

PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Regional Human Services and
Public Transit Coordination Plan

DRAFT FINAL

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consulting associates

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Chapter 1. Introduction

Project Background

The Peninsula Regional Transportation Planning Organization (PRTPO) obtained assistance from Nelson\Nygaard Consulting Associates to update the Regional Human Services and Public Transit Coordination Plan for Clallam, Jefferson, Kitsap¹, and Mason Counties, previously completed in 2007.

This plan was prepared in response to federal legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which authorized funding for federal surface transportation programs through Fiscal Year 2009. Starting in Fiscal Year 2007, projects funded through three programs authorized by SAFETEA-LU and administered by the Federal Transit Administration (FTA), including the Job Access and Reverse Commute Program (JARC, Section 5316), New Freedom (Section 5317) and the Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310) are required to be derived from a locally developed, coordinated public transit-human services transportation plan. Furthermore, the Washington State Department of Transportation (WSDOT) ties the use of state grant funds it administers to the completion of a coordinated the plan.

For purposes of this plan, the definition of persons with special transportation needs is that adopted by the Washington State Legislature: “those people, including their attendants, who are unable, because of a physical or mental disability, income status, or age, to transport themselves or purchase appropriate transportation.”² Customers of special needs transportation are considered to be low-income of any age, youth, older adults, or persons with disabilities.

As outlined in PRTPO’s previous Coordinated Plan, its purpose continues to be:

- Identifying a set of transportation priorities and projects that improve mobility and access to transportation by disadvantaged people residing in Clallam, Jefferson and Mason counties and rural areas of Kitsap County; this includes tribal lands within these counties
- Improving coordination between transit and human service transportation
- Guiding transit activities of the PRTPO for the next two years
- Supporting the successes of existing coordinated transportation projects
- Feeding into the regional planning processes of the Puget Sound Regional Council, to ensure the PRTPO needs are reflected in regional and state plans
- Meeting the requirement of funding sources for a coordinated transit and human services transportation plan
- Positioning the counties within the RTPO’s designated area to receive funds when SAFETEA-LU is reauthorized

¹ This plan does not include the urbanized areas within Kitsap County; it only pertains to the rural areas of the county.

² Washington State Legislature, Revised Code of Washington (RCW) 81.66.010

WSDOT has issued guidance requiring that Coordinated Public Transit Human Service Transportation Plans be updated in order to coincide with the upcoming coordinated grant cycle, with new funds anticipated as of July 1, 2011. Draft plan updates are to be completed by the end of September 2010.

Stakeholder Participation and Public Involvement

Stakeholder involvement is an important element of this plan, and is required by SAFETEA-LU. The following steps were taken to solicit meaningful input for the plan:

- **Identified and contacted stakeholders:** The consultants prepared a spreadsheet with contact information of relevant stakeholders, which was revised with input from PRTPO staff and project stakeholders. This list has been used to notify all of the stakeholders about project milestones and meetings.
- **Consultation with tribes:** Steps were taken to solicit input from all of the ten designated Native American tribes. Tribal representatives were asked to review the portion of the previous plan describing the tribe, existing services, and unmet transportation needs; as a result of their input, revisions were made to the unmet transportation needs section as this information was incomplete for many of the tribes in the previous plan.
- **Conducted approximately 11 stakeholder interviews:** The consultants collaborated with PRTPO staff and others to identify key stakeholders to be included during the development of this plan. Approximately 11 interviews were conducted to solicit information on existing transportation services and unmet transportation needs. Stakeholders included representatives from transit agencies, human service organizations, and local tribes. Table 1-1 below outlines those who were interviewed.
- **Convened two kick-off meetings:** Two local meetings were held to introduce the project, encourage participation, and solicit input regarding existing transportation services, unmet transportation needs, coordination opportunities, emergency planning and criteria for prioritizing transportation projects in the region. The meeting for Mason and Kitsap Counties was held in Shelton on June 21st and the meeting for Clallam and Jefferson Counties was held in Port Angeles on June 23rd. The agenda and sign-in sheets indicating those who attended are included as Appendix A.
- **Conducted county-level meetings.** Potential project sponsors met at the county level to define and describe potential grant applications specific to their county. These meetings were convened and hosted as follows: Clallam and Jefferson stakeholders met together at Clallam Transit on Friday, August 20 from 10:30-12:00, and Kitsap and Mason County stakeholders met together at Mason Transit on Thursday, August 26 from 10:00-12:00. Attendees filled out a template articulating proposed transportation projects. At the meeting, two attendees from each county were selected to attend the regional meeting on September 8th; these include: Terry Weed, from Clallam Transit and Janet Parris from Olympic Area Agency on Aging representing Clallam County, Dave O'Connell from Mason Transit and Margaret Foley from the Squaxin Island Tribe representing Mason County, Danielle Priest from Kitsap Transit and Colleen Clark from Paratransit Services representing Kitsap County, and Peggy Hanson from Jefferson Transit and Rita Houston from OlyCAP representing Jefferson County A summary of identified projects is included in Chapter 6, and all project templates are included as Appendix B.

- Convened regional workshop.** Each project sponsor presented and described their project applications to the group. In a group exercise, selected representatives assigned each project with a ranking of A, B, C or D, with “A” representing those projects considered the highest priority. Prior to the workshop, WSDOT “assigned” a certain number of A, B, and C projects for each region, based on that region’s proportionate share of population groups included in the plan. The Peninsula Region was allotted 6 “A” Projects, 5 “B” projects and 5 “C” projects. The goal for the workshop was to reach consensus on the list of prioritized projects to be submitted as part of the Coordinated Plan that is consistent with guidance issued by WSDOT. Consultant staff facilitated the discussion in order to seek consensus on the ranking. Criteria used at the workshop to develop the rankings were the same as used for the last funding cycle, and as included in the previous Coordinated Plan.

Meeting agendas and sign in sheets are included in Appendix C.

Figure 1-1 Interviewed Stakeholders

Name	Affiliation
Major Jim Baker	Salvation Army
Ed Bowen	Veterans Program
Willie Burer	Clallam County, Department of Health and Human Services
Margaret Foley	Squaxin Island Tribe
Rita Houston	OlyCAP
Ann Kennedy	Paratransit Services
Patti Kliest	Faith in Action
Lennea Magnus	Skokomish Tribe
Dave O’Connell and Barbara Singleton	Mason Transit
Patty Perry and Leigh Kennel	Jefferson Transit
Sally Santana	Community Transportation Committee

Report Outline

This report incorporates information included in the original plan, but it has been updated using more recent demographic data and consultation from local stakeholders. In addition, new maps have been created to show the boundaries of the PRTPO area, the transit dependency index, and existing transportation services.

This Technical Memorandum is organized as follows:

- Chapter 1: Introduction** presents the project background, a description of the public and stakeholder outreach process, and a report outline
- Chapter 2: Regional Overview and Demographic Summary** includes a demographic profile of the Peninsula’s counties, which was prepared using U.S. Census data. This chapter establishes the framework for better understanding the local characteristics of the study area with a focus on those with special transportation needs: persons with disabilities, older adults, people with limited incomes, and youth. It includes maps of the PRTPO area as well as maps showing the transit dependency index for each county.

- **Chapter 3: Existing Transportation Services** documents the range of public transportation services that exist in the four counties. These were identified through review of the previous Coordinated Plan, local stakeholder interviews, and consultation with public transit agency representatives. It includes maps of existing transportation services in each county.
- **Chapter 4: Unmet Transportation Needs** is a transportation needs assessment. It is the basis for developing proposed transportation strategies and programs. All proposed transportation projects must address an identified transportation need.
- **Chapter 5: Emergency Management/Planning** discusses how local transportation providers collaborate with local emergency management agencies, and presents examples of such collaboration.
- **Chapter 6: Proposed Transportation Solutions/Projects** outlines the transportation projects that were identified to address unmet transportation needs. These strategies are intended to mitigate the gaps discussed in Chapter 4. The chapter includes a description of the process by which these projects were identified.
- **Chapter 7: Regional Transportation Priorities** describes the process and results of prioritizing proposed transportation projects.

Chapter 2. Regional Overview and Demographic Summary

Peninsula RTPO

The Peninsula Regional Transportation Planning Organization is an association of cities, towns, counties, ports, tribes, transit agencies and major employers that serves as a forum for developing regional transportation policies and making decisions, as well as economic and growth management issues in Clallam, Jefferson, Kitsap and Mason counties. Kitsap County has dual membership in both the Puget Sound Regional Council (PSRC) and the Peninsula RTPO, with the Peninsula RTPO focusing on the non-urbanized areas of the Kitsap Peninsula.

The primary objective of the PRTPO is to facilitate cooperative decision-making by the agencies within the region in order to bring about a coordinated and comprehensive transportation planning process. It seeks to ensure that all local plans are coordinated with and consistent with the regional plan. This is accomplished through the participation of all jurisdictions and members of the private sector in the technical analysis and policy approvals for the plan.

Figure 2-1 on the following page shows a map of the PRTPO area with the county and city boundaries. Figure 2-2 presents a map of the area's urban centers.

Study Area Overview

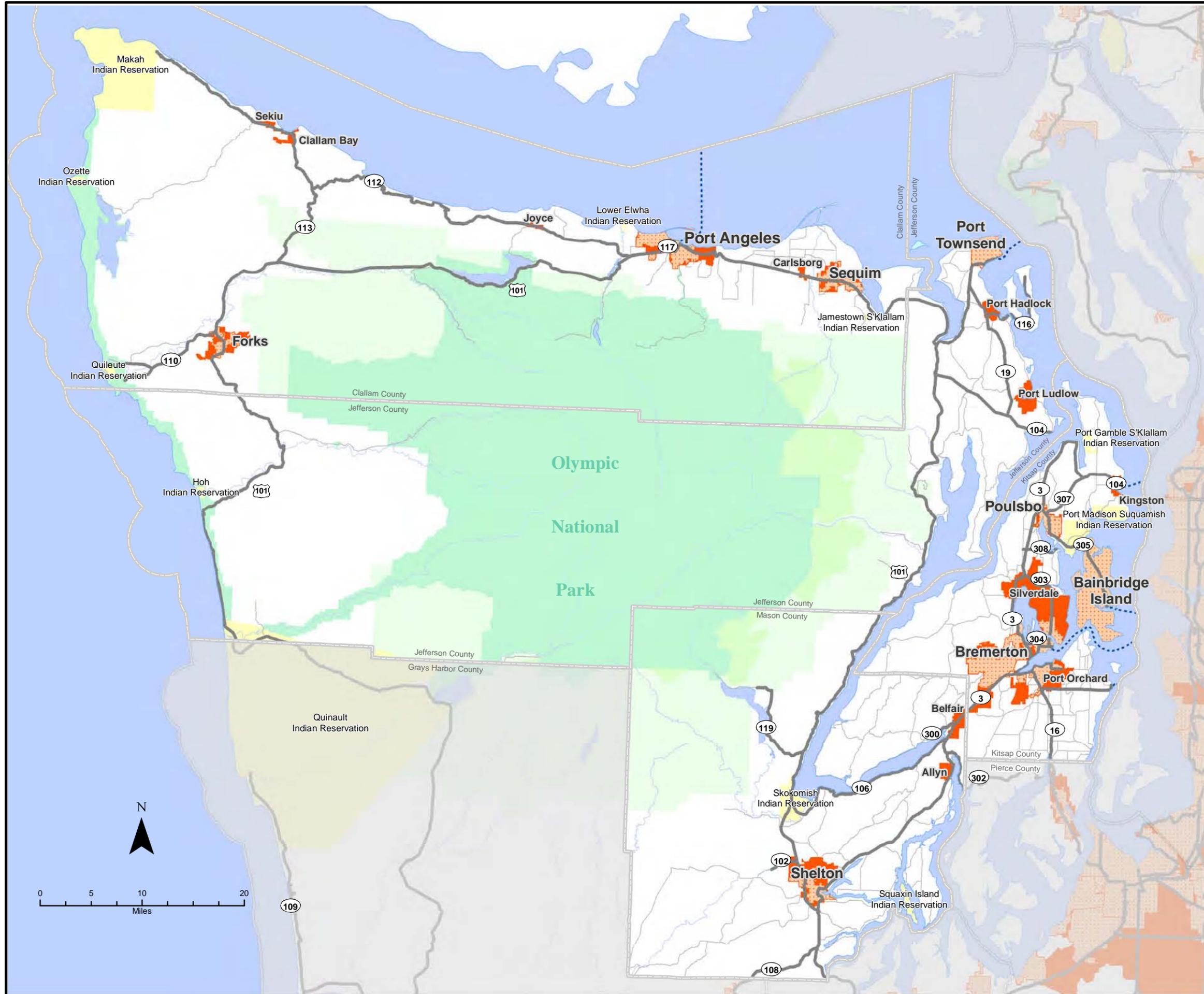
The study area is characterized by historic small towns, forests, an alpine mountain range, managed timber areas, rivers, bays, and ocean shorelines. It includes the Olympic National Park, which has the only rain forest in the contiguous United States.

Clallam, Jefferson, Kitsap and Mason Counties are located in the Olympic Peninsula region of Washington State. It is almost completely surrounded by water and is divided north to south by the Olympic Mountains. The total area covered by the four counties is 4,910 square miles with a population of 395,431 inhabitants. Kitsap County, while the smallest in area, is the most densely populated. It has the distinction of being represented by two planning organizations, one for its urban areas (Puget Sound Regional Council) and another for its rural areas (PRTPO). The area includes 10 local tribal nations which are located throughout the region.

The geography of the area limits access between the Peninsula and five significant highways: State Route 104 (including the Hood Canal Floating Bridge); US Highway 101, State Route 3, State Route 16, which provides a critical link through Kitsap County to neighboring Pierce County, and US Interstate 5. Other vital facilities and services in this region include the four counties' transit systems, eight Washington State Ferry (WSF) routes and the privately-owned Blackball Ferry. Blackball and some of the WSF ferries provide a connection with Vancouver Island and British Columbia.

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**Figure 2-1
Peninsula Regional
Transportation
Planning Organization**

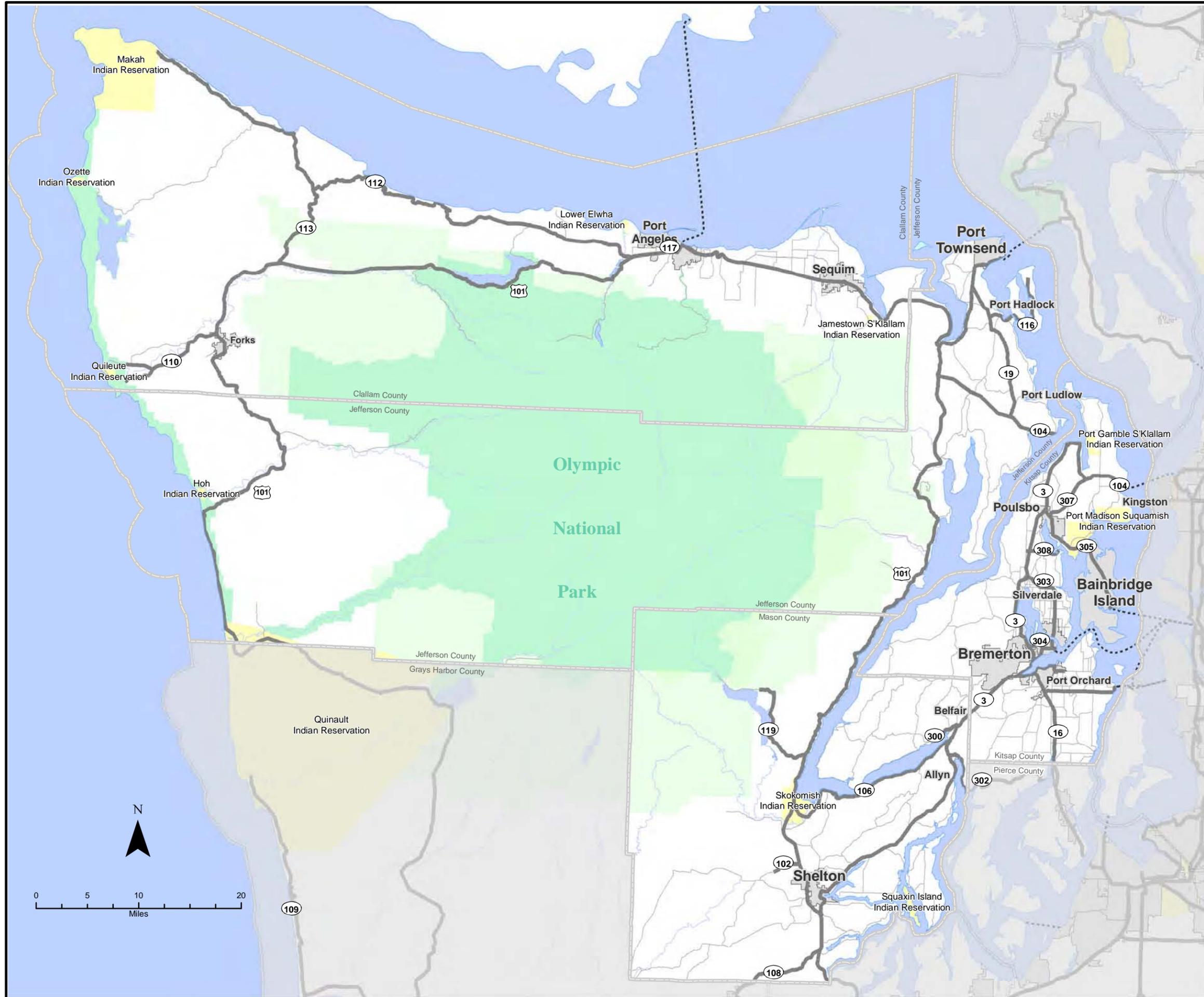


-  City Boundary
-  Urban Growth Area
-  Indian Reservation
-  County Boundary
-  Ferry Routes



Data Source: WSDOT GeoDatabase
Urban Growth Areas: PSRC & Counties

**Figure 2-2
Peninsula Regional
Transportation
Planning Organization**



- Ferry Routes
- City Boundary
- County Boundary
- Indian Reservation



Data Source: WSDOT GeoDatabase

Demographic Summary

Population figures for the four counties vary significantly. Three of them, Clallam, Jefferson and Mason, are generally rural in nature, whereas Kitsap has both urban and rural locations.

Population in the counties showed a steady growth between the 2000 U.S. Census and 2006-2008 American Community Survey (ACS) three-year estimates³: Clallam grew from 64,525 to 70,306, a 9% increase; Jefferson grew from 25,953 to 29,234, a nearly 13% jump; Kitsap went from 231,969 to 239,233 or about 3% growth; and Mason went from 49,405 to 56,658 for a nearly 15% boost.

The following table shows demographic information for the population of concern in the four counties and Washington State: older adults, youth, people with disabilities and those living below the poverty line. *It should be acknowledged that some individuals are double counted, such as those who are both disabled and living below the poverty line, as each characteristic is reported separately.*

Figure 2-3 Basic Population Characteristics, 2006-2008*

TOTALS					
Area	Total Population	Age 65 and Over	Age 17 and Under	Persons with Disability	Persons Below Poverty Level
Washington State	6,453,083	758,450	1,533,659	933,541	731,318
Clallam County	70,306	16,068	13,478	15,514	9,834
Jefferson County	29,234	6,782	4,836	5,679	3,887
Kitsap County	239,233	29,156	56,377	39,176	21,612
Mason County	56,658	9,615	12,204	10,290	6,928
PRTPO	395,431	61,621	86,895	70,659	42,261

PERCENTAGES					
Area	% of State Population	% Age 65+	% Age 5-17	% with Disability	% Below Poverty Level
Washington State	100.0%	11.8%	23.8%	15.9%	11.6%
Clallam County	1.1%	22.9%	19.2%	23.7%	14.2%
Jefferson County	0.5%	23.2%	16.5%	20.7%	13.5%
Kitsap County	3.7%	12.2%	23.6%	18.2%	9.2%
Mason County	0.9%	17.0%	21.5%	21.0%	12.8%
PRTPO	6.1%	15.6%	22.0%	19.8%	10.9%

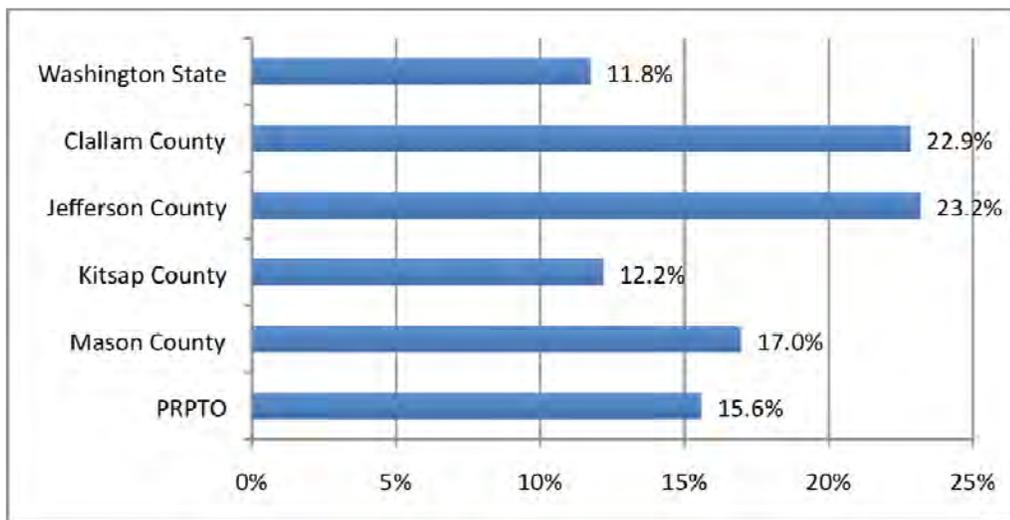
Sources: 2006-2008 American Community Survey 3-year estimates; poverty based on population for whom poverty status is determined. Disability from 2005-2007 American Community Survey 3-year estimates, based on civilian non-institutionalized population age five and over.

³ The American Community Survey is used to provide population estimates more recent than the 2000 US Census data.

Older Adults

According to the 2006-2008 ACS, the State of Washington was home to over 758,400 people age 65 or older; this represents approximately 12% of the total population. Clallam County, with over 16,000 older adults or 23%, and Jefferson County, with a population of nearly 6,800 older adults or 23%, are almost double the state average. Likewise, Mason County with over 9,600 or 17% is also significantly higher. Only Kitsap County, with a senior population of almost 29,200 or 12%, is close to the State figure. For the four PRPTO counties overall, older adults represent more than 15% of the population.

Figure 2-4 Older Adults (65 and over), % of Total Population, 2006-2008 ACS

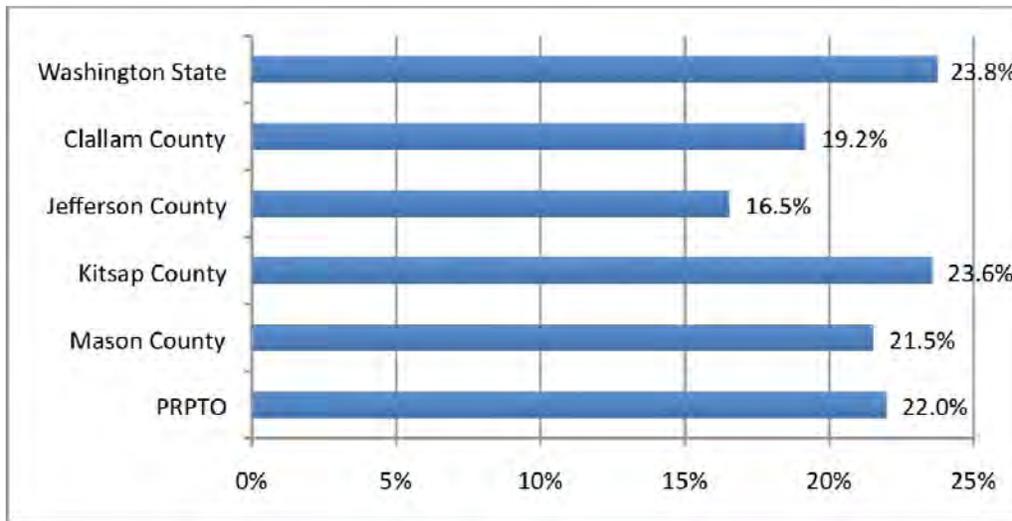


Source: 2006-2008 American Community Survey 3-Year Estimates

Youth

Within the State there are about 1,533,700 people that are 17 and under, or nearly 24% of the population. Over 82% of this group (those 14 and under) are too young to obtain a drivers permit or license. Within the PRPTO region, the 17 and under population is nearly 86,900, or 22% of the population, with over 80% of this group being too young to legally drive and, therefore, dependent on other resources for transportation.

Figure 2-5 Youth (17 and younger), % of Total Population, 2006-2008



Source: 2006-2008 American Community Survey 3-Year Estimates

Persons with a Disability

The definition of “disability” varies but for the purposes of this report, the information cited is consistent with definition used by the U.S. Census Bureau: “A long-lasting sensory, physical, mental, or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. It can impede a person from being able to go outside the home alone or to work at a job or business, and it includes persons with severe vision or hearing impairments.”⁴

This definition differs from that used to determine eligibility for paratransit services required by the Americans with disabilities Act (ADA). Under those guidelines, a person’s disability must keep them from independently being able to use the fixed-route transit service even if the vehicle is accessible (lift or ramp equipped). A certain percentage of the disabled population has what is defined by the Census as a “Go-outside-home” disability. This definition includes only people who indicated that they travel outside the home and that it was difficult for them to shop or visit a doctor’s office, indicating that they are likely to require transportation assistance to meet their basic travel needs. A go-outside-home disability is often used as a proxy for people who require special transportation.

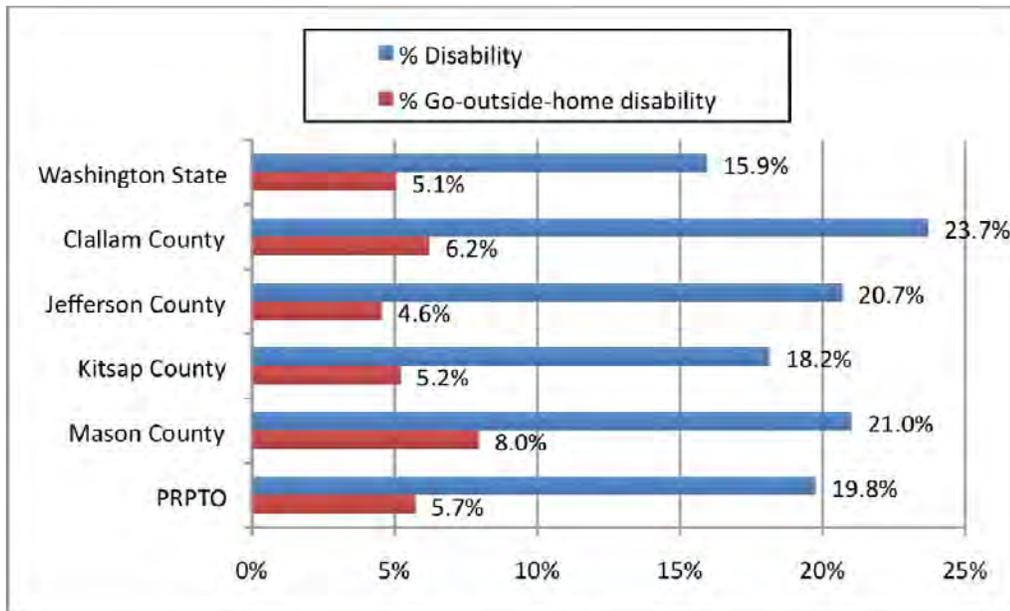
The 2005-2007 ACS⁵ identified over 933,500 people with disabilities in the State of Washington, or almost 16% of the population age five and over. As illustrated in the figures below, the share of the population with disabilities is higher than statewide in all four PRTPO counties. In Kitsap County, over 39,100 or 18.1% have disabilities. In Jefferson County there are over 5,600 people with disabilities and over 3,300 people in Mason County, both about 21% of the population. Clallam County reported the highest share with over 15,500 people with disabilities or 23.7%. The regional total is over 17,400 people or 19.8% of the population.

⁴ http://www.census.gov/acs/www/Downloads/2005/usedata/Subject_Definitions.pdf#page=31

⁵ Disability data are not available from the 2006-2008 American Community Survey data set due to changes in the disability questions in 2008. Since disability data from the 2008 ACS are only available for areas with a population of 65,000 or more, which does not include Jefferson or Mason Counties, the 2005-2007 was used for this report.

The figures below also show the share of the population with a go-outside-home disability. Statewide, just over 5% of the population age 16 and older have this type of disability. In Mason County, 8% of the population has a go-outside-home disability. In the other three counties and the region overall, the go-outside-home disability share is more comparable to the statewide figure.

Figure 2-6 Disability and Go-outside-home disability, % of Population, 2005-2007



Source: 2005-2007 American Community Survey 3-Year Estimates

Figure 2-7 Disability and Go-outside-home disability, % of Population, 2005-2007

Area	Disability (5 and older)	% Disability	Go-outside-home disability (16 and older)	% Go-outside-home disability
Washington State	933,541	15.9%	249,296	5.1%
Clallam County	15,514	23.7%	3,544	6.2%
Jefferson County	5,679	20.7%	1,119	4.6%
Kitsap County	39,176	18.2%	9,434	5.2%
Mason County	10,290	21.0%	3,329	8.0%
PRPTO	70,659	19.8%	17,426	5.7%

Source: 2005-2007 American Community Survey 3-Year Estimates. Total population for disability is based on civilian non-institutionalized population age five and over; for go-outside-home disability it only includes this population age 16 and over.

Income Status

The figure below lists the median household income and the number and share of the population living in poverty. The median household income in Washington State is \$57,234. In this region, only Kitsap County's median income of \$59,136 exceeds the statewide figure. The median income in Mason County (\$48,218), Jefferson County (\$46,059) and Clallam County (\$43,837) all fall below the statewide level. In these three counties, a higher share of individuals has incomes below the federally defined poverty level compared to the state as a whole.

Figure 2-8 Poverty Population and Median Household Income, 2006-2008

Area	Total Population	Persons in Poverty	% in Poverty	Median Household Income (2008)
Washington State	6,318,476	731,318	11.6%	\$57,234
Clallam County	69,025	9,834	14.2%	\$43,837
Jefferson County	28,731	3,887	13.5%	\$46,059
Kitsap County	234,878	21,612	9.2%	\$59,136
Mason County	54,213	6,928	12.8%	\$48,218
PRTPO	386,847	42,261	10.9%	N/A

Source: 2006-2008 American Community Survey 3-Year Estimates. Poverty based on population for whom poverty status is determined. Median household income is in inflation-adjusted 2008 dollars.

Access to a Vehicle

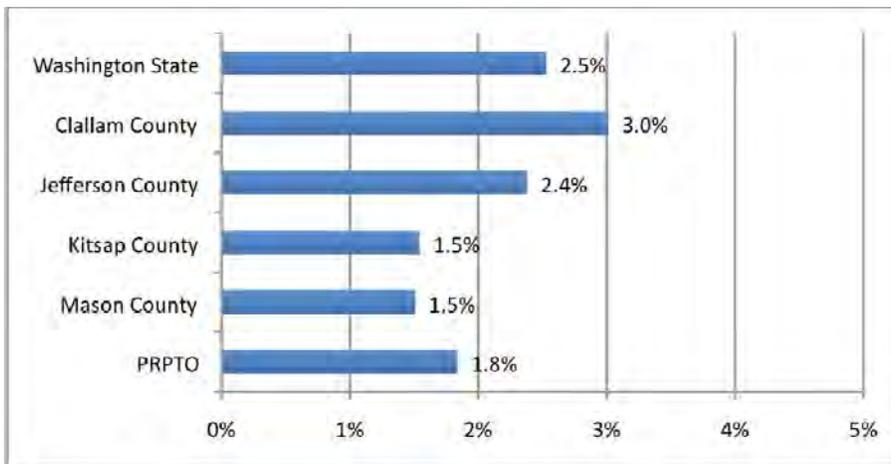
Households that do not have regular access to a personal vehicle generally have a higher dependence on public transportation. This indicator may represent households without the economic means of owning a vehicle, as well as households with individuals that are unable to drive, such as senior citizens and persons with disabilities. The figures below show that Mason and Kitsap Counties have the lowest shares of households without access to a vehicle (1.5%), lower than the statewide share of 2.5%. The percentage of households in Jefferson County without access to a vehicle is comparable to the state overall, while in Clallam County the 3% share of households is higher than the statewide figure.

Figure 2-9 Households without Access to Vehicles, 2006-2008

County/Place	# Occupied Housing Units	No vehicle available	% No vehicle available
Washington State	3,068,034	77,579	2.5%
Clallam County	28,135	847	3.0%
Jefferson County	12,098	288	2.4%
Kitsap County	110,082	1,698	1.5%
Mason County	22,223	335	1.5%
PRPTO	172,538	3,168	1.8%

Source: 2006-2008 American Community Survey 3-Year Estimates. Based on workers age 16 years and over in households

Figure 2-10 **Households without Access to Vehicles, 2006-2008**



Source: 2006-2008 American Community Survey 3-Year Estimates. Based on workers age 16 years and over in households

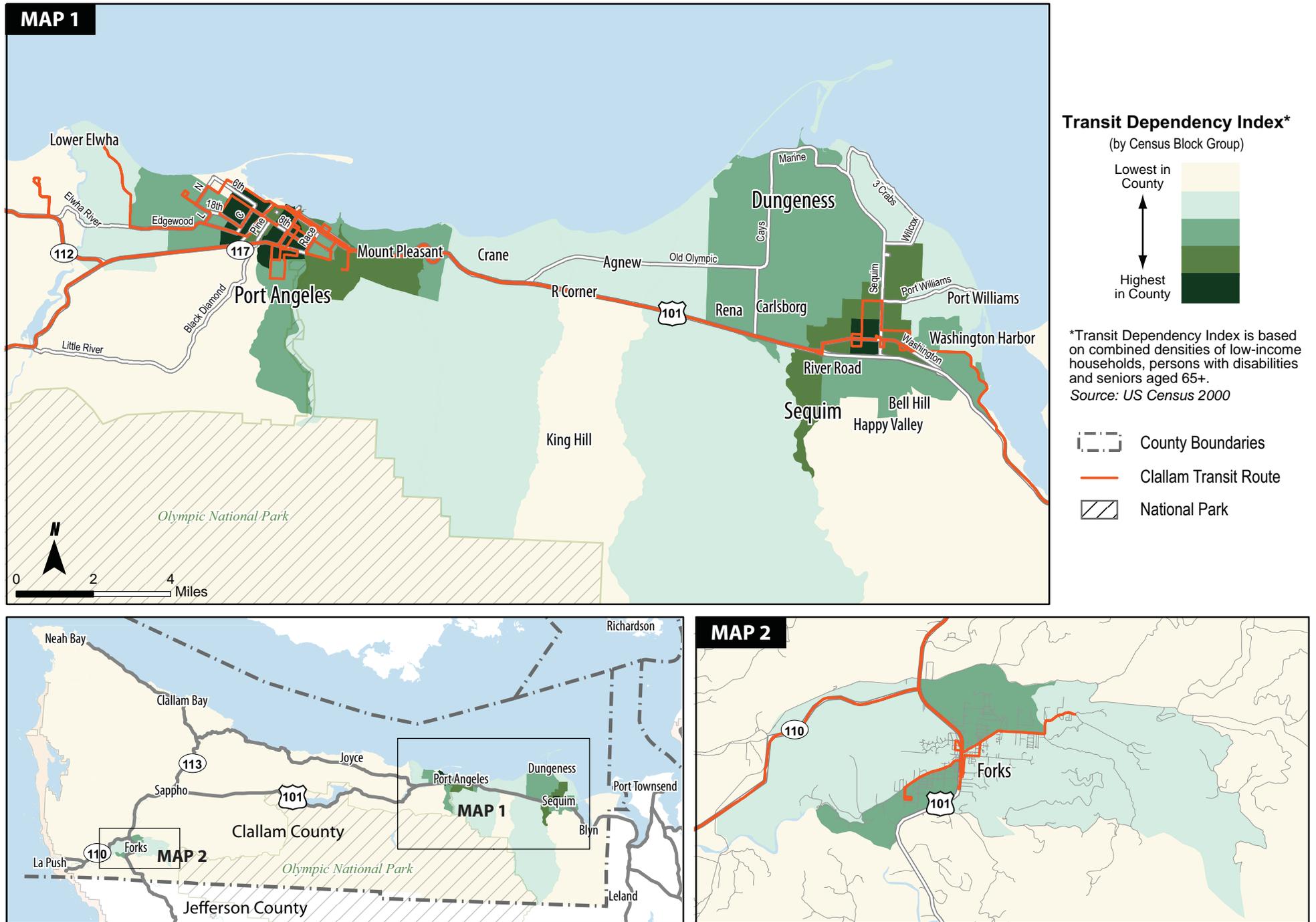
Transit Dependency Index Maps

The following maps show the Transit Dependency Index which presents concentrations of populations with higher public transportation needs—seniors 65 years and older, people with disabilities, and low-income (150% of poverty level) population. Where the colors are darkest, there are the highest concentrations of transit-dependent populations. The index value is based on 2000 Census data because the three-year estimates are not available at the block group level⁶.

A limitation of this analysis is that rural counties tend to have a small number of block-groups due to smaller population size and densities; this makes it more difficult to compare different locations within the county. It should be noted that these maps do not allow for easy comparison between counties with respect to absolute numbers of transit dependent populations. In other words, the darkest section of one map will not necessarily have the same value as the darkest section of another map. Block groups can be compared within a map but not between maps. In order to compare values, one should reference the summary tables.

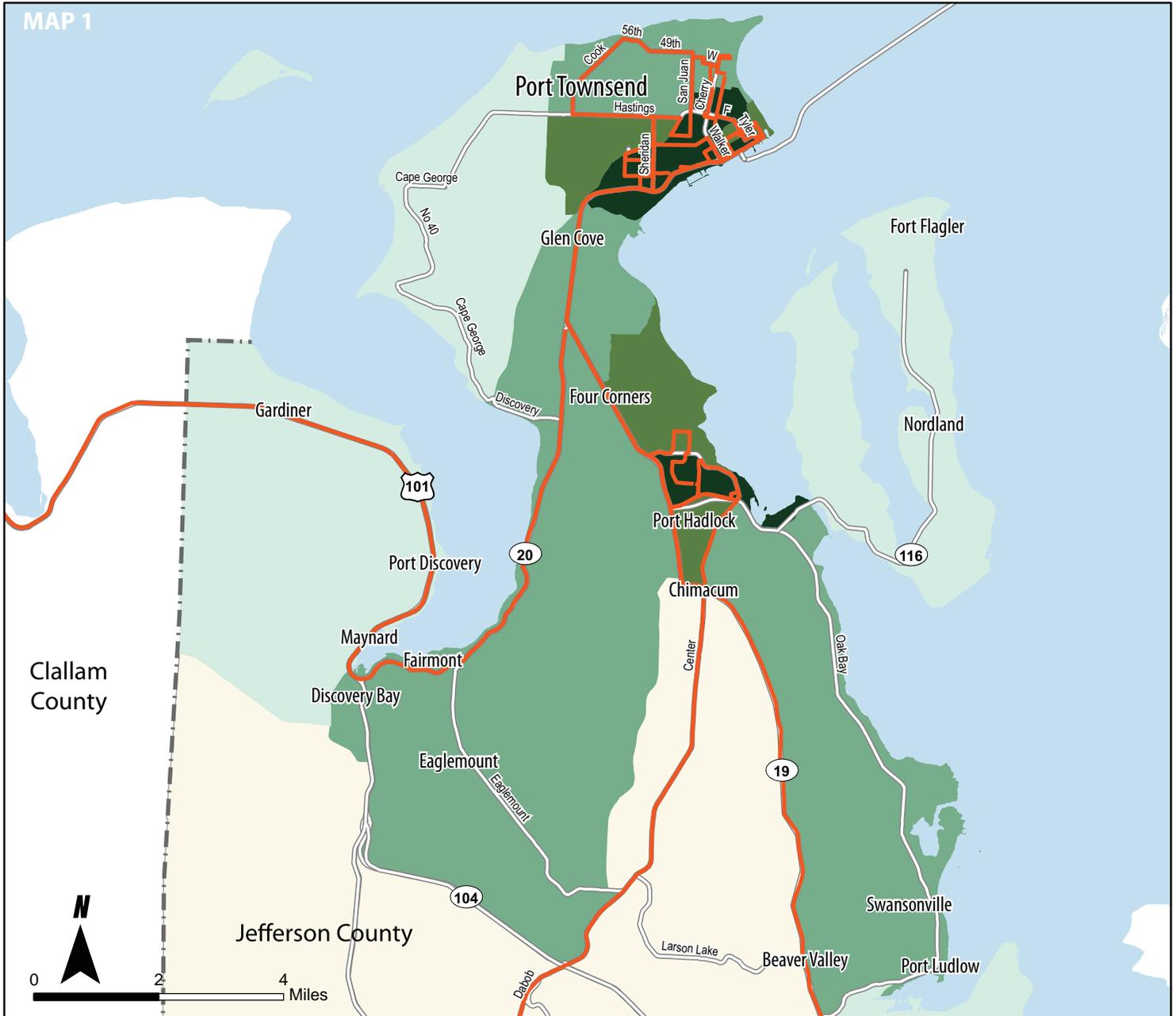
⁶ 2010 Census data is not yet available and the ACS population estimates are not available at the block group level.

Figure 2-11 Clallam County 2000 Transit Dependency Index



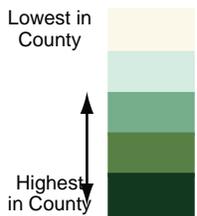
Source: Washington State Office of Financial Management, ESRI

Figure 2-12 Jefferson County 2000 Transit Dependency Index



Transit Dependency Index*

(by Census Block Group)



*Transit Dependency Index is based on combined densities of low-income households, persons with disabilities and seniors aged 65+.
Source: US Census 2000

- County Boundaries
- Jefferson Transit Route
- National Park

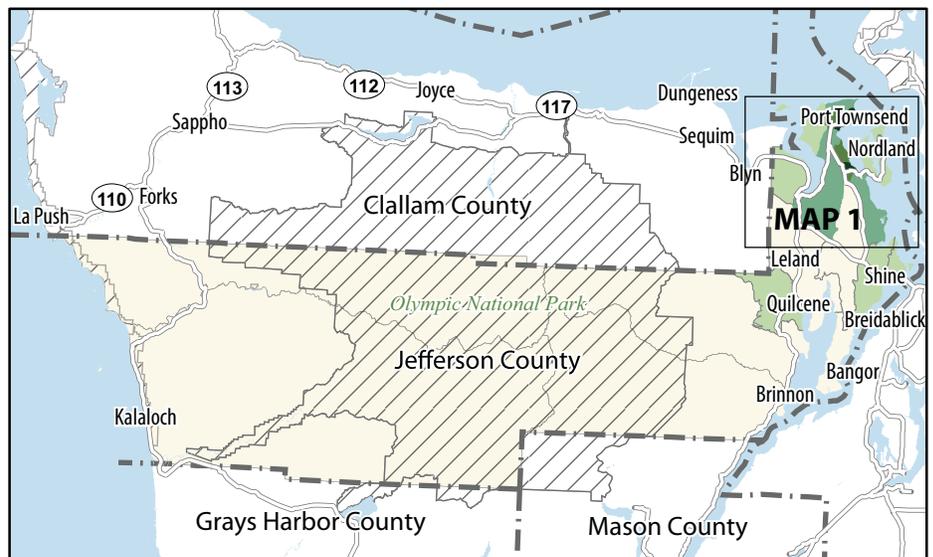
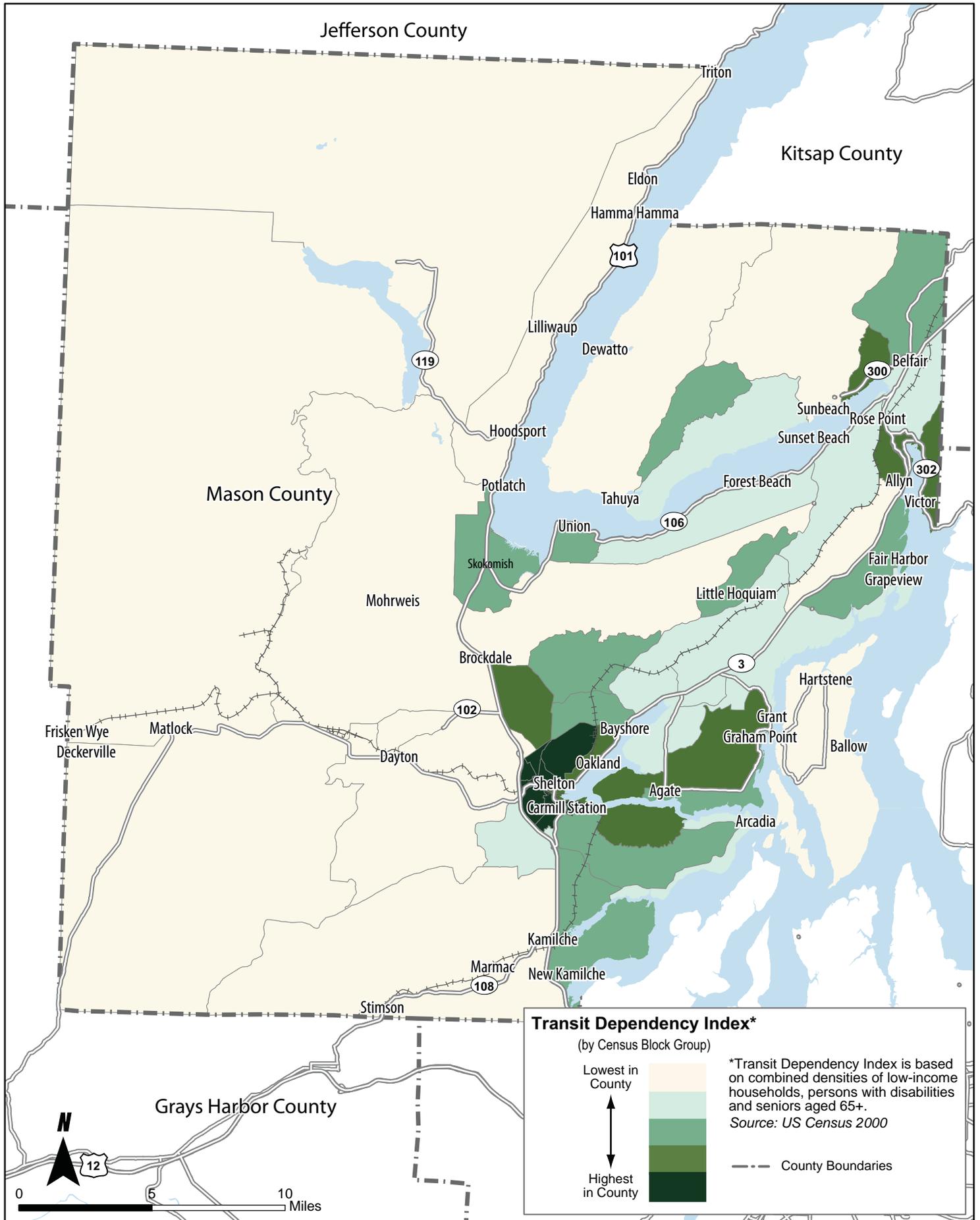


Figure 2-14 Mason County 2000 Transit Dependency Index



Native American Populations

There are ten federally recognized Native American tribes located in the area covered by the Peninsula Regional Transportation Planning Organization. Some characteristics of these tribes are described below.

Clallam County Tribes

Makah Tribe

The Makah Indian Reservation is located by Neah Bay on the northwestern tip of the Olympic Peninsula. The total reservation land area of the Makah Tribe is 46.5 square miles, bounded on the north by the Strait of Juan de Fuca and on the west by the Pacific Ocean. The town of Neah Bay is the major population center on the reservation; it is a fishing village that faces north looking directly across the Strait of Juan de Fuca towards Vancouver Island, B.C. There is only one highway into the Makah Reservation, State Route 112, which connects Neah Bay to the rest of the Olympic Peninsula. The reservation is extremely isolated from other communities within Clallam County. Clallam County's major commercial center is Port Angeles, which is 75 miles from Neah Bay. Seattle is 150 miles away and Forks is 60 miles away.

Lower Elwha Klallam Tribe

The Lower Elwha Klallam Tribe resides in the Lower Elwha River Valley and adjacent bluffs on the north coast of the Olympic Peninsula just west of Port Angeles, Washington. The original land base was acquired by the United States in 1936 and Lower Elwha Reservation was established in 1968. Today tribal lands include about 1,000 acres near the Elwha River. There are nearly 100 tribal members and approximately 450 residents on the reservation and trust lands.

The Lower Elwha Housing Authority service area population is 1,600. The Lower Elwha Health Clinic is located on Highway 101 between the Valley and Heights communities.

Jamestown S'Klallam Tribe

The Jamestown S'Klallam Tribe established its first reservation on the shoreline of Sequim Bay, the site of several historic villages. The five-acre property is located in Blyn, approximately seven miles from Sequim, and includes the tribal governmental campus. The campus serves over 505 tribal citizens, their descendants and families, and 641 other Native Americans and Alaska Natives who reside within the communities of Clallam and Jefferson counties.

The tribe does not currently offer housing on the reservation. About 50% of the tribal citizens reside in nearby communities in Clallam and Jefferson counties and the remainder live outside of the area.

Quileute Tribe

La Push is home to the Quileute Tribe; it is approximately 14 miles from Forks and 80 miles from Port Angeles. On the reservation, there is one small convenience store, a small dental clinic and a medical clinic. There are no veteran services and no educational opportunities on the reservation. Therefore, any goods and services must come from off of the reservation. Clallam Transit comes to La Push three times a day.

Jefferson County

Hoh Tribe

The Hoh Reservation was set aside in 1893 by Executive Order and is comprised of 443 acres on the south side of the Hoh River at its mouth. Hoh tribal membership is about 120 people. Most of the economy of the Hoh is derived from fishing and shell fishing. The Hoh speak the Quileute language and were once a village, among many Quileute villages. The Hoh, Quileute and Quinault all signed the "Quinault River Treaty" of 1855.

Quinault Reservation⁷

The Quinault Reservation is located on the Pacific coast of Washington, primarily in northwestern Grays Harbor County, with small parts extending north into southwestern Jefferson County. It has a land area of 316.331 sq mi and reported a resident population of 1,370 persons as of the 2000 census. The Quinault people settled onto reservation lands after signing the Quinault Treaty with the former Washington Territory in 1856. About 60% of the reservation's population lives in the community of Taholah, on the Pacific coast at the mouth of the Quinault River.

There is only limited access (for private property owners and tribe members) along the northern coast of the reservation and it can be difficult to drive across the entire reservation on Highway 109. Construction of the highway north from Taholah to U.S. Highway 101 was halted in the late 1960s.

Mason County

Skokomish Tribe

The Skokomish Reservation lies on 5,000 acres on the Olympic Peninsula where the Skokomish

River empties into the Hood Canal in Washington's Puget Sound. Of the reservation's 5,000 acres, 600 are steeply sloped and only 500 acres are adequate for housing and community facilities and untouched by the frequent flooding events. The Skokomish Tribe's members are descendants of the Tuwaduq or Twana Indians whose aboriginal territory encompassed the Hood Canal drainage basin in western Washington State.

Squaxin Island Tribe

The Squaxin Island tribe, which currently has 1,023 members, is located at Kamilche, near Shelton in Mason County. In addition to providing essential government services, tribal housing, and a treatment center in Elma, the tribe operates a casino/ resort as well as other business enterprises.

Kitsap County

Port Gamble S'Klallam Tribe

The Port Gamble S'Klallam Reservation is located on the northern tip of the Kitsap Peninsula. It is situated on Port Gamble Bay, an important natural resource for Native Americans for generations. The Port Gamble S'Klallam Tribe has been increasing its interaction with its neighbors in the

⁷ Information for the Quinault Tribe was taken from Wikipedia.org because no tribal representatives were reached.

North Kitsap area, making it known that it is concerned about issues related to growth, water resources and land use.

The population of the Port Gamble S'Klallam Tribe is currently just over 1,000 enrolled tribal members. About half of the tribal members reside on the reservation, along with other Native Americans and non-Native Americans. Altogether the total population living on the reservation is 932.

Suquamish Tribe

The Suquamish Nation, which has been in the area for thousands of years, has its seat of government at the Suquamish Tribal Center near the rural waterfront town of Suquamish. The town is located on the Port Madison Indian Reservation, which is located in northeastern Kitsap County on the Puget Sound. The reservation is widely interspersed with non-tribal land and is in the heart of a rural residential area. It is one of the few reservations in the country with two geographic areas separated by a land mass. The northeastern part of the reservation is centered on the rural waterfront village of Indianola and the southwestern portion is centered on the town of Suquamish. The reservation consists of over 7,486 acres that contain tribal trust lands, individually and collectively owned trust lands, historic allotments held in trust, and fee lands owned by Native Americans and non-Native Americans.

The tribe's government offices, community center, and public safety services are located on tribal trust land in and near Suquamish. The Suquamish downtown core has a number of small businesses and services as well as a small shopping center. Urban growth boundaries for both Poulsbo and Kingston are beginning to crowd the reservation. Major housing and commercial developments are planned in formerly rural areas recently rezoned to accommodate the proposed bedroom and business developments.

The reservation can be reached easily by well-paved county and state highways. State ferries that connect with the mainland at Seattle and Edmonds permit easy access to metropolitan areas. Seattle lies almost directly east across the Sound, while Bremerton is only 25 miles to the south. Agate Pass Bridge connects the reservation to Bainbridge Island. Kitsap County is a gateway to the Olympic Peninsula via the Hood Canal Bridge.

Chapter 3. Existing Transportation Services

This chapter presents information about existing transit and human service transportation available in the four PRTPO counties.

Clallam County

Clallam Transit System

Clallam Transit System (CTS) provides transit services throughout Clallam County, serving a population of 66,800 people in an area of 1,753 square miles. CTS was approved by the Clallam County voters in 1979 and became operational in 1980. It is a municipal corporation of the State of Washington. CTS's eight member governing board is comprised of two Clallam County Commissioners, and two City Council members from the cities of Port Angeles, Sequim and Forks. Monthly Board meetings are held at locations throughout Clallam County.

As of December 31, 2009, CTS employed:

- 42 full-time equivalents in the Operations Department
- 13 full-time equivalents in the Maintenance Department
- 6 full-time equivalents in the Administration Department

Paratransit Services, Inc. provides 16 full-time, 5 part-time, and 6 on-call employees under contract with CTS for providing ADA complementary paratransit services.

CTS has administrative and operations offices in Port Angeles, and a maintenance facility is located in a separate building on the property. A multi-use transportation center, small vehicle storage and light maintenance facility leased from the Quillayute Valley School District are provided in Forks.

Service Characteristics

CTS provides vanpool, fixed-route and dial-a-ride bus services throughout Clallam County. Fixed-route service is provided on weekdays between 5:00 AM and 10:30 PM and on Saturdays between 7:00 AM and 10:00 PM on 12 routes. There were 940,000 fixed-route boardings in 2009. Vanpool services operate independently seven days a week.

CTS began contracting paratransit service in 1981. Since that time, CTS has greatly expanded its paratransit services to the elderly and persons with disabilities. Wheelchair accessible, curb-to-curb, and door-to-door service is provided for elderly and disabled persons who cannot use fixed-route service. In 2009, Paratransit boardings totaled approximately 59,000 in Clallam County.

Service Connections and Coordination

CTS connects with Jefferson Transit in eastern Clallam County at Sequim for service into Jefferson and Kitsap Counties. This service provides access to Island County and the Central Puget Sound region by way of the Washington State Ferry System. Connections with Jefferson Transit in western Clallam County at Forks provide service into Jefferson and Grays Harbor

Counties to complete the U.S. Highway 101 loop. CTS coordinates with Paratransit Services so that paratransit trips can be integrated into CTS's fixed-route system. Service is provided to all of the public elementary, middle and high schools in CTS's service area, as well as to Peninsula College in Port Angeles.

CTS operates service to five park-and-ride lots: Highway 112 at Peters Road, and U.S. Highway 101 at Laird's Corner, Sappho Junction, the Sequim Transportation Center, and the Forks Multi-use Transportation Center.

Other service providers and/or programs within Clallam include:

- **Olympic Community Action Program (OlyCAP)** provides transportation services for youth employment programs and general employment transportation from Forks and Sappho to Kalaloch Lodge, La Push, and Neah Bay. The service is provided using three vans. OlyCAP started providing employment transportation in 1998 using funds provided with JARC funds. The program is considered successful in that it provides essential services to low-income residents of the west-end of Clallam County.
- **Olympic Bus Lines** provides transportation between Port Angeles, Sequim, Discovery Bay, Port Townsend, Kingston, Edmonds, Seattle and SeaTac Airport. Service is provided using five buses.
- **Paratransit Services** is the regional Medicaid transportation broker. In this capacity, the broker confirms customer and trip eligibility, and arranges for medically-related trips with providers under contract. Paratransit Services is also under contract with Clallam Transit to provide paratransit services, and participates in emergency planning exercises in that county.
- **Rocket Transportation** has six sedans and one wheelchair lift-equipped van and provides transportation services to Aberdeen, Seattle, Bremerton, Tacoma and SeaTac Airport.
- **Volunteer Chore Services** provides transportation services through volunteers using their own cars; the organization currently provides an average of 68 trips per month.

Tribal Transportation

Makah Tribe

The Makah Tribe's transit service, Makah Public Transit, operates a fixed-route service to transport the general public from various community subdivisions throughout the Makah Reservation. It operates five days a week from 7:00 AM to 9:30 PM. The targeted population for the transit service includes youth, older adults and disabled, as well as the general public.

Makah Public Transit provides door-to-door paratransit service for the elderly and disabled each weekday from 9:00 AM to 12:00 PM. Makah Public Transit uses two ADA accessible mini-buses: one 25-passenger medium duty bus and one new 25-passenger medium duty bus.

The Makah Public Transit schedule was developed based on essential service destinations and connections to off-reservation public transportation connections. In addition to the Makah Tribe's Public Transit program, the Senior Citizens Program provides transportation to cultural or leisure events off-reservation for those 50 years or older. On a limited basis, the Makah Health Program

provides transportation for tribal members who may have off-reservation medical appointments in the Clallam Bay, Forks, Port Angeles, Sequim and the Seattle area.

Lower Elwha Klallam Tribe

Clallam Transit provides bus service to both the Elwha Valley and Heights communities, but has encouraged the tribe to establish its own loop route to serve two Elwha Klallam residential communities and the Elwha Health Clinic. During clinic hours on weekdays, Clallam Transit buses pass the clinic 7-8 times in each direction daily. Currently, Tribal Temporary Assistance to Needy Families (TANF) provides 20 Clallam Transit bus passes per month to clients who use the bus to get to appointments.

Currently, the tribe is providing and considering the following transportation services:

- **Medical transportation and paratransit:** Lower Elwha Health Department provides many transportation services to Lower Elwha Tribe members. About half of the medical transport costs are paid through reimbursement on an annual contract with Paratransit Services in Bremerton. This contract covers transport for Medicaid patients only. Additional services are provided at cost to transport elders who qualify for Medicare but not Medicaid. Primary destinations for medical transport are to medical specialists in Port Angeles, Sequim and Seattle. Vehicle maintenance cost for the wheelchair van and other passenger vehicles runs approximately \$6,000 per year. There are four certified drivers who each spend about 10 hours per week in transport service.
- **After-school transportation:** The tribe also provides transport home to students who participate in the after-school-program at the Lower Elwha Tribal Center. This service provides rides to 10-15 students on weekdays during the school year.
- **Tribal transit planning:** The Lower Elwha Klallam Tribe has been awarded an FTA Tribal Transit Planning Grant. The tribe is assessing existing transport services provided to and needed by the community; exploring options to economize and increase efficiency; and learning more about resources available that fit the Lower Elwha Klallam community.

Jamestown S'Klallam Tribe

The Jamestown S'Klallam Tribe does not currently operate public transit services. However, there is a volunteer driver program that provides some transportation to tribal citizens. In addition, there is also an Elders' bus, which transports groups of older adults on special recreational trips.

Tribal citizens can access the local transit systems, Clallam Transit and/or Jefferson Transit, for transportation within the limits of each transit agency's service area. However, service is infrequent and is difficult to access for older adults and people with disabilities.

Recently the tribe received a \$78,000 FTA grant to subsidize Clallam Transit in increasing service frequency between Sequim and Blyn. The tribe is proposing an additional four runs per day, two in the morning and two in the afternoon, although no detailed schedules have been worked out and no formal arrangement have been made yet with Clallam Transit.

Quileute Tribe

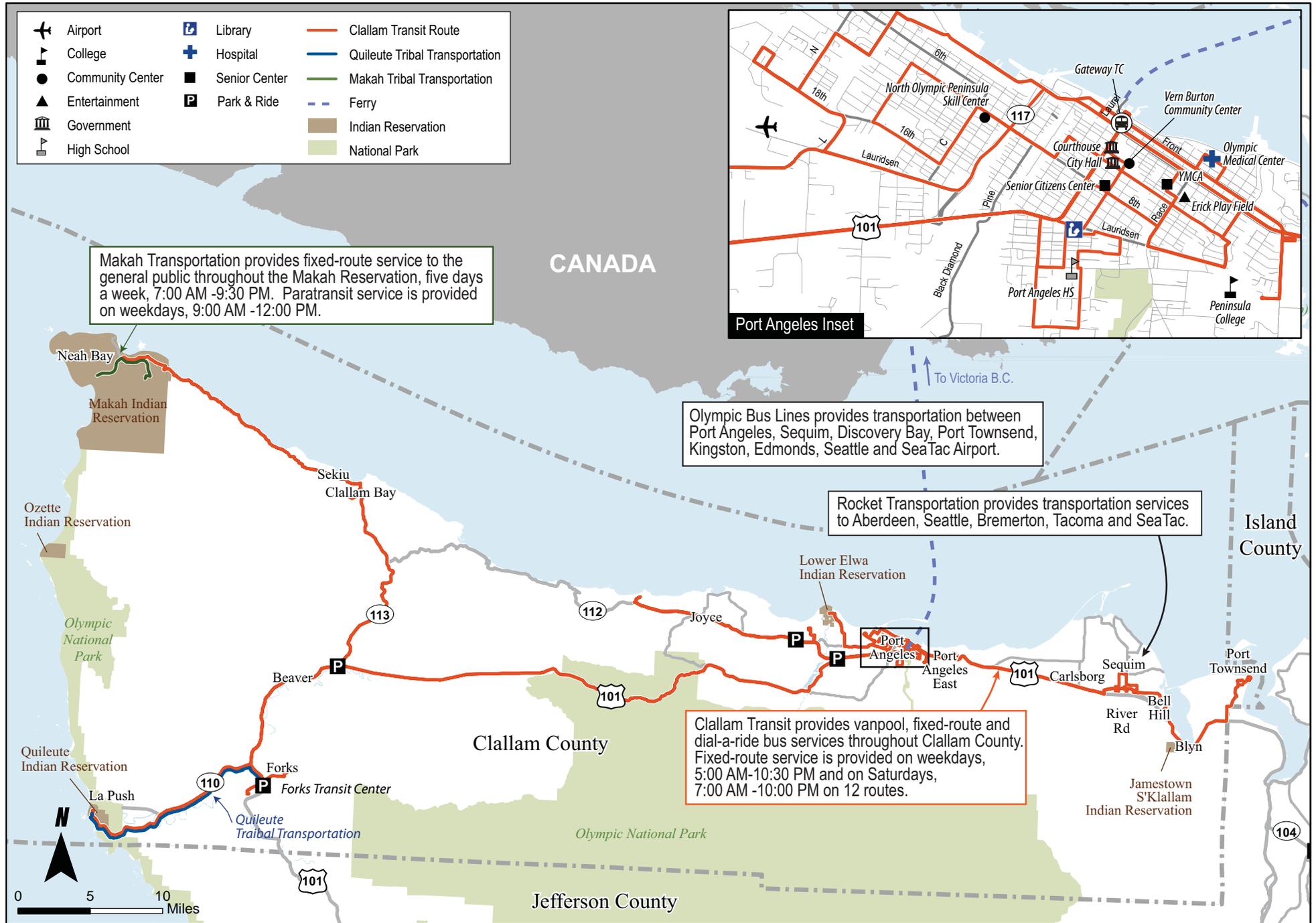
The Quileute TANF Program currently operates a free Community Shuttle service that is open to the public. The shuttle makes eight runs from La Push to Forks each day, beginning service at 5:30 AM and ending service at 9:30 PM. The free shuttle service has been a positive investment

for the community. It averages 1,000 passengers per month or about 2.5 rides/resident each month.

The shuttle is operated using an old bus that was purchased with TANF start-up funds in 2008. It has high mileage and problems with reliability. Clallam Transit donated a second bus as a backup shuttle, but it is also an older vehicle and it is too small to use on a regular basis. Because of the unreliability of the current shuttle service, Clallam Transit buses have continued to run from Forks to La Push three times a day.

Figure 3-1 on the next page highlights existing transportation services and activity centers in Clallam County.

Figure 3-1 Existing Transportation Services, Clallam County



Jefferson County

Jefferson Transit

Jefferson Transit provides transit services throughout Jefferson County and serves a population of nearly 30,000 people in an area of 2,184 square miles. Much of that area is comprised of the Olympic National Park; the Olympic Mountains form a geographic barrier between eastern and western Jefferson County. Jefferson Transit became operational in 1981 after voter approval to establish the agency and subsequent sales tax levy. It is a municipal corporation of the State of Washington. Jefferson Transit's five member governing board is comprised of all three Jefferson County Commissioners, and two City Council members from the city of Port Townsend.

As of June 30, 2010 Jefferson Transit employed:

- 32 employees in the Operations Department
- 7 employees in the Maintenance Department
- 5 employees in the Administration Department

Jefferson Transit has operations, maintenance and administrative offices at 1615 West Sims Way, Port Townsend and a park-and-ride facility located at Haines Place in Port Townsend. West End transit service operates out of a facility leased from the Quillayute Valley School District in Forks. Jefferson Transit is currently developing plans to construct a new facility for operations, maintenance, and administration at the intersection of State Route 20 and Four Corners Road on property recently acquired by the agency.

Service Characteristics

Jefferson Transit provides a variety of public transportation services that include fixed-route, route deviation, vanpool, ride-matching, regional and intercity bus connections. In East Jefferson County fixed-route (including deviated fixed-route) service is provided on weekdays between 5:50 AM and 8:00 PM, on Saturdays between 6:40 AM and 7:50 PM, on six routes. Sunday service is provided between 8:40 AM and 7:00 PM. on three routes.

Transit services are fixed-route route-deviated service south of Highway 104 in eastern Jefferson County and between Forks and Amanda Park on Highway 101 in western Jefferson County Monday through Saturday.

ADA paratransit service, Dial-A-Ride, is provided by Jefferson Transit staff and vehicles in East Jefferson County. Service levels and geographic coverage provide full compliance with federal ADA complementary paratransit regulations and go beyond ADA requirements with one-day per week service to the Kala Point and Cape George areas.

Service Connections and Coordination

Jefferson Transit's routes in east Jefferson County provide frequent connecting service to the Port Townsend/Keystone ferry terminal, seven days a week. Fixed-route connections are made with Kitsap Transit six days a week in Poulsbo and with Clallam Transit in Sequim six days a week. Connecting service with Mason Transit in Brinnon is available Monday through Friday. Connections between Grays Harbor Transit and Clallam Transit, via Jefferson Transit, are

provided Monday through Saturday between Forks and Amanda Park in western Jefferson County.

Regular fixed-route service is coordinated to provide service to the Port Townsend public schools, Chimacum High School, Quilcene High School and to Peninsula College in Port Townsend and Port Angeles (via Clallam Transit), as well as Washington State University Cooperative Extension in Port Hadlock.

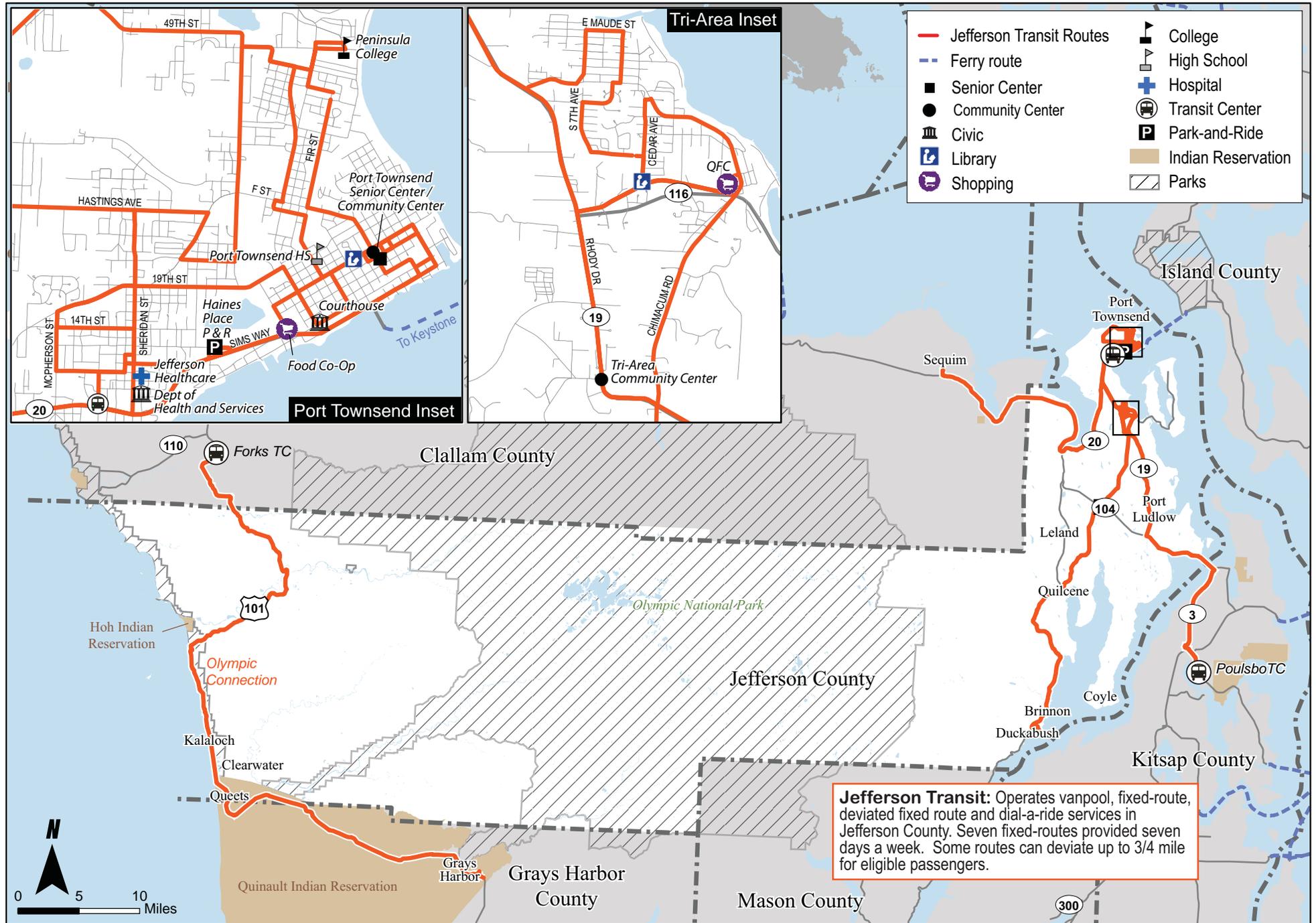
Jefferson Transit's Haines Place Park & Ride/Transit Center in Port Townsend serves as a connection point for the Olympic Discovery Bicycle and Pedestrian Trail. All of Jefferson Transit fixed route vehicles are equipped with bicycle racks.

Tribal Transportation

The Hoh and Quinalt Tribes do not currently provide public transit services.

Figure 3-2 on the next page highlights existing transportation services in Jefferson County.

Figure 3-2 Existing Transportation Services, Jefferson County



Mason County

Mason County Transit Authority

Mason County Transportation Authority (MTA) provides accessible public transportation services throughout Mason County Washington, with connections to adjacent counties, and serves the local population of nearly 57,000 people in an area of 967 square miles. Mason Transit utilizes a combination of fixed-route, route deviation, and demand response (Dial-A-Ride) service, and coordinated volunteer transportation.

The statute authorizing establishment of the Mason County Public Transportation Benefit Authority (PTBA) was approved by county voters on November 15, 1991. This was the first extensive bus service ever in the county, by either a public or private provider. The proposition imposing a sales and use tax of two-tenths of one percent (0.2%) for the purpose of providing funding for public transportation was also passed. On September 18, 2001, voters approved an additional sales and use tax of four-tenths of one percent (0.4%) to provide funding for public transportation commencing January 1, 2002.

MTA is governed by a Board of nine elected officials representing Mason County, City of Shelton, School Districts, Hospital District and Fire Districts. The governing body consists of: three elected members of the Mason County Commission; one elected member of the City of Shelton Commission; one elected member of the North Mason School District; one elected member of the Mary M. Knight School District serving in even years rotating to one elected member of the Southside School District serving in the odd years; one elected member of the Hood Canal School District; one elected member of the Mason County Fire Protection District No. 3, 5 and 11 serving on a rotating basis each year starting with Fire Protection District No. 3 in 2008. The members of the Authority serve terms consistent with their terms in the City, County or district positions.

MTA's Advisory Board is comprised of citizens representing Mason County service territory. Currently there are 10 active members, and 1 associate member (all volunteers).

As of December 31, 2009, MTA employs:

- 48 full-time equivalents in the Operations Department
- 9.5 full-time equivalents in the Maintenance Department
- 8 full-time equivalents in the Administration Department

In June 2003, Mason Transit purchased a facility to serve as the central base of operations located on Johns Prairie Road in Shelton. Administration staff and operations employees performing scheduling/dispatching and driving began occupying the new facility in November 2003. Site and facility improvement projects include the renovation of Building 4 for maintenance operations in 2004, and the addition of a fueling station in 2009.

In May 2006, Mason Transit purchased the Shelton National Guard Armory with the goal of converting the facility into a multimodal transit center and community resource center. The facility will serve as a transportation information and transfer center and destination for persons seeking human and social service programs. In 2008, a preliminary design study was conducted and included a master plan to sustain operation of programs and services provided at that facility.

Service Characteristics

Mason Transit offers the following transportation services:

- **Routed Service:** Scheduled service going to the same locations at the same time on a regular basis.
- **Route Deviation:** Allows a limited distance deviation off of the regular bus route for those who experience difficulty getting to bus stops. Available on most routes. Passengers must call the Customer Service Center in advance for this service.
- **Dial-A-Ride:** Service is available for customers who experience difficulty using regular routed service. There are no eligibility requirements and anyone needing the service can ride. Passengers must call the Customer Service Center a minimum of two hours in advance.
- **Link Routes:** Dial-A-Ride service that is limited to a geographic area and may be limited to time of day or day of week. This service makes connections to the regular routes.

Mason Transit operates 10 fixed routes:

Route	Route Description	Time/Days of Operation
Route 1	Shelton to Belfair (Via Hwy 3)	5:25 am to 8:10 pm (M – F) 6:40 am to 8:10 pm (Sat)
Route 2	Shelton to Belfair (Via Hwy 106)	6:40 am to 4:30 pm (M – Sat)
Route 3	Belfair to Bremerton	5:25 am to 7:10 pm (M- F) 7:50 am to 7:10 pm (Sat)
Route 4	Belfair Local	7:10 am to 6:50 pm (M – F)
Route 5	Shelton South Loop	7:40 am to 8:30 pm (M – Sat)
Route 6	Shelton to Olympia	5:45 am to 8:40 pm (M – F) 7:30 am to 7:25 pm (Sat)
Route 7	Shelton North Loop	7:40 am to 8:30 pm (M – F) 8:40 am to 8:30 pm Sat
Route 8	Shelton to Brinnon	8:05 am to 4:35 pm (M – F) 6:50 am to 7:50 pm (Sat)
Route 9	Civic Center to Wallace Kneeland	11:40 am to 8:40 pm (M – F) 9:25 am to 8:10 pm (Sat)
Route 10	Shelton South Loop	12:05 pm to 4:50 pm (M – F)

Mason Transit has about 70 revenue vehicles consisting of 15 coaches, 22 body on chassis and 33 vanpool vehicles with seating capacity ranging from 12 persons up to 45.

Mason Transit's vanpool demonstration project began in 2004, and as part of the State's Vanpool Expansion Program, 25 new vanpools were delivered in 2005/2006. Currently there are 24 vanpool vehicles in operation.

Service Connections and Coordination

- **Scheduled connections:** Made at the Kamilche Transit Center, Olympia Transit Center, the Bremerton Transportation Center, and the Brinnon Store which, in turn, provides access to State Ferries, AMTRAK and Greyhound bus service plus the following neighboring transit systems: Kitsap Transit, Jefferson Transit, Squaxin Island Transit, Intercity Transit, Grays Harbor Transit, and Pierce Transit.
- **Subcontracts:** Mason Transit also subcontracts with other social service agencies to provide for more specific services, and administers a Volunteer Driver Program partially funded through the Lewis-Mason-Thurston Area Agency on Aging. Through the use of volunteers, citizens who are unable to use regular transit are provided essential transportation to kidney dialysis and cancer treatment centers as well as medical appointments as far away as Olympia, Bremerton, Tacoma, and within Mason County. Volunteer drivers donate their time and are reimbursed at a per mile rate for use of their personal vehicle.
- **Squaxin Island Transit Service:** This service operates Monday through Friday on the reservation with connections to Mason Transit at the Kamilche Transit Center just off U.S. Highway 101 and Grays Harbor Transit in McCleary. (See below for additional information on Squaxin Transit)
- **Supplemental Service:** Shelton School District operates as Mason Transit after regular school hours. Hard work and unprecedented cooperation led to the success of a very special after-school/transit bus program. In 1998, Mason Transit began contracting with the Shelton School District, starting with three school buses on routes that Mason Transit was unable to offer due to lack of vehicles. These buses provide transportation to the general public as well as school children, connecting school routes with the transit routes so people can transfer to various destinations. Today, Shelton School District operates as Mason Transit on five deviated zone routes serving residents to the North to Hoodspport, to the South to Kamilche, to the East to Pickering, Timberlakes, Agate, Shorecrest, Lake Limerick, Mason Lake and to the West to Dayton and Cloquallum Monday through Friday.
- **Worker/Driver:** Express routed service to and from Puget Sound Naval Shipyard (PSNS) for day shifts. Four coaches operate from Shelton and Belfair to PSNS in Bremerton, Monday through Friday.
- **Special Events:** Mason Transit provides special service for community events. Among those supported include the Forest Festival, Allyn Days, Hoodspport 4th of July, OysterFest and Christmas Lights Food Drive.

Tribal Transportation

Squaxin Island

Squaxin Transit is a public transportation service for tribal members and for members of the public at large. The service operates on a deviated fixed route basis Monday through Friday 7:00 AM to 4:30 PM. It is intended to enable tribal members to travel from housing to employment centers in the commercial area and to connect with Mason Transit at the tribe's transit hub. Squaxin Transit also provides limited service to McCleary and Elma. The tribe has two new wheelchair accessible cutaway minibuses in use for this program.

Currently, the program is funded with a mix of Washington State Department of Transportation grant funds, federal Section 5311, Tribal funds and FTA Tribal Transportation dollars. The transportation budget totaled \$224,000 for FY 2010-11, and the program will provide approximately 72,000 trips during the year.

Squaxin Island coordinates with Mason Transit in a number of ways. The Kamilche Transit Center is used by both operators, which allows for passengers to transfer from one system to another. The tribe provides in-kind services by maintaining the Transit Center. Also, Mason Transit performs maintenance for tribal vehicles. A longer term plan is for the tribe to engage in vanpool services, another opportunity to coordinate with Mason Transit.

Skokomish Tribe

As new housing sites and roads have been developed on the Skokomish Reservation over the last 20 years, the tribe has created transportation services for its growing community and the many tribal members that have returned to live on the reservation. Tribal programs and departments continue to serve some community transportation needs; tribal government leaders, program directors and community members consistently cite expansion of tribal transportation options to be a priority for the tribe.

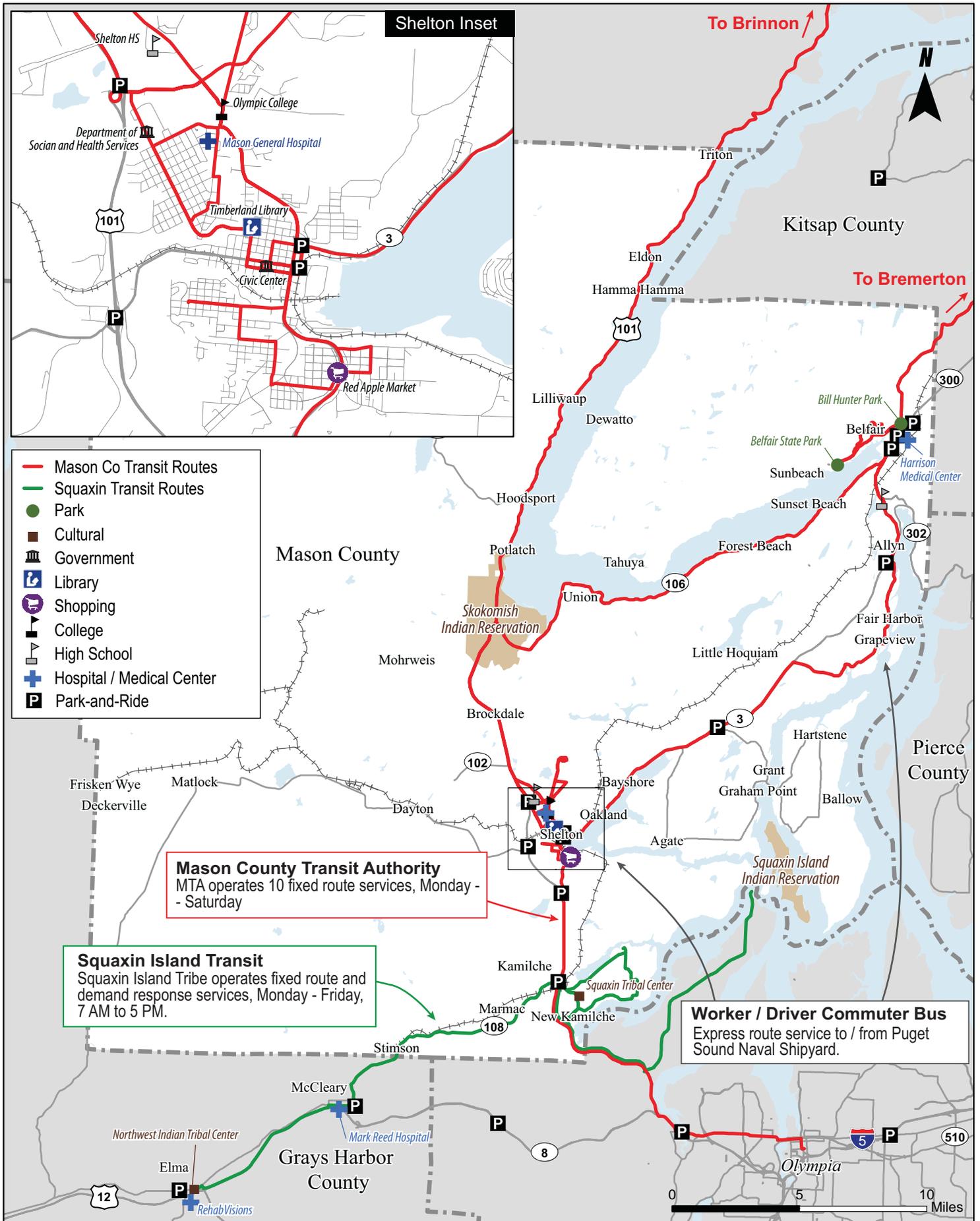
Today the Skokomish Tribal government independently provides a diversified, if limited, mixture of transportation-related services for its community members, including:

- **The Tribal School bus:** transportation is provided to preschool children attending classes in the Early Childhood Education Center and between students' homes on and off the reservation
- **Transportation for tribal elders:** Community Health Representatives (CHR's) use tribal vehicles to transport elders to medical and social service facilities on and off the reservation
- **Youth transportation:** Special bus and van services for youth and other community members for off-reservation travel to educational and cultural activities

In addition, the tribe promotes ongoing coordination with the Mason Transit Authority to establish, preserve and expand accessible and effective public transportation pick-up and drop-off locations near the tribe's community and business facilities through Dial-A-Ride, fixed route, deviated route and demand response options.

Figure 3-3 on the next page highlights existing transportation services in Mason County.

Figure 3-3 Existing Transportation Services, Mason County



Kitsap County

Kitsap Transit

Kitsap Transit is a Public Transportation Benefit Area located in Kitsap County that began providing services in early 1983. Kitsap Transit's nine-member board of commissioners consists of three Kitsap County commissioners, two Bremerton City council members, and mayors of the four incorporated cities in Kitsap County: Bremerton, Port Orchard, Poulsbo, and Bainbridge Island.

As of July, 2010 Kitsap Transit employs:

- 238 employees in the Operations Department
- 53 employees in the Vehicle Maintenance and Facilities Departments
- 54 employees in the Administration Department, including Service Development, Capital, Finance, Human Resources, and Executive

Kitsap Transit's administrative offices are located at 60 Washington Avenue, Suite 200 in Bremerton. The primary maintenance and operations facility is at 200 Charleston Boulevard in Bremerton.

Service Characteristics

Fixed Route Bus Service

Kitsap Transit operates 39 fixed routes Monday through Friday. Of those, 15 are commute-hour only routes, timed to meet ferries. During commute hours many of these all-day routes are also scheduled to meet Washington State Ferries at Bainbridge Island, Bremerton and Southworth. The headways for routes that operate all day are usually one hour. Weekday service operates from 4:00 AM to 9:30 PM.

ACCESS Program

ACCESS Services provides door-to-door or curb-to-curb transportation to older adults and people with disabilities, who are unable to use the fixed route transit system. Trip purposes include medical appointments, shopping, social visits or any other destination within Kitsap County. ACCESS also provides general public dial-a-ride in portions of Kitsap County.

The ACCESS VanLink program is designed to provide local social agencies with vans to transport their clients themselves. This program gives the agencies the ability to schedule client outings, work programs, daycare and training as their schedule dictates. VanLink gives social service agencies more control over scheduling client outings or work programs since each agency operates their vans with their own staff.

Vanpool Program

Kitsap Transit operates a vanpool program for commuters, allowing them to ride together to their workplace. Vanpool rates are determined by the size of the van, the number of miles traveled on the vanpool route and the number of passengers on board. Vanpool passengers who purchase a Kitsap Transit monthly bus pass may deduct the Kitsap Transit portion of that pass from their monthly vanpool fare.

Worker/Driver Program

Kitsap Transit operates a Worker/Driver program, which offers another commuting option. Worker/Driver buses are driven by full-time employees (“worker”) of the military facilities who are also part-time employees of Kitsap Transit (“drivers”). Buses operate much like a large carpool. The driver boards their bus near their home in the morning and travels to work, picking up co-workers along the way. After work, they hop back in their bus with their co-workers and drop them off on their drive home. This program buses allowing passengers to pay their fare with a Kitsap Transit monthly bus pass, or with cash.

Ferry Service

Kitsap Transit operates a Foot Ferry (passenger-only service) between Bremerton and Port Orchard and between Bremerton and Annapolis. In 2009, the ferry carried 473,857 riders. The Bremerton-Port Orchard route runs from 4:30 AM to 9:00 PM on weekdays and from 6:00 AM to 8:00 PM on Saturdays. The Bremerton-Annapolis route operates on weekdays only from 6:00 AM to 6:00 PM.

Fares/Passes

- The one-way cash fare is \$2.00.
- Monthly passes are \$50. The monthly bus pass is good on scheduled fixed-route buses and on the Kitsap Transit Foot Ferry.
- The Worker/Driver monthly pass is \$75.
- A Transportation Incentive program offers a pass, in which the federal government pays the bus fare for holders of the pass.

Service Connections and Coordination

The following lists Kitsap Transit service connections:

- **Bremerton Transportation Center** with connections to Washington State Ferries, Kitsap Transit Foot Ferry, Mason Transit and other Kitsap Transit bus routes
- **Bainbridge Island Ferry Terminal** with connections to Washington State Ferries and other Kitsap Transit bus routes
- **Kingston Ferry Terminal** with connections to Washington State Ferries and other Kitsap Transit bus routes
- **Southworth Ferry Terminal** with connections to Washington State Ferries
- **Port Orchard Ferry Dock** with connections to Kitsap Transit’s Foot Ferry and other Kitsap Transit routes
- **West Bremerton Transfer Center** with connections to other Kitsap Transit bus routes
Kitsap Mall Transfer Center with connections to other Kitsap Transit bus routes
- **Poulsbo Transfer Center** with connections to other Kitsap Transit bus routes and Jefferson Transit
- **Kitsap Transit** operates routed and Worker/Driver service to 25 Park & Ride lots throughout the county

In addition, there are three lots that are used for carpools, vanpools and the Worker/Driver Program only; they are not served by fixed-route buses.

Kitsap Transit provides service to many of the elementary, middle and high schools in its service area, as well as both branches of Olympic College.

Tribal Transportation

The Port Gamble S'Klallam and Suquamish Tribes do not currently provide public transit services.

Figure 3-4 on the next page highlights existing transportation services and activity centers in Kitsap County.

Chapter 4. Emergency Planning

Not unlike other parts of the country, the Peninsula Region is susceptible to natural disasters or other emergencies, such as flooding, fires, snow storms, landslides, earthquakes, hazardous waste, flu epidemics, terrorist attacks, etc. The region is particularly vulnerable due to its isolation, geographic constraints and distance from urban centers should major roads be closed for any reason. As most disasters cannot always be predicted, it is important to plan for and be prepared to respond to emergencies in a timely manner in order to mitigate their damages.

Since the devastation caused by Hurricane Katrina in the New Orleans/Gulf Region five years ago, more attention has been paid to the importance of emergency planning and the role public transit operators can play, especially in evacuating residents of nursing homes or other care facilities, persons with disabilities or others who are not able to transport themselves. This section of the plan provides examples of how public transit agencies within the Peninsula Region coordinate with local emergency management systems.

Mason County

Mason Transit is actively involved with emergency planning at the county level. Specifically, it participates in table top exercises intended to prepare for potential disasters or emergencies. The purpose of these exercises is to review and update protocol and chains of commands, review roles and responsibilities, develop a plan of action among various participants, and to test equipment. Mason Transit is seen as a key player to assist with evacuations in the case of snow storms, flooding, or fires and in the past has transported people into shelters and back to their homes. The American Red Cross keeps emergency supplies at Mason Transit.

A variety of funding sources are used to support emergency planning; most of them are federal funds. However, some funds are limited as to what they can be spent for; for example, federal funds cannot be used to repair county roads. Agreements are in place between the County Department of Emergency Services and Mason Transit, but they need to be updated.

Kitsap County

Kitsap Transit is similarly involved with emergency planning in Kitsap County.

Jefferson County

At present, Jefferson Transit is not involved with emergency planning in Jefferson County, and would like to initiate efforts similar to those in Mason, Kitsap and Clallam Counties.

Clallam County

Clallam Transit and Paratransit Services are involved with emergency management within Clallam County; these agencies meet monthly with other agencies and participate in table top exercises. Clallam Transit has joined a federally funded radio system, so all modes of emergency services are on the same radio frequency. This regional radio system is based on a Voice over Internet Protocol (VoIP) Network that emphasizes interoperability between a wide-ranging group of public agencies.

Clallam Transit also participates in emergency exercises with the local hospital to prepare for medical emergencies or evacuations, if needed.

Chapter 5. Unmet Transportation Needs

This chapter summarizes the range of unmet transportation needs that were identified through stakeholder input and research. Stakeholder input was gathered through stakeholder interviews conducted both in person and by telephone, as well as in two initial meetings convened in June 2010. Numerous people were interviewed, including representatives from human service organizations, transit agencies, and local tribes. In addition, this chapter includes transportation needs that were identified in the 2007 Regional Human Services and Public Transit Coordination Plan.

In large part, the four Peninsula counties share similar constraints when it comes to meeting transportation needs. They are all located in the Olympic Peninsula region, completely surrounded by water, and the area is divided by the Olympic Mountains making east-west trips challenging. Importantly, these counties are predominantly rural in nature and have few incorporated cities; both Mason County and Jefferson County have only one incorporated city per county. Jefferson and Clallam Counties have the lowest population densities with 16 people per square mile and 36 people per square mile, respectively. Mason County has 52 inhabitants per square mile and Kitsap County is the densest with 585 people per square mile⁸ (This takes into consideration the larger cities of Bremerton and Port Orchard, which are not included in this plan); the rural portions of Kitsap County resemble the other PRTPO members with respect to density. Tribal lands are located throughout these counties, primarily in rural locations where it is difficult to access regional transportation services.

While the larger communities in these counties have more transportation options available to them, some outlying communities and many of the tribal lands have limited or no service. In many rural communities, access to basic needs (groceries, shopping, etc.), social services, and medical facilities is difficult. Although this situation is an expected condition of rural living, low-income individuals living in these areas may find it difficult to afford to purchase and maintain a private vehicle—further compounding the need for transportation.

This chapter summarizes transportation needs in the Peninsula counties, including the 10 local tribes. As stated earlier, it is based on stakeholder interviews, research, and the previous coordinated plan. It is important that the transportation needs are accurately and thoroughly documented as it is the foundation for the development of transportation strategies. The chapter errs on the side of inclusiveness and no attempt has been made to prioritize or validate the needs.

Maintain and Improve Fixed-Route Transit

All counties are served by public transit systems which focus their services in larger population centers, but also provide lifeline services in more remote areas. The four county transit systems provide a combination of fixed-route and deviated fixed-route service within and between communities. In addition, some tribes provide fixed-route or deviated fixed-route service.

One of the most important needs with respect to fixed-route service is to avoid service cutbacks by **maintaining current levels of service being provided by regional transit systems and other providers within the area.** Maintaining current levels of service involves the following:

⁸ Based on 2000 Census information

- **Maintain existing service levels** on fixed route and paratransit services
- **Sustain current service levels** on transit systems in adjacent counties to promote regional travel options
- **Maintain current service levels in economically disadvantaged areas, including tribal lands**, to promote travel options
- **Develop vehicle replacement program** to sustain service levels

Although valuable linkages are provided by public transit agencies, there are limitations with respect to service coverage, service span, weekend service, and frequency, which is typical of rural, sparsely populated counties. Limited transportation funding prevents local transit agencies and tribes from providing as much service as is needed. Stakeholders spoke about the following needs:

- **Increase service coverage:** Service areas and coverage have been reduced in recent years; notably, stakeholders mentioned that Kitsap Transit has made reductions in coverage.
- **Lengthen service span:** Mentioned frequently by stakeholders, service hours should be extended so that bus service operates earlier in the day and later in the evening. This is especially true for people working entry-level jobs who need to work outside of the 9:00 AM-5:00 PM workday. Additionally, those commuting to larger cities such as Seattle and Kingston have trouble using local public transit given the service hours. In addition, some mentioned that the current service hours limit those who use transit for recreational purposes.
- **Increase weekend service:** The dearth of weekend service is a challenge for those who need transit for employment transportation and for those making shopping, social, or other types of trips. Jefferson Transit is the only system that offers Sunday service in the region. The lack of Sunday service makes it difficult for Jefferson County residents who want to travel regionally and for the other counties' inhabitants who would like to travel on this day. Increasing service span and frequency on Saturday is also desired.
- **Increase frequency:** Although stakeholders would like to see more frequent service, it was mentioned less often than other needs, such as expanding service area and hours. Infrequent service makes it difficult to make convenient transfers.

Adding new service will likely require **obtaining new vehicles to maintain and expanding service levels**. All of the service improvements mentioned above will require **increased transportation resources and funding**.

Maintain and Expand Paratransit Services

In accordance with the Americans with Disabilities Act (ADA), eligible persons must be provided services within $\frac{3}{4}$ mile of fixed-route service during the same days and times that fixed route services operate; it is up to the discretion of the transit agency to decide if service will be provided outside of that area.

The following details paratransit needs in the Peninsula:

- **Improve paratransit service:** Paratransit programs may have limited availability or experience other constraints, such as long wait times for passengers.

- **Maintain higher level of paratransit service (outside of ¾ mile) where it is provided:** Some of the transit agencies, such as Clallam Transit, go beyond the minimum ADA requirement when providing paratransit services by extending the service area outside of the ¾ mile boundary. Stakeholders were concerned about maintaining this extra level of service because it is needed for those living outside the service area and there may not be enough funding to sustain it.
- **Improve transportation service for those outside of ¾ mile service area:** Complementary paratransit tends to be limited to eligible passengers who live within ¾ mile of fixed route, as this is the ADA requirement. Those who live outside of that catchment area have few services available to them, although there are a handful of volunteer programs that provide trips. Tribal reservations tend to be in more remote locations and therefore not eligible for ADA paratransit services.

Enhance and Create Service in Rural Areas

Given the rural nature of the counties, there are communities without any—or with limited—available public transportation. In large portions of the counties, the population is not concentrated enough to provide comprehensive public transit everywhere. Therefore, isolated and small populations are difficult to serve with public transportation. As stated previously, tribal lands tend to be located in rural areas and have a strong need for transportation in order to be able to access regional economic opportunities. The following outlines the needs and challenges faced by people living in rural areas:

- **Support those living in remote areas:** Many people live in unincorporated areas, and in Clallam and Jefferson Counties, a considerable number live along the coast. This dispersion, as well as extreme topography and difficult road conditions, makes it challenging to efficiently serve the population with transit and paratransit services. Where people are served with paratransit, the service can frequently be late.
- **Improve access to critical services:** Many areas within the Peninsula are rural, low-density and isolated from larger urban areas. Many critical services, including higher education, social services, major medical care, and bulk shopping are not available in close proximity and require long-distance travel. Increasing transportation options to these services is important for these communities.
- **Improve travel options within rural areas and from rural areas to more populous locations:** Area inhabitants need to travel throughout the region for social, medical, and work trips. However, lower population densities make it difficult to provide transit services to all the locations where people would like to travel.
- **Provide family-oriented transportation:** Families need assistance in transporting youth to and from after-school programs and extracurricular activities, as well as to and from day-care service. In addition, various educational and recreational programs require after-school transportation in order to get youth to the various activities. This is particularly important for low-income populations who may not be able to afford a private vehicle and who may have long work trips.

Improve Long-Distance and Intercounty Travel

Many of those living in the Peninsula need to travel frequently between counties and to travel longer distances, such as to Seattle. **A lack of transportation funding makes it challenging**

for Peninsula inhabitants to make long-distance trips and to make intercounty connections. The following were cited as transportation needs:

- **Provide convenient long-distance travel, especially to Seattle and the Puget Sound area:** Many cited the importance of having convenient transportation to major urban centers, such as Seattle, for medical appointments, shopping and commute transportation.
- **Improve and coordinate intercounty connections:** Traveling from one county to another is difficult due to differences in service hours, route connections, etc. There is a lack of transit connections that allow residents of rural areas as well as in the larger communities to travel longer distances to work as well as classes/training and community colleges. One way of achieving this is to improve coordination among county transit agencies and other resources throughout the region.

Meet Transportation Needs of Older Adults

As is the trend across the country, older adults are becoming a higher percentage of the PRTPO population. The four counties have significantly higher percentages of older adults—especially Clallam and Jefferson Counties which have twice the percentages of older adults as Washington State—and significant numbers live in the most rural areas; this accentuates their need for transportation services as they likely must travel longer distances to get to their medical, shopping, and social appointments.

Meeting their transportation needs will be an ongoing challenge.

- **Provide and improve services that support those “aging in place”:** It is important for older adults to have accessible transportation services in order for them to keep their independence and to allow them to “age in place”. This is particularly challenging in rural areas, where the population continues to age and populations are more dispersed, making it difficult to provide transportation services efficiently.
- **Provide additional transportation services where paratransit does not meet the need:** There is a need for additional transportation services to meet the needs of older adults, especially those living outside of paratransit service area.

Provide Services for Low-Income Population

It is especially difficult to meet the transportation needs of low-income populations when they live in more dispersed and rural areas. Currently, public transit does not serve all of the rural portions of the counties on weekdays. Where there is bus service, there are also limitations with respect to early and later evening service and there is no Sunday bus service.

- **Expand Job Access Transportation:** Area residents need transportation service enhancements that support improved access to jobs or training opportunities. Most entry-level jobs (nursing homes, office jobs, hospitality industry, agriculture) are located in larger population centers, such as Port Angeles, Port Townsend, Shelton, Bremerton, etc. Many entry-level jobs require employees to be at work during non-traditional commute hours, such as early in the morning, late at night or on weekends. People working these lower-income positions often do not have enough money to purchase, maintain, and fuel a private automobile and rely on public transit or other means to get to work. Job access in

the four counties would be improved by implementing service to job centers during key times.

- **Make transportation more affordable:** The affordability of transportation is a concern for low-income populations. Long-distance trips are especially expensive and may be required for those traveling for work, medical appointments, etc. Some stakeholders mentioned that Kitsap Transit has increased its rates, implemented service cuts and reduced its boundaries; these factors have made transportation less accessible and affordable.

In Kitsap County, some have been concerned about the regional ORCA card that will be replacing transit transfer slips. In the interim, it makes it more expensive for certain types of trips that require transfers from Peninsula transit providers.

- **Provide transportation to critical services for low-income populations:** Low-income populations need transportation to critical services. The Community Transportation Committee in Kitsap County, formed to advocate for low-income populations, said that many people have to walk long distances from the food bank, which is particularly challenging given the loads that they are carrying. The committee is looking in to the feasibility of establishing a Food Bank Shuttle.
- **Create transportation services that will support the economic development of local tribes:** Access to transportation is a critical component of an economic development strategy for the tribes. Tribal members need access to higher education, job training programs, and regional job opportunities. This means that tribes need local circulator services on their reservations as well as connections to regional transportation.

Improve Services for Special Needs Population

People with disabilities have challenging transportation needs as many cannot drive and depend on public transportation for a variety of trip types. Those who have a disability, but do not qualify for paratransit or are outside of the service area have particular difficulties.

Many people with disabilities have entry-level jobs, which often require working during the evenings and on weekends. This is precisely the time when public transit runs infrequently or not at all.

Some stakeholders mentioned that the Department of Social and Human Services recently changed the way in which they operate their programs for persons with developmental disabilities. Instead of providing group-oriented services, individual case plans are now more common. This creates more challenges to link services between housing and employment training, especially if they are not located on bus routes.

- **Improve quality of paratransit services:** Enhancing service for those that qualify for paratransit might include reducing wait times and facilitating intercounty transfers.
- **Enhance fixed-route services to meet needs of people with disabilities:** Many stakeholders cited the lack of early morning, later evening, and Sunday service as a barrier to effective transportation services that impact the truly transit dependent.
- **Focus Emergency Service Plan on transportation needs of special needs population:** While some counties have made great efforts since Hurricane Katrina, not all counties have an Emergency Services Plan that spells out how people with special needs

will get around in the event of an emergency such as an earthquake or other natural disaster.

- **Provide additional transportation services where paratransit does not meet the need:** There is a need for additional transportation services to meet the needs of people with disabilities, especially those living outside of paratransit service area. Some have mentioned the need for new or expanded volunteer driver programs.

Meet Transportation Needs of Veterans

The two closest Veterans Administration (V.A.) hospitals to the Olympic Peninsula are located in Central Seattle and at American Lake in Lakewood. There are also smaller health care centers, Community Based Outreach Clinics (CBOC), in various communities, including Port Angeles and Bremerton. Some veterans living in rural areas have access to Fee Services, which entitles them to receive medical coverage from a private provider with costs paid for by the V.A. It is a popular program as many veterans in rural communities prefer receiving their medical services locally to having to make long trips to an authorized medical facility.

The distance to get to and from medical facilities from most communities within the Peninsula region is a challenge—it can take up to five hours one way. Many veterans take advantage of services provided by the private non-profit agency, Disabled Veterans of America (DAV), which operates a volunteer transportation program.

- **Coordinate regional transportation resources to improve transportation for veterans:** Currently, there is little or no coordination with public transit services. A centralized infrastructure is needed to allow for trip planning capacity.
- **Establish mobility manager to promote coordination:** A mobility manager is needed to promote coordination and to manage the various veterans' transportation programs.
- **Use paratransit services more efficiently:** There is a need for better use of paratransit services, especially for the remote, rural areas. Some people have to travel 20 miles just to get to transit. Also, opportunities to coordinate efforts with the Medicaid non-emergency program need to be explored.
- **Bring critical services/programs to those in remote areas:** If long distances cannot be covered, there should be efforts to bring critical services to veterans in remote areas.

Meet Tribal Transportation Needs⁹

Within the PRTPO area, there are 10 tribes with varying transportation needs and resources. The following very broadly summarizes their transportation needs:

- **Create and maintain local transportation services:** There is a need for transportation within tribal lands to access local services, social functions, employment opportunities, etc.
- **Promote regional transportation options for tribes:** There is a need for regional transportation connections so that specialized services and employment opportunities can be accessed.

⁹ The Hoh Tribe did not submit their transportation needs for this report.

- **Make use of limited transportation funds through coordination:** Often tribes, especially those with smaller budgets, have limited local funding for transportation services; although some have received State or Federal transportation dollars, it is important to coordinate transportation services.
- **Obtain funding to begin or improve available transportation services:** Transportation funding is needed for tribes to begin or improve transportation services. This includes resources for vehicle procurement, operating funds, and dedicated staff.

Transportation services are *critical for economic development of all of the tribes*. Without access to quality transportation services, the tribal members and businesses cannot fully take advantage of regional economic opportunities.

The following outlines some, but not all, of the specific challenges and needs of PRTPO tribes:

Makah Tribe

- **Assist transit-dependent with accessing critical services:** Public facilities are primarily concentrated in Neah Bay. However, the reservation has limited road infrastructure and the tribal populations are widely dispersed, making it challenging for the low-income, elderly and handicapped to access essential services.
- **Improve public transportation:** There is a need to provide reliable public transportation for low-income people, older adults, and people with disabilities as well as the general public to primary destinations such as the General Store, Post Office, Health Clinic, Makah Tribal Government Business Offices, Senior Citizen Program, Social and Health Services, Commodities Program and connections to the Clallam Transit Service.

Lower Elwha Klallam Tribe

- **Establish bus stop and improve accessibility:** There is no official Clallam Transit bus stop at the Lower Elwha Health Clinic on Highway 10, but the bus will stop on the shoulder. Passengers who use public transit eastbound must cross 55mph highway traffic to use the bus.

Jamestown S’Klallam Tribe

- **Establish transit service and paratransit services to the tribal governmental facilities and the 7 Cedars Casino:** The Tribe does not currently operate any transit services. Tribal citizens can access the local transit systems, Clallam Transit and/or Jefferson Transit, for transportation within the limits of each transit agency’s service area. However, service is infrequent and access to public transportation for the Tribe’s elderly and handicapped is severely limited.
- **Establish safe, secure bus stops for both east- and west-bound transit users (i.e., covered shelters).** In particular, the existing eastbound stop on Highway 101 at the tribe’s South Campus does not have a bus shelter or lighting.

Quileute Tribe

- **Establish vehicle replacement program to maintain service.** One of the tribe’s top priorities is to acquire funding that will replace the buses and ensure safe and reliable shuttle service for the community. The tribes’ vehicles are currently past their life

expectancy and without new vehicles service cannot continue past 2012. With a reliable shuttle in place, the Tribe would be able to become the sole operators of transit services between La Push and Forks.

- **Hire additional staff person to oversee shuttle operations and act in a dispatch capacity.** Quileute TANF employs two full-time shuttle operators and four quarter-time drivers, but does not have funding for a dispatch coordinator or transit manager.
- **Improve communications system:** Currently, there is no way for the tribe to communicate with Jefferson and Clallam Transit and no way to communicate with emergency personnel because there is not adequate cell phone reception on the reservation. Therefore, a Citizens' Band (CB) system may be needed, which is what is in use between Clallam and Jefferson transits.

Squaxin Island Tribe

- **Maintain current service:** Squaxin Transit is the only public transit service for residents of the Squaxin Island Reservation. Squaxin Transit provides essential on- and near-reservation service and critical connections to major employment, shopping and medical service centers in Thurston and Mason Counties. Squaxin Transit operates a Transit Hub at the US 101/SR 108 interchange, and coordinates with Mason Transit Authority to meet regional transportation needs.
- **Establish demand response program:** The Tribe currently operates deviated fixed route services and would like to move to a demand response program to better serve the community. A demand response system would allow for more flexibility in meeting client needs.

Implementation of this change is contingent on operating funding. The 2008 Long Range Transit Plan, developed by LSC Consulting and funded by FTA and CTAA, states that the community would be better served by demand response service. Ridership data also supports this change, which will more specifically meet the needs of community members, reduce vehicle miles traveled and reduce fuel and maintenance costs. Ridership data indicates that the community would be better served by demand response service. Nearly half the time (46%), there are no riders at fixed route stops. Multiple passengers at a single stop account for 37% of the pick-ups. The change to demand-response will more specifically meet the needs of community members as it reduces vehicle miles traveled and the related fuel and maintenance costs.

- **Address needs of those working late shifts:** The tribe also plans to address the unmet needs of those who work late shifts in the commercial area. They would like to extend service hours and add vanpool capacity to accommodate workers who get off their shifts at night and need transportation back to the housing area.

Quinault Tribe

The Quinault Tribe needs transportation around its reservation and connection to existing transit providers in order to access employment, medical services, and personal needs. More specifically the tribe has identified the following needs:

- **Provide transportation for residents of Queets and Amanda Park** to access governmental services, medical appointments and jobs

- **Establish a connection to Grays Harbor Transit and Jefferson Transit** to improve regional connections
- **Provide transportation throughout the reservation** to access local services and events
- **Provide weekend service on the reservation and to Grays Harbor**

Skokomish Tribe

The 2009-2011 Skokomish Transit Plan recommends the following services:

- **Establish fixed route shuttle service to loop through the reservation:** There is a need to link the government service offices to businesses and residential areas.
- **Maximize existing services through education, outreach and coordination:** People said that they don't know enough about the services provided by Mason Transit nor how to access those services.
- **Establish vanpools to transport people to work and school in Shelton and Olympia:** Work with Mason Transit to establish a vanpool program.

Promote Coordination and Outreach

Promoting coordination and education throughout the region will be critical for making the most of limited transportation resources and improving access to service.

- **Improve regional coordination:** Efforts should be made to improve coordination among regional transit providers to ensure that their services connect with each other, that service policies are as consistent as possible, and that there is a forum for information sharing among the various transit agencies and Tribes that sponsor public transportation services.
- **Upgrade radio infrastructure:** The PRTPO transit systems need to upgrade their radio equipment so that they can communicate effectively. This will improve their ability to coordinate internally and regionally.
- **Improve access to transit information:** Area residents need a website and one-stop call number so they can easily access information about all of the available transportation services.
- **Implement travel training:** Some older adults and disabled passengers could benefit from travel training, which assists new and existing riders with learning about available transportation services. This is especially the case where services may have recently changed and where existing programs are not able to provide training.

Chapter 6. Proposed Transportation Projects

This chapter outlines the process by which proposed transportation projects were identified at county level meetings. It also presents a summary of these projects in Table 6-1.

County Level Meetings

Potential project sponsors met at the county level to define and describe potential grant applications specific to their county. These meetings were convened and hosted as follows: Clallam and Jefferson stakeholders met together at Clallam Transit on Friday, August 20 from 10:30-12:00, and Kitsap and Mason County stakeholders met together at Mason Transit on Thursday, August 26 from 10:00-12:00.

At the meeting, two attendees from each county were chosen to attend the September 8th regional meeting, where identified projects were prioritized. Representatives were selected from the following organizations: Clallam Transit, Olympic Area Agency on Aging, Mason Transit, the Squaxin Island Tribe, Kitsap Transit, Paratransit Services, Jefferson Transit and OlyCAP. Chapter 7 describes the process and outcome of this meeting in greater detail.

Process for Project Identification

Project sponsors filled out templates articulating proposed transportation projects and included the following information:

- Project sponsor and contact information
- Project description
- Whether the project is new or continuing
- The transportation need that it will address
- The service area
- Transportation mode
- Estimated project cost

Table 6-1 presents a summary of the 26 proposed transportation projects, including the project sponsor and description. The templates for all proposed projects are located in Appendix B of this document. Eight projects from Clallam County, four projects from Jefferson County, one from Kitsap County, and 13 projects from Mason County were submitted. Proposed projects include a mix of operating and capital projects with most focusing on sustaining or enhancing existing service. The Quileute, Makah, Skokomish, and Squaxin Island Tribes submitted projects.

Figure 6-1 Proposed Transportation Projects

Project Number	Project Sponsor	Project Description
Clallam County		
1	Clallam Transit	Continued operating support for the very rural transit routes in the west end and coastal area of Clallam County operated by Clallam Transit.
2	Clallam Transit	Purchase one 35' bus and four 40' buses in 2011/13 biennium to replace aged high-mileage heavy duty coaches
3	Clallam Transit	Replace the inefficient Paratransit radio system and merge into the OPSCAN-based Transit network
4	Jamestown/S'Klallam Tribe	Provide additional service to Blyn through an operations subsidy to Clallam Transit
5	Quileute Tribe	Purchase of new buses and necessary equipment.
6	Quileute Tribe	Hire a mobility communications manager
7	Makah Tribe	Operating Assistance
8	Paratransit Services	Replacement Vehicles for Clallam Paratransit
Jefferson County		
9	Jefferson Transit	East Jefferson County Service - Sustain core fixed route & ADA mandated transit services to individuals with special needs and in economically disadvantaged areas
10	Jefferson Transit	West Jefferson County Service--Sustain core fixed route transit service between Forks and Amanda Park, along US 101, Monday through Saturday.
11	OlyCAP	Replacement vehicle to sustain and preserve the existing Job Access Reverse Commute (JARC) program in Clallam and Jefferson counties.
12	OlyCAP	Operations support to continue low-income transportation services in Clallam and Jefferson Counties
Kitsap County		
13	Paratransit Services	Improve services to veterans by allowing VA Riders to share non-emergency transportation trips through Medicaid brokerage
Mason County		
14	Faith In Action	Maintain and expand current escorted transportation services to seniors and ambulatory disabled.
15	Faith in Action	Hire a Regional Transportation Coordinator
16	Faith in Action	Work in partnership with North Mason County Resources and veteran's organizations in order to own and operate a vanpool program to American Lake and Seattle VA.
17	Mason Transit	Sustain existing demand response service that will enable persons with special needs and the general public to reach employment-related and other basic needs transportation. Priority #1.

Project Number	Project Sponsor	Project Description
18	Mason Transit	Sustain regional connections with adjacent transit systems to provide seamless transportation on the peninsula. Priority #2.
19	Mason Transit	Sustain zone routes and routed service between Shelton, Lower Hood Canal, Arcadia, Agate and Harstine areas within Mason County. Priority #3.
20	Mason Transit	Replace nine (9) body-on-chassis (BOC) vehicles in-service since 2002/2003/2004 that have exceeded their useful life and the Washington State Department of Transportation (WSDOT) vehicle replacement criteria of four (4) years and/or 100,000 miles. Priority # 4.
21	Mason Transit	Replace one (1) 30-foot coach that has exceeded its useful life and the Washington State Department of Transportation (WSDOT) vehicle replacement criteria of ten (10) years and/or 350,000 miles. Priority #5.
22	Mason Transit	Install security cameras at MTA main base to improve physical security. Retrofit four (4) coaches and twenty-one (21) body-on-chassis (BOC) vehicles. Priority #6.
23	Mason Transit	Fund a Mobility Coordinator position to conduct travel training and coordinate transportation connections inside and outside the Olympic Peninsula. Priority #7.
24	Mason Transit	Replace six (6) bus shelters that are constructed of wood, over 30-years old and have exceeded their useful life. Priority #8.
25	Skokomish Tribe	Provide new 10 hour a day circular fixed route service from Shelton to Hoodport stopping at the Tribal Enterprises each way. The Skokomish Indian Tribe will contract with Mason County Transit for this service.
26	Squaxin Island Tribe	The project is to continue to operate Squaxin Transit for residents of the Squaxin Island Reservation and the Kamilche area.

Chapter 7. Regional Transportation Priorities

This chapter describes the process by which proposed transportation projects, as described in Chapter 6, were prioritized and presents the results of the prioritization exercise. The process is based on that used for the last funding cycle, which was conducted at the regional level, with representatives from each county participating in the evaluation exercise. The purpose of the exercise was to prioritize projects for the WSDOT grant process.

WSDOT Grant Selection

When transportation project applications are submitted to WSDOT, an evaluation committee, comprised of WSDOT representatives and others, ranks proposals and assigns scores based on established criteria. These criteria are included as Appendix D. Additional points are added based on regional rankings and local project priorities are taken into consideration, although they are not guaranteed funding. It is important to note that proposed projects that were identified at the regional level are different than fully developed applications submitted to WSDOT.

Prior to the workshop, WSDOT assigned six “A” (Highest Priority), five “B” (Second-Highest Priority), five “C” projects (Third-Highest Priority), and an unlimited number of “D” projects to the PRTPO area. This assignment is based on that region’s proportionate share of population groups included in the plan. WSDOT asks that RTPOs prioritize its projects and select the appropriate number of A, B, C, and D projects based on the region’s allocation.

Regional Meeting Summary

A workshop to establish regional priorities was held on September 8 at Jamestown S’Klallam Tribal Community Center in Blyn, Washington. The goal for the workshop was to reach consensus on the list of prioritized projects to be submitted as part of the Coordinated Plan that is consistent with guidance issued by WSDOT.

As described in Chapter 6, two representatives from each PRTPO county were selected at the county level meetings to attend the regional meeting. Representatives included:

- Terry Weed, from Clallam Transit and Janet Parris from Olympic Area Agency on Aging representing Clallam County
- Dave O’Connell from Mason Transit and Margaret Foley from the Squaxin Island Tribe representing Mason County
- Danielle Priest from Kitsap Transit and Colleen Clark from Paratransit Services representing Kitsap County
- Peggy Hanson from Jefferson Transit and Rita Houston from OlyCAP representing Jefferson County

Patrick Babineau, PRTPO Project Manager, and Connie Soper of Nelson\Nygaard Consulting moderated the meeting. In addition, project sponsors attended in order to present information about their projects.

Connie Soper began the meeting by presenting a status report on the Coordinated Plan update and described the purpose of the meeting and the process by which projects would be prioritized. Alison Colman of Nelson\Nygaard Consulting reviewed the identified unmet transportation needs with meeting attendees to confirm that this portion of the Coordinated Plan is accurate and comprehensive and that all proposed projects stem from an identified need.

Project sponsors were then given an opportunity to present their proposed projects and take questions from other attendees. When project sponsors were not in attendance, meeting attendees discussed the project to the best of their understanding and reviewed the submitted project template.

Scorers were asked to assign rankings using criteria established in the previous Coordinated Plan, which include:

- Preservation of current service
- Meets documented need
- Promotes inter-agency and service coordination
- Of regional importance
- Supports but doesn't duplicate existing services
- Part of long-term strategy
- Cost effective; sustainable beyond grant period
- Ready to go

In addition, rankers were asked to consider regional equity, the diversity of projects, and competitiveness at the State level when ranking projects.

After all projects were presented by sponsors, county representatives each voted for six "A" projects. The six projects with the highest number of votes were selected as "A (Highest Priority)" and then were removed from subsequent rounds of voting. Next, representatives voted for five "B" projects and then five "C" projects. Where there were tied votes, the group voted again to break the tie. D projects were all of those that were not selected as an A, B, or C project.

Before the voting occurred, Dave O'Connell from Mason Transit decided to remove two projects, #22: Install Security Cameras and #24: Replace 6 Bus Shelters, from the vote and assign them a "D" status.

After all projects were ranked, the group discussed the mix of projects and made some adjustments to favor maintaining existing service. When discussing the results, the group decided to make the following changes:

- Projects #19: Sustain Zone Rotes (Mason Transit) and #25: New Bus Service (Skokomish Tribe) were combined
- Project #7: Operating Assistance (Makah Tribe) was moved from a "C" to a "B" project
- Project #13: New Veterans Service (Paratransit Services) was moved from a "B" to a "D" project

After making these adjustments, the group reached consensus on the prioritization process. The group noted that they regretted not being able to prioritize the Mobility Manager projects higher than a “D” rating when it is acknowledged that these projects are important and needed throughout the region.

The results from the prioritization exercise are listed in Table 7-1.

Figure 7-1 Results from Regional Forum: Prioritized Projects

	Project Number	Sponsor	Project Name
		"A" Projects	
1	17	Mason Transit	Continue Demand Response
2	1	Clallam Transit	Operating Assistance
3	9	Jefferson Transit	Operating Assistance
4	10	Jefferson Transit	Operating Assistance
5	18	Mason Transit	Sustain Regional Coordination
6	26	Squaxin Island Tribe	Continue Operating Assist.
		"B" Projects	
1	19, 25	Mason Transit	Sustain Zone Routes
2	2	Clallam Transit	Bus Replacement
3	4	Jamestown S'Klallam	Operating Assistance
4	11	OlyCAP	Continue JARC service
5	7	Makah Tribe	Operating Assistance
		"C" Projects	
1	20	Mason Transit	Replace 9 Vehicles
2	5	Quileute Indian Tribe	Vehicle Replacement
3	8	Paratransit Services	Vehicle Replacement
4	12	OlyCAP	Vehicle Replacement
5	3	Clallam Transit	Radio Replacement
		"D" Projects	
1	23	Mason Transit	Mobility Manager
2	6	Quileute Indian Tribe	Mobility Manager
3	14	Faith In Action	Maintain Services
4	16	Faith In Action	Vanpool Program
5	21	Mason Transit	Vehicle Replacement
6	22	Mason Transit	Install Security Cameras
7	24	Mason Transit	Replace 6 Bus Shelters
8	13	Paratransit Services	New Veterans Service

APPENDIX A

SIGN-IN SHEETS AND AGENDA FOR KICK OFF MEETINGS

**Peninsula RTPO
Public Transit/Human Service
Consolidation Plan Update Meeting
Mason & Kitsap Counties
June 21, 2010**

Name	Agency	Phone	E-mail
Patrick Babine	Peninsula RTPO	360-357-2675	babine@wsdot.wa.gov
Connie Soper	Nelson Nygaard	503 595-6085	csoper@nelsonnygaard.com
Barbara Singleton	Mason Transit	360 426-9434x101	b.singleton@masontransit.org
HANS CREGG	MASON CO. PUBLIC WORKS CCS	360 427-9670x619	HANSC@CO.MASON.WA.US
Barbara Trendall	Volunteer Chore Services/ CCS	360 586-2915x224	BarbaraT@ccsww.org
Donna Jones	Volunteer Chore Services CCS	360-405-0072 x 26	DonnaT@ccsww.org
Patti Kleist	Faith in Action	360-275-0535	FaithinAction@waverable.com
T.J. Nedrow	WSDOT, OR Planning	360-357-2728	nedrow@wsdot.wa.gov
Yvonne Rivera	DSHS - CSO	360 432 2023	riveryr@dshs.wa.gov
Margaret Foley	Squaxin Island Tribe	360 432 3952	mfoley@squaxin.us
Colleen Clark	Paratransit Services	360-377-7007 x 224	clc@paratransit.net
Teresa Williams	Paratransit Services	360 377-7176 x 215	tjw@paratransit.net
Sona WAZEWSKI	Mason Transit	360 426 5117	SWAZEWSKI@MASONTRANSIT.ORG

**Peninsula RTPO
Public Transit/Human Service
Consolidation Plan Update Meeting
Mason & Kitsap Counties
June 21, 2010**

Name	Agency	Phone	E-mail
STEPHEN ABERNATHY	WISDOT	360.705.7929	alavernas@wsdot.wa.gov
JAY ROSAPEPE	MASON TRANSIT	360.432.5710	jrosapepe@masontransit.org
Danielle Priest	Kitsap Transit	360-479-7272	daniellep@kitsaptransit.com
George Kouich	WSDOT	360-784-3207	Kouichg@wsdot.wa.gov skouich
Tracy Guntet	LMTAA	360-664-2168	guntetL@dshs.wa.gov
John Campbell	Mason Transit	" 278-0443	judhy@earthlink.net
John Piety	MCTAB	360 422 8047	neptunehor@wavecastle.com
Dr. Thomas Armstrong	North mason county Resource	360-275-3652	drarmstrong@Northmasoncounty.com
Dave O'Connell	Mason Transit	360-426-9434	doconnell@masontransit.org

**Peninsula RTPO
Public Transit/Human Service
Consolidation Plan Update Meeting
Clallam/Jefferson Counties
June 23, 2010**

Name	Agency	Phone	E-mail
Connie Soper	Nelson Nygaard (OSR)	(503) 395-6085	csoper@nelsonnygaard.com
JANET PARRIS	Olympic Area Agency on Aging	(360) 589-4447	parrisje@oshs.wa.gov
Colleen Clark	Paratransit Services	360-397-7176 x 824	clc@paratransit.net
Patrick Bales	Peninsula RTPO	360-357-2285	pbales@wscdf.wa.gov
PATRICK DOWNIE	CITY OF PORT ANGELES	360-457-1792	PDOWNIE@CITYOFPA.WS PJ DOWNIE @ P.COM
MICHELLE ENDS	QUILICUTE TRIBE	360-574-0336	nicole.ends@quiltattribution.org
Annette Nesse	Jamestown Skialem Tribe	360 601 4620	anette@jamestown- tribe.org
Terry Weed	Clallam Transit	360 452 4511	tweed@clallamtransit.com
Peter Budame	Oly Cap	360-355-2571	pbudame@olycap.org
RITA Houson	Oly CAP	452-4726	rhouson@olycap.org
David Thompson	Port of P.T.	360-643-2050	info@PORT
Leigh Kennel	Jefferson Transit Clallam County	360-385-3020 ext 122	lkennel@jefferson-transit.com
Willie BURER	Dept of Health & Human Services	360-417-2428	WBURER@CO.CLALLAM.WA.US WB

Coordinated Public Transit Human Services Transportation Plan Update Clallam, Kitsap, Jefferson and Mason Counties

Mason and Kitsap Counties: June 21, 10:00 AM-12:00 PM
Mason County Transit Building Conference Room
790 East Johns Prairie Road, Shelton, WA

Clallam and Jefferson Counties: June 23, 2010, 10:30 AM-12:15 PM
Clallam County Transit Building Conference Room
830 West Lauridsen Boulevard
Port Angeles, WA

PRELIMINARY AGENDA

1. Introductions
2. Agenda Review
3. Coordinated Plan Update
 - Tasks, activities, timeline
 - Stakeholder consultation
4. Review and Comment: DRAFT Existing Conditions Report
 - Demographics and maps
 - Status of Project Implementation
 - Updating Existing Services
 - Updating Unmet Transportation Needs
5. New Planning Elements
 - Origins and Destinations
 - Coordination with Emergency Services Organizations
6. Next Steps
 - Stakeholder Interviews
 - Proposal for Process/Workshop to Identify and Prioritize Strategies

APPENDIX B

PROPOSED PROJECT TEMPLATES

PROJECT 1

PENINSULA COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

Project Description

Project Sponsor: CLALLAM TRANSIT SYSTEM
Your Name: Terry G. Weed, General Manager
Street Address: 830 West Lauridsen Blvd
City: Port Angeles, WA 98363
Phone: 360-452-1315
E-mail: tweed@clallamtransit.com

1. Project Description—Provide a 1-2 sentence description of the proposed project:

This request would provide continued operating support for the very rural transit routes in the west end and coastal area of Clallam County operated by Clallam Transit. These remote fixed routes include #14 Forks, #15 La Push, and #16 Clallam Bay. This project is recognized as the #1 priority in the CTS/WSDOT Transportation Improvement Plan.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

This is a new project

This is a continuing project

Describe the need that project will be filling: These west-county routes are extremely rural and very long that serve as life-lines for residents who live and/or work there. These CTS routes also connect to existing regional services provided by Jefferson Transit, Makah Tribal Transit, and the Quileute Tribal Shuttle. These west end communities will benefit through the continuation of existing fixed routes that will maintain the current level of access to employment, medical services, education, shopping and socialization venues.

Indicate the geographic area that the project will serve: the west end of Clallam County where a significant portion of the population resides in low or poverty-level circumstances resulting in a higher than normal rate of transit dependent use of these services.

Indicate the mode of transportation that the project will use: fixed route

Estimated Project Cost: \$600,000 per year (\$1.2 mil for biennium) with CTS providing a 50% match from budgeted funds derived from local sales tax collections.

PROJECT 2

PENINSULA COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

Project Description

Project Sponsor: CLALLAM TRANSIT SYSTEM
Your Name: Terry G. Weed, General Manager
Street Address: 830 West Lauridsen Blvd
City: Port Angeles, WA 98363
Phone: 360-452-1315
E-mail: tweed@clallamtransit.com

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Purchase one 35' bus and four 40' buses in 2011/13 biennium to replace aged high-mileage heavy duty coaches. This satisfies a long term strategy that is reflected the CTS vehicle replacement program and in the CTS/WSDOT Transportation Improvement Program where it is listed as the #2 priority for the bienium.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

This is a new project

This is a continuing project

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

This is a expansion project

XX This is a replacement project

Indicate the type of vehicle or equipment: One 35' ADA accessible heavy duty bus (early 2013) for urban intracity use and four 40' ADA accessible heavy duty bus (mid 2012) for intercity use on longer distanced trips between Port Angeles and Forks/Sequim.

Describe the need that the equipment will be used to fill: These buses would replace aged and high mileage buses in the current fleet that have completed their useful life. The vehicles will enable CTS to preserve our current service level and maintain the coordination with Jefferson Transit in both Sequim and in Forks. The 40' buses also interconnect with the regional service provided by the Dungeness Line (Olympic Bus Lines) in Port Angeles for regional service into Puget Sound and with services provided by the Quileute Tribe based in La Push. Replacement of the older vehicles will lower our maintenance costs which in turn will allow CTS to provide service in the most economical fashion possible to the users and the taxpayers alike.

Indicate the geographic area where the equipment will be used: Clallam County

Estimated Project Cost: \$2,130,000 which includes a 20% match derived from budgeted funds collected via the local sales tax.

PROJECT 3

PENINSULA COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

Project Description

Project Sponsor: CLALLAM TRANSIT SYSTEM
Your Name: Terry G. Weed, General Manager
Street Address: 830 West Lauridsen Blvd
City: Port Angeles, WA 98363
Phone: 360-452-1315
E-mail: tweed@clallamtransit.com

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Replace the inefficient Paratransit radio system and merge into the OPSCAN-based Transit network. This project would improve efficiency with lower operating costs, enhance passenger and operator safety, and allow paratransit service vehicles to be efficiently included in emergency preparedness solutions throughout Clallam County. This project is recognized as the #3 priority in the CTS/WSDOT Transportation Improvement Plan.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

This is a new project

This is a continuing project

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

This is a expansion project

This is a replacement project

Indicate the type of vehicle or equipment: A complete replacement of mobile, base and operating system components. Project would include purchase and installation of mobile data terminals (MDT) in revenue service paratransit vehicles and acquire the operating/communications software and hardware needed to dispatch and report activity of these vehicles through the OPSCAN network.

Describe the need that the equipment will be used to fill: This project would replace a radio system that essentially does not work and is not capable of communicating with other agencies in the region. The current system is based on 30+ year old technology that is not compatible with the OPSCAN requirements. This condition results in: sub-standard operating efficiencies; un-reliable client scheduling and dispatching; and puts the senior population and the disabled community in the county at risk for lack of coordinated communication especially during disaster or mass evacuation conditions. The new project system would provide communication coverage for all of Clallam County.

Indicate the geographic area where the equipment will be used: all of Clallam County.

Estimated Project Cost: \$300,000 with CTS providing a 20% match from budgeted funds derived from local sales tax collections.

PROJECT 4

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Jamestown S'Klallam Tribe
 Your Name: Annette Nesse - Chief Operations Officer
 Street Address: 1033 Old Blyn Hwy
 City: Sequim State: WA Zip: 98382
 Phone: (360) 681-4620 E-mail: anesse@jamestowntribe.org

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Provide additional service to the Blyn area through an operations subsidy pass-through grant to Clallam Transit. Funding request is for two years of service.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling: More service to Tribal and non-Tribal citizens to access the Tribal dental clinic, employment opportunities, services and entertainment.

Indicate the geographic area that the project will serve: Port Angeles to Sequim to Blyn and back

Indicate the mode of transportation that the project will use: Public transit

Estimated Project Cost: \$ 175,000 (50% match from JST)
Will be referred to in the HSTP.

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is a expansion project
- This is a replacement project

Indicate the type of vehicle or equipment: _____

Describe the need that the equipment will be used to fill: _____

Indicate the geographic area where the equipment will be used: _____

Estimated Project Cost: _____

PROJECT 5

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Quileute Indian Tribe _____
Your Name: Keri Shepherd/ Nicole Earls _____
Street Address: 90 Main Street _____
City: L a Push _____ State: WA _____ Zip: 98350 _____
Phone: 360-374-7414/0336 _____ E-mail:keri.shepherd@quileutenation.org _____

1. Project Description—Provide a 1-2 sentence description of the proposed project:

(Priority 1) This project will sustain and enhance the current levels of service provided by the Quileute Community Shuttle by allowing purchase of new buses and necessary equipment. Both the regular and back-up shuttle have long exceeded their life expectancy (with 288,000 miles and 225,000 miles respectively) and without funds to purchase at least one new bus, the program will not be able to continue beyond summer of 2011.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling: _____

Indicate the geographic area that the project will serve: _____

Indicate the mode of transportation that the project will use: _____

Estimated Project Cost: _____

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is a expansion project
- This is a replacement project

Indicate the type of vehicle or equipment: Two Glaval Concord II diesel 24 passenger mini-buses including bike rack equipment and radios that are compatible with OpScan for communication with emergency personnel and other transit operators.

Describe the need that the equipment will be used to fill: Purchase of new buses will allow the Quileute Tribe to continue shuttle service for the community. Without funding for new vehicles we will not be able to sustain the

current level of service. The shuttle program services over 50% of the population and is the sole source of safe transportation for many community members. Clallam Transit serves the reservation three times a day. New vehicles will ensure that shuttle service continues and allow the Tribe to make long-term plans for reducing duplication of local transit service, in cooperation with Clallam Transit and Paratransit agencies. To improve efficiency and safety for the community and many visitors to the area, the communication system (CBs) will need to be replaced along with the buses. OpScan compatible radios will improve communication and align our local shuttle with goals in the Quileute Tribe's Emergency Response Plan. It will also allow for coordination between other transit agencies and first response personnel. Currently there is no cell service in the area and the current CB system is beyond repair without a base station.

Indicate the geographic area where the equipment will be used: Buses will be purchased to operate runs between Forks and La Push. La Push is a remote Indian Reservation about 14 miles from Forks. In Forks, La Push residents can access connections to Clallam and Jefferson transit services and the Dungeness Line for employment, school, medical needs, shopping, errands and socialization.

Estimated Project Cost: \$258,000.00, which includes two vehicles, communication system, and bike racks for the vehicles.

PROJECT 6

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Quileute Indian Tribe _____
Your Name: Keri Shepherd/ Nicole Earls _____
Street Address: 90 Main Street / P.O. Box 279 _____
City: La Push _____ State: WA _____ Zip: 98350 _____
Phone: 360-374-7414/0336 alt: 360-374-9651__ E-mail:keri.shepherd@quileutenation.org _____

1. Project Description—Provide a 1-2 sentence description of the proposed project:

(Priority 2) The Quileute Tribe has been operating a community shuttle since July of 2008 without a dispatch operator or transit manager. Hiring a mobility communications manager will allow the Tribe to improve service delivery by avoiding duplication of service, providing outreach and assistance in access to public transportation for community members (specifically elders, special needs populations and veterans), and creating a safer and higher quality transit experience while decreasing over all costs for the agencies servicing the community.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
 This is a continuing project

Describe the need that project will be filling: A mobility communications manager will be available to radio transit operators and emergency personnel as needed and assist with the day to day operations of the program and staff management. This will bring the Quileute Shuttle into alignment with the Tribe's Emergency Management Plan and will allow for improved communication between riders and operators. The mobility manager will also be available to assist high needs and transit dependent populations with coordinating and accessing public transit services for critical needs including medical appointments, surgery, purchasing goods, and treatment services. Many community members are dependent upon public transportation but are unable to utilize it to the fullest potential. Currently about 50% of the population uses the community shuttle program.

Indicate the geographic area that the project will serve: La Push is a remote Indian Reservation about 14 miles from Forks. In Forks, La Push residents can access connections to Clallam and Jefferson transit services for employment, school, medical needs, shopping, errands and socialization by accessing these agencies. A mobility communications manager will allow for enhanced connectivity with the greater Seattle area (via the Dungeness Line and other agencies), specifically in regards to accessing medical and dental services not offered on the Olympic Peninsula.

Indicate the mode of transportation that the project will use: N/A This project will be based in La Push and will enhance transit services.

Estimated Project Cost: \$ 97,000.00 (this includes salary, fringe, and indirect costs)

PROJECT 7

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Makah Tribe _____
Your Name: Jeff Bartlett _____
Street Address: Po Box 115 _____
City: Neah Bay _____ State: Wa _____ Zip: 98357 _____
Phone: 360-640-0645 _____ E-mail: pubtrans@centurytel.net _____

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Continued public transportation services to the general public in the community of Neah Bay with connections to Clallam Transit. _____

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling: This project will be providing transportation to the isolated community of Neah Bay with connections to Clallam Transit three times daily. Neah Bay has a high unemployment rate as there are limited employers nearby. The bus provides members of the general public to access every day needs such as medical, shopping, and tribal services. _____

Indicate the geographic area that the project will serve: The bus will operate on a 16 mile fixed route within the community of Neah Bay Washington _____

Indicate the mode of transportation that the project will use: Two 25 passenger medium duty ADA compliant busses. _____

Estimated Project Cost: \$300,000 _____

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is a expansion project
- This is a replacement project

Indicate the type of vehicle or equipment: _____

PROJECT 8

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Paratransit Services
Your Name: David McCoy / Christie Scheffer
Street Address: 4810 Auto Center Way, Suite Z,
City: Bremerton **State:** WA **Zip:** 98312
Phone: 360-981-7300 **E-mail:** cls@paratransit.net

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Minibus Replacement for Clallam Paratransit

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling: _____

Indicate the geographic area that the project will serve: _____

Indicate the mode of transportation that the project will use: _____

Estimated Project Cost: _____

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is an expansion project
- This is a replacement project

Indicate the type of vehicle or equipment:

Paratransit Services proposes to replace four Ford E-450 wheelchair-accessible minibuses in Grant Year 1 (including radios and securement equipment. These four Ford E-450's are all nearly three years beyond their useful life, have an average odometer reading of 240,167 miles (range of 215,907 to 261,466), and require frequent minor and frequent major repairs. Current Rolling Stock using the 6.0L Ford Turbo-Diesel engines could easily require \$5,000 - \$10,000 in repairs to the Fuel Injectors and Turbo-Chargers as they near the 120,000 mile mark.

Describe the need that the equipment will be used to fill:

Paratransit Services has been providing accessible transportation in Clallam County under contract with Clallam Transit System (CTS) since 1986. CTS serves a population of 68,500 people in an area of 1,753 square miles, and operates the fixed route service directly. Paratransit Services provides wheelchair-accessible transportation service to people with disabilities and to senior citizens over 80 years of age (this group now comprises nearly 50% of all new applicants). We go beyond the minimum requirements of the Americans with Disabilities Act (ADA) by providing door-to-door service rather than the mandated curb-to-curb service, and we go beyond the ADA three-quarter mile service boundary. In collaboration with CTS, who would be providing Match Funds, we are seeking to expand our wheelchair capacity, improve our boarding/deboarding efficiencies, reduce maintenance costs/reliability, and improve the quality of our customers' transportation experience by acquiring Low-Floor Body-on-Chassis vehicles that have capacity for four wheelchairs and that use a ramp (rather than using a lift) for easier, quicker, and safer access.

Indicate the geographic area where the equipment will be used:

CTS serves a wide, rural, and mountainous region where the three major urban areas, Sequim, Port Angeles, and Forks, are separated by long distances and served by only one arterial highway, US 101. We take pride in our ability to serve residents in even the most distant and least populous parts of the county (such as Neah Bay, Sekiu, Clallam Bay, La Push, and Diamond Point) while maintaining high standards for operational efficiency and service coordination.

Estimated Project Cost: \$115,000 per vehicle (including radios, securement equipment)

Total Project = \$460,000

PROJECT 9

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Jefferson Transit
Your Name: Peggy Hanson
Street Address: 1615 W. Sims Way
City: Port Townsend State: WA Zip: 98368
Phone: 360-385-3020, ext 107 E-mail: PHanson@jeffersontransit.com

1. Project Description—Provide a 1-2 sentence description of the proposed project:

East Jefferson County Service - Sustain core fixed route & ADA mandated transit services to individuals with special needs and in economically disadvantaged areas of Port Townsend, the Tri-Area (Port Hadlock, Irondale and Chimacum) and Brinnon/Quilcene, including regional connections to Clallam Transit, Mason Transit, Kitsap Transit, and to Washington State Ferries.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
 This is a continuing project

Describe the need that project will be filling:

The service area within east Jefferson County is the fastest growing region of the county. The communities served are home to significant numbers of senior citizens, people with disabilities and those living at or below the poverty level. The 2000 census reported that 23% of the county's below poverty level families reside in the Tri-Area. The Tri-Area offers affordable housing, but limited employment and service opportunities; residents in the area commute to Port Townsend on a regular basis for employment and services. All of these areas have cores of economically disadvantaged individuals who are transit dependent.

The community will benefit through continuation of this service as it will maintain economic and employment ties within and between localities. It will allow residents access to basic services such as grocery shopping, medical assistance, and jobs.

Indicate the geographic area that the project will serve:

East Jefferson County

Indicate the mode of transportation that the project will use:

Public Transit - Fixed route and ADA paratransit service

Estimated Project Cost:

\$2.5 million/year

Jefferson Transit - Priority 1 for East Jefferson County

PROJECT 10

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Jefferson Transit
Your Name: Peggy Hanson
Street Address: 1615 W. Sims Way
City: Port Townsend State: WA Zip: 98368
Phone: 360-385-3020, ext 107 E-mail: PHanson@jeffersontransit.com

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Maintain Jefferson Transit Olympic Connection between Forks and Amanda Park.

Sustain core fixed route transit service between Forks and Amanda Park, along US 101, Monday through Saturday. Route deviations are used to accommodate ADA requirements as well as to serve the Hoh Reservation, Queets Village and the Upper Hoh Road. This service provides a regional connection between west Jefferson County and Grays Harbor Transit, Clallam Transit as well as to the new Quinalt Nation transit service.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
 This is a continuing project

Describe the need that project will be filling:

This service represents the only safe and reliable public transportation option for many residents along the corridor. The region is isolated and economically depressed with little or no services available. To describe this service simply as necessary would be an unequalled understatement. It is not unusual for entire extended families to board the service to have access to jobs, shopping, social & medical services, school and other necessary activities. Most of these trips could not be made via any other mode of travel as this service helps a great number of transit dependent individuals.

The service also completes the final link in the “Olympic Loop” – a series of public transit connections that allow for access around the entire perimeter of the Olympic Peninsula. This service is frequented by visitors, mostly hikers and outdoor enthusiasts, who contribute greatly to the region’s fragile economy.

Indicate the geographic area that the project will serve:

West Jefferson County

Indicate the mode of transportation that the project will use:

Public Transit - Fixed route and route-deviated ADA paratransit service

Estimated Project Cost:

\$355,000 /year

Jefferson Transit Olympic Connection – Priority 1 for West Jefferson County

PROJECT 11

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: OlyCAP
Your Name: Rita Houston
Street Address: 803 W. Park Ave.
City: Port Townsend State: WA Zip: 98368
Phone: 360-452-4726 E-mail: rhouston@olycap.org

1. Project Description—Provide a 1-2 sentence description of the proposed project:

In collaboration with WSDOT, Clallam Transit, Quillayute Valley School District, DSHS local tribes and Employment Security, OlyCAP operates the Job Access Reverse Commute (JARC) program to address transportation needs for employment and education opportunities in rural Clallam and Jefferson Counties. Rider preference is given to people who qualify for TANF benefits and households with a combined income of less than 175% of the federal poverty level.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling: This geographically large service area has few transportation services, particularly those that support employment related travel. With a population that ranges from 15% to 50% more than the U.S. average of families/individuals living below the poverty level these folks face significant barriers to securing and maintaining reliable work related transportation. The program additionally provides services to job skill enhancement workshops and the OlyCAP Working Image program, providing women much needed access to work appropriate clothing and job skill training.

Indicate the geographic area that the project will serve: Economically disadvantaged areas of rural Clallam and Jefferson Counties.

Indicate the mode of transportation that the project will use: Volunteer worker/driver vanpool type of service

Estimated Project Cost: \$148,000

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is an expansion project
- This is a replacement project

Indicate the type of vehicle or equipment:

Describe the need that the equipment will be used to fill:

Indicate the geographic area where the equipment will be used:

Estimated Project Cost:

PROJECT 12

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: OlyCAP
Your Name: Rita Houston
Street Address: 803 W. Park Ave.
City: Port Townsend State: WA Zip: 98368
Phone: 360-452-4726 E-mail: rhouston@olycap.org

1. Project Description—Provide a 1-2 sentence description of the proposed project:

In collaboration with WSDOT, Clallam Transit, Quillayute Valley School District, DSHS local tribes and Employment Security, Olycap operates the Job Access Reverse Commute (JARC) program to address transportation needs for employment and education opportunities in rural Clallam and Jefferson Counties. Rider preference is given to people who qualify for TANF benefits and households with a combined income of less than 175% of the federal poverty level.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling: _____

Indicate the geographic area that the project will serve: _____

Indicate the mode of transportation that the project will use: _____

Estimated Project Cost: _____

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is a expansion project
- This is a replacement project

Indicate the type of vehicle or equipment: 15 passenger van

Describe the need that the equipment will be used to fill: The equipment will replace one 9-year old vehicle which currently has logged over 115,000 operating miles. The equipment will be used to sustain and preserve the existing Job Access Reverse Commute (JARC) program in Clallam and Jefferson counties.

Indicate the geographic area where the equipment will be used: Economically disadvantaged areas of rural Clallam & Jefferson counties.

Estimated Project Cost: \$26,000

PROJECT 13

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Paratransit Services

Your Name: Colleen Clark/ Christie Scheffer

Street Address: 4810 Auto Center Way, Suite Z,

City: Bremerton State: WA Zip: 98312

Phone: 360-981-7300 E-mail: cls@paratransit.net

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Improve transportation for veterans by allowing Veterans Administration Riders to share existing Non-Emergency Medicaid (NEMT) trips in rural communities. Utilize the NEMT Broker to coordinate these trips.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling:

There are significant transportation service gaps for Veterans throughout Washington State, especially in the rural communities. Many have special transportation needs without transportation options that require access to essential and medical services.

The publicly funded transit systems provide service to a small percentage of Washington State geographically while DSHS serves the entire state through its Non-Emergency Medical Transportation program. The transits do not serve many rural communities as they are outside their taxing jurisdiction and service boundaries. DSHS may be able to help fill the significant service gaps in rural communities by allowing non-NEMT riders to share NEMT trips for an appropriate fee.

Indicate the geographic area that the project will serve:

The project will include the Olympic Peninsula as the origination point (Mason, Clallam and Jefferson Counties) and include King, Pierce and Kitsap Counties as destination counties.

Indicate the mode of transportation that the project will use: Bus Passes, Fuel Cards, Sedans and Accessible vehicles

Estimated Project Cost: \$500,000

PROJECT 14

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: **FAITH IN ACTION WEST SOUND**

Your name: **PATTI KLEIST**

Street Address: **23780 St. Rte. 3, (PO Box 2697), Belfair, WA 98528**

Phone: **(360)275-0535** Email: FaithinAction@wavecable.com

Project Description: **Maintain and expand our current escorted transportation services to seniors and ambulatory disabled.**

PROJECT 1

OPERATING ASSISTANCE CONTINUING PROJECT

A continuing project filling the need of our rural senior and disabled citizens to access medical appointments, social opportunities, and shopping; much of which is out of county. This enables them to “age in place”, improving their quality of life and vastly reducing the burden on the public sector.

We serve the North Mason, and South Kitsap area.

Our volunteers use their own vehicles.

We are asking for \$20,000 to continue and expand this service.

PROJECT 15

Project Sponsor: **FAITH IN ACTION WEST SOUND**

Your name: **PATTI KLEIST**

Street Address: **23780 St. Rte. 3, (PO Box 2697), Belfair, WA 98528**

Phone: **(360)275-0535** Email: FaithinAction@wavecable.com

Project Description: **Hire a Regional Transportation Coordinator to work with the various transportation providers to avoid duplication of services and better serve the public.**

OPERATING ASSISTANCE/CAPITAL ASSISTANCE NEW PROJECT

In partnership with North Mason County Resources, we are asking for operating assistance to hire and house a Regional Transportation Coordinator.

This person could provide a “one-stop shop” for transportation services throughout the area. This would both make it easier for our community members and help avoid duplication of services.

Their service area would be the Olympic Peninsula, with trips made to Thurston, Pierce and King Counties.

No equipment would be needed.

The estimated cost would be \$100,000. This would include one year salary, software, office equipment and marketing.

PROJECT 16

Project Sponsor: **FAITH IN ACTION WEST SOUND**

Your name: **PATTI KLEIST**

Street Address: **23780 St. Rte. 3, (PO Box 2697), Belfair, WA 98528**

Phone: **(360)275-0535** Email: FaithinAction@wavecable.com

Project Description: **Work in partnership with North Mason County Resources and veteran's organizations in order to own and operate a vanpool program to American Lake and Seattle VA.**

PROJECT 3:

CAPITAL ASSISTANCE EXPANSION PROJECT

Faith in Action West Sound, and North Mason County Resources are in discussion with various veteran organizations to partner in starting and maintaining a vanpool program for vets. With very few veteran services offered on the Peninsula, our vets are forced to travel to American Lake and Seattle for most medical needs. Faith in Action provides the only North Mason based organization currently addressing this need, and is hampered by the unwillingness of many volunteers to travel that far in their personal vehicles. DAV does not currently have a program in our area.

This is an expansion project requiring the purchase of a cut-away van.

The van would be operated throughout Mason, Kitsap, Pierce, Thurston, and King Counties.

The estimated project cost would be \$175,000.

PROJECT 17

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Mason County Transportation Authority _____
Your Name: Dave O'Connell, General Manager _____
Street Address: P.O. Box 1880, 790 E Johns Prairie Road _____
City: Shelton _____ State: WA _____ Zip: 98584-5018 _____
Phone: 360.432.5720 _____ E-mail: doconnell@masontransit.org _____

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Sustain existing demand response service that will enable persons with special needs and the general public to reach _____
employment-related and other basic needs transportation. Priority #1. _____

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling: This project will sustain existing demand response service that serves _____
persons residing in rural areas not served by the route deviated system or those who are unable to access bus stops _____
due to disabilities. This includes coordinated service with the Squaxin and Skokomish Indian Tribes. _____

Indicate the geographic area that the project will serve: All areas within Mason County. _____

Indicate the mode of transportation that the project will use: Service utilizes body-on-chassis vehicles (cutaways). _____

Estimated Project Cost: \$5,900,000 _____

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is an expansion project
- This is a replacement project

Indicate the type of vehicle or equipment: _____

Describe the need that the equipment will be used to fill: _____

Indicate the geographic area where the equipment will be used: _____

Estimated Project Cost: _____

Project Addendum

This project will preserve demand response service that serves persons who reside in rural areas not served by the route deviated system or those who are unable to access bus stops due to disabilities. The project includes service that operates on a unique schedule to meet employment, training and other trips for persons with special needs. This service operates from 5:30 a.m. to 8:30 p.m. to accommodate transfers from regional transit service from adjacent urbanized areas where entry level employment, training programs and other important services are available. The project will also sustain 23,000 hours of demand response service dedicated to specifically targeted persons with special needs who require reliable transportation to regular employment / training and other basic services that ceased when the areas only non profit transportation provider ceased operation. From 2007 to 2009 the demand response ridership increased 9.6 percent.

Demand response service is available to the general public and does not require advance certification or eligibility requirements. Persons needing this service are requested to call the Customer Service Center a minimum of 2 hours in advance of the time the trip is needed and provide dates, time, locations of pick up and drop off and any specific needs the passenger may have such as aids used, special needs and other information that may affect scheduling.

PROJECT 18

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Mason County Transportation Authority
Your Name: Dave O'Connell, General Manager
Street Address: P.O. Box 1880, 790 E Johns Prairie Road
City: Shelton State: WA Zip: 98584-5018
Phone: 360.432.5720 E-mail: doconnell@masontransit.org

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Sustain regional connections with adjacent transit systems to provide seamless transportation on the peninsula.
Priority #2. _____

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling: The project will sustain the regional transportation system between Mason County and transit centers in Jefferson, Kitsap, and Thurston Counties that includes direct connections with Intercity, Grays Harbor, Pierce, Jefferson, and Kitsap Transits, and the Washington State Ferry Service.

Indicate the geographic area that the project will serve: All areas within Mason County with connecting service to Thurston, Kitsap and Jefferson Counties.

Indicate the mode of transportation that the project will use: Coaches and body-on-chassis vehicles.

Estimated Project Cost: \$2,100,000

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is an expansion project
- This is a replacement project

Indicate the type of vehicle or equipment: _____

Describe the need that the equipment will be used to fill: _____

Indicate the geographic area where the equipment will be used: _____

Estimated Project Cost: _____

Addendum

The project will sustain the regional transportation system between Mason County and transit centers in Jefferson, Kitsap, and Thurston Counties that includes direct connections with Intercity Transit, Grays Harbor Transit, Pierce Transit, Jefferson Transit, Kitsap Transit and Washington State Ferry Service. From 2007 to 2009 the regional transportation ridership has increased 19 percent.

The project will sustain existing route deviated service between Shelton and the Olympia Transit Center that enables persons to use transit that previously were unable to due to work / transit schedule conflicts. The existing routes were designed to enable reverse commutes for workers in Shelton who reside in Olympia as well as greater convenience to commuters to Olympia who reside in Mason County. The existing service is very successful with growth in ridership from 2007 to 2009 increasing 42.5 percent. The existing service is also important for connections with the Squaxin Island Transit at the Kamilche Transit Center. This Shelton – Olympia route has also increased service connections for Thurston County residents who reside outside the service area of Intercity Transit. Stops are made for passengers at Steamboat Island and other locations in NW Thurston County daily through route deviations. Overall popularity of this route is obvious with standees common during morning and afternoon commutes. Service between Shelton and the Olympia Transit Center consists of ten (10) weekday round trips and four (4) Saturday round trips.

The project will sustain regional service between Shelton and Jefferson County at Brinnon. This service is essential to continue regional connection alternatives for ridership on the peninsula to reach destinations in Jefferson, Island, Skagit and Whatcom Counties. The service is also important for connections with the Skokomish Indian Tribe. From 2007 to 2009 the ridership has increased 7.2 percent on this route.

The project also involves sustaining existing regional service between Mason County and Kitsap County, including transfers to Washington State Ferries in Bremerton. This service component is similar to that provided in Thurston County because it enables persons to use transit that previously could not due to work / transit and ferry schedule conflicts. This service includes early a.m. service and later p.m. service to coincide with ferry schedules consistent with commuter needs. The existing service connection also enables residents in North Mason County to utilize transit in accessing needed medical services in Kitsap County and Seattle. Currently regional service to Kitsap County includes eight (8) weekday round trips and four (4) Saturday round trips. From 2007 to 2009 the ridership for this route has increased 11.9 percent.

PROJECT 19

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Mason County Transportation Authority
Your Name: Dave O'Connell, General Manager
Street Address: P.O. Box 1880, 790 E Johns Prairie Road
City: Shelton State: WA Zip: 98584-5018
Phone: 360.432.5720 E-mail: doconnell@masontransit.org

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Sustain zone routes and routed service between Shelton, Lower Hood Canal, Arcadia, Agate and Harstine areas within Mason County. Priority #3.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling: The project will sustain zone and routed service in rural Mason County including those that operate under contract with the Shelton School District using accessible school buses operated by school district personnel.

Indicate the geographic area that the project will serve: All areas within Mason County.

Indicate the mode of transportation that the project will use: BOC, coaches and school buses.

Estimated Project Cost: \$1,550,000

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is an expansion project
- This is a replacement project

Indicate the type of vehicle or equipment: _____

Describe the need that the equipment will be used to fill: _____

Indicate the geographic area where the equipment will be used: _____

Estimated Project Cost: _____

Addendum

This project will sustain zone routes and routed service in rural Mason County including those that operate under contract with the Shelton School District using accessible school buses operated by school district personnel. The service provided through this contract enables Mason Transit to supplement local service during peak afternoon demand when Mason Transit resources are needed for regional and other established service. Current utilization of zone routes is important in allowing persons to return to home from work, education and other activities. There has been a 47.5 percent increase in zone and routed service ridership from 2007 to 2009.

School district drivers are trained by Mason Transit in: passenger assistance techniques, ADA awareness, public transit rules and procedures, and additional requirements not included in school bus driver training. Drivers are instructed to pick up and drop off passengers in off road locations when possible but are also allowed by Superintendent of Public Instruction direction to use all traffic stopping lights and signs when necessary. Zone Routes operated by contract using school district equipment and personnel follow required policies contained in the Washington State Department of Transportation Contract Terms and Conditions. Zone routes were developed through a process of public input and service development review of unmet needs. The zone route design addresses service to residential growth areas within 15 miles of Shelton. Supplemental ridership has increased 75.5 percent from 2007 to 2009.

This project is coordinated with all other transportation provided by Mason Transit and is listed in the Mason Transit System Schedule. Riders access zone routes at a number of points including through connections with other Mason Transit routes and Dial-A-Ride. While there are designated stops, the actual route is subject to change depending upon current requests from passengers. Zone route operation requires the bus to connect at a number of time points but the bus may alter routes taken to reach designated time points. The use of zone routes enables coverage in rural areas with more dispersed residential patterns.

PROJECT 20

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Mason County Transportation Authority
Your Name: Dave O'Connell, General Manager
Street Address: P.O. Box 1880, 790 E Johns Prairie Road
City: Shelton **State:** WA **Zip:** 98584-5018
Phone: 360.432.5720 **E-mail:** doconnell@masontransit.org

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Replace nine (9) body-on-chassis (BOC) vehicles in-service since 2002/2003/2004 that have exceeded their useful life and the Washington State Department of Transportation (WSDOT) vehicle replacement criteria of four (4) years and/or 100,000 miles. Replacement vehicles will carry 18 passengers with three (3) wheelchair positions. Priority # 4.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling: _____

Indicate the geographic area that the project will serve: _____

Indicate the mode of transportation that the project will use: _____

Estimated Project Cost: _____

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is an expansion project
- This is a replacement project

Indicate the type of vehicle or equipment: Replace nine (9) BOC vehicles with nine (9) new BOC vehicles.

Describe the need that the equipment will be used to fill: New vehicles will be used to transport passengers on deviated Fixed Route and Dial-A-Ride service in county, provide coordinated service with Squaxin and Skokomish Indian Tribes, and make regional connections in Thurston, Kitsap and Jefferson Counties.

Indicate the geographic area where the equipment will be used: All areas within Mason County with connecting service to Thurston, Kitsap and Jefferson Counties.

Estimated Project Cost: \$810,000

Addendum

The current Washington State Department of Transportation (WSDOT) vehicle replacement criteria is four (4) years and/or 100,000 miles. The following table shows the current age and mileage of the vehicles scheduled for replacement:

Vehicle #	Manufacturer	Year In Service	Vehicle Age	Mileage
510	Ford E-450 Super Duty	2002	8	293,930
511	Ford E-450 Super Duty	2002	8	279,638
512	Ford E-450 Super Duty	2002	8	289,297
513	Ford E-450 Super Duty	2003	7	253,452
514	Ford E-450 Super Duty	2003	7	247,061
515	Ford E-450 Super Duty	2003	7	237,721
516	Ford E-450 Super Duty	2003	7	254,966
517	Glaval	2004	6	213,192
518	Glaval	2004	6	237,621

The existing BOC vehicles will be replaced with new BOC vehicles that have seating for 18 passengers with three (3) wheelchair positions.

PROJECT 21

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Mason County Transportation Authority
Your Name: Dave O'Connell, General Manager
Street Address: P.O. Box 1880, 790 E Johns Prairie Road
City: Shelton State: WA Zip: 98584-5018
Phone: 360.432.5720 E-mail: doconnell@masontransit.org

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Replace one (1) 30-foot coach that has exceeded its useful life and the Washington State Department of Transportation (WSDOT) vehicle replacement criteria of ten (10) years and/or 350,000 miles. The current coach is 13 years old and has 378,659 miles. Priority #5.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling: _____

Indicate the geographic area that the project will serve: _____

Indicate the mode of transportation that the project will use: _____

Estimated Project Cost: _____

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is an expansion project
- This is a replacement project

Indicate the type of vehicle or equipment: Replace a 1997 30-foot coach with a new 35-foot heavy-duty coach.

Describe the need that the equipment will be used to fill: Replacement coach will be used to transport passengers on deviated Fixed Route service in county, provide coordinated service with Squaxin and Skokomish Indian Tribes, and make regional connections in Thurston, Kitsap and Jefferson counties.

Indicate the geographic area where the equipment will be used: All areas within Mason County with connecting service to Thurston, Kitsap and Jefferson Counties.

Estimated Project Cost: \$417,000

PROJECT 22

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Mason County Transportation Authority _____
Your Name: Dave O'Connell, General Manager _____
Street Address: P.O. Box 1880, 790 E Johns Prairie Road _____
City: Shelton _____ State: WA _____ Zip: 98584-5018 _____
Phone: 360.432.5720 _____ E-mail: doconnell@masontransit.org _____

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Install security cameras at MTA main base to improve physical security. Retrofit four (4) coaches and twenty-one (21) body-on-chassis (BOC) vehicles to improve passenger physical security, ensure vehicle security, and reduce risk and liability exposure to the agency. Priority #6. _____

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
 This is a continuing project

Describe the need that project will be filling: _____

Indicate the geographic area that the project will serve: _____

Indicate the mode of transportation that the project will use: _____

Estimated Project Cost: _____

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is an expansion project
 This is a replacement project

Indicate the type of vehicle or equipment: Install security camera systems on 35-foot buses and BOC vehicles. _____

Describe the need that the equipment will be used to fill: The community will benefit through increased safety and security. This will also lessen the agency's risk through being able to identify and thoroughly investigate rider complaints and passenger incidents and accidents. _____

Indicate the geographic area where the equipment will be used: All areas within Mason County with connecting service to Thurston, Kitsap and Jefferson Counties. _____

Estimated Project Cost: \$175,000 _____

PROJECT 23

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Mason County Transportation Authority

Your Name: Dave O'Connell, General Manager

Street Address: P.O. Box 1880, 790 E Johns Prairie Road

City: Shelton State: WA Zip: 98584-5018

Phone: 360.432.5720 E-mail: doconnell@masontransit.org

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Fund a Mobility Coordinator position to conduct travel training and coordinate transportation connections inside and outside the Olympic Peninsula. The Coordinator would reduce duplication of efforts amongst regional, tribal and state social services, and transit agencies. Priority #7.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling: Mobility Coordinator would coordinate travel between transit agencies, non-profits, and for profit agencies to ensure riders get to regional destinations quickly and cost effectively by eliminating duplication of resources and ensuring the number and length of trips are minimized for riders.

Indicate the geographic area that the project will serve: All areas within Mason County, with transportation coordination with Clallam, Kitsap, Jefferson, Grays Harbor, Thurston, Pierce and King Counties.

Indicate the mode of transportation that the project will use: Multi-modal throughout the region.

Estimated Project Cost: \$140,000

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is an expansion project
- This is a replacement project

Indicate the type of vehicle or equipment: _____

Describe the need that the equipment will be used to fill: _____

Indicate the geographic area where the equipment will be used: _____

Estimated Project Cost: _____

PROJECT 24

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Mason County Transportation Authority _____

Your Name: Dave O'Connell, General Manager _____

Street Address: P.O. Box 1880, 790 E Johns Prairie Road _____

City: Shelton _____ State: WA _____ Zip: 98584-5018 _____

Phone: 360.432.5720 _____ E-mail: doconnell@masontransit.org _____

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Replace six (6) bus shelters that are constructed of wood, over 30-years old and have exceeded their useful life. Due _____
to material deterioration, the shelters are structurally unsound, unsafe and provide minimal protection from the _____
elements. Priority #8. _____

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling: _____

Indicate the geographic area that the project will serve: _____

Indicate the mode of transportation that the project will use: _____

Estimated Project Cost: _____

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is an expansion project
- This is a replacement project

Indicate the type of vehicle or equipment: Replace six (6) wooden bus shelters with updated bus shelters. _____

Describe the need that the equipment will be used to fill: The community will benefit through increased safety and _____
being able to wait for the vehicles out of inclement weather. _____

Indicate the geographic area where the equipment will be used: All areas within Mason County. _____

Estimated Project Cost: \$90,000 _____

Addendum

The existing bus shelters were originally surplussed by Kitsap Transit and installed at existing bus stops. The current shelters are constructed of wood, over 30-years old and have exceeded their useful life. Due to material deterioration, the shelters are structurally unsound, unsafe and provide minimal protection from the elements.



PROJECT 25

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Skokomish Indian Tribe

Your Name: Lennea Magnus

Street Address: North 80 Tribal Center Rd

City: Skokomish Nation State: WA Zip: 98584

Phone: 360.426.4232 x 2004 E-mail: lmagnus@skokomish.org

1. Project Description—Provide a 1-2 sentence description of the proposed project:

Provide new 10 hour a day circular fixed route service from Shelton to Hoodspoint stopping at the Tribal Enterprises each way. The Skokomish Indian Tribe will contract with Mason County Transit for this service.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
- This is a continuing project

Describe the need that project will be filling:

This project will provide new bus service for the Skokomish Indian Reservation (service population of 2,546). This service will provide regular pick and drop off (every 2 hours) Monday – Saturday for tribal members in rural areas. Currently served by a single route with one drop off/pick up per day. This service will allow tribal community members access to medical appointments, stores and other professional services.

Indicate the geographic area that the project will serve:

The new service will serve the Skokomish Indian Reservation and the neighboring communities along the Hwy 101 corridor. It will provide tribal members with access to all areas of Mason County and surrounding counties.

Indicate the mode of transportation that the project will use: Fixed route

Estimated Project Cost: \$300,000

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is a expansion project
- This is a replacement project

Indicate the type of vehicle or equipment: _____

Describe the need that the equipment will be used to fill: _____

PROJECT 26

PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Project Description Template

Project Sponsor: Squaxin Island Tribe
Your Name: Margaret Foley
Street Address: 10 SE Squaxin Lane
City: Shelton, WA 98584
Phone: 360-426-9781 E-mail: mfoley@squaxin.us

1. Project Description—Provide a 1-2 sentence description of the proposed project:

The project is to continue to operate Squaxin Transit. Squaxin Transit is the only public transit service for residents of the Squaxin Island Reservation and the Kamilche area. Squaxin Transit provides essential on- and near- reservation service and critical connections to major employment, shopping and medical service centers in Thurston and Mason Counties. Squaxin Transit operates a Transit Hub at the US 101/SR 108 interchange, and coordinates with Mason Transit Authority to meet regional transportation needs.

2. If this project is for OPERATING ASSISTANCE, please provide the following information:

- This is a new project
 This is a continuing project

Describe the need that project will be filling: WSDOT funding is needed to continue operating Squaxin Transit, which serves the tribal community and the general public in a heavily rural area. Ridership includes a high percentage of low-income and elderly residents who have limited transportation options. Transit services are critical to the health and economic development of the Squaxin community and the area served by Squaxin Transit.

Indicate the geographic area that the project will serve: Squaxin Island Reservation, Mason County, WA

Indicate the mode of transportation that the project will use: One each 15- and 21-passenger cutaway buses with wheelchair lifts

Estimated Project Cost: **\$329,117 (July 1, 2011-June 30, 2012)**

3. If this project is for CAPITAL ASSISTANCE, please provide the following information:

- This is an expansion project
 This is a replacement project

Indicate the type of vehicle or equipment: Dispatch software

Describe the need that the equipment will be used to fill: _____

Indicate the geographic area where the equipment will be used: _____

Estimated Project Cost: _____

APPENDIX C

SIGN-IN SHEET AND AGENDA FOR REGIONAL WORKSHOP

**Peninsula RTPO
Regional Workshop PTHS Meeting
September 8, 2010**

Name	Agency	Phone	E-mail
Patrick S. Bibman	Peninsula RTPO	360-357-7606	bobib@wsdot.wa.gov
Margaret Foley	Squamish Island Tribe	360-432-3952	mfoley@squamish.us
Terry Weed	Clallam Transit	360-452-1315	tweed@clallamtransit.com
Rita Houston	OlyCAP	360-452-4726	rhouston@olycap.org
JANET PARRIS	Olympic Agency ^{Aging}	(360) 452 3221 x3422	parrise@DSHS.wa.gov
JAY ROSAPEPE	MASON TRANSIT	360 432 5710	jrosapepe@masontransit.org
SARA WAZEWSKI	MASON TRANSIT	360 432 5717	SWAZEWSKI@masontransit.org
Gordon Neilson	Skokomish Tribe	360.426.4232 x2059	gneilson@skokomish.org
Kennia Magnus	Skokomish Tribe	360.426.4232 x2004	lmagnus@skokomish.org
Keri Shepherd	Quillete Tribe	360-374-9651	keri.shepherd@quilletteation.org
Nicole Eells	Quillette Tribe	360-374-8336	nicole.eells@quilletteation.org
Barbara Singleton	Mason Transit/ULW	360 426-9434 x101	bsingleton@masontransit.org
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Colleen Clark	Paratransit Services	360-377-7176 x224	clc@paratransit.net

**Peninsula RTPO
Regional Workshop PTHS Meeting
September 8, 2010**

Name	Agency	Phone	E-mail
Danielle Priest	Kitsap Transit	(360) 478-5851	dpriest@kitsaptransit.com
Peggy Hanson	Jefferson Transit	(360) 385-3220	phanson@jeffersontransit.com
David R. McCoy	Paratransit Services	(360) 457-5345	paratran@olympen.com
Alison Colman	Nelson/Nygaard	503-467-5414	acolman@nelsonnygaard.com
Connie Soper	Nelson/Nygaard Jamestown	503 595-6085	csoper@nelsonnygaard.com
Annette Nesse	S'Klallam Tribe	360 681 4620	anette@jamestowntribe.org
Jeff Britlett	Makah Tribe	360-645-3111	pubTrans@centurytel.net
Steve Abernathy	WSDOT PTD	360.705.7929	abernase@wsdot.wa.gov

Peninsula RTPO Coordinated Plan Project Meeting
Wednesday, September 8, 2010
10:00 am-3:30 pm

Jamestown S'Klallam Tribal Community Center
1031 Old Blyn Highway
Sequim, WA 98382
Phone: (360) 683 -1109

AGENDA

Introductions	10:00 am
Status Report/ Purpose of Workshop	10:10 am
Review and Confirmation of Unmet Transportation Needs	10:30 am
Presentation of Project Applications Clallam County Jefferson County	11:00 am
LUNCH	12:30 pm
Presentation of Project Applications Kitsap County Mason County	1:00 pm
Prioritization Exercise/Ranking of Projects	2:30 pm
Next Steps/Adjourn	3:30 pm

APPENDIX D

WSDOT SCORING CRITERIA

ATTACHMENT D: WSDOT Evaluation Criteria

2008 Grant Application, Chapter 5

WSDOT developed criteria for evaluating all applications in collaboration with representatives from the Washington State Transit Association, Community Transportation Association of the Northwest, and the Agency Council on Coordinated Transportation. These criteria have been formally reviewed and updated to assure their validity in assessing WSDOT and public transportation grant program priorities and goals.

All applications will be scored on three components:

1. Project Component

- Does the project establish, preserve, or improve public transportation services in a community?
- Does the project address a recognized need in the community?
- Does the project reflect a community process of coordination and input?
- Does the applicant report the leveraging of funds from other sources to support the implementation of the project?
- Does the project appear to be feasible as described?

2. Applicant Component

- Does the applicant report sufficient experience in managing transportation projects to provide assurance of success?
- Does the applicant report sufficient experience in managing previous grant awards?
- Does the applicant report sufficient financial capability and resources to implement and successfully carry out the project?
- Does the applicant report a long-term commitment to continue the project beyond the availability of the requested grant funds?

3. Performance Component

- Does the project describe community benefits resulting from the grant?
- Does the project define specific performance measures to be used in determining the success of the project?
- Does the project describe an active effort aimed at improving efficiency and effectiveness?