and get people to where they need to be.

PUBLIC TRANSPORTATION NAVIGATES A PANDEMIC

Throughout the COVID-19 pandemic, the state's public transportation providers have experienced disruptions to service, staffing, day-to-day administration, cleaning, maintenance, and something else at the heart of their operations: ridership.

With the marked declines in ridership, service levels have dropped accordingly. This combination of factors has forced many providers to pivot toward delivering other services to their communities – and to their credit, they have done exactly that, with a constantly growing list of success stories to show for it.

Since the stay-at-home order began in late March, WSDOT has heard stories from public transportation providers of all sizes about the ways they are finding to shift staff resources to accommodate the growing need for access to meals, groceries, prescriptions, and more for people with special needs.

In some cases, public transportation providers are partnering with other social service and health agencies to fill gaps and meet mutual needs. Not only are providers creating innovative strategies to solve problems, they are collaborating to find their solutions.



King county metro riders wearing personal protective equipment (courtesy of King County Metro).

WSDOT's innovative and adaptive public transportation funding during the pandemic

The Coronavirus Aid, Relief, and Economic Security (CARES) Act was passed by Congress and signed into law by the President on March 27, 2020. While urban and small urban transit agencies in Washington received CARES Act funding directly from the federal government, WSDOT distributed around \$40 million in CARES Act funding specifically for rural public transportation providers hit hard by the pandemic.

For nonprofit community transportation providers not eligible for CARES Act funding, as well as tribal transportation providers who may have received insufficient funding, WSDOT also allowed flexible spending in response to COVID-19 within Special Needs and Rural Mobility grants. The flexibility ensured continuity of grant-funded project operations during the pandemic, while allowing for additional operating costs including meal, food bank, and prescription delivery to vulnerable populations.

This resourcefulness, innovation, and collaboration is good news for communities and public transportation providers' employees alike. Despite increasingly complicated times, the number of hopeful and inspiring stories about how providers are still able to make a difference continues to grow. Here are some examples, organized by theme:

Equity

One of the fundamental issues public transportation providers have remained focused on throughout the pandemic is equity.

While many solutions focus on help for most, not all solutions focus on help for all. The remarkable work of the [Regional Alliance for Resilient and Equitable Transportation](#) provides some great examples with a [digest](#) of their efforts to promote transportation equity around the central Puget Sound.

Safety and personal protective equipment

Between food bank deliveries in and around Walla Walla, Valley Transit found just enough time to partner with the community to outfit all their public-facing staff with a supply of cloth facemasks. The provider's general manager and another member of her staff personally sewed about 60 of the masks, and they also received donated masks from local sewing clubs and enthusiasts.

Valley Transit was also able to install custom Plexiglas barriers (made in-house) in all their paratransit vehicles.

In northwest Washington, Island Transit's maintenance team rapidly pulled together to install Plexiglas barriers to protect their operators. They were able to quickly produce a prototype and install them in all their coaches.

Catholic Community Services provides volunteer-driver programs for low-income senior veterans in Snohomish County. Like their clients, most of their drivers are older and at higher risk for COVID-19. Many are uneasy driving for clients until the risk to their own health subsides. While the provider's driver numbers are down considerably, they still have about 10 drivers taking clients to medical appointments and the occasional trip to the store. Drivers and clients are required to wear masks, and clients must sit in the back seat. Drivers sanitize their vehicles after every ride. Additional drivers are running no-contact errands, picking up and dropping off groceries or prescriptions for clients to help keep their clients and themselves safe.

Meal, prescription and food bank delivery

Snoqualmie Valley Transit delivers food from several local food banks during the pandemic. They also deliver lunches to seniors from senior centers in the area and prescriptions from several grocery stores. They

continue to make wellness checks on about 250 senior riders in the valley. These gestures are exactly what communities need at a time like this.

In central and eastern Washington, a handful of People For People drivers obtained their food handler's permits and, as of this writing, have now delivered more than 3,500 meals to homebound seniors. People For People is also coordinating the delivery of nutritional food boxes to individuals in remote communities in central and eastern Washington. They have also done a remarkable job partnering with people and businesses in their communities, who have chipped in to with generous donations of handmade masks for drivers and sanitizing products.

As part of its meal and grocery delivery service, River Cities Transit in southwestern Washington is also taking clients to pick up their meals at various sites (e.g., Salvation Army, senior centers). They have also extended their normal wait times to allow seniors adequate time to receive their meals.



Twin Transit employee delivering meals (courtesy of Twin Transit).



Twin Transit employee delivering meals (courtesy of Twin Transit).

Coordination and education

In Pierce County, several senior-living apartments needed food delivered from a food bank in King County. [Puget Sound Educational Service District's Road to Independence](#) program notified Pierce County Human Services that their drivers and vehicles were available to help. The two agencies coordinated their efforts, and now those residents are getting regular deliveries of food thanks to Road to Independence drivers.

Two more Pierce County services teamed up to solve two difficult (and now prevalent) issues. Beyond the Borders had its services drastically reduced, while a majority of volunteer drivers for Catholic Community Services and its Meals on Wheels program were unable to work. They came together and devised a plan to redeploy [Beyond the Borders](#) drivers to make deliveries to [Meals on Wheels](#) clients. The drivers are now delivering meals several days a week, and Beyond the Borders is able to pay for the driver hours.

Pierce Transit began [providing free Wi-Fi to students](#) by staging buses at two central locations. During the school day, students with limited internet access and caregivers could park near the buses and connect to the bus's Wi-Fi to interact with teachers, do their schoolwork, and upload or download assignments.

Just down I-5 in Lewis County, Twin Transit is one of several local organizations who came together to leverage time, talents, and resources into a collaborative model for rapid response. Under the banner of the Lewis County Community Services Coalition, this group collaborated with other local agencies to advance social equity, reduce poverty, and improve life in their communities. This collaborative model garnered attention from state representatives, who are now working with the coalition to expand the model across the state.

Routing and logistics

When the pandemic forced Pierce Transit to scale back its services, many essential workers who take the bus to work were suddenly left without a way to get there. Pierce Transit came up with a fantastic idea: [offer rides directly to job sites](#) for qualified essential workers. The service is available to essential workers by appointment

during weekday morning and evening times previously served with bus service before pandemic-related reductions, and in most areas where routes were temporarily cancelled altogether due to the pandemic.

Administration and personnel

Throughout the pandemic, Jefferson Transit has kept morale high by arranging with their union to allow unassigned drivers to perform other tasks in order to keep them working. Prior to COVID-19, Jefferson Transit had about 14 drivers working each day. However, the pandemic reduced the number of drivers needed daily to just five. The remaining drivers have been doing landscaping, maintenance, cleaning, and other site-improvement jobs. Some are out mowing lawns at park and rides and Jefferson Transit facilities; others are painting parking lots, lines, curbs, and facilities. This adjustment of duties benefits both the drivers (who are able to continue working) and the agency itself (which gets to retain its staff who will be able to return quickly to duty when regular service continues).

Social media

Island Transit continues to leverage social media to keep their riders informed. They use [Facebook](#) to keep riders updated on safety measures, route changes, and service reductions. They also use social media to share photos and narrative to demonstrate how to safely ride the bus during the pandemic.

In conjunction with a local drive-through food drive, Ben Franklin Transit brought people who do not or cannot drive to several spots around the Tri-Cities to pick up meals, using their Facebook page to get the word out.

Near the Washington-Idaho border, the [Council on Aging and Human Services/COAST Transportation](#) has done a remarkable job of keeping the public informed about its services in heartfelt, compelling ways. In central Washington, Link Transit and the Chelan Public Utility District did the same when they got together for their recent Stuff the Bus food donation drive.

And sometimes a little levity is needed: [Intercity Transit](#) delivered safety-themed messages on Facebook with a hard-to-miss [dinosaur mascot](#).



Intercity Transit

June 29 at 9:51 AM · 🌐

T-Rex wants to remind you that face coverings are required on Intercity Transit. The health and safety of our employees, passengers and the community is our top priority. Learn more about the changes we've made for everyone's safety at www.intercitytransit.com/recoveryservice and how you can help. We're all in this together! #MaskUpWA



T-Rex reminding Intercity Transit riders that masks are required on the bus (courtesy of Intercity Transit).

Pet adoption

Homage makes routine, check-in calls to their riders to make sure they are doing OK - in part because in some cases, they are the only social contact their riders have. Near the beginning of the pandemic, a regular Homage rider who lives by himself in Snohomish County lost his cat. During one check-in call, the rider shared his loneliness since losing his feline companion. Due to the stay-at-home order, his plans to find a new cat had to be put on hold.

By chance, another Homage rider provides foster care for a nearby animal shelter that had a cat ready for adoption. Homage took the rider to meet the cat and bring them home together, while still following physical-distancing norms. Now when Homage calls him to check in, they can hear the cat in the background.

COVID-19 has fundamentally changed public transportation. Fortunately, many public transportation providers continue to find ways to innovate and solve problems. The solutions they are creating are helping them continue to deliver critical, life-sustaining services to the people in their communities, no matter the shape those services take. Their resiliency and resourcefulness continue to pay invaluable dividends in the form of responsive, proactive solutions at a time when their communities need them the very most.

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

For the 2019-2021 biennium, the Legislature provided more than \$61 million for the Special Needs Grant Program and more than \$32 million for the Rural Mobility Grant Program, allowing WSDOT to fund 108 projects across the state.

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 provides funding to provide public transportation services within and between rural communities, as well as between cities. Grantees spend the funds on new buses and other equipment to provide public transportation in rural communities, especially to seniors and people 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.

Awards for the 2019-2021 biennium Special Needs and Rural Mobility grant programs are in the table on p. 18.

[More information about the Consolidated Grant Program](#)

Special Needs and Rural Mobility grant programs project highlights

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

Puget Sound Educational Service District: Key Peninsula School Bus Connects

Puget Sound Educational Service District's Key Peninsula School Bus Connects program uses off-duty school buses to provide transportation for residents of the otherwise unserved and rural Key Peninsula in Pierce County. The program provides year-round service, shuttling riders from the peninsula to Key Center, Volunteer Park, the food bank, Purdy park and ride, and other local stops.

In 2010, Pierce Transit experienced a funding deficit that forced them to discontinue service in Key Peninsula. In November 2011, School Bus Connects began service and has been the only public transportation option available on the peninsula ever since.

On the rural, 23-mile-long Key Peninsula, around 30 percent of residents depend on friends and family for transportation. School Bus Connects collaborates with numerous human service providers to provide services where transportation is not available, while avoiding duplicating service.

Without School Bus Connects, many peninsula residents would be isolated, having no transportation option of their own. School Bus Connects' partners include:

- The Mustard Seed: independent living and quality of life for seniors.
- The Red Barn Youth Center: safe, supervised afterschool services for youth in 6th-12th grade to have fun, find guidance, develop positive relationships, and become community minded citizens.
- Communities in Schools: helping struggling students get back on track.
- OASIS Youth Center: transforming the lives of LGBTQ+ youth by creating a safe place to learn, connect, and thrive.

The Rural Mobility Grant Program contributed \$110,000 in the 2019-2021 biennium for School Bus Connects, about 45 percent of the project's cost.

Yakima Transit: Yakima-Ellensburg Commuter

Yakima Transit's Yakima-Ellensburg Commuter provides commuter-bus services between the cities of Yakima, Selah, and Ellensburg.

Many riders use this service to access education, employment, shopping, medical appointments, and social services. Additionally, this service also provides accessible options for people with low incomes and disabilities who have limited access to transportation. Their seven daily trips also help reduce the need for caregivers to make overnight stays.

The Yakima-Ellensburg Commuter makes several multimodal connections, including:

- The Yakima Airport
- Yakima Transit
- Selah Transit
- Selah Park and Ride Center
- The Firing Center Park and Ride
- Central Transit



The Yakima-Ellensburg Commuter (courtesy of the Ellensburg Daily Record).
Photo taken pre-COVID-19.



**A Cowlitz Tribe Transit Services driver assisting a rider (courtesy of Cowlitz Indian Tribe).
Photo taken pre-COVID-19.**

Through these connections, Yakima Transit provides access to the Greyhound Bus Terminal, Union Gap Transit, and People For People’s Lower Valley Community Connector.

The Rural Mobility Grant Program contributed \$72,373 in the 2019-2021 biennium for the Yakima-Ellensburg Commuter, about 8 percent of the project’s cost.

Cowlitz Indian Tribe: Cowlitz Tribe Transit Services

Cowlitz Tribe Transit Services is a rural dial-a-ride service for both the tribal community and the general public. This fare-free service is the only provider offering door-to-door transportation in its 800-square-mile service area from the Cowlitz County side of Woodland to Centralia, and up 20 miles east and west of the I-5 corridor.

Cowlitz Tribe Transit Services covers a lot of ground to meet the needs of individuals in rural southwest Washington, providing rides for medical appointments including dialysis treatment. The service prides itself

on providing personalized, compassionate care and understanding to meet the individual needs of its riders.

Cowlitz Tribe Transit Services is also not restricted to medical trips. Riders may also use the service to get to the movie theater, go shopping, get to and from worksites, go shopping, connect to other transit services, or attend social events. For people who are differently abled or without a vehicle, the service represents one of the only transportation options that help them live an independent life. Already during the first three quarters of this biennium (July 2019-March 2020), Cowlitz Tribe Transit Services has provided more than 2,600 passenger trips.

To respond to the COVID-19 pandemic, Cowlitz Tribe Transit Services is providing food bank, grocery, and prescription service to homebound individuals living within its service area.

The Rural Mobility Grant Program contributed \$447,619 in the 2019-2021 biennium for Cowlitz Tribe Transit Services, 85 percent of the project’s cost.

Homage Senior Services: Transportation Assistance Program

Homage's Transportation Assistance Program provides on-demand transportation throughout Snohomish County to seniors and people with disabilities, operating in areas that regular fixed-route or paratransit does not serve. Many of the program's passengers are in small rural communities that have few human service options. The program provides essential transportation to employment, school, medical appointments, and other activities.

During the COVID-19 pandemic, this program changed its mission to include meal delivery to people isolated by the pandemic throughout Snohomish County.

Homage is the largest provider of services for older adults and people with disabilities in Snohomish County. Each year, more than 25,000 individuals benefit from Homage's food and nutrition, health and wellness, home repair, social services, and transportation programs. Most of their clients live on limited incomes, are frail, and need services that help them maintain their health, independence, and quality of life.

The Special Needs Grant Program contributed \$923,561 in the 2019-2021 biennium for the Transportation Assistance Program, about 46 percent of the project's cost.



**A Homage Senior Services rider using the provider's on-demand transportation (courtesy of Homage Senior Services).
Photo taken pre-COVID-19.**

Ecumenical Christian Helping Hands Organization: Volunteer Transportation Program

Ecumenical Christian Helping Hands Organization's (ECHHO) Volunteer Transportation Program uses a network of volunteers who drive their own car to provide fare-free transportation for elderly, disabled, and low-income residents of Jefferson County. The program provides access to healthcare and other essential services throughout Jefferson County, as well as locations in Clallam, Kitsap, King, and Pierce counties.

For more than 23 years, ECHHO has supported independent living in Jefferson County by partnering with volunteers and other community organizations. ECHHO's partners include Olympic Peninsula Bluebills, Olympic Area Agency on Aging, OlyCAP, United Good Neighbors of Jefferson County, Jefferson Healthcare, and First Presbyterian Church of Port Townsend. Along with the Volunteer Transportation Program, ECHHO also loans wheelchairs, walkers, canes, crutches, bath seats, commodes, hospital beds, and other medical equipment free of charge.

ECHHO's clients rave about the quality of service they receive from program. One rider writes, "As a disabled senior living alone, I have few options for getting to my daily radiation treatments in Poulsbo. ECHHO has literally saved my life!"

Between July 2019 and June 2020, this program provided more than 1,700 trips to medical appointments. ECHHO made an additional 300 trips for errands, prescription pickup, and groceries.

During COVID-19, ECHHO experienced a sevenfold increase in food-delivery requests during the first three months of the pandemic. Whether it means bringing groceries and prescriptions to a client, driving patients to medical appointments, or making regular wellness-check phone calls to the lonely and isolated, ECHHO serves the most vulnerable residents of Jefferson County.

The Special Needs Grant Program contributed \$27,500 in the 2019-2021 biennium for ECHHO's Volunteer Transportation Program, 10 percent of the project's cost.



ECHHO riders (courtesy of ECHHO).
Photo taken pre-COVID-19.

Rural Resources Community Action: Demand response

Rural Resources Community Action operates its dial-a-ride service for people with disabilities; people who are too young or old to operate a vehicle; and people with low incomes across Stevens, Ferry, and Pend Oreille counties. They have a service area of more than 6,200 square miles.

Rural Resources' demand-response service allows transit-dependent individuals access to basic necessities, including grocery stores, legal services, medical appointments, recreation, education, veteran services, and employment opportunities for residents in predominantly rural areas such as Colville and Kettle Falls.

More than half of Rural Resources' riders are at or below 100 percent of the poverty level. In a typical year, Rural Resources provides nearly 500,000 miles of demand-response service through its programs. Additionally, Rural Resources offers fixed-route services in northern Pend Oreille and Stevens counties that connect with the Travel Washington Intercity Bus Program's Gold Line, which operates between Kettle Falls and Spokane.

Since 1965, Rural Resources has provided residents in northeastern Washington with access to early childhood education, domestic-violence shelters, housing, homebuyers' programs, senior programs, the Statewide Health Insurance Benefits Advisors program, food distribution, and transportation. For more information on Rural Resources, visit their [website](#) or watch their [marketing video](#).

The Special Needs Grant Program contributed \$1,276,713 in the 2019-2021 biennium for Rural Resources' demand response services, 77 percent of the project's cost.

Special Needs and Rural Mobility grant programs funding

WSDOT's Public Transportation Division administers the Special Needs and Rural Mobility grant programs through a mix of state and federal funds provided by the Consolidated Grant Program.

In fiscal year 2020, Special Needs and Rural Mobility grant program funds accounted for 50 percent and 16 percent of the funds awarded through the Consolidated Grant Program, respectively.

Grant program	Fiscal year 2020 funds	Fiscal year 2020 percentage of Consolidated Grant Program
Special Needs Grant Program	\$40,702,546	50%
Rural Mobility Grant Program	\$12,948,936	16%
Other Consolidated Grant Program sources	\$27,693,083	34%
Total	\$81,344,565	100%

SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS

The following projects received Special Needs and Rural Mobility grant programs funding (competitive and formula) in the 2019-2021 biennium.

Grantee	Project name	2019 2021 Special Needs Grant funding		2019 2021 Rural Mobility Grant funding		2019 2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
Around the Sound	Pierce County Adult Day Health Express replacement vehicles	-	-	\$994,660	80%	-	-	\$1,243,325	80%
Asotin County Public Transportation Benefit Area	Special needs and general public transportation services	\$58,470	44%	\$73,364	56%	-	-	\$131,834	100%
Ben Franklin Transit	Vehicles and equipment	\$1,100,000	100%	-	-	-	-	\$1,100,000	100%
Ben Franklin Transit	Demand response service	\$2,803,161	100%	-	-	-	-	\$2,803,161	100%
Link Transit	Paratransit services	\$829,052	100%	-	-	-	-	\$829,052	100%
Central Transit	Fixed route system	-	-	\$422,432	25%	\$419,068	25%	\$1,683,000	50%
Central Transit	ADA paratransit	\$11,174	100%	-	-	-	-	\$11,174	100%
RiverCities Transit	Paratransit services	\$373,842	12%	-	-	\$625,867	19%	\$3,242,890	31%
Pullman Transit	Dial-a-Ride service	\$105,134	5%	-	-	\$628,186	30%	\$2,097,499	35%
Pullman Transit	Dial-a-Ride van and wheelchair lifts	\$89,770	100%	-	-	-	-	\$89,770	100%
City of Selah	Dial-a-Ride service	\$13,235	67%	\$6,607	33%	-	-	\$19,842	100%
Yakima Transit	Commuter operations assistance	-	-	\$72,373	8%	\$400,000	46%	\$874,373	54%
Yakima Transit	Demand response service	\$283,962	100%	-	-	-	-	\$283,962	100%
Clallam Transit System	Paratransit services	-	-	\$1,043,951	24%	\$599,329	13%	\$4,441,297	37%
Clallam Transit System	Replacement 35-foot buses	-	-	\$1,334,074	51%	\$626,294	24%	\$2,635,975	74%
Clallam Transit System	Five cutaway vehicles	\$508,595	100%	-	-	-	-	\$508,595	100%
Clallam Transit System	Sales Tax Equalization project	-	-	\$316,979	100%	-	-	\$316,979	100%

Continued on next page

SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)

Grantee	Project name	2019 2021 Special Needs Grant funding		2019 2021 Rural Mobility Grant funding		2019 2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
C-TRAN	C-VAN program	\$2,839,312	100%	-	-	-	-	\$2,839,312	100%
Coastal Community Action Program	Driven To Opportunity Program	\$507,700	89%	-	-	-	-	\$571,700	89%
Coastal Community Action Program	One replacement minivan	\$22,196	80%	-	-	-	-	\$27,620	80%
Columbia County Public Transportation	Sustain demand response service	\$316,425	13%	\$669,190	28%	\$1,000,000	41%	\$2,409,940	82%
Columbia County Public Transportation	Expanded demand response service	-	-	\$93,215	80%	-	-	\$116,518	80%
Community Transit	Demand response service	\$1,924,019	100%	-	-	-	-	\$1,924,019	100%
COAST Transportation	Demand response and deviated fixed route transportation services	\$555,440	47%	-	-	-	-	\$1,170,905	47%
Cowlitz Indian Tribe	Demand response service	-	-	\$447,619	85%	-	-	\$526,611	85%
ECHHO	Volunteer Transportation Program	\$27,500	10%	-	-	-	-	\$268,024	10%
Entiat Valley Community Services	Transportation for Rural Immobilized Persons and Seniors Program	\$12,000	51%	-	-	-	-	\$23,749	51%
Entrust Community Services	Door-to-door special needs services	\$97,882	32%	-	-	-	-	\$305,900	32%
Everett Transit	Demand response service	\$1,565,765	100%	-	-	-	-	\$1,565,765	100%
Garfield County Transportation Authority	Sustain demand response service	\$39,336	10%	\$331,470	80%	-	-	\$411,802	90%
Garfield County Transportation Authority	One expansion cutaway	-	-	\$58,168	75%	-	-	\$77,558	75%
Grant Transit Authority	Paratransit and demand response service	\$228,123	34%	\$219,375	33%	\$219,375	33%	\$666,873	100%
Grant Transit Authority	Three replacement cutaways	\$60,000	20%	-	-	\$240,000	80%	\$300,000	100%
Grant Transit Authority	Four paratransit cutaways	\$360,000	100%	-	-	-	-	\$360,000	100%

Continued on next page

SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)

Grantee	Project name	2019 2021 Special Needs Grant funding		2019 2021 Rural Mobility Grant funding		2019 2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
Grant Transit Authority	Two bus engines, two ancillary vehicles, and dispatch computers	\$99,746	100%	-	-	-	-	\$99,746	100%
Grays Harbor Transportation Authority	Fixed route and demand response services	\$258,481	1%	\$1,041,955	5%	\$1,500,000	8%	\$18,946,842	15%
HopeSource	Dial-A-Ride	-	-	\$585,000	40%	\$727,422	50%	\$1,459,425	90%
HopeSource	Ellensburg-Cle Elum commuter services	\$492,571	80%	-	-	-	-	\$615,714	80%
HopeSource	Two expansion cutaways	\$151,378	90%	-	-	-	-	\$168,198	90%
Human Services Council	Employment Transportation Program	\$465,000	89%	-	-	-	-	\$523,000	89%
Human Services Council	Reserve-A-Ride (Clark County)	\$321,316	80%	-	-	-	-	\$401,316	80%
Island Transit	North Sound Regional Connector	-	-	\$1,623,140	60%	\$694,654	25%	\$2,726,811	85%
Island Transit	Dial-A-Ride Services	\$1,255,744	100%	-	-	-	-	\$1,255,744	100%
Island Transit	Fixed route, deviated bus and vanpool services	-	-	\$1,793,096	100%	-	-	\$1,793,096	100%
Island Transit	Route network analysis	-	-	\$50,000	50%	-	-	\$100,000	50%
Jamestown S'Klallam Tribe	Sustaining Jamestown Campus Route #50	-	-	\$161,028	90%	-	-	\$178,920	90%
Jefferson Transit Authority	East Jefferson operating	\$283,362	4%	\$217,558	3%	\$2,173,692	28%	\$7,658,299	35%
King County Metro	Special needs transportation services	\$14,520,300	100%	-	-	-	-	\$14,520,300	100%
Kitsap Transit	Kitsap Transit Formula Project	\$2,631,863	51%	\$2,522,865	49%	-	-	\$5,154,728	100%
Mt. Adams Transportation	Dial-A-Ride Services	\$1,021,637	52%	-	-	-	-	\$1,952,539	52%
Mt. Adams Transportation	Four replacement minivans	\$219,200	80%	-	-	-	-	\$274,000	80%
Twin Transit	Fixed route and paratransit service	\$528,512	11%	-	-	\$1,439,222	29%	\$4,941,111	40%
Lower Columbia Community Action Program	Connecting the I-5 corridor	\$567,185	89%	-	-	-	-	\$634,650	89%

Continued on next page

SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)

Grantee	Project name	2019 2021 Special Needs Grant funding		2019 2021 Rural Mobility Grant funding		2019 2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
Lower Columbia Community Action Program	Two replacement cutaways	\$123,200	80%	-	-	-	-	\$154,000	80%
Lower Elwha Klallam Tribe	One replacement 12-passenger van	-	-	\$34,970	83%	-	-	\$41,964	83%
Lummi Tribe of the Lummi Reservation	Fixed route services	-	-	\$706,860	67%	-	-	\$1,052,810	67%
Makah Tribal Council	Makah Public Transit operating service	-	-	\$164,593	50%	-	-	\$329,186	50%
Makah Tribal Council	Two replacement cutaways with bike racks	-	-	\$182,500	91%	-	-	\$200,750	91%
Mason Transit Authority	Regional connections	-	-	\$794,800	15%	\$1,067,040	21%	\$5,150,475	36%
Mason Transit Authority	Demand response	\$468,025	16%	\$548,391	19%	\$1,244,880	42%	\$2,957,926	76%
Mason Transit Authority	One small Dial-A-Ride cutaway vehicle	-	-	\$80,000	100%	-	-	\$80,000	100%
Mason Transit Authority	Coach repairs	-	-	\$116,500	100%	-	-	\$116,500	100%
Mt. Si Senior Center	Snoqualmie Valley Transportation	\$1,029,000	38%	-	-	-	-	\$2,679,691	38%
Northshore Senior Center	Inter-county special needs transportation	\$11,094	6%	-	-	\$110,935	56%	\$197,029	62%
TranGO	Operating and special needs transportation services	\$48,381	19%	\$202,390	81%	-	-	\$250,771	100%
Okanogan County Transportation and Nutrition	Door-to-door demand response service	-	-	\$904,280	68%	-	-	\$1,328,880	68%
Okanogan County Transportation and Nutrition	Rural commuter routes	\$644,000	82%	-	-	-	-	\$789,000	82%
Okanogan County Transportation and Nutrition	Three replacement and one expansion cutaway vehicles	\$259,938	79%	-	-	-	-	\$328,630	79%
Olympic Community Action Programs	West End Job Lift	\$128,475	66%	-	-	-	-	\$194,341	66%
Pacific Transit System	Rural fixed route service	\$123,010	6%	\$1,277,405	58%	-	-	\$2,199,330	64%

Continued on next page

SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)

Grantee	Project name	2019 2021 Special Needs Grant funding		2019 2021 Rural Mobility Grant funding		2019 2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
People For People	Special Needs Transportation (Yakima County)	\$1,342,193	44%	-	-	\$1,342,192	44%	\$3,050,437	88%
People For People	Community Connector	\$134,000	45%	-	-	\$148,540	50%	\$297,411	95%
People For People	Rural Special Needs Transportation (Adams, Grant, and Lincoln counties)	\$925,624	42%	-	-	\$1,000,000	46%	\$2,188,209	88%
People For People	Mobility management expansion for Benton- and Franklin counties	-	-	\$138,024	95%	-	-	\$145,288	95%
Pierce Transit	Paratransit shuttle transportation services	\$4,399,880	100%	-	-	-	-	\$4,399,880	100%
Puget Sound Educational Service District	Key Peninsula School Bus Connects	-	-	\$110,000	54%	-	-	\$202,525	54%
Puget Sound Educational Service District	Road to Independence Van Program	\$510,000	41%	\$40,000	3%	-	-	\$1,255,436	44%
Rural Resources Community Action	Demand response	\$1,276,713	77%	-	-	-	-	\$1,662,716	77%
Rural Resources Community Action	Commuter route	-	-	\$325,818	84%	-	-	\$385,818	84%
Samish Indian Nation	Samish transit feasibility study	-	-	\$15,193	95%	-	-	\$15,992	95%
San Juan County	San Juan County Transportation Voucher Program	-	-	\$332,066	90%	-	-	\$366,966	90%
Sauk-Suiattle Indian Tribe	Fixed route services	-	-	\$482,564	92%	-	-	\$527,121	92%
Homage Senior Services	Transportation Assistance Program	\$923,561	56%	-	-	\$103,655	6%	\$1,659,276	62%
Skagit Transit	Special needs paratransit services	\$93,331	100%	-	-	-	-	\$93,331	100%
Skagit Transit	Three replacement and three expansion cutaways	\$850,000	100%	-	-	-	-	\$850,000	100%

Continued on next page

SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)

Grantee	Project name	2019 2021 Special Needs Grant funding		2019 2021 Rural Mobility Grant funding		2019 2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
Skagit Transit	Upgrade existing interactive voice response system	\$110,500	100%	-	-	-	-	\$110,500	100%
Skamania County Senior Services	Dial-A-Ride service	-	-	\$310,804	55%	-	-	\$560,421	55%
Skamania County Senior Services	Route deviated service	-	-	\$198,939	75%	-	-	\$266,539	75%
Skamania County Senior Services	One replacement minivan and one replacement cutaway	-	-	\$96,915	80%	-	-	\$121,144	80%
Sound Generations	Hyde Shuttles	\$769,658	13%	-	-	\$1,000,000	17%	\$5,935,812	30%
Special Mobility Services	Deer Park Dial-A-Ride and Community Shuttle	\$439,665	90%	-	-	-	-	\$488,517	90%
Special Mobility Services	Davenport and Ritzville Community Shuttles	\$216,872	51%	\$164,379	39%	-	-	\$423,612	90%
Special Mobility Services	Newport Community Shuttle	\$243,000	90%	-	-	-	-	\$270,000	90%
Special Mobility Services	Expand Deer Park Community Shuttle	\$119,234	95%	-	-	-	-	\$125,509	95%
Spokane Transit Authority	Demand response paratransit transportation services	\$3,209,233	100%	-	-	-	-	\$3,209,233	100%
Spokane Tribe of Indians	Moccasin Express	-	-	\$750,000	69%	-	-	\$1,088,710	69%
Spokane Tribe of Indians	Two replacement cutaways	-	-	\$115,086	80%	-	-	\$143,858	80%
Squaxin Island Tribe	Squaxin Transit Program	-	-	\$199,500	50%	-	-	\$399,000	50%
Stanwood Community and Senior Center	North Snohomish County Transportation Coalition	\$50,000	94%	-	-	-	-	\$53,350	94%
The Arc of Tri-Cities	Sustain demand response transportation services	\$69,850	90%	-	-	-	-	\$77,612	90%
The Arc of Tri-Cities	Expand demand response transportation services	\$77,037	95%	-	-	-	-	\$81,092	95%

Continued on next page

SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS PROJECTS (CONTINUED)

Grantee	Project name	2019 2021 Special Needs Grant funding		2019 2021 Rural Mobility Grant funding		2019 2021 other Consolidated Grant Program funding		Total project cost	Percentage Consolidated Grant Program share of project
		Total grant funds	Percentage grant share	Total grant funds	Percentage grant share	Total grant program funds	Percentage grant program share		
Intercity Transit	Paratransit services	\$2,280,850	100%	-	-	-	-	\$2,280,850	100%
Thurston Regional Planning Council	Rural Transit Program	-	-	\$1,268,400	87%	-	-	\$1,458,400	87%
Valley Transit	ADA Operating	\$394,376	69%	\$177,531	31%	-	-	\$571,907	100%
Wahkiakum County Health and Human Services	Rural bus service	-	-	\$595,800	90%	-	-	\$662,000	90%
Whatcom Transportation Authority	Demand response services	\$1,933,421	100%	-	-	-	-	\$1,933,421	100%
L.E.W.I.S. Mt. Hwy. Transit	Fixed route deviated transit services	\$688,675	90%	-	-	-	-	\$765,725	90%
Yakima Valley Conference of Governments	Yakima County regional transit feasibility study	-	-	\$50,000	83%	-	-	\$60,000	83%

Table notes: This table excludes distributions planned for fiscal year 2020 and some additional COVID-19 costs.

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

For the 2019-2021 biennium, the Legislature provided more than \$102 million in state funding for 49 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 building 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.

King County Metro: Route 245 Corridor Speed and Reliability Improvements

King County Metro is working to improve transit speed and reliability the agency's Route 245, which serves Kirkland, Redmond, and Bellevue along the I-405 corridor.

In 2013, Route 245 carried more than a million riders. As of 2016, the route carried around 3,700 riders each weekday. The route provides all-day, two-way service every 10-30 minutes, depending on the time of day and day of the week.

The reliability of Route 245 regularly falls below King County Metro's system-wide 80 percent goal for on-time performance. The route has especially poor reliability in the evening-peak commute time, when its on-time performance is around 70 percent. Routes with poor reliability and slow travel times are discouraging to riders and cause increased delay, wasted fuel, higher operating costs, and higher levels of emissions.

This project will improve transit speed and reliability for Route 245 by:

- Retiming up to 50 traffic signals.
- Signal modification at up to 10 intersections.
- Modifications to existing transit-signal-priority installations.
- Channelization improvements.
- Improved bus-stop spacing.



Bus stop improvements in Bellevue at 142nd SE and SE 36th St. (courtesy of King County Metro).

King County Metro predicts these solutions will save Route 245 seven to nine minutes per trip. This equates to 116,000–150,000 passenger hours per year.

The project will also improve general traffic flow in the I-405 corridor, where the average daily traffic volumes range from 10,000 vehicles in downtown Kirkland to about 24,000 along 156th Avenue Northeast in Bellevue.

Additionally, the project helps reduce greenhouse gas emissions. King County Metro predicts that the combination of travel-time savings, ridership increases on Route 245, and improvements to general traffic flow will reduce approximately 16,000 kilograms of carbon monoxide per year.

The Regional Mobility Grant Program contributed \$2,192,000 from the 2015-2017 to the 2019-2021 biennia for the Route 245 Speed and Reliability Improvements project, about 80 percent of the project's cost.

City of Zillah: Teapot Dome Park and Ride

The City of Zillah is building a park and ride lot near the Teapot Dome service station, a local tourist attraction near I-82. The new park and ride will have 97 parking stalls, with two stalls equipped with electric-vehicle charging stations. With the closest park and ride facility nearly 40 miles from Zillah, the new park and ride will help promote carpool and vanpool options in the area.

The new park and ride will provide facilities for pedestrians, bicyclists, and people who use public transportation. It will also improve access to a planned bus stop by installing paved waiting areas and better sidewalk connections. Additionally, the new bus stop will be closer to residential areas than the existing stop.

People For People's Lower Yakima Valley Community Connector will serve the new transit stop at the Teapot Dome Park and Ride, with connections to Yakima, Wapato, Toppenish, Zillah, Granger, Sunnyside, Grandview, and Prosser.

The Teapot Dome park and ride will encourage transit ridership and carpool and vanpool use by providing a place to transfer from low-occupancy or non-motorized modes to higher-occupancy modes. The project promotes mobility for non-drivers, encourages energy conservation, and reduces emissions.

The Regional Mobility Grant Program contributed \$664,000 in the 2019-2021 biennium for the Teapot Dome park and ride, about 76 percent of the project's cost.

C-TRAN: Southbound I-5 Bus on Shoulder

C-TRAN is making improvements along I-5 to allow for southbound bus-on-shoulder operations from the 99th Street interchange to the Interstate Bridge. The agency predicts that the project will improve travel times and service reliability for transit users along the corridor, which provides a vital link between the southwest Washington region and jobs in Portland, Oregon.

The I-5 corridor between the 99th Street interchange and the Interstate Bridge experiences the worst congestion in southwest Washington. By implementing infrastructure for bus travel on the shoulder, C-TRAN's buses will be able to move at a consistent speed in the corridor under most circumstances, reducing passenger travel time.

Within Clark County, traffic congestion occurs daily as I-5 southbound traffic approaches the Interstate Bridge. During the morning, C-TRAN operates 32 southbound bus trips from two park and ride facilities along the corridor, which is routinely congested from 6-9:00 a.m. every weekday. C-TRAN's buses are frequently caught in this congestion.

While delays in the corridor can be significant regardless of mode, the impacts on transit are more severe because of the compounded effect on each subsequent trip. Buses must complete multiple trips along the corridor during the morning commute, and a single delayed bus causes each following bus to run later.

Increased passenger wait times reduce the viability of transit as a mode choice. While some riders have flexibility in work start times, consistently delayed arrival times force many riders to either change their schedules to earlier bus trips so they can arrive at work on time or choose a different mode, including driving alone.

By being able to move faster than single-occupancy vehicles in the corridor, C-TRAN expects reduced travel

times to downtown Portland for transit as compared to other modes of travel. These reductions in travel time should greatly enhance transit as a viable mode choice.

The Regional Mobility Grant Program contributed \$4,900,000 in the 2019-2021 biennium for the Southbound I-5 Bus on Shoulder project, about 80 percent of the project's cost.

Skagit Transit: Connector Services Expansion

Skagit Transit's Connector Services Expansion project builds on the agency's Skagit Snohomish Connector between Skagit Station in Mount Vernon and Everett Station. The project adds three round trips to their weekday schedule, filling a service gap from 7:15 a.m.-1:50 p.m. The project also adds weekend service, with five round trips throughout the day Saturday and Sunday.

Filling weekday gaps addresses the needs of commuters who need to make an emergency trip home or elsewhere but were stuck waiting for the afternoon service that began at 1:50 p.m. Additionally, prior to the midday service, it made more sense for commuters working a half-day to drive to work.

For riders who used the service for trips to medical or social services in Everett or Seattle, the absence of midday trips meant a lot of time spent waiting for the bus. Riders had to either take an early bus and wait for their appointment or book an early appointment and wait several hours for the afternoon service.



The Snohomish Connector operating on I-5 (courtesy of Skagit Transit).

Additionally, the new weekend service helps students travel between school and home, as well as employees who work non-traditional work schedules.

The Skagit Snohomish Connector began service in 2005, addressing a much-needed link between Skagit and Snohomish counties. Ridership increased 185 percent from 2006-2018. With the addition of the midday and weekend service in 2017, ridership has increased nearly 32 percent overall as of 2019.

This project also adds five round trips on weekends from 8:00 a.m.-5:40 p.m. to Skagit Transit and Whatcom Transit Authority's shared Bellingham Connector between Mount Vernon and Bellingham. Additionally, Skagit Transit and Whatcom Transit Authority worked to retime the Bellingham Connector on weekdays. This allows the Bellingham Connector's midday trips to connect with the Skagit Snohomish Connector for transfers at Skagit Station.

The Regional Mobility Grant Program contributed \$1,137,716 from the 2017-2019 to the 2019-2021 biennia for the Connector Services Expansion project, about 80 percent of the project's cost.

Spokane Transit: Spokane Falls Community College Transit Station

In late 2019, Spokane Transit Authority constructed a new transit station and transit roadway on the Spokane Falls Community College campus. They built the Spokane Falls Community College Transit Station to address exceeded capacity at existing transit stops on Fort George Wright Drive.

Throughout the day, dozens of passengers waited at stops on narrow sidewalks and unsurfaced areas on Fort George Wright Drive for buses that serve two high-frequency routes. These stops required riders to cross a four-lane, 35-mile-per-hour road. Rider access was also blocked by snowplow operations during the winter.

The Spokane Falls Community College Transit Station's dedicated transit roadway allowed Spokane Transit to remove the existing stops with capacity, ADA-accessibility, and safety issues. New bus bays along the transit roadway will help accommodate the anticipated 30 percent growth in Spokane Transit's ridership by 2024.



New shelter at Spokane Falls Community College (courtesy of Spokane Transit).

The transit roadway also reconnects with the arterial network via a new signalized intersection. The intersection allows buses to return safely to traffic in either direction while providing pedestrians with safer access across Fort George Wright Drive.

The two routes that serve the station provide connections with 28 other Spokane Transit routes serving Cheney, Liberty Lake, Medical Lake, Millwood, Spokane, Spokane Valley, and unincorporated Spokane County. Additionally, Route 20 provides a connection with tribal transportation services and WSDOT's Gold Line, offering service to portions of Spokane and Stevens counties. Passengers returning home after evening classes at Spokane Falls Community College will find that every stop in Spokane Transit's evening network is reachable from the new station, either directly or with a single bus transfer.

The Regional Mobility Grant Program contributed \$2,127,999 from the 2017-2019 to the 2019-2021 biennia for the Spokane Falls Community College Transit Station, about 76 percent of the project's cost.

Thurston Regional Planning Council with City of Olympia: Telework for State Workers

Despite several governor's executive orders and a legislative focus on reducing greenhouse gases and making efficient use of our transportation system, state agencies lagged behind their private-sector peers in teleworking participation prior to the COVID-19 pandemic.

State agencies struggled to overcome barriers to widespread teleworking including critical technology upgrades, uncertainty about shifting work and performance management norms to the teleworking environment, and doubts about telework productivity and accountability. A lack of consistency across and within state agencies also complicated implementing a robust, statewide, state-agency telework program for employees.

Pre-pandemic, roadways around Olympia's Capitol Campus experienced the particular effects of this need. Around the campus, commuters compounded congestion on north and south I-5 and US 101 during rush hours. Traffic in this corridor had widespread effects, including to the cities of Olympia, Lacey, and Tumwater; greater Thurston County; and connections to Lewis, Mason, Pierce, and Grays Harbor counties.

When commuters clog the highways around the campus, some attempt to divert onto city streets for portions of their trip. Tumwater Mayor Peter Kmet noted that "The deluge of campus traffic – especially from the I-5/US 101 interchanges – worsens congestion in Tumwater at the same time the state employees in Tumwater burst onto the system. Both I-5 and our local roads feel the negative impacts."

As part of a larger Regional Mobility Grant Program-funded project (City of Olympia State Capitol Campus Transportation Demand Management, \$160,000 award) in winter 2019, Thurston Regional Planning Council, the City of Olympia, and state agencies began planning Telework Tuesday to address congestion around the Capitol Campus. Telework Tuesday would have expanded outreach and education efforts for

telework, compressed workweeks, and flexible work hours to all state agencies on the Capitol Campus. The outreach and education would have targeted top- and mid-level managers; addressing their fears; and established best practices and policies for robust, formal telework programs.

That all changed when the COVID-19 pandemic triggered massive and immediate increases in teleworking participation for employers across the state, including state agencies. Adopting widespread telework policies allowed state agencies to swiftly adapt to physical-distancing requirements and comply with Governor Inslee's Stay Home, Stay Healthy executive order. The rapid shift invoked the Governor's previous order, [Building a Modern Work Environment](#), showing that modern work strategies like telework "provide state government the ability to be resilient and responsive."

After widespread telework adoption brought on by COVID-19, Thurston Regional Planning Council (with City of Olympia and state agencies) have shifted their telework focus. They are now working to leverage some positive, long-term outcomes from the pandemic by sustaining high levels of telework once normal operating conditions return.

To aid in this effort, a workplace-strategies council is developing updated statewide policies and best practices for telework. The council is also providing guidance and support and encouraging telework-program consistency across and within state agencies. Additionally, Thurston Regional Planning Council and the City of Olympia are conducting outreach and education efforts throughout the pandemic to further establish telework, compressed workweeks, and flexible work hours as go-to strategies at all state-government agencies on the Capitol Campus.

In the midst of the COVID-19 pandemic, telework partners are coming together to find truly innovative work strategies. They are working toward a future with fewer state-agency employees on the roads (especially during peak times) and a modern-work environment that attracts a new generation of workers who consider work a verb and not a noun – that is, a thing you do, not a place you go.

A note about the following tables: The 2020 Public Transportation Mobility Report compiles Regional Mobility Grant Program performance data through calendar year 2019 and thus does not include effects to the program's performance data related to the COVID-19 pandemic. These effects to the program's performance data will be reflected in the 2021 Public Transportation Mobility Report, which WSDOT will publish Dec. 1, 2021.

REGIONAL MOBILITY GRANT PROGRAM PERFORMANCE

Regional Mobility Grant Program projects continue to deliver performance years after grantees complete them. The following table provides a rollup of 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 2009 to the present.

Projects begin reporting performance in Year 1, after they are operationally complete. In order 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 in the program's estimate for performance. Note that a number of factors outside of public transportation projects influence 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 by 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
118,981,615	118,415,620	108,879,185 (91.5%)	87,336,566 (73.8%)

Estimated reduction in vehicle trips		Actual reduction in vehicle trips	
Year 1	Year 4	Year 1	Year 4
8,034,539	7,553,539	9,588,041 (119.3%)	9,277,102 (122.8%)

REGIONAL MOBILITY GRANT-FUNDED PROJECT PERFORMANCE

Regional Mobility Grant recipients provide performance data for four years after the project's completion by reporting its vehicle miles traveled and vehicle trips reduced. This table shows the annual vehicle miles traveled and vehicle trips reductions for each completed Regional Mobility Grant-funded project with data available at the time of this report.

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 DOT	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 DOT	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

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
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			80,288	130,728	45,396	57,257		
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			1,120,000	1,440,000	1,184,966	188,478		
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		

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
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			134,270	187,930	178,532	190,130		
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		
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			16,661	18,346	18,256	20,358		
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	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			

Table notes: Blue cells represent performance figures due in the future.
 Cells with an asterisk (*) indicate projects that did not produce reductions for the year indicated.

The new Green Transportation Capital Grant Program helps transit agencies transition to a green transportation future by funding cost-effective capital projects that reduce the carbon footprint of the Washington transportation system.

For the 2019-2021 biennium, the Legislature provided \$12 million for the Green Transportation Capital Grant Program to fund eight projects in rural and urban areas across the state.

GREEN TRANSPORTATION CAPITAL GRANT PROGRAM

WSDOT’s Public Transportation Division administers the Green Transportation Capital Grant Program, which focuses on projects that help transform the fleet to zero-emissions vehicles. Examples of projects include:

- Conversion of bus fleets to zero emissions.
- Construction of facilities for electrification or hydrogen refueling of buses.
- Upgrades to electrical systems for electrification of bus fleets.

Electric 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 an electric bus will prevent more than 2.4 million pounds of carbon emissions over the 12-year lifespan of a typical bus.

Awards for the Green Transportation Capital Grant Program

Grantee	Project title	Award
Spokane Transit	Electric bus infrastructure	\$1,669,000
King County Metro	Purchasing electric buses	\$3,307,200
Pierce Transit	Electric bus charging infrastructure	\$585,000
C-TRAN	Electric bus infrastructure	\$1,260,000
Pullman Transit	Transit building electrical upgrades	\$263,000
Kitsap Transit	Powering Kitsap Transit Toward Zero Emissions	\$1,042,000
Twin Transit	Zero-Emission Rapid Transit Hub and Mellen Street e-Transit Station	\$1,935,000
Link Transit	Wireless electric bus charging	\$1,233,000

Descriptions of each project are on the following pages.

[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 footprint of the Washington transportation system.

Spokane Transit Authority: Electric bus infrastructure

Spokane Transit Authority is installing up to seven electric-vehicle chargers at its Boone Campus. The chargers will help electrify two of the agency's lines, the Monroe-Regal Line and the City Line. Each line will have a fleet of up to 10 electric buses operating year-round.

The Monroe-Regal and City lines travel more than 877,000 service miles combined 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 emissions reductions of almost 2,600 tons.

The Monroe-Regal Line is Spokane Transit's first comprehensive north-south route. It combines three routes (24, 44, and 45) to become the busiest route in the agency's system. The line connects nearly a third of all neighborhoods in Spokane between the Five Mile park and ride in North Spokane and the new Moran Station park and ride in Spokane County on the South Hill.

Almost a third of the census areas served by the Monroe-Regal Line exceed the total population of people of color that Spokane Transit serves as a whole. Additionally, nearly two-thirds of the census areas it serves exceed the total percent of households with low-income that the agency serves as a whole ([Spokane Transit Authority 2020 Title VI Plan](#)).

The City Line will be Spokane Transit's first all-electric, bus rapid-transit line. It will connect neighborhoods (Browne's Addition and Chief Garry Park) with

downtown Spokane and the University District (Eastern Washington and Gonzaga). The line ends at Spokane Community College.

Five of the six census areas served by the City Line exceed the total percent population of people of color that Spokane Transit serves as a whole. All the census tracts it serves exceed the total percent of households with low-income that the agency serves as a whole.

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 awarded \$1,669,000 for the Spokane Transit's electric bus infrastructure project, about 40 percent of the project's cost.

King County Metro: Purchasing electric buses

King County Metro is transitioning toward a fully zero-emission fleet by 2040. This project replaces four, 60-foot-long diesel-electric hybrid buses with four new 60-foot-long electric buses. The four new electric buses will eliminate 425 metric tons of carbon dioxide annually.

In alignment with King County's 2016 Equity and Social Justice Plan and King County's equity impact review process, 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 greenhouse gas and air pollution to be approximately \$180,000 for the four new buses over their 12-year lifespan. Additionally, the societal benefit from noise reduction of the four battery-electric buses is approximately \$29,000 over the same lifespan.

The Green Transportation Capital Grant awarded \$3,307,200 for King County Metro to purchase electric buses, about 80 percent of the project's cost.

Pierce Transit: Electric bus charging infrastructure

This project relocates three electric transit-vehicle chargers to a permanent location and adds three additional chargers. The project doubles Pierce Transit's charging capacity, ensuring enough chargers for 12 electric buses in the future. The agency is in the process of ordering six additional electric buses and plans to expand to a fleet of 20 electric buses.

With charging capacity for 12 buses, 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.
- 10 tons of nitrogen oxide.
- 350 pounds of diesel particulate matter.

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

The Green Transportation Capital Grant awarded \$585,000 for Pierce Transit's electric-bus-charging infrastructure project, about 43 percent of the project's cost.

C-TRAN: Electric bus infrastructure

This project installs electric-bus chargers at C-TRAN's maintenance facility for 10 electric buses that the agency will purchase and place in fixed route service in November 2020. The project also enhances C-TRAN's potential growth for electric buses in the fleet and supports Clark County'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 has invested in hybrid vehicles in its fleet for more than a decade, and has more recently explored renewable diesel and other alternative fuel sources to reduce its environmental impact. In 2019, C-TRAN became 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 over 12 years.

The Green Transportation Capital Grant awarded \$1,260,000 for C-TRAN's electric bus infrastructure project, about 70 percent of the project's cost.

Pullman Transit: Transit building electrical upgrades

This project upgrades 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 is 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 will serve the community of Pullman in Whitman County, which has the highest poverty level of any county in Washington at more than 32 percent. Each fall, Pullman's population swells to more than 30,000 when Washington State University resumes classes, creating additional public transportation needs.

This project also highlights a successful partnership with Avista, Pullman's regional utility provider. 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, this project would still likely be in the planning stages.

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

Kitsap Transit Kitsap Transit: Powering Kitsap Transit Toward Zero Emissions

Kitsap Transit is in the process of converting 44 of their 74 fixed route buses from diesel to electric. This project improves the electrical service and distribution system to support additional electric buses at the Charleston base, the agency's largest in Bremerton.

Preliminary findings from the agency's research indicate that up to 13 additional electric buses could operate out of Charleston base. Based on this change, Kitsap Transit could reduce its diesel use by 24,000 gallons per year, and could generate the following emissions reductions over the 15-year lifetime of the buses:

- Nearly 4.9 million pounds of carbon dioxide.
- More than 5,800 pounds of nitrogen oxide.
- More than 4,900 pounds of carbon monoxide.

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

The Green Transportation Capital Grant awarded \$1,042,000 for the Powering Kitsap Transit Toward Zero Emissions project, about 78 percent of the project's cost.

Twin Transit: Zero-Emission Rapid Transit Hub and Mellen Street e-Transit Station

This project renovates Twin Transit's Mellen Street park and ride into an innovative, green technology-infused transit station, complete with electric-vehicle charging, wireless-inductive bus charging, ample parking, pedestrian walkways, and visual enhancements.

The resulting Mellen Street e-Transit Station will service Twin Transit's new Zero-Emission Rapid Transit Hub. The hub consists of four e-transit stations connected by zero-emission, electric-bus service.

In addition, the Mellen Street e-Transit Station will provide a prototype for Twin Transit's I-5 Electric Transit Corridor Initiative, in which eight additional modular, sustainable, zero-emission transit stations will be strategically placed from Kelso/Longview to Olympia. These transit stations will facilitate electric, express bus service along the I-5 corridor, significantly reducing the area's carbon footprint and linking underserved communities with dependable, efficient, and reliable transit services.

To initiate this process, Twin Transit is converting 35 percent of its fleet to electric buses. This will reduce its carbon footprint by more than 180 tons per year and more than 2,200 tons over the course of 12 years.

The Green Transportation Capital Grant awarded \$1,935,000 for Twin Transit's Zero-Emission Rapid Transit Hub and Mellen Street e-Transit Station project, approximately 78 percent of the project's cost.

Link Transit: Wireless electric bus charging

This project will allow Link to charge 10 electric buses by upgrading a first-generation, wireless-inductive bus charger and purchase two additional wireless-inductive chargers. The wireless-inductive chargers allow for opportunity-charging while buses are in service. Opportunity-charging takes only 4-8 minutes and allows buses to operate far past their original charge.

The 10 electric buses will replace the same number of diesel buses. Combined, the diesel buses operate more

than 380,000 miles and consume more than 67,000 gallons of fuel 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. Thus, electric buses will decrease fuel costs by nearly 80 percent and cut 685 metric tons of carbon dioxide emissions annually.

Additionally, Link will use project funds to purchase a fourth bus charger for Link'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. The project also modifies equipment for backup electrical power in case of power outages.

The Green Transportation Capital Grant awarded \$1,233,000 for Link Transit's wireless electric bus-charging and battery-storage project, about 80 percent of the project's cost.

In 2019, the Legislature provided \$1 million to develop the new First Mile/Last Mile Connections Grant Program. This program helps people connect with public transportation services.

In June 2020, WSDOT awarded program funds to projects from City of Bellevue, City of Tacoma, and Yakama Nation through a competitive process.

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 connect with fixed route public transportation services, including buses, ferries, rail, water taxis, tribal transit, and vanpools.

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

- Coordination of shuttles, ride-hailing, vanpool, vanshare, carpool, bike-share, paratransit, and demand-response options with public transportation services.
- Bicycle lockers.
- Pavement striping.
- Transit-pass subsidies and incentives.
- Marketing and public education.
- Parking management.

Awards for the First Mile/Last Mile Connections Grant Program

Grantee	Project title	Award
City of Bellevue	Crossroads Connect Mobility Service	\$394,000
City of Tacoma	Tacoma’s Trail to Transit Connector	\$111,000
Yakama Nation	Enhancing pedestrian facilities connecting to tribal transit	\$495,000

Descriptions of each project are on the following pages.

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

First Mile/Last Mile Connections Grant projects

These First Mile/Last Mile Connections Grant projects from around the state will connect the beginning or end of a trip to public transportation services.

City of Bellevue: Crossroads Connect Mobility Service

The City of Bellevue is partnering with King County Metro, Hopelink, and Spare Labs to implement Crossroads Connect Mobility Service, a demand-response, first- and last-mile-to-transit service for the Crossroads and Lake Hills neighborhoods.

Crossroads Connect will use a mixed fleet of dedicated and non-dedicated vehicles to provide trips to King County Metro's RapidRide stops near the Crossroads Shopping Center during weekday morning and evening peak travel times. Using a mixed fleet allows Crossroads Connect to maximize the productivity of dedicated vehicles, while dispatching non-dedicated vehicles for peak demand.

The service will operate from a platform built by Spare Labs. Agencies around the world use the platform for services like Crossroads Connect. The platform also integrates with the ORCA pass, allowing cash-free fare payments. Additionally, riders using ORCA LIFT or the Metro Regional Reduced Fare Permit will be able to use the service at a lower rate.

Bellevue is implementing Crossroads Connect in the Crossroad and Lake Hills neighborhoods to promote equitable access to RapidRide, King County Metro's bus rapid-transit line. RapidRide provides access to downtown Bellevue, Redmond Overlake, and downtown Redmond regional growth centers. These growth centers account for nearly 90,000 jobs.

The Crossroad and Lake Hills neighborhoods are some of Bellevue's most ethnically diverse, with more than 50 percent of residents identifying as members of historically disadvantaged populations. Additionally, up to 20 percent of the neighborhoods' residents

live below the poverty level, 30 percent are seniors over age 65, and up to 10 percent are people with disabilities.

The service is helping people connect to fixed route transit routes during the COVID-19 pandemic, when many local routes are cancelled or reduced.

The First Mile/Last Mile Connections Grant Program awarded \$394,000 for Crossroads Connect Mobility Service, about 80 percent of the project's cost.

City of Tacoma: Tacoma's Trail to Transit Connector

The City of Tacoma will partner with Pierce Transit, the Tacoma Housing Authority, and Tacoma Community College for the Trail to Transit Connector, using new striping to connect bike lanes on city streets and the Scott Pierson Trail. The striping fills a half-mile 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 shops. The project's outreach efforts aim to reduce barriers to using active transportation to connect to transit, reach new transit riders, and let existing transit riders know about the new trail-to-transit connection.

These connections increase safety for existing transit riders who get to transit by bike. It also helps to shift the percentage of transit riders that arrive at Tacoma Community College by bike and increase transit ridership overall by making transit more accessible.

The Trail to Transit Connector builds on Tacoma's Federal Highway Administration Congestion Mitigation and Air Quality Improvement-funded transportation demand management efforts, which focus on creating cultural shifts to active transportation such as biking. Tacoma sited the Connector in a part of the city where the poverty rate is 53 percent, compared to 35 percent citywide. Additionally, nearly 37 percent of residents in the affected community are people of color, compared to just more than 34 percent citywide.

As communities like Tacoma face significant cuts to transportation budgets due to COVID-19, the city is more focused than ever before on projects that meet essential needs, reduce transportation disparities, and fill critical safety and access gaps in the transportation network.

The First Mile/Last Mile Connections Grant Program awarded \$111,000 for Tacoma's Trail to Transit Connector, about 47 percent of the project's cost.

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 provides fare-free connections for tribal residents and the general public to the rural communities of Toppenish, Wapato, Harrah, White Swan, and Brownstown.

Pahto Public Passage is essential to Yakama Nation residents' daily commute. Currently, Pahto Public Passage operates 22 bus stops on Yakama Nation. Because walking is still the main method of transportation for many tribal residents—especially those in rural areas—most Pahto Public Passage riders travel to bus stops on foot.

The lack of pedestrian facilities on Yakama Nation's roadways make accessing Pahto Public Passage's stops on foot very dangerous. Most of the roadways lack sidewalks, requiring pedestrians to walk on the street alongside vehicles. Many intersections do not have pedestrian signals, crossings, or even pavement markings. Most roadways lack sufficient street lighting

as well. As a result, Yakama Nation has the highest pedestrian fatality rate in the state of Washington with 2.1 fatalities per 100,000 people (WSDOT crash data).

Additionally, many of Pahto Public Passage's bus stops also lack amenities for people with disabilities, limiting use of the system for a key demographic.

Yakama Nation's First Mile/Last Mile Grant Program-funded project implements cost-effective countermeasures to improve safety for Pahto Public Passage riders. These countermeasures include improvements around bus stops, such as:

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

The project will also include outreach and education to promote the safe access of Pahto Public Passage's services.

Increasing safe access to public and tribal transportation will make shared transit a safe and viable option for Yakama Nation, potentially reducing the number of vehicles on its rural roadways. The project addresses an urgent need to keep pedestrians safe while increasing quality of life for all Yakama Nation residents and visitors.

The First Mile/Last Mile Connections Grant Program awarded \$495,000 for enhancing pedestrian facilities connecting to Pahto Public Passage bus stops, 100 percent of the project's cost.

In 2018, the Legislature provided WSDOT with \$1 million for a new ORCA pass incentive program in King, Pierce and Snohomish counties ([ESSB 6106 Sect. 220\(7\)\(b\) 2017-18](#)).

In the 2019 legislative session, the Small Business Transit Subsidy received an additional two years (\$1 million) of funding, extending the program through June 2021 ([SB 5214 Sect. 220\(7\)\(a\)](#)).

The Small Business Transit Subsidy offers a 50 percent rebate on the cost of ORCA transit subsidies for employers with fewer than 100 fulltime employees that have never offered transit subsidies before.

SMALL BUSINESS TRANSIT SUBSIDY

In August 2020, the Small Business Transit Subsidy won the [Association for Commuter Transportation award for Public Transit Commuting Options](#).

King County Metro administers the Small Business Transit Subsidy in partnership with Community Transit and Pierce Transit.

Since August 2018, the program has signed up 237 small employers. These employers distributed ORCA cards to more than 3,500 employees, accounting for almost \$852,000.

In its second year from July 2019 to June 2020, the program signed up 86 small employers. These employers distributed ORCA cards to almost 1,200 employees, accounting for more than \$270,000.

During the same period, the program continued to show promising behavior-change results and satisfaction among participating employees:

- 72 percent increased their transit use.
- 68 percent reduced their driving.
- 92 percent indicated that they were either satisfied or extremely satisfied with their subsidized ORCA cards.

Small employers remained overwhelmingly satisfied with the Small Business Transit Subsidy. Nearly all (97 percent) of employers indicated their likeliness to continue with the ORCA products subsidized by the program.

Additionally, when asked about the continuation of telework policies that began during the COVID-19 pandemic, most employers (77 percent) indicated that they are considering offering telework as a permanent option for employees.

From July 2019–June 2020, the program team was able to:

- Coordinate with regional partners ranging from city governments to local chambers of commerce to expand the program’s reach.
- Prepare a localized marketing plan with three marketing firms representing each county in the Puget Sound region.
- Provide employer representatives with improved, personalized transportation counseling resources to promote a range of transit options to their employees.

Source: Small Business Transit Subsidy Program survey, June 2020

Coordinating with local marketing firms

To ensure a more equitable distribution of transit subsidies and encourage participation across the Puget Sound region, King County Metro partnered with three local marketing firms representing Snohomish, King, and Pierce counties. The partnership addressed four specific areas:

- Everett/Snohomish
- Eastside (Bellevue, et al)
- Downtown Seattle
- Tacoma/Lakewood

The lead marketing agency in the partnership designed a suite of interchangeable marketing components. The suite ensured consistency with ORCA branding guidelines while allowing for customization for each county. The suite included:

- Detailed rebate information
- Modifiable information (e.g., the ability to add COVID-19 banners)

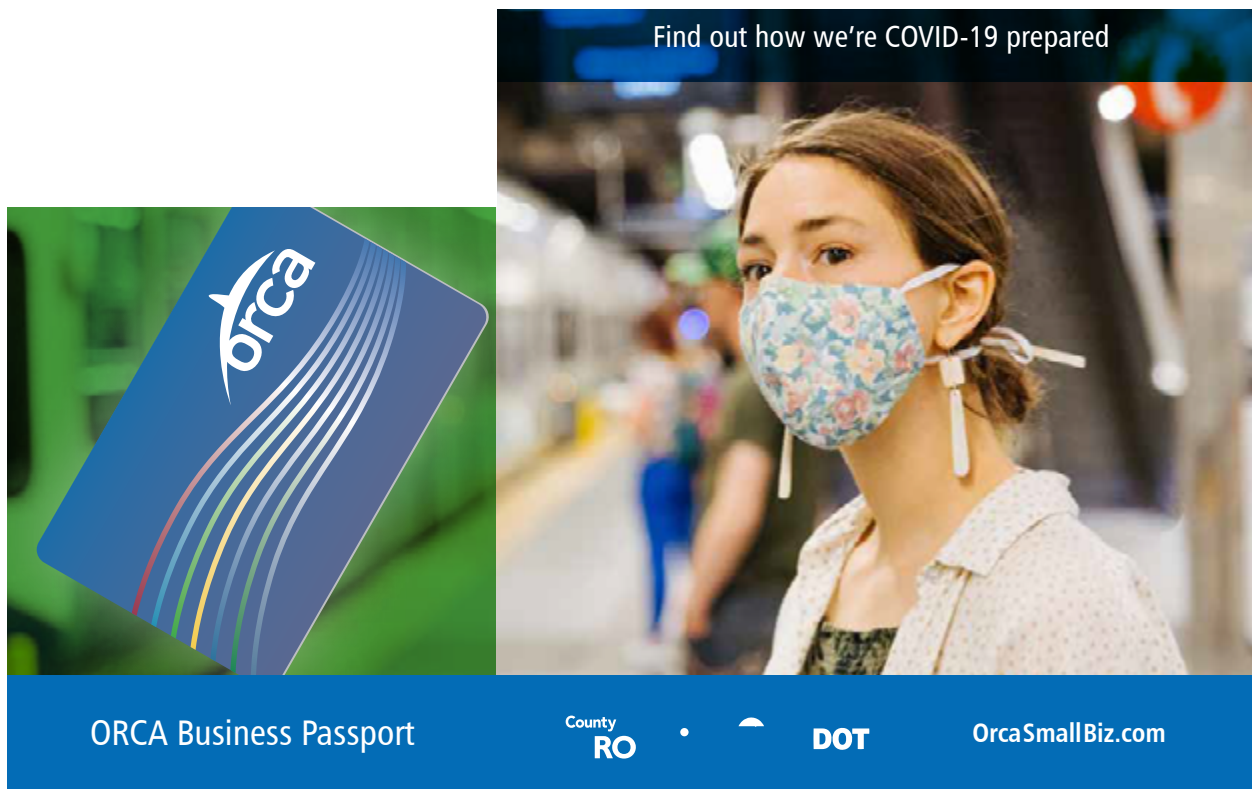
- Information about local partners
- Additional resources for employers

With the suite, each area was able to adjust to unique community needs. The partnership is also making the materials from the suite available to riders with low-English proficiency, including translating materials into Spanish, Russian, and Punjabi.

While delayed significantly by the COVID-19 pandemic, the marketing effort is on track to launch soon after fare resumption at ORCA agencies. The delay has allowed the partnership to update marketing components to promote an informed and safe return to transit during the pandemic.

Transportation counseling and mitigating the COVID-19 pandemic

King County Metro and its partners continued to engage with employers who enrolled in the Small Business Transit Subsidy during the program's first year. The agency and its partners are helping these employers maximize their ORCA products and continue to subsidize their transit benefits.



Small Business Transit Subsidy marketing brochure with COVID-19 messaging (courtesy of King County Metro).

In order to engage with harder-to-reach employers and those with less experience in encouraging their employees' non-drive-alone commuting, the Small Business Transit Subsidy program offers transportation counseling and commute options support. This has proved important in continuing employers' use of ORCA services, and COVID-19 mitigation planning.

Since the beginning of the COVID-19 pandemic in the U.S., the Small Business Transit Subsidy program has transitioned away from direct outreach and in-person transportation counseling sessions to meetings online and by phone with existing and prospective employers. These meetings have evolved into vital conversations for employers concerned about their employees' mobility options and safety.

The program team has been effective in communicating the messaging discussed in [Coordinating with local marketing firms](#) to participating employers, as well as promoting ORCA agencies' safety measures and plans for fare resumption during the pandemic. This proactive outreach has helped keep the number of employers requesting an early termination or hold on their Small Business Transit Subsidy contracts to a minimum. As of August 2020, only two employers had requested an early termination or hold on their Small Business Transit Subsidy contracts.

The program team also administered the third cycle of post-survey collection with employers. The surveys were another opportunity to check in and provide expertise on safety and mobility, while providing valuable information about the obstacles small employers were facing. The program team passed these observations to regional partners and used the observations to further assist employers in navigating the pandemic.

In the third year of the program, the team's goal is to develop a regional strategy for effective online conversations with employers. The team will also continue to explore ways to get transit passes in the hands of employees during this unprecedented time.

Performance highlights

Subsidy spending

The following tables portray Small Business Transit Subsidy spending and the number of participating employers and employees for the first (Q3 2018-Q2 2019) and second (Q3 2019-Q2 2020) year of the Small Business Transit Subsidy.

First year (Q3 2018 Q2 2019) program spending			
County	Subsidy spent	Participating employers	Participating employees
King	\$573,974.71	146	2,290
Pierce	\$7,543.01	4	33
Snohomish	\$90.80	1	1
Total:	\$581,608.52	151	2,324

Second year (Q3 2019 Q2 2020) program spending			
County	Subsidy spent	Participating employers	Participating employees
King	\$2,241,503.2	79	1,115
Pierce	\$4,216.98	6	73
Snohomish	\$639.75	1	10
Total:	\$246,359.93	86	1,198

ORCA pass use

The following tables show quarterly boardings on ORCA-participating providers generated by the Small Business Transit Subsidy between for the first (Q3 2018-Q2 2019) and (Q3 2019-Q2 2020) second year of the program.

Note that the program tracks ORCA pass use for participating small employers and their employees only for the year in which they received the Small Business Transit Subsidy. Accordingly, ORCA pass use for participating employers that signed up in the first year of the program does not appear in the second year's boardings.

Additionally, the COVID-19 pandemic and subsequent changes to service at ORCA-participating providers drastically affected boardings in Q2 2020 of the second year of the program.

First year (Q3 2018 Q2 2019) program ORCA pass use: Number of participating employers: 151
 Number of participating employees: 2,324
 Subsidy spent: \$581,608.52

Mode	Provider	Q3 boardings	Q4 boardings	Q1 boardings	Q2 boardings
Bus	King County Metro	13,238	50,262	78,782	115,914
	Sound Transit	2,668	9,040	13,558	18,641
	Community Transit	404	1,889	3,686	5,114
	Kitsap Transit	206	327	582	747
	Pierce Transit	58	261	603	979
	Everett Transit	1	70	94	74
Rail	Sound Transit Light Rail	3,358	11,698	20,258	28,209
	Sound Transit Commuter Rail	530	2,203	3,686	5,519
	King County Metro Streetcar	79	440	1,176	1,777
Ferry	Kitsap Transit	3	18	175	412
On-demand	King County Metro	215	911	1,981	3,599
	Sound Transit	13	27	78	5
Total quarterly boardings		20,773	77,146	124,659	180,990

Second year (Q3 2019 Q2 2020) program ORCA pass use: Number of Participating employers: 86
 Number of participating employees: 1,198
 Subsidy spent: \$246,359.93

Mode	Provider	Q3 boardings	Q4 boardings	Q1 boardings	Q2 boardings
Bus	King County Metro	5,765	15,677	21,172	0
	Sound Transit	700	3,228	3,569	0
	Community Transit	482	736	913	5
	Kitsap Transit	97	236	266	0
	Pierce Transit	36	113	491	83
	Everett Transit	0	0	1	0
Rail	Sound Transit Light Rail	1,616	3,694	3,556	78
Ferry	Sound Transit Commuter Rail	122	324	589	25
	King County Metro Streetcar	87	288	297	0
	Kitsap Transit	45	147	227	0
On-demand	King County Metro	72	205	349	3
	Sound Transit	0	1	0	0
Total quarterly boardings		9,022	24,649	31,430	194

WSDOT published the Washington State Public Transportation Plan in 2016.

The plan established a 20-year vision that all transportation partners in Washington state work together to provide a system of diverse and integrated public transportation options. People throughout the state will use these options to make transportation choices that enable their families, their communities, the economy, and the environment to thrive.

WASHINGTON STATE PUBLIC TRANSPORTATION PLAN

Goals

To guide its 20-year vision, the plan includes five goals:

Thriving communities

Cultivate thriving communities by supporting health, equity, a prosperous economy, energy conservation and a sustainable environment through transportation.

Access

Provide and sustain transportation that allows people of all ages, abilities, and geographic locations to access jobs, goods, services, schools, and community activities.

Adaptive transportation capacity

Use new technologies and partnerships to make better use of existing transportation assets and meet changing customer needs.

Customer experience

Enhance everyone's transportation experience by providing public transportation that is safe, seamless, pleasant, convenient, reliable, relevant and understandable.

Transportation system guardianship

Protect, conserve, and manage Washington's transportation assets in a manner that maximizes and sustains their value to the public, public transportation, and to the statewide transportation system.

Continued progress on goals

From 2019-2020, WSDOT and its public transportation partners across the state advanced initiatives, projects, and programs, working to achieve the Washington State Public Transportation Plan's 20-year goals. The following are just a few of the stories about this work.

Many of these stories discuss public transportation partners' efforts to maintain safety while continuing to meet the needs of their communities during the COVID-19 Pandemic. More information on these efforts is in [Public transportation navigates a pandemic](#) (p. 7).

Thriving communities

Over the past year, Rural Resources Community Action has stepped up to fill transportation gaps in northeast Washington.

Rural Resources identified transportation shortfalls in highly rural areas across Stevens, Ferry, and Pend Oreille counties that prevented community members from getting to grocery stores, legal services, medical appointments, recreation, education, veteran services, and employment opportunities. They then worked to expand fixed route and on-demand services where possible (more information about Rural Resources' services is in [Special Needs and Rural Mobility grant programs project highlights](#) (p. 17).

With Rural Resources' services, communities in some of the state's most rural areas such as Metaline Falls, Lone, Kettle Falls, and Chewelah have reliable public transportation that helps fulfill residents' basic needs. These communities also experience the benefit of increased connectivity between one another, as well as better connections to Spokane County and a larger network of airports, transit hubs, shopping, education, and medical services.

To the west, Island Transit also identified opportunities for new kinds of service to their community within the past two years. The agency determined that many seniors in its service area had never used public transportation and would likely stop driving soon.

To address this emerging issue, Island Transit began offering monthly "Ride with a Guide" tours on their

regularly scheduled buses. Offered monthly on Whidbey Island and quarterly on Camano Island, the agency's mobility specialist led the tours to special events and local points of interest. The tours provided a stress-free opportunity for people to learn how to use the agency's bus services. Participants looked forward to the educational opportunities and social events.¹

Access

Data gives riders and potential riders alike easy access to information about public transportation options.

By updating their General Transit Feed Specification locational data for bus stops, Ben Franklin Transit made strides in data reliability and efficiency. For the riders, the result is easier access to public transit options from computers and mobile devices. This includes information on best routes, alternative transportation options, and trip length, much of which is available in real-time.

Ben Franklin Transit made further access improvements by serving as a resource member for the Downtown Pasco Development Association. This relationship allows Ben Franklin Transit to improve communications to the Latinx community, alerting community members to programs they may not have heard of otherwise.

The COVID-19 pandemic presented new challenges for Ben Franklin Transit, including service changes, physical-distancing practices, and safety and cleaning protocols. Ben Franklin Transit used its relationship with the Downtown Pasco Development Association to communicate these changes to the Latinx community so that community members could continue to use essential public transportation services during the pandemic.

Adaptive transportation capacity

Since 1943, transit agencies in Kitsap County and the Navy have partnered to hire and train sailors to operate buses. Kitsap Transit continues this partnership with the Puget Sound Naval Shipyard and Naval Submarine Base Bangor to this day as the Work/Driver Program.

¹Island Transit has suspended the tours during the COVID-19 pandemic.

Sailors operating buses through the Work/Driver Program maintain a designated route to the shipyard and base. The trained operators pick up fellow sailors at predetermined locations and deliver them to the shipyard and base through a security checkpoint. The program partners have found it efficient to leave the bus on base during the day, eliminating numerous stops at the security checkpoint. Having the route available cuts down on single-occupancy vehicle trips, reducing the strain on the transportation system around the base and shipyard.

The partners also planned for alternate scenarios. Backup drivers are available if one needs to leave for the day, and the program ensures a guaranteed ride home for sailors using the bus who need to make an emergency trip.

The partners are looking at future innovations to collect and deliver real-time information on bus availability and reliability.

Customer experience

Intercity Transit in Thurston County launched one of the first zero-fare systems in Washington in January 2020. The zero-fare system is part of a five-year demonstration project designed to promote equity and accessibility around Thurston County.

After reviewing the costs to upgrade its fare-collection system, it was clear to Intercity Transit that a zero-fare system would be more affordable and easier to implement than a replacement. By offsetting the minor loss in revenue with a voter-approved increase in sales tax, Thurston County residents prepay for Intercity Transit service.

With a zero-fare system, Intercity Transit can continue to lower mobility barriers, increase ridership, protect the environment, reduce congestion, and streamline its boarding process. The demonstration has been wildly successful: ridership increased by nearly 20 percent in January 2020, followed by a nearly 40 percent increase in February. This amounts to more than 175,000 additional boardings in two months.

East of the Cascades, Spokane Transit Authority also adopted suspended-fare collection in late March 2020 in response to the COVID-19 pandemic. The

suspension served as a safety precaution, allowing customers to temporarily board from the rear door to ensure maximum social distancing between operators and passengers. The agency returned to normal fare collection in July.

The following transit agencies also suspended fare collection during the pandemic:

- Ben Franklin Transit
- Clallam Transit System
- Columbia County Public Transportation
- Community Transit
- Ellensburg Central Transit
- Everett Transit
- Garfield County Transportation Authority
- Grays Harbor Transit
- Jefferson Transit Authority
- King County Metro Transit
- Kitsap Transit
- Link Transit
- Mason Transit
- Pacific Transit System
- Pierce Transit
- Pullman Transit
- RiverCities Transit
- Skagit Transit
- Sound Transit
- Twin Transit
- Union Gap Transit
- Valley Transit
- Whatcom Transportation Authority

Transportation system guardianship

In April 2020, Intercity Transit shifted all of its trips to an advance-reservation service, helping protect passengers and employees adhere to physical-distancing requirements set by Governor Inslee. While it was challenging to convert its service on such a short notice, the top priority for the agency was to ensure safety for essential trips.

Nearly 80 percent of the agency's trips were for essential jobs, with the remaining 20 percent bringing riders to essential services such as grocery stores and medical facilities such as dialysis centers. During the pandemic, Intercity Transit has expanded its demand-response services by nearly 50 percent, providing more than 23,000 additional demand-response trips through its new advance-reservation system.

In 2016, Gov. Inslee and the Legislature created the 16-year, \$16 billion Connecting Washington transportation investment package.

Connecting Washington established a vision for the state where travelers have a safe, reliable, sustainable, and integrated multimodal transportation system.

WASHINGTON'S INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM

Aligned with Connecting Washington, WSDOT's mission is to provide safe, reliable, and cost-effective transportation options to improve communities and economic vitality for people and businesses.

With the help of many partners, Connecting Washington is improving transportation options throughout the state by providing funding for projects such as pedestrian bridges, bike-sharing, bus rapid transit, transit centers, and park and rides.

The state's evolving integrated multimodal system includes bikes, bikeshares, buses, paratransit, vanpools, light rail, commuter rail, cars, trucks, carshare services, scooters, park and ride lots, high-occupancy vehicle lanes, and sidewalks. The system also includes the nation's largest ferry fleet and the six million vehicles that use it every year.

Connecting Washington and an integrated multimodal system provide access to transportation for all Washingtonians, a fundamental element for building and sustaining communities.

Ensuring transit mobility in Washington

WSDOT's Public Transportation, Regional Transit Coordination, and Management of Mobility divisions work to realize Connecting Washington's vision and WSDOT's mission by:

- Facilitating connection and coordination of transit services and planning.
- Maximizing public transportation's opportunities for improving the efficiency of transportation corridors.

The following sections contain updates from each division about multimodal solutions underway at WSDOT and its public transportation partners.

Implementing parking innovations

The Regional Transit Coordination Division works with transit agencies in the Puget Sound region to plan and deliver high-capacity transit and integrate new and existing services.

One of the division's focus areas is collaborating with transit agencies that lease WSDOT's numerous park and ride lots with the goals of increasing efficiency and allocating parking more efficiently. The following are examples of this collaboration from 2019 and 2020.

Shared parking

Shared parking allows more than one motorist or type of motorist to share parking spaces. Shared parking takes advantage of the fact that many motorists use parking spaces only part-time. Many parking facilities have a significant number of unused spaces in predictable daily, weekly, and annual cycles.

At the Kingsgate car park in Kirkland, WSDOT's Regional Transit Coordination and Innovative Partnerships divisions are participating in a pilot project with King County Metro, Sound Transit, and other partners to explore the benefits of shared parking between transit users and nearby apartment residents. As part of the project, apartment residents could have access to transit parking spaces on evenings and weekends, times when the spaces often go unused.

A benefit of the project is its efficient use of space. With shared parking, complementary land uses can coexist without separate parking facilities. Shared parking eliminates the need for excess parking for peak demand, and may create new revenue if users pay parking fees. Additionally, shared parking can support public-private partnerships and transit-oriented development. As private developers look for ways to reduce costs and increase the number of homes, shared parking could generate revenue and increase available parking. Shared parking can also support an integrated multimodal network by serving as a transfer point between private vehicles and higher occupancy carpool and vanpools.

Park and ride permits

WSDOT adopted rules in February 2019 for transit agencies that operate and maintain state-owned park and rides ([WAC 468-603-010](#)). The new rules allow municipalities and transit agencies who enter into agreements with WSDOT to:

- Issue permits for high-occupancy vehicle and parking at certain times, at no cost to customers.

- Reserve stalls for permitted vehicles.
- Enforce authorized use and parking limits within the limits of local authority.

WSDOT and King County Metro will implement the policies where the policies will provide the greatest benefit to park and ride customers. The agencies are updating interagency operating agreements to better reflect dynamic transportation conditions and choices, as well as provide flexibility in responding to new trends and service demands.

Park and ride to transit center conversion

The Regional Transit Coordination Division is working with Community Transit and other stakeholders to study the potential remodeling of the Canyon Park car park in Bothell. Without losing parking capacity in the near term, remodeling would allow for an efficient future conversion into a transit center with service to more customers.

WSDOT's ongoing improvements to I-405 will include better access to the Canyon Park car park. The improvements prompted Community Transit to reimagine the property as a new transit center with a smaller parking lot. The agency believes that by removing some parking stalls and adding bus service, the facility may serve more transit riders.

Parking for transit-oriented developments

The Regional Transit Coordination Division and Community Transit are also collaborating with Snohomish County to update the existing Swamp Creek car park to support an adjacent private, transit-oriented development of more than 300 apartment units.

The development is made possible by the conversion of the WSDOT driveway into a new public street with landscaped bike and pedestrian facilities that connect the adjacent development to the car park. Developers will also build 50 new parking spaces at the car park. The development is adjacent to a future bus rapid transit station.

Providing new guidance for transit development plans

The Public Transportation Division supports transit agencies as they create and update transit development plans. These required, six-year strategic plans identify and highlight strategies to address service gaps and capital needs across a transit agency's service area ([RCW 35.58.2795](#)).

Transit agencies update their plans annually and distribute them to cities, counties, and regional transportation planning organizations within their service area. The plans outline needs for repair, replacement, enhancement, or expansion of services and facilities.

The plans also serve as financial-planning tools to promote transparent and accountable decision-making. This makes the plans an opportunity to align state, regional, and local planning efforts with transportation investments that meet service-provider needs and community goals.

In April 2020, the Public Transportation Division concluded a year of engagement with transit agencies with the release of the [Transit Development Plan Guidebook](#) and [Example Transit Development Plan](#). These documents streamline the agency's transit development plan guidance on the nine required elements in RCW 35.58.2795.

The documents also help transit agencies utilize and integrate their plans with other planning and reporting processes, such as local comprehensive plans, regional transportation plans, commute trip reduction plans, and WSDOT's Summary of Public Transportation.

The division is planning to conduct a series of trainings on these documents in early 2021.

Working together to align goals and priorities

The Management of Mobility Division coordinates with the Puget Sound Regional Council and the Puget Sound region's transit agencies. This coordination

includes participation in the central Puget Sound's regional growth strategy and regional transportation plan, the state's highway system plan, transit agency plans, and various Puget Sound Regional Council committees. The division also engages and coordinates with transit agencies on corridor planning studies, station area planning, and other planning efforts.

Aiding in the Management of Mobility Division's coordination efforts, the Regional Transit Coordination Division also works closely with transit agencies (including Sound Transit, King County Metro, and Community Transit) to implement high-capacity transit projects. These include 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](#).

VISION 2050 plans for a Puget Sound region where most of the population and employment growth is in areas where transit agencies and WSDOT are currently implementing high-capacity transit projects. To help guide this vision, Regional Transit Coordination Division staff sit on the council's [Regional Transit-Oriented Development Advisory Committee](#). The committee works to advance the plan's *Growing Transit Communities* strategy by providing guidance on efforts to promote the development of thriving and equitable transit communities. The committee also serves as a regional venue for exchanging ideas and aligning goals.

A new alignment resulting from the committee's work began in spring 2020: the Regional Transit Coordination Division's deputy director now works part-time with the Multimodal Planning Division as a transportation and land-use policy advisor. This role focuses on external engagement and policy development to connect and integrate transportation and land use, including implementing WSDOT's responsibilities under the state's Growth Management Act.

Additionally, the Management of Mobility and Regional Transit Coordination divisions often team up to lead coordination efforts. An example of this

collaboration is the [SR 523 - 145th Street Multimodal Corridor Study Update](#). Other partners for the update included the cities of Shoreline, Seattle, and Lake Forest Park, as well as Sound Transit and King County Metro. The update looked at issues such as traffic demand, narrow sidewalks with obstructions, lack of bicycle facilities, and limited transit service and amenities with a goal of designing better facilities for all users of the state's multimodal transportation system. The update helped inform design options to support access to Sound Transit's future Shoreline South/145th light rail station and bus rapid transit projects.

Puget Sound Regional Council is considering the following City of Shoreline SR 523 - 145th Street projects for funding through its regional Federal Highway Administration competition:

- [SR 523 \(N/NE 145th Street\) and I-5 Interchange Project](#)
- [SR 523/\(N/NE 145th Street\) Aurora Avenue N to I-5, Phase 1: I-5 to Corliss](#)

Integrating transit and demand management strategies with land-use plans

The Regional Transit Coordination Division works with internal and external partners to integrate transit and demand-management strategies with regional and local land-use plans to improve mobility. What follows are some examples of this work.

Integrating investments

The Regional Transit Coordination Division continues to collaborate with WSDOT's I-405 Program and Sound Transit to integrate WSDOT investments in the high-occupancy vehicle lanes, tolling, and Sound Transit's bus rapid transit. The goals of this collaboration are to increase the efficiency and capacity of I-405 and to better manage demand while adding mobility options.

Contract management

In 2019, the Regional Transit Coordination Division assumed contract-management responsibilities for the final year of King County Metro's Transportation Demand Management and Temporary Service Program. The program helped mitigate the effects of the Alaskan Way Viaduct demolition by providing more bus service and travel advice.

Developing plans

Since 2018, the Regional Transit Coordination Division has helped develop plans for Sound Transit's bus rapid transit through the 145th corridor. The division has focused on working with the cities of Seattle and Shoreline to integrate transit-investment designs with future land-use changes and active-transportation connections. With light rail stations, bus rapid transit, and improved walk-and-roll facilities, the vision for this corridor is a transformation away from an auto-dependent neighborhoods.

Sharing responsibilities

As noted in [Working together to align goals and priorities](#) (p. 64), beginning in 2020 the Regional Transit Coordination Division has a new means to connect and integrate transportation and land-use policies with its work. The division's deputy director now works part-time with the statewide Multimodal Planning Division as a transportation and land-use policy advisor.

Engaging all to build an integrated multimodal transportation system

The Management of Mobility Division conducts corridor planning studies and engages partners to address multimodal needs. What follows are some examples of this work.

R 202 - E Lake Sammamish Parkway to 244th Ave NE - Corridor Planning Study

The [R 202 - E Lake Sammamish Parkway to 244th Ave NE - Corridor Planning Study](#) delivered a Practical Solutions package of near-, mid-, and long-term improvement recommendations. It also included a number of transit components and strategies, primarily in the near- and mid-term packages.

The information from the study helped WSDOT and its partners develop a list of potential improvements to address corridor needs, including:

- Improving travel times and managing congestion between East Lake Sammamish Parkway and 244th Avenue Northeast.
- Maintaining connections for people who walk, bike, or use transit along SR 202.

King County Metro and Sound Transit were both involved in the study process. The Management of Mobility Division delivered the final report for this study to the Legislature in June 2019.

SR 518 - SR 509 to I-5 - Corridor Planning Study

The [SR 518 - SR 509 to I-5 - Corridor Planning Study](#) emphasized an evaluation of transit options and opportunities on the SR 518 corridor, as well as access to Sea-Tac International Airport. Key transit elements and options in the study involved Sound Transit's [I-405 Bus Rapid Transit](#) project, which will continue on SR 518 to the Burien Transit Center, Sea-Tac International Airport, and connections further south via Sound Transit's Airport/Federal Way Link.

The study also included a considerable amount of transit and active-transportation planning related to the South 154th/Sound Transit Tukwila International Boulevard Station planning and design, in conjunction with the I-405 Bus Rapid Transit project planning and design.

The study includes a Practical Solutions package of near-, mid-, and long-term improvement recommendations. These include a number of transit

components and strategies, primarily in the near- and mid-term packages.

The study process involved King County Metro and Sound Transit.

The division delivered the final report for this study to the Legislature in June 2020.

King County Metro and Sound Transit were both involved in the study process.

The Management of Mobility Division delivered the final report for this study to the Legislature in June 2020.

Modal plans

- [WSDOT 2019 State Rail Plan Update](#)
- [WSDOT Active Transportation Plan Update](#)

Freight committees

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

The Management of Mobility and Regional Transit Coordination divisions participate in quarterly meetings with Washington State Ferries planning staff to review the intersection of transit and ferry project and policy work, including:

- Facilitating negotiations with Community Transit for an operating permit at the new Mukilteo ferry terminal (scheduled to open in late 2020) to serve bus and ferry transfers. Washington State Ferries' long-term strategy is to attract more non-motorized customers to their system. Better multimodal connections will be an important strategy for achieving this goal.
- Providing research and support to clarify maintenance responsibilities at the Clinton ferry car park.

Additionally, the Regional Transit Coordination Division participates in various multimodal project plans associated with Sounder passenger rail and new connections to transit and parking facilities.

APPENDIX A: PAUSING AND RESTARTING PROJECTS AFTER I-976

After the passage of I-976, Governor Inslee directed WSDOT to postpone projects that were not underway at the time. The pause provided the Governor and the Legislature with flexibility to adjust in response to the funding gap in the 2019-2021 transportation budget during the 2020 legislative session.

The following is a list of public transportation projects that WSDOT paused.

Lead agency	Project title	Grant program	2019 2021 award
Ben Franklin Transit	West Pasco multimodal hub	Regional Mobility	\$3,206,721
City of Kent	RapidRide facility passenger amenities and access improvements	Regional Mobility	\$1,235,955
Ben Franklin Transit	Duportail multimodal hub	Regional Mobility	\$1,356,559
Ben Franklin Transit	Downtown Pasco multimodal hub	Regional Mobility	\$1,551,958
Seattle Department of Transportation	Market/45th RapidRide	Regional Mobility	\$4,000,000
Spokane Transit Authority	Cheney high-performance transit corridor improvements and vehicle acquisition	Regional Mobility	\$2,303,000
City of Burien	Ambaum Blvd and H Line transit pathway improvements	Regional Mobility	\$10,000,000
RiverCities Transit	Lexington connector express	Regional Mobility	\$292,000
Spokane County	Liberty Lake Shuttle	Regional Mobility	\$112,600
King County Metro	Route 40, serving Northgate and downtown Seattle	Connecting Washington	\$1,000,000
Ben Franklin Transit	Replace and/or purchase 120 new vans	Vanpool Investment	\$2,574,000
Clallam Transit	Replace and/or purchase 10 new vans	Vanpool Investment	\$214,500
Community Transit	Replace and/or purchase 26 new vans	Vanpool Investment	\$1,498,200
C-TRAN	Replace and/or purchase 1 new vans	Vanpool Investment	\$21,450
Garfield County	Replace and/or purchase 2 new vans	Vanpool Investment	\$74,700
Grant Transit	Replace and/or purchase 5 new vans	Vanpool Investment	\$169,950
Grays Harbor Transit	Replace and/or purchase 5 new vans	Vanpool Investment	\$107,250
Intercity Transit	Replace and/or purchase 12 new vans	Vanpool Investment	\$257,400
Island Transit	Replace and/or purchase 24 new vans	Vanpool Investment	\$514,800
King County Metro	Replace and/or purchase 188 new vans	Vanpool Investment	\$2,898,700
Kitsap Transit	Replace and/or purchase 15 new vans	Vanpool Investment	\$321,750
Skagit Transit	Replace and/or purchase 7 new vans	Vanpool Investment	\$150,150
Spokane Transit Authority	Replace and/or purchase 8 new vans	Vanpool Investment	\$359,700
Sound Transit	Regional transit marketing program	Transit Coordination	\$1,000,000
Total			\$35,315,393

After the Legislature passed and the Governor signed the 2020 supplemental transportation budget, WSDOT was able to restart all affected Regional Mobility Grant Program projects and the King County Metro Connecting Washington project on the list above.

The Legislature reduced the amount appropriated for the Transit Coordination Grant Program from \$2 million to \$1 million in the 2020 supplemental transportation budget.

The budget also negatively affected the Vanpool Investment Grant Program and WSDOT subsequently placed the program on hold. WSDOT requires more time to redefine the program and align its strategic goal after COVID-19. Reduced revenue forecasts due to the pandemic also contributed to this decision, as well as manufacturer closures and an inability to deliver vehicles on time.

APPENDIX B: REPORTING REQUIREMENTS MATRICES

The 2020 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	2020 Public Transportation Mobility Report
RCW 47.66.030(3), Regional mobility grants	Regional Mobility Grant Program (p. 32)
RCW 47.66.100(3), Rural mobility grant program	Special Needs and Rural Mobility grant programs (p. 12)
RCW 47.66.120(4), Green transportation capital grant program	Green Transportation Capital Grant Program (p. 44)
RCW 47.06.110(6), Public transportation plan	Washington State Public Transportation Plan (p. 56)
RCW 47.01.330(5), Office of transit mobility	Washington's integrated multimodal transportation system (p. 60) and other sections throughout the 2020 Public Transportation Mobility Report. Note: See the Specific requirements in RCW 47.01.330, Office of Transit Mobility (p. 67) for more information.
ESHB 2322 – 2019-20 Sect. 220 (7)(a)(ii), 2020 Supplemental Transportation Budget	Small Business Transit Subsidy (p. 52) Note: WSDOT delivered additional reporting on this grant program prior to January 31, 2020 in The Small Business Transit Subsidy and 2019 Public Transportation Mobility Report .
ESHB 2322 – 2019-20 Sect. 220(7)(c), 2020 Supplemental Transportation Budget	First Mile/Last Mile Connections Grant Program (p. 49) Note: WSDOT will deliver best practices for continuing the grant program in the 2021 Public Transportation Mobility Report
ESHB 2322 – 2019-20 Sect. 220(18)(a), 2020 Supplemental Transportation Budget	Thurston Regional Planning Council with City of Olympia: Telework for State Workers (p. 36)

Specific requirements in RCW 47.01.330, Office of Transit Mobility

The 2005 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 fulfill the goals of the Office of Transit Mobility. WSDOT's Public Transportation, Regional Transit Coordination, and Management of Mobility divisions incorporate many of 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 of Transit Mobility. The 2020 Public Transportation M report addresses these requirements in the following sections:

RCW 47.01.330, Office of transit mobility	2020 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.	Washington State Public Transportation Plan (p. 56)
(2)(b) Developing a park and ride lot program.	Implementing parking innovations (p. 59)
(2)(c) Encouraging long-range transit planning.	Providing new guidance for transit development plans (p. 61)
(2)(d) Providing public transportation expertise to improve linkages between regional transportation planning organizations and transit agencies.	Working together to align goals and priorities (p. 36)
(2)(e) Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals	Thurston Regional Planning Council with City of Olympia: Telework for State Workers (p. 35)
(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 plan (p. 62)
(2)(g) Producing recommendations for the public transportation section of the Washington Transportation Plan.	Washington State Public Transportation Plan (p. 56)
(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. 62)
(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. 32)).

ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
CARES Act	Coronavirus Aid, Relief, and Economic Security Act
COAST Transportation	Council on Aging and Human Services Transportation
COVID-19	Coronavirus Disease 2019
ECHHO	Ecumenical Christian Helping Hands Organization
ESHB	Engrossed Substitute House Bill
ESSB	Engrossed Substitute Senate Bill
OlyCAP	Olympic Community Action Partnership
ORCA	One Regional Card for All
RCW	Revised Code of Washington
SB	Senate Bill
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

WEBSITES FEATURED

RCW 47.66.100	app.leg.wa.gov/rcw/default.aspx?cite=47.66.100
RCW 47.66.030	app.leg.wa.gov/rcw/default.aspx?cite=47.66.030
RCW 47.66.120	apps.leg.wa.gov/rcW/default.aspx?cite=47.66.120
2020 Supplemental Transportation Budget	leap.leg.wa.gov/leap/Budget/Detail/2020/2322-S.SL.pdf
RCW 47.06.110	app.leg.wa.gov/rcw/default.aspx?cite=47.06.110
RCW 47.01.330	app.leg.wa.gov/RCW/default.aspx?cite=47.01.330
WSDOT Public Transportation	www.wsdot.wa.gov/transit/home
Stay Home – Stay Healthy executive order	www.governor.wa.gov/sites/default/files/proclamations/20-25_Coronavirus_Stay_Safe-Stay_Healthy_%28tmp%29_%28002%29.pdf
Regional Alliance for Resilient and Equitable Transportation	www.kcmobility.org/raret
Regional Alliance for Resilient and Equitable Transportation COVID-19 Weekly Transportation Impact Summary: May 19th to 25th	mailchi.mp/cd7463137747/raret-covid-19-weekly-impact-summary-may-25th
Puget Sound Educational Service District Road to Independence	vets-go.com/provider/puget-sound-esd-road-independence
Pierce County Beyond the Borders Program	www.co.pierce.wa.us/4856/Beyond-The-Borders
Pierce County Home-Delivered Meals Program	www.co.pierce.wa.us/489/Home-Delivered-Meals
The News Tribune, Pierce Transit to dispatch buses as Wi-Fi “hot spots” for students amid school closures	www.thenewstribune.com/news/local/article242213591.html
Pierce Transit, Are you an essential worker, but can’t get to/from your job on the bus because of reduced service?	www.piercetransit.org/news/?id=450&utm_medium=email&utm_source=govdelivery
Island Transit Facebook account	www.facebook.com/IslandTransit
Ben Franklin Transit Facebook account	www.facebook.com/bftransit
Council on Aging and Human Services/ COAST Transportation Facebook account	www.facebook.com/COACOLFAX
Intercity Transit Facebook account	www.facebook.com/IntercityTransit
Intercity Transit Where is T-Rex?	www.intercitytransit.com/T-Rex
Homage	homage.org

Consolidated Grant Program	wsdot.wa.gov/transit/grants/consolidated
Rural Resources Community Action	ruralresources.org
Rural Resources Community Action, Come Ride Along	www.youtube.com/watch?v=fsTr9wuL5gU&feature=youtu.be
Regional Mobility Grant Program	wsdot.wa.gov/transit/grants/mobility
Building a Modern Work Environment executive order	www.governor.wa.gov/sites/default/files/exe_order/eo_16-07.pdf?2nh3yj
Green Transportation Capital Grant Program	www.wsdot.wa.gov/transit/grants/green-transportation-capital
Spokane Transit Authority 2020 Title VI Plan	www.spokanetransit.com/files/content/2020_Title_VI_Plan.pdf
Clark County Green Business Program	clarkgreenbiz.com
First Mile/Last Mile Connections Grant Program	www.wsdot.wa.gov/transit/grants/public-transportation-first-mile-last-mile-connections-grants
2018 Supplemental Transportation Budget	leap.leg.wa.gov/leap/budget/lbns/2018Tran6106-S.SL.pdf
2019-2020 Biennium Transportation Budget	lawfilesexternal.leg.wa.gov/biennium/2019-20/Pdf/Bills/Senate%20Bills/5214-S.pdf
Association for Commuter Transportation 2020 National Awards	www.actweb.org/i4a/pages/index.cfm?pageid=3330
WAC 468-603-010	app.leg.wa.gov/WAC/default.aspx?cite=468-603-010
RCW 35.58.2795	app.leg.wa.gov/rcw/default.aspx?cite=35.58.2795
Transit Development Plan Guidebook	www.wsdot.com/sites/default/files/2020/04/14/PT-Training-TDPGuidebook-2020.pdf
Example Transit Development Plan	www.wsdot.wa.gov/sites/default/files/2020/04/08/PT-Training-TDPEXample-2020.pdf
Puget Sound Regional Council, VISION 2050	www.psrc.org/vision
Puget Sound Regional Council Regional Transit-Oriented Development Advisory Committee	www.psrc.org/committee/regional-transit-oriented-development-advisory-committee
SR 523 - 145th Street Multimodal Corridor Study Update	www.wsdot.wa.gov/planning/studies/sr-523/145th/home
SR 523 (N/NE 145th Street) and I-5 Interchange Project	www.shorelinewa.gov/our-city/145th-street-corridor/sr-523-n-ne-145th-street-i-5-interchange-project
SR 523/(N/NE 145th Street) Aurora Avenue N to I-5	www.shorelinewa.gov/our-city/145th-street-corridor/sr-523-n-ne-145th-street-aurora-avenue-n-to-i-5

R 202 - E Lake Sammamish Parkway to 244th Ave NE - Corridor Planning Study	www.wsdot.wa.gov/planning/studies/sr202/e-lake-sammamish-parkway-244th-ave-ne/home
SR 518 - SR 509 to I-5 - Corridor Planning Study	www.wsdot.wa.gov/planning/studies/sr518/sr-509-i-5/home
Sound Transit I-405 Bus Rapid Transit Project	www.soundtransit.org/system-expansion/i-405-brt
WSDOT 2019 State Rail Plan Update	engage.wsdot.wa.gov/state-rail-plan
WSDOT Active Transportation Plan Update	www.wsdot.wa.gov/travel/commute-choices/bike/plan
Puget Sound Regional Council Freight Advisory Committee	www.psrc.org/committee/freight-advisory-committee
Seattle Department of Transportation Freight Advisory Board	www.seattle.gov/seattle-freight-advisory-board/board-memebers
The Small Business Transit Subsidy	www.wsdot.wa.gov/sites/default/files/2019/07/15/Small-Business-Transit-Subsidy-Report.pdf
2019 Public Transportation Mobility Report	www.wsdot.com/sites/default/files/2019/11/27/2019-Public-Transportation-Mobility-Report.pdf
SR 523/(N/NE 145th Street) Aurora Avenue N to I-5	www.shorelinewa.gov/our-city/145th-street-corridor/sr-523-n-ne-145th-street-aurora-avenue-n-to-i-5
R 202 - E Lake Sammamish Parkway to 244th Ave NE - Corridor Planning Study	www.wsdot.wa.gov/planning/studies/sr202/e-lake-sammamish-parkway-244th-ave-ne/home
SR 518 - SR 509 to I-5 - Corridor Planning Study	www.wsdot.wa.gov/planning/studies/sr518/sr-509-i-5/home
Sound Transit I-405 Bus Rapid Transit Project	www.soundtransit.org/system-expansion/i-405-brt
WSDOT 2019 State Rail Plan Update	engage.wsdot.wa.gov/state-rail-plan
WSDOT Active Transportation Plan Update	www.wsdot.wa.gov/travel/commute-choices/bike/plan
Puget Sound Regional Council Freight Advisory Committee	www.psrc.org/committee/freight-advisory-committee
Seattle Department of Transportation Freight Advisory Board	www.seattle.gov/seattle-freight-advisory-board/board-memebers
The Small Business Transit Subsidy	www.wsdot.wa.gov/sites/default/files/2019/07/15/Small-Business-Transit-Subsidy-Report.pdf
2019 Public Transportation Mobility Report	www.wsdot.com/sites/default/files/2019/11/27/2019-Public-Transportation-Mobility-Report.pdf



Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.


Title VI Notice to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7090.

Información del acta Americans with Disabilities Act (ADA): Este material es disponible en un formato alternativo enviando un email/correo electrónico a la Comisión Estadounidense de Igualdad de Oportunidades en el Empleo wsdotada@wsdot.wa.gov o llamando gratis al 855-362-4ADA (4232). Personas sordas o con discapacidad auditiva pueden solicitar llamando Washington State Relay al 711.

Notificación de Título VI Al Público: Es la política del Departamento de Transportación del Estado de Washington (WSDOT, por sus siglas en inglés) asegurarse que ninguna persona, por razón de raza, color, origen, nacionalidad o sexo, según provee el Título VI de la Ley de Derechos Civiles de 1964, pueda ser excluido de la participación, negado los beneficios de o ser discriminado de otra manera bajo cualquiera de sus programas y actividades. Cualquier persona que crea que su protección bajo el Título VI ha sido violada, puede presentar una queja o reclamación ante la Comisión para la Igualdad de Oportunidades en el Empleo de Estados Unidos (EEOC, por sus siglas en inglés). Para obtener información adicional sobre los procedimientos de quejas y/o reclamaciones bajo el Título VI y/o información sobre nuestras obligaciones anti-discriminatorias, pueden contactar al coordinador del Título VI en la EEOC 360-705-7090.



Protect each other.
Wear a Mask!

 **WE'RE IN THIS TOGETHER.**

MORE INFORMATION

Jillian Nordstrom
Washington State Department of Transportation

360-705-7911
jillian.nordstrom@wsdot.wa.gov

20-09-0225