Peninsula Regional Transportation Planning Organization

Regional Human Services Transportation Coordination Plan

UPDATE

2014

Prepared By

Washington State Department of Transportation

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Table of Contents

Page

Chapter 1. Introduction 1-1
Project Background 1-1
Stakeholder Participation and Public Involvement 1-4

Chapter 2. Regional Overview and Demographic Summary 2-1
Peninsula RTPO 2-1
Study Area Overview 2-1
Regional Demographic Summary 2-4
Native American Populations 2-16
HSTP Update Project Survey 2-21

Chapter 3. Existing Transportation Services 3-1
Public Transportation Services 3-1
Transportation Service Providers 3-15
Tribal Transportation 3-18

Chapter 4. Emergency Planning 4-1

Chapter 5. Needs, Gaps and Duplications 5-1
Needs 5-1
Gaps 5-2
Duplications 5-5

Chapter 6. Proposed Transportation Strategies/Solutions/Projects 6-1
Goals and Prioritized Strategies 6-1
Peninsula RTPO Consolidated Grant Workshops 6-6
Peninsulia RTPO Grant Ranking Efforts & Results 6-7
WSDOT Grant Selection 6-9

Chapter 7. HSTP Implementation 7-1

Appendix A: Sign-in sheets and Agendas for Kick-Off and Outreach Meetings
Appendix B: Sign-in sheets and Agenda for Regional Workshop
Appendix C: Sign-in sheet, Agenda, Scoring Criteria & Weights for Grant Ranking Effort
Appendix D: 2014 Peninsula RTPO Consolidated Grant Applications

Table of Figures

Page

Figure 1-1 Types of Organizations 1-3
Figure 1-2 Stakeholder Affiliation 1-5

Figure 2-1 Peninsula RTPO Map of Urban Centers and County Boundaries 2-3
Figure 2-2 Basic Population Characteristics, 2008-2012 2-4
Figure 2-3 Older Adults (65+), Percent of Total Population, 2008-2012 2-5
Figure 2-4 Youth (17 and younger), Percent of Total Population, 2008-2012 2-6
Figure 2-5 OSPI - Youth Homelessness, 2011-2012 2-7
Figure 2-6 Disability and Independent Living Disability, Percent of Population (Graph) 2-8
Figure 2-7 Disability and Independent Living Disability, Percent of Population 2-8
Figure 2-8 Poverty Population and Median Household Income 2-9
Figure 2-9 Households without Access to Vehicles, 2008-2012 2-10
Figure 2-10 Households without Access to Vehicles, 2008-2012 (Graph) 2-10
Figure 2-11 Veteran Population 2013 Projection Model 2-11
Figure 2-12 Clallam County LEHD Percentages 2-12
Figure 2-13 Jefferson County LEHD Percentages 2-13
Figure 2-14 Kitsap County LEHD Percentages 2-14
Figure 2-15 Mason County LEHD Percentages 2-15
Figure 2-16 Total Tribal Service Population 2-16
Figure 2-17 Survey Question #6 2-21
Figure 2-18 Survey Question #13 2-22
Figure 2-19 Survey Question #22 2-22
Figure 2-20 Survey Question #23 2-23
Figure 2-21 Survey Question # 26 2-23
Figure 2-22 Survey Question #33 2-24
Figure 2-23 Survey Question #34 2-24

Figure 3-1 Clallam Transit System demographic information 3-1
Figure 3-2 Existing Transportation Services, Clallam County 3-3
Figure 3-3 Jefferson Transit System demographic information 3-4
Figure 3-4 Existing Transportation Services, Jefferson County 3-6
Figure 3-5 Kitsap Transit System demographic information 3-7
Figure 3-6 Existing Transportation Services, Kitsap County 3-10
Figure 3-7 Mason Transit Authority demogaphic information 3-11
Figure 3-8 Existing Transportation Services, Mason County 3-14
Figure 3-9 Lower Elwha Klallam Tribe demographic information 3-19

Figure 6-1 Revised Final Results from PRTPO Ranking Workshop 6-6

Chapter 1 Introduction

Project Background

The Peninsula Regional Transportation Planning Organization (Peninsula RTPO) through the assistance of the Washington State Department of Transportation (WSDOT) Olympic Region, staff updated the Regional Human Services and Public Transit Coordination Plan for Clallam, Jefferson, Kitsap[1], and Mason Counties, previously completed in 2010. The 2014 Regional Human Service Transportation Coordination Plan (HSTP) update builds upon the findings from previous plans and also contains an expanded needs assessment, a more recent and expansive description of potential service strategies including prioritizing those strategies.

This Peninsula RTPO Human Services Transportation Plan was originally 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. On July 6, 2012, President Obama signed the Moving Ahead for Progress in the 21st Century (MAP-21), reauthorizing surface transportation legislation that provides the federal funding distributed through this WSDOT grant program. Each reauthorization amends the Federal Transit Laws codified on 49 USC Chapter 53. MAP-21 took effect on October 1, 2012. The majority of funds awarded in this grant cycle are subject to MAP-21. However, some awarded funds may be subject to SAFETEA-LU. MAP-21 contains changes to the eligibility of some projects and grantees. Accordingly, WSDOT will implement these changes to align with the grant-award cycle for the 2015–2017 biennium.

The WSDOT distributes a variety of state and federal grants to support public transportation programs. The programs that are covered by the 2015–2017 consolidated application process include, but are not limited to:

- Federal Transit Administration (FTA) Sections 5310, 5311, 5316, and 5317. 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, WSDOT ties the use of state grant funds it administers to the completion of a coordinated plan, as well as federal rural transportation funding through the FTA Section 5311 program.
- State Rural Mobility Competitive.
- State Paratransit/Special Needs Competitive for nonprofit organizations.

MAP-21 guidance issued by the FTA indicates that the plan should be a “unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services.”

As outlined in the Peninsula RTPO’s previous HSTP, its purpose continues to be:

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

- Identifying a set of transportation strategies and priorities that improve mobility and access to transportation by people residing or traveling in and between Clallam, Jefferson and Mason Counties and rural areas of Kitsap County, including tribal lands.
- Improving coordination between transit and human service transportation.
- Guiding coordinated transportation activities of the Peninsula RTPO for the next two years.
- Supporting the successes of existing coordinated transportation projects.
- Meeting the requirement of funding sources for a coordinated transit and human services transportation plan.
- Positioning the counties within the Regional Transportation Planning Organization (RTPO) designated area to receive funds when MAP-21 is reauthorized.
- The Peninsula RTPO HSTP aligns itself with the most recent WSDOT Statewide Human Services Plan. The Washington Transportation Plan 2013 adopted on December 2010 contains two strategies pertaining to human service transportation.
    - Strategically prepare to meet the needs of an aging population
    - Support transportation for special needs

In addition, the Peninsula RTPO HSTP closely aligns with the goals of the WSDOT Consolidated Grant Program. The WSDOT program goals are as follows:

- **Address Deficiencies –** Encourage communities to identify and address deficiencies in paratransit/special needs or rural public transportation.
- **Provide a Community Benefit –** Assist local areas with determining community benefits and support for paratransit/special needs or rural public transportation.
- **Preservation or Enhancement –** Provide funding to preserve or enhance paratransit/special needs or rural public transportation where there is a demonstrated need and measurable benefit.
- **Community Connections –** Support a sustainable network of transportation services within and between communities.
- **Financial Partnerships –** Establish opportunities for collaboration among local jurisdictions, regional organizations, private sector agencies, state and federal governments, and tribal governments. Ensure stakeholders have a voice in project development. Encourage appropriate cost sharing for projects.
- **Support Coordination and Multimodal Development –** Local organizations are required to coordinate services with other transportation providers in their area, as well as other organizations potentially able to use or purchase the services. Organizations are encouraged to consider all modes/forms of transportation beyond traditional sources to enhance the effectiveness of their services.
- **Maintain Fleets –** As part of Governor Inslee's Results Washington, WSDOT has been given the goal of maintaining the percentage of transit vehicles in the state that are within their minimum useful life.

Eligible consolidated grant applicants may include state or local governmental bodies, MPO's, RTPO's, social services agencies, tribal governments, private and public transportation operators, and nonprofit organizations. Figure 1-1 below identifies funding that each type of organization is eligible to receive.

Figure 1-1 Types of Organizations

Organization Type	FTA 5310	FTA 5311	FTA 5316	FTA 5317	Paratransit/ Special Needs Competitive	Rural Mobility Competitive
Urban Public Transit	X	X	X	X		
Small Urban Public Transit	X	X	X	X		
Rural Public Transit	X	X	X	X		X
Private Nonprofit Organizations	X	X	X	X	X	X
Private For-Profit Transportation Providers		X	X	X		X
Tribal Governments	X	X	X	X	X	X
Other General or Local Governments	X	X	X	X	X	X

Note: Only organizations in compliance with WSDOT's Good Standing Policy will be eligible to receive a grant.

The 2015–2017 detailed application requirements, instructions, and processes were available to applicants through the WSDOT website www.wsdot.wa.gov/transit/grants. Project applicants will be competitively evaluated based on local and state criteria. All projects must either be included in the HSTP or minimally be able to state that the project addresses identified needs and/or strategies contained in the HSTP.

Project areas were split into four categories; operating, capital, mobility, and planning.

1. Operating assistance consists of activities and services directly provided or purchased by the applicant. Project funds may be used for expenses such as labor, supplies, fuel, etc.

2. Capital Projects; All equipment purchased through the Consolidated Grant Program must be used to provide passenger transportation services.

3. Mobility management are projects that assist special needs populations to maintain a quality of life by connecting them with vital services through outreach, information and education, and working to break down transportation barriers for special needs populations. These funds may be used to support salaries, administration of mobility management programs and staff, develop and/or purchase educational and outreach materials, and support information sharing.

4. Planning projects consist of planning, coordination, or other activities to address the needs of the applicant and/or the community they serve.

Project Match Requirements

Projects in the 2015-2017 cycle again required local match and a demonstrated local commitment. At minimum, applicants with existing grants must provide 10% project match from local sources for continuing projects. This is an increase of 5% from the previous grant period. New projects are required to have a 5% local match.

WSDOT issued guidance requires that Coordinated Public Transit Human Service Transportation Plans be updated in order to coincide with the upcoming coordinated grant cycle, with new funds anticipated July 1, 2015.

Stakeholder Participation and Public Involvement

While stakeholder involvement is required, Peninsula RTPO membership stressed that it be a major component of the 2014 update. Increased outreach efforts consisted of more meetings with individual stakeholders and Tribes. Additionally, ongoing stakeholder and tribe involvement and outreach efforts will continue beyond the completion of the 2014 HSTP. The following information solicitation elements comprised the 2014 HSTP stakeholder and public involvement efforts:

- **Identified and contacted stakeholders**: The 2010 stakeholders list was used as the preparatory listing of the 2014 HSTP. This list was updated and used to notify all of the stakeholders about project milestones and meetings.
- **Coordinated with tribes:** Steps were taken to solicit input from all of the designated Native American tribes within the Peninsula RTPO region. Tribal representatives were asked to review the portion of the previous plan describing the tribes, 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.

  In addition, project staff conducted a single tribal focused information gathering meeting. Project staff met on April 22, 2014, at the Jamestown S'Klallam Tribal Center in Blyn, Washington with representatives from five of the nine HSTP participating Peninsula RTPO tribal nations. Attendees offered their perspective of specific strengths, weaknesses, desired 2014 HSTP plan outcomes, and enhancements to the consolidated grant process.
- **Conducted stakeholder interviews**: The team collaborated with Peninsula RTPO staff and others to identify key stakeholders to be interviewed during the development of this plan. Twenty-three interviews were conducted with 34 people to solicit information on existing transportation services and unmet transportation needs. Stakeholders included representatives from transit agencies, human service organizations, health departments, emergency services, and area tribes. Table 1-2 outlines the principle organizations that were interviewed.

Table 1-2 Stakeholder Affiliation

Salvation Army	Mason Transit Authority
Olympia Bus Lines	Kitsap Transit
Veterans Advocate/Disabled American Veterans	Hoh Tribe
ECCHO	Jamestown S'Kallam Tribe
OlyCAP	Lower Elwha Klallam Tribe
Paratransit Services	Makah Tribe
Faith in Action	Port Gamble S'Kallam Tribe
Jefferson Emergency Management Department	Quileute Tribe
Rocket Transportation	Skokomish Tribe
Clallam Transit	Squaxin Island Tribe
Jefferson Transit	Suquamish Tribe
Jefferson County Department of Health and Human Services	

- **Convened single kick-off meeting:** A region level meeting was held to introduce the 2014 HSTP update process and solicit input regarding existing transportation services, unmet transportation needs, coordination opportunities, emergency planning and criteria for prioritizing transportation projects in the region. The January 15, 2014, meeting held at the Jefferson County Library in Port Hadlock attracted 14 participants representing Transit Tribes, Health Department of Jefferson County, Jefferson County, and Disabled Veterans of America organization.
- **Conducted county-level information gathering meetings:** Project staff met with stakeholders gathering specific area and organization's strengths, weaknesses, and desired 2014 HSTP plan focus specific to their county. These meetings were convened and held as follows:
  - Clallam County – Clallam Transit, April 16, 2013, 10:30 to12:00 PM
  - Jefferson County – Jefferson Transit, April 16, 2014, 2:30 to 4:00 PM
  - Kitsap County – Kitsap Transit, April 17, 2013, 10:30 to 12:00 PM
  - Mason County – Mason Transit Authority, April 17, 2014, 2:30 to 4:00 PM
- **Conducted county-level consolidated grant workshops:** Project staff met with area stakeholders gathering specific area and organization's strengths, weaknesses, and desired 2014 HSTP plan focus specific to their county. These meetings were held and convened as follows:
  - Kitsap & Mason Counties – September 10, 2014, 1:30 to 3:30 PM. Kitsap Public Works Annex in Bremerton
  - Clallam & Jefferson Counties – September 11, 2014, 1:00 to 3:00 PM. Jefferson County Library in Port Hadlock

  A total of 22 stakeholders participated in two county level meetings. Attendees were briefed on the WSDOT 2014 consolidated grant application process and changes in requirements. Stakeholders provided an overview of proposed projects that were being considered.

Project staff offered a preliminary vision of the 2014 Peninsula RTPO consolidated grant ranking process. As a result of the feedback that was provided, modifications to the proposal were considered and will later be implemented as noted in Chapter 6 of this plan.

Peninsula RTPO Consolidated Grant Effort

Process for Project Identification
Project sponsors completed the Peninsula RTPO project application template articulating proposed transportation projects that included eight common questions. Included in the 2014 application project sponsors were asked to document how the project meet the five criterions. Project applications were accepted from October 29 through December 1, 2014. Applications were scored based on a weighted criteria approved per action of an October 29th Peninsula RTPO Technical Advisory Committee (TAC) conference call.

Of the 19 projects five were submitted from Clallam County, five from Jefferson County, one from Kitsap County, and eight from Mason County were submitted. Three applications were received from the area tribal nations that included the Makah, Jamestown S'Kallam, and Squaxin Island tribes. Proposed projects include a mix of operating and capital projects with most focusing on preservation/sustaining or enhancing existing service. Five project applications were deemed ineligible or withdrawn by project sponsors after the November 14th ranking workshop. A complete compilation of 2014 project applications can be found in Appendix D.

Peninsula RTPO consolidated grant ranking workshop. The Peninsula RTPO appointed participates were assembled on November 14, 2014 at the Jamestown S'Klallam Tribal Center in Blyn Washington. The 2014 Peninsula RTPO consolidated grant ranking group was comprised of participates and organization representatives who were not submitting grant applications directly to the Peninsula RTPO. The group below was comprised of individuals affiliated with the major stakeholder groups; Transit, Cities, Counties, Tribes, other stakeholders, and Washington State Department of Transportation.

2014 Peninsula RTPO Consolidated Grant Ranking Group

- Bek Ashby, Port Townsend Councilwoman. Affiliation: Cities
- Judy Scott, Port of Allyn Commissioner. Affiliation: Counties
- Dennis Bloom, Planning Division Manager Intercity Transit. Affiliation: Transit
- Gordon Neilson, Transportation Planner, Skokomish Tribe. Affiliation: Tribes
- Barbie Rasmussen, Director of Planning, Olympic Area on Aging, Clallam, Jefferson & Grays Harbor Counties. Affiliation: Other Stakeholders
- Dennis Engel P.E., Olympic Region Transportation Planning Manager. Affiliation: WSDOT

The workshop consisted of five components, 1) status report of the HSTP update, purpose and process to include the application criteria definitions and weights. 2) Project Sponsor presentations, 3) Project scoring, 5) Prioritized Project Group recommendation.

With completion of 19 presentations scores were tallied. After significant discussion of the scoring variances the group reached consensus resulting in a natural ranking of special needs projects which best addressed the criteria, regional equity, the diversity of projects, and competitiveness at the State level for the four-county region.

The following projects by unanimous action recommended the following for Peninsula RTPO TAC action. The priorities project list was approved by the Peninsula RTPO TAC on December 11, 2014.

A Projects

1. Jefferson Transit, Operational Assistance: Continue West Olympic Route Service
2. Makah Tribe, Operational Assistance: Continue Reservation to Neah Bay Route Service
3. ECHHO, Operational Assistance: Continue ECHHO Program Operational Support
4. Squaxin Island Tribe, Operational Assistance: Continue Squaxin Island Transit Route Service
5. Jefferson Transit, Operational Assistance: Continue East Jefferson Route & ADA Service
6. Jefferson Transit, Capital Assistance: Vehicle Replacement
7. Jamestown S'Kallam Tribe, Operational Assistance: Continue Jamestown Campus Route Service

B Projects

1. Mason Transit, Operational Assistance: Continue Fixed Route Services, Sustained Demand Response (Operation-Project A)
2. Kitsap Transit, Capital Assistance: Vehicle Replacement, Bus and OTR Coach Purchases (Access/Paratransit)
3. Clallam Transit, Capital Assistance: Vehicle Replacement
4. Clallam Transit, Operational Assistance: Continue Fixed Route & Paratransit Services
5. Mason Transit, Operational Assistance: Continue Inter-County Route Service, Sustain Regional Coordination (Operation-Project B)
6. OlyCap, Operational Assistance: Continue JARC Service
7. Mason Transit, Operational Assistance: Continue Mason County. Zone & Fixed Route Service, Sustain Zone & Fixed Route Deviated Service (Operation-Project C)

C Projects

There were five C Projects scored and ranked. Further analysis reported by the project sponsor determined that three were ineligible and two were withdrawn by the project sponsor.

The 2014 Peninsula RTPO consolidated grant projects financials for the 14 eligible projects tallied:

- $24,630,294.00 in total dollar project costs
- $12,392,928.86 in total dollar project requested
- $12,237,356.14 in total dollar local match

A full summary of the ranking process and projects is contained in Chapter 6 of this plan.

Chapter 2
Regional Overview and Demographic Summary

Peninsula RTPO

The Peninsula Regional Transportation Planning Organization (RTPO) 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 focus on the non-urbanized areas of the Kitsap Peninsula.

The primary objective of the Peninsula RTPO 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 of the plan.

Study Area Overview

Figure 2-1 shows a map of the Peninsula RTPO area with the county and city boundaries, the area's urban centers and tribal reservations.

The study area is characterized by small historic towns, forests, an alpine mountain range, managed timber areas, rivers, bays, and ocean shorelines, as well as historically and culturally significant Native American lands. 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. The total area covered by the four counties is nearly 6,500 square miles. US Census Bureau data collected in 2010 estimated the four county populations of 414,115 were up nearly 19,000 from the inhabitant count in 2000. The area is also unique in that it includes 10 local tribal nations which are located for the most part, on the periphery of the Peninsula; this represents the largest accumulation of tribes present in any RTPO region within the State of Washington. Kitsap County, while the smallest county in the 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 (Peninsula RTPO).

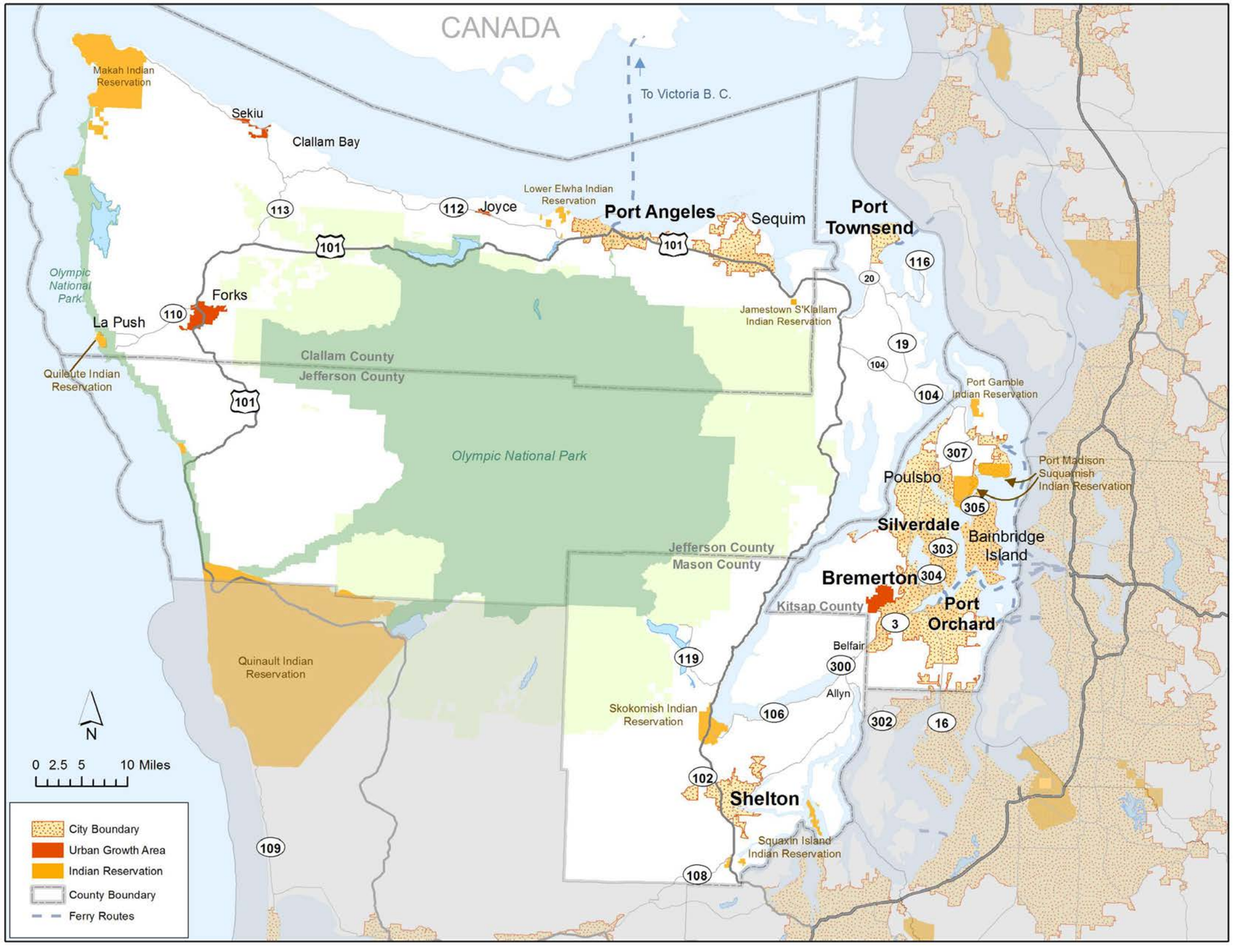
Genuine impedance to travel and delivery of transportation service is road access to and from the Peninsula, as well as between communities on the Peninsula. The major travel corridors are provided by five significant highways: State Route (SR) 104 (including the Hood Canal Floating Bridge), US 101, SR 3, and SR 16, which provides a critical link through Kitsap County to neighboring Pierce County, and US Interstate 5. US 101 is the only way to access the western part of the Olympic Peninsula. Other vital facilities and services in this region include the four counties' transit systems, tribal transportation systems, five Washington State Ferry (WSF) routes and the privately-owned Black Ball Ferry. In addition to the limited number of roadway corridors, many local roadway cross-sections themselves create their own impedance. Lack of suitable

space for bus stop turnouts and shelters limit transit ridership. Narrow travel lanes and shoulders were noted in a number of interviews as impedance to mobility and drivability for some that are attempting to maintain their independence and residency.

The HSTP serves to acknowledge the growing number of vulnerable population needing transportation in the Peninsula region. For the older population, many have continued their independence even when conditions suggest otherwise. Anecdotal evidence from emergency first responders indicates that an increasing number of people are relying on 911 response teams for transportation to emergency facilities for non-emergency care. This includes older adults and adults with disabilities who do not drive; do not have access to a private vehicle; and either cannot afford or may be too frail to access public transportation. Linking older people with goods, support, services and activities in the community becomes a greater challenge as people outlive their ability to drive. On average, men will live an average of six years and women an average of 11 years after they stop driving. Furthermore, only 3% of older people use public transit due to concerns about safety, schedules and connections to needed destinations. For these elders, living in the rural and often remote communities of the Olympic peninsula, social isolation and the inability to access basic needs becomes a significant risk to their health, well-being, independence, and ability to age in place.[2]

[2] Reference Olympic Area Agency on Aging publication “Profile Transportation – Lack of Transportation options affect access to services’. .

Figure 2-1 Peninsulia RTPO Map of Urban Centers and County Boundaries



Regional Demographic Summary

The demographic information shown in the tables below was collected for each of the four counties in the Peninsula RTPO area. Data was collected by age, persons with disabilities, and persons living below the poverty threshold. These rural counties together make up approximately 6% of the State's population.

The population data in Figure 2-2 for Clallam, Jefferson, Kitsap and Mason counties was taken from the US Census Bureau's American Community Survey (ACS) 2008-2012. These four counties make up the boundary for the Peninsula Regional Transportation Planning Organization (RTPO) and shows there are some unique differences between each county. Kitsap County has a significantly larger population with 251,133 residents. Jefferson County is the least populated area with a total of 29,872 living within its boundary and with most of its population living on the east side of the county. Clallam and Mason county populations are more similar to each other with 60,699 residents in Mason County and 71,411 residents living in Clallam County. However, most residents in Clallam County live in the more populated communities of Port Angeles, Sequim and Forks. Mason County residents are more spread throughout the county.

Figure 2-2 Basic Population Characteristics, 2008-2012

TOTALS					
Area	Total Population	Age 65 and Over	Age 17 and Under	Persons with Disability	Persons Below Poverty Level
Washington State	6,724,540	827,677	1,581,354	814,944	853,960
Clallam County	71,411	17,189	12,989	13,924	9,401
Jefferson County	29,872	7,842	4,446	5,361	3,981
Kitsap County	251,133	33,708	56,496	36,155	25,312
Mason County	60,699	11,202	12,374	11,112	10,175
Peninsula RTPO	413,115	69,941	86,305	66,552	48,869

PERCENTAGES						
Area	State Population	% Age 65+	% Age 5-17	% with Disability	% Below Poverty Level	Compared w/ 2010 Human Services Transportation Plan
Washington State	100.0%	13.2%	23.0%	12.1%	12.9%	Age 65+ and poverty increased from previous, while age 5-17 and disability decreased
Clallam County	1.1%	24.1%	18.2%	19.8%	13.5%	65+ increased, age 5 -17, disability and poverty levels decreased.
Jefferson County	0.4%	26.3%	14.9%	18.5%	13.7%	Decrease in disability, and increase in age 65+, poverty, and age 5 -17
Kitsap County	3.7%	13.4%	22.5%	15.0%	10.4%	Increase in age 65+ and poverty levels and decrease in age 5 -17 and disability
Mason County	0.9%	18.5%	20.4%	18.7%	17.4%	5% increase in poverty with slight increase in 65+. Decrease in disability and age 5 -17
Peninsula RTPO	6.1%	16.9%	20.9%	16.7%	11.8%	Slight increase in 65+ and decrease in age 5 -17, disability and poverty levels

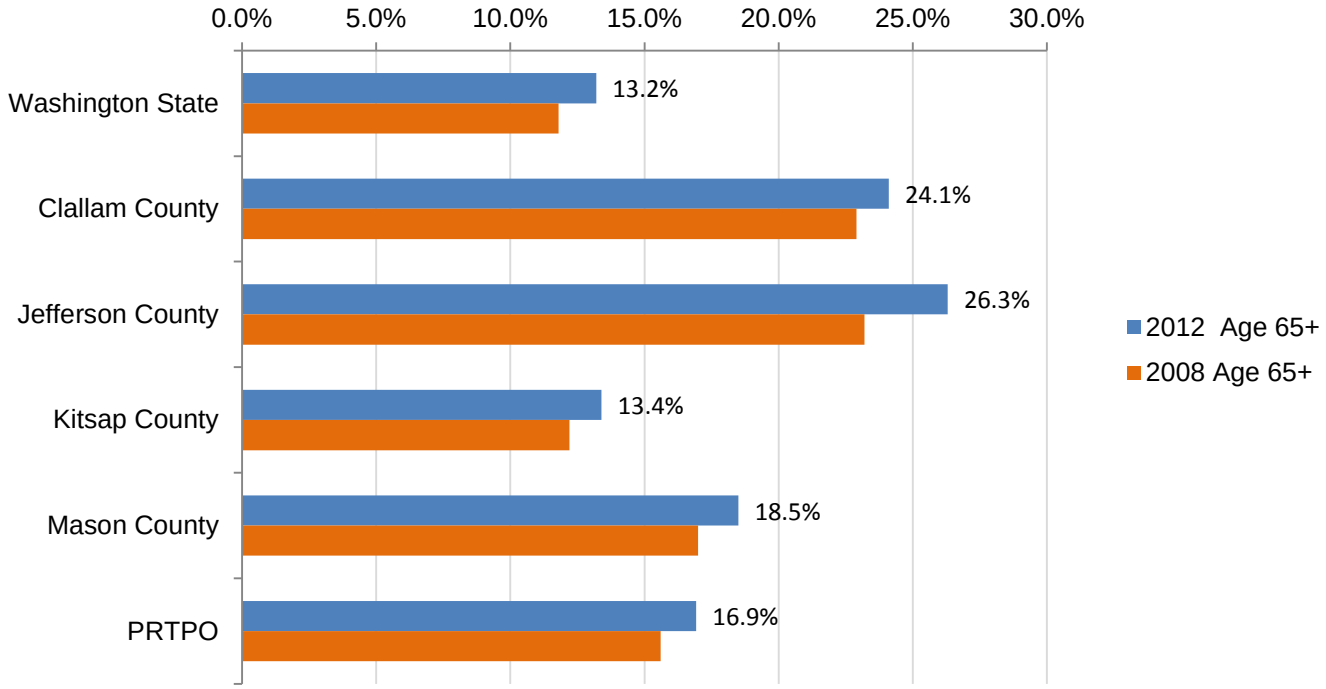
Source: US Census Bureau, 2008-2012 American Community Survey 3-year estimates, poverty based on population for whom poverty status is determined. Disability from 2008-2012 American Community Survey 3-year estimates, based on civilian non-institutionalized population.

Current population information was compared with 2006-2008 census data in the 2010 Peninsula RTPO Human Services Transportation Plan, and showed some changes to groups of populations have occurred. A region-wide look at the data showed a decrease in the number of persons with a disability. The number of persons 65 years and over increased in the region, with Jefferson County experiencing the largest increase. Overall the region saw an increase in the number of persons living below the federal poverty level with Mason County having the largest increase.

Older Adult Population

As shown in Figure 2-3, the number of older adult population 65 years and above living in Washington State according to the 2008-2012 ACS census data is 827,677 or 13.2% of the State's total population. The percentage of older adult population in each of the four counties within the Peninsula RTPO boundary is higher than state's 13.2%. In Jefferson County, 26.3% of the population is made up of adults age 65 and over. Clallam County has an older adult population of 26.3% and Mason County's older population is 18.5%. The lowest percentage with 13.4% was Kitsap County. Compared with the previous Human Services Transportation Plan data from 2008, regionally the adults 65 and over population continues to grow between 1% and 3%.

Figure 2-3 Older Adults (Age 65+), Percent of Total Population, 2008-2012

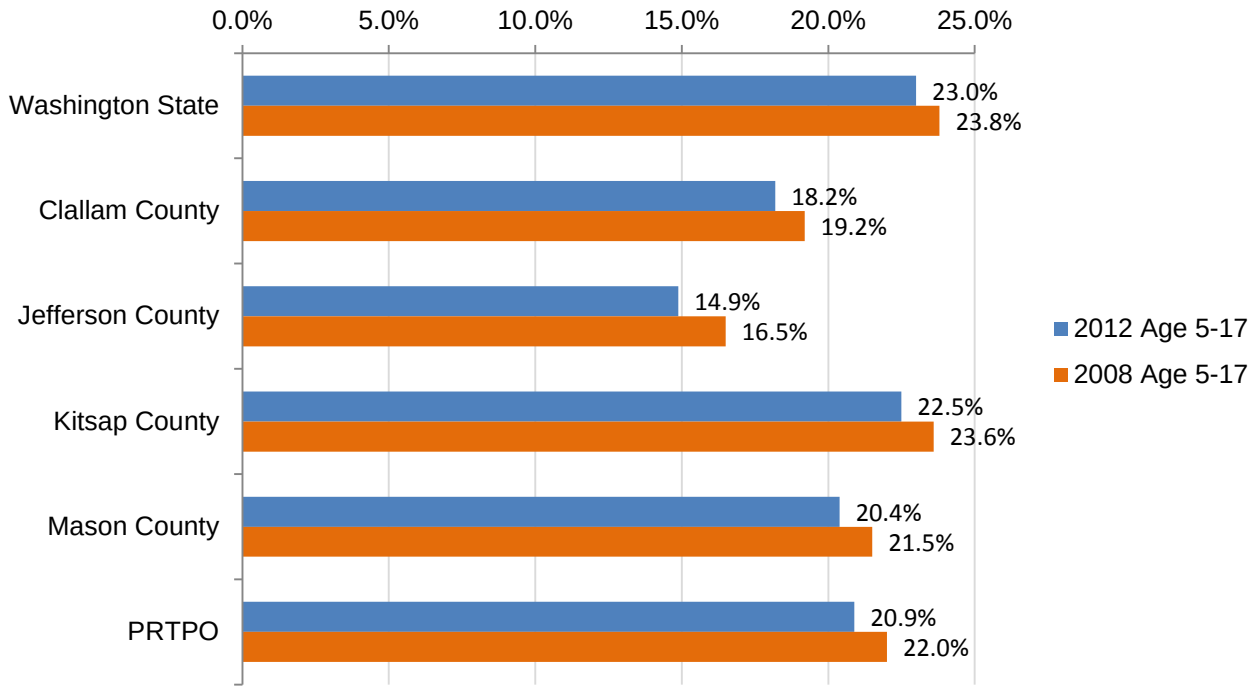


Source: 2008-2012 American Community Survey 3-Year Estimates, 2010 Human Services Transportation Plan

Youth

Washington State's total population of youth under the age of 18 years is 23%. In Figure 2-4, Kitsap County has the highest percentage with 22.5% of youth ages 17 and younger. Approximately 18% of the population in Clallam County and 20% in Mason County are youth under 18 years of age. Jefferson County has the smallest population of youth with 14.9%. Census data taken from the 2010 Human Services Transportation Plan has been included in the graph. This information compared with current data shows the percentage of youth population in the region from 2008-2012 is slightly less than the 2006-2008 data from the 2010 Human Services Transportation Plan.

Figure 2-4 Youth (17 and younger), Percent of Total Population, 2008-2012



Source: 2008-2012 American Community Survey 3-Year Estimates, 2010 Human Services Transportation Plan

In 2012, there were a total of 27,390 homeless students in Washington State. That number is up 5.1% from 2011 and 46.7% from 2008. Some of the reasons for the increase were the overall job market is still struggling and schools were seeing an increase in the number of students living on their own. Funding availability for services to help prevent homelessness has declined. Figure 2-5 below shows the approximate number of homeless youth by county; however, school district boundaries may overlap the county boundary. In the table below, "Shelters" are defined as supervised publicly/privately operated facilities for temporary living. The category titled "Doubled-Up" is defined as youth living with relatives or friends due to loss of housing, economic hardship, family turmoil, incarceration, or hospitalization. "Unsheltered" refers to youth living in abandoned buildings, campgrounds, vehicles, parks, temporary trailers, bus/train stations or on the "street". "Hotels/Motels" means youth residing in a hotel or motel due to lack of alternative housing. Kitsap County has the highest number of homeless youth with 888, most of which are in the Bremerton and Central Kitsap School Districts.

Mason County, with 478 youth who are homeless, was the second highest and most reside within the Shelton School District.

Figure 2-5 OSPI - Youth Homelessness 2011-2012

County	Shelters	Doubled Up	Un-sheltered	Hotels/Motels	Total Youth Homeless
Clallam	180	130	19	8	337
Jefferson	14	59	1	2	76
Kitsap	155	636	58	39	888
Mason	49	407	18	4	478

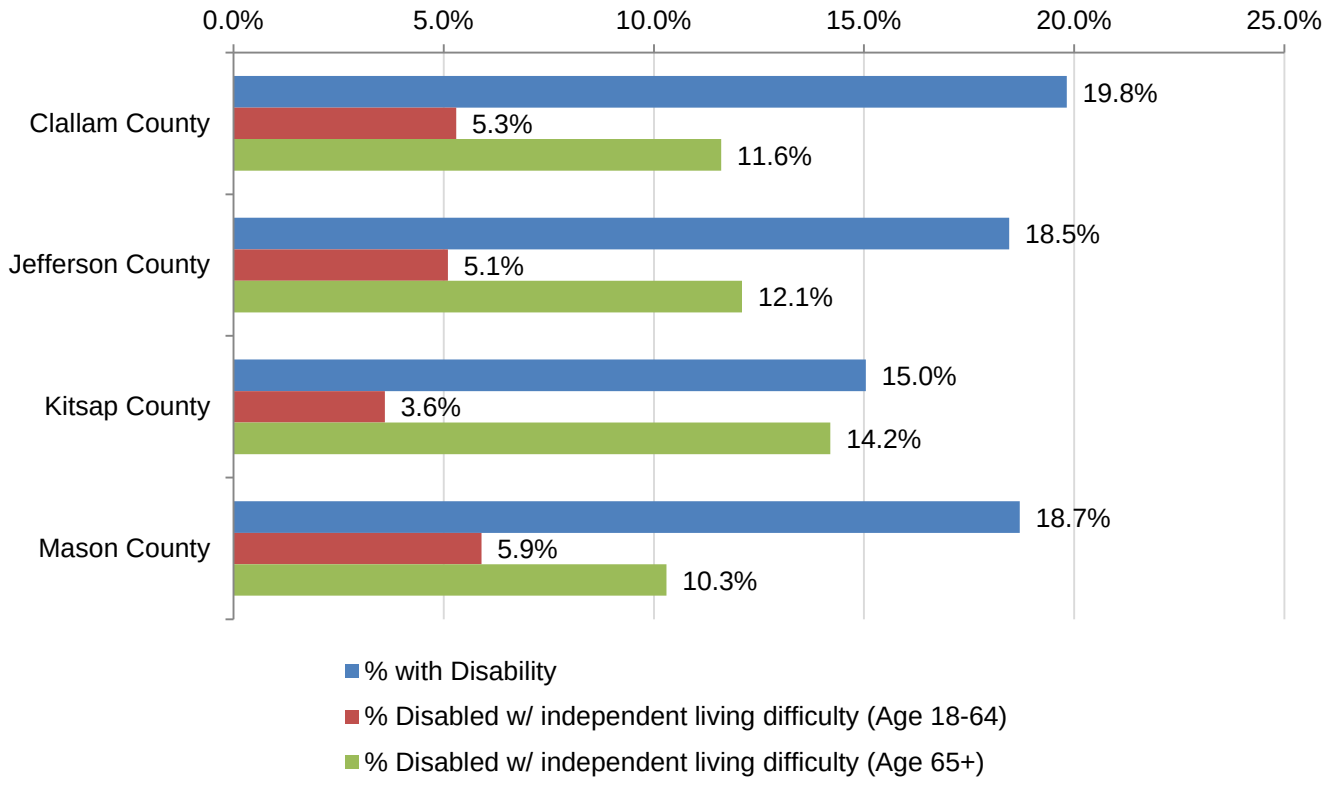
Data Source: Office of Superintendent of Public Instruction

Persons with a Disability

The US Census Bureau collects disability information on individuals throughout the United States to aid in the deliverance of various assistance programs that are available. The definition of disability used by the US Census Bureau is a long-lasting sensory, physical, mental, or emotional condition which makes it difficult to engage in activities such as walking, climbing stairs, and dressing, bathing, learning or remembering. The 2008-2012 ACS identified 814,944 persons or 12.1% of the total population in Washington State with a disability. For the purpose of this report, the category titled Independent Living Difficulty Disability identifies those individuals who need assistance running errands, shopping, or are in need of transportation to medical appointments.

The information depicted in Figures 2-6 and 2-7 show the number of individuals with a disability and those populations in need of assistance with errands or appointments outside the home. Clallam and Mason counties each have the highest populations with between 18.7% and 19.8% of their populations living with a disability. The data showed that regionally, the percentage of individuals ages 18 to 64 with a disability and who have independent living difficulty is between 3% and 5%. The percentage increases to 10% and 15% with individuals age 65 and over who have a disability and have independent living difficulties.

Figure 2-6 Disability and Independent Living Difficulty Disability, Percent of Population



Source: 2008-2012 American Community Survey 3-Year Estimates.

Figure 2-7 Disability and Independent Living Difficulty Disability, Percent of Population

Area	Total with Disability	% Disability	Independent Living Difficulty 18+	% Disabled w/ Independent Living Difficulty Age 18-64	% Disabled w/ Independent Living Difficulty Age 65+
Washington State	814,944	12.1%	278,289	4.1%	15.3%
Clallam County	13,924	19.8%	4,125	5.3%	11.6%
Jefferson County	5,361	18.5%	1,833	5.1%	12.1%
Kitsap County	36,155	15.0%	10,269	3.6%	14.2%
Mason County	11,112	18.7%	3,280	5.9%	10.3%
Peninsula RTPO	66,552	16.7%	19,507	5.0%	12.1%

Source: US Census Bureau, 2008-2012 American Community Survey. Independent living difficulty includes running errands like visiting a doctor's office or shopping. Total disability population based on civilian non-institutionalized population age five and older, for independent living difficulty it only includes population age 18 and above.

Income Status

According to the US Census Bureau's American Community Survey, the median household income and individuals that meet the federal poverty guidelines is listed in Figure 2-8. In this region Kitsap County's median household income is $61,776 which exceeds the State's median household income of $59,374. Mason County is second with $48,878. Jefferson County ($46,870) and Clallam County ($46,431) have incomes that are below the statewide level. Statewide, the percentage of persons in poverty is 12.9%. Clallam and Jefferson counties saw a small decrease in poverty levels compared with the 2010 report, but their total populations also went down. There was a 5% increase in Mason County when compared with previous census data from 2006-2008.

Figure 2-8 Poverty Population and Median Household Income

Area	Total Population	Persons in Poverty	% in Poverty	Median Household Income (2012)	Compared w/ 2010 Human Services Transportation Plan
Washington State	6,724,540	792,879	12.9%	$ 59,374	1% increase from previous
Clallam County	71,411	8,981	13.5%	$ 46,431	1% decrease from previous
Jefferson County	29,872	4,635	13.7%	$ 46,870	.2% decrease from previous
Kitsap County	251,133	35,313	10.4%	$ 61,776	1% increase from previous
Mason County	60,699	8,681	17.4%	$ 48,878	5% increase from previous
Peninsula RTPO	413,115	57,610	13.9%	N/A	

Source: US Census Bureau, 2008-2012 American Community Survey 3-Year Estimates. Poverty based on population for whom poverty status is determined. Median household income is inflation adjusted 2012 dollars, 2010 Human Services Transportation Plan.

Access to a Vehicle

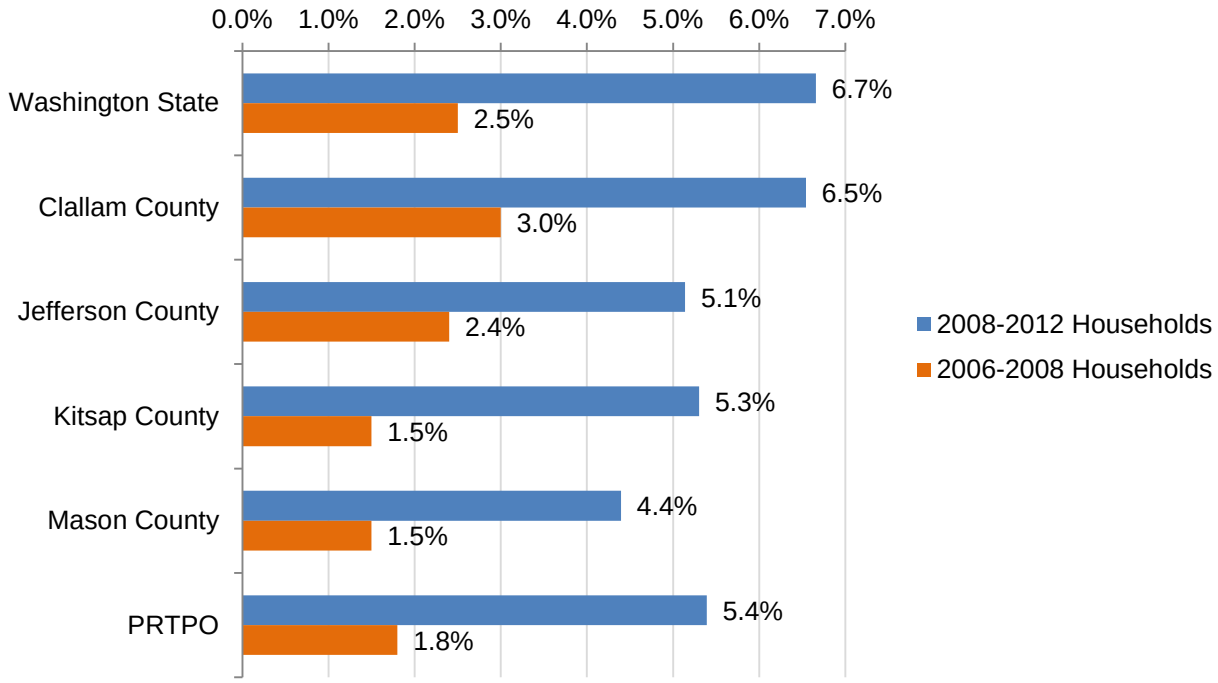
Customers who may not have regular access to a personal vehicle frequently use public transportation. The following census data in Figures 2-9 and 2-10 below shows the number and percentage of workers age 16 years and over in households that do not have a vehicle. In Clallam County, 6.5% of households do not have an accessible vehicle, which is close in comparison to the 6.7% in the state. When compared with the previous human services report, Figure 2-11 shows that households in the region that have no vehicle access saw an increase of between 2.7% and 4.2%.

Figure 2-9 Households without Access to Vehicles, 2008-2012

County/Place	# Occupied Housing Units	No Vehicles Available	% No Vehicle Available
Washington State	2,619,995	174,452	6.7%
Clallam County	30,877	2,020	6.5%
Jefferson County	14,181	729	5.1%
Kitsap County	97,668	5,178	5.3%
Mason County	23,274	1,023	4.4%
Peninsula RTPO	166,000	8,950	5.4%

Source: US Census Bureau, 2008-2012 American Community Survey. Based on workers age 16 years and over in households.

Figure 2-10 Households without Access to Vehicles, 2008-2012



Source: 2008-2012 American Community Survey 3-Year Estimates. Based on workers age 16 years and over in households. 2010 Human Services Transportation Plan.

Veteran Statistics

The US Department of Veteran Affairs developed an actuarial projection model using the best available Veteran population data. The model provides living Veteran counts by key demographic characteristics such as age, gender, period of service, and race. Veterans are defined as men and women who have served, but are not currently serving, on active duty in the US Army, Navy, Air Force, Marine Corps or Coast Guard, or who served in the US Merchant Marines during World War II. This category also includes National Guard or

Reserves soldiers who have been called to active duty. The figure below (Figure 2-11) shows Kitsap County has the largest veteran population with 38,633 veterans, and the majority range between 45 and 64 years of age. Most of the veteran groups within the Peninsula RTPO region are 45 to 84 years of age. What this data may not reflect is the population of veterans who are transient or "nomadic"; however, some of these individuals may be counted in different demographic populations if they're receiving other services.

Figure 2-11 Veteran Population 2013 Projection Model

Area	Total Population	Veteran Population	Veterans Ages 17-44	Veterans Ages 45-64	Veterans Ages 65-84	Veterans Ages 85+
Washington	6,971,406	602,272	140,230	224,688	204,760	32,594
Clallam County	72,312	9,532	1,443	2,784	4,488	818
Jefferson County	30,076	3,684	313	1,254	1,939	178
Kitsap County	253,968	38,633	12,941	13,974	10,073	1,645
Mason County	60,497	8,442	1,549	3,285	3,158	449
Peninsula RTPO	416,853	60,291	16,246	21,297	19,658	3,090

Data Source: US Census Bureau, US Department of Veteran Affairs, National Center for Veterans Analysis and Statistics

Work Destination Analysis

The US Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program uses Federal, state and Census Bureau information to show travel from home to work patterns of employees. Figures 2-12, 2-13, 2-14, and 2-15 are maps which display by zip code and county where people live and commute for work.

Clallam County

Figure 2-12 shows that overall; most residents living in Clallam County are driving to the Port Angeles/Sequim area for work. There are between 4.4% and 4.8% of the population who live in Forks and travel as long as an hour to Port Angeles.

Jefferson County

The map of Jefferson County (Figure 2-13) indicates that the western side of the county travels to the Aberdeen area, while the eastern side of the county travels for work to the Seattle/Tacoma and Olympia areas.

Kitsap County

The main employment areas, shown in Figure 2-14, of individuals living in Kitsap County are Seattle and Bremerton. Most county residents who travel to Seattle for work utilize the ferry system as a part of their commute.

Mason County

In the north east side of the county, the majority of residents travel to Belfair for work. Figure 2-15 shows most people who live on the east and south sides of the county travel to Shelton and Olympia for work.

Figure 2-12 Clallam County LEHD Percentages

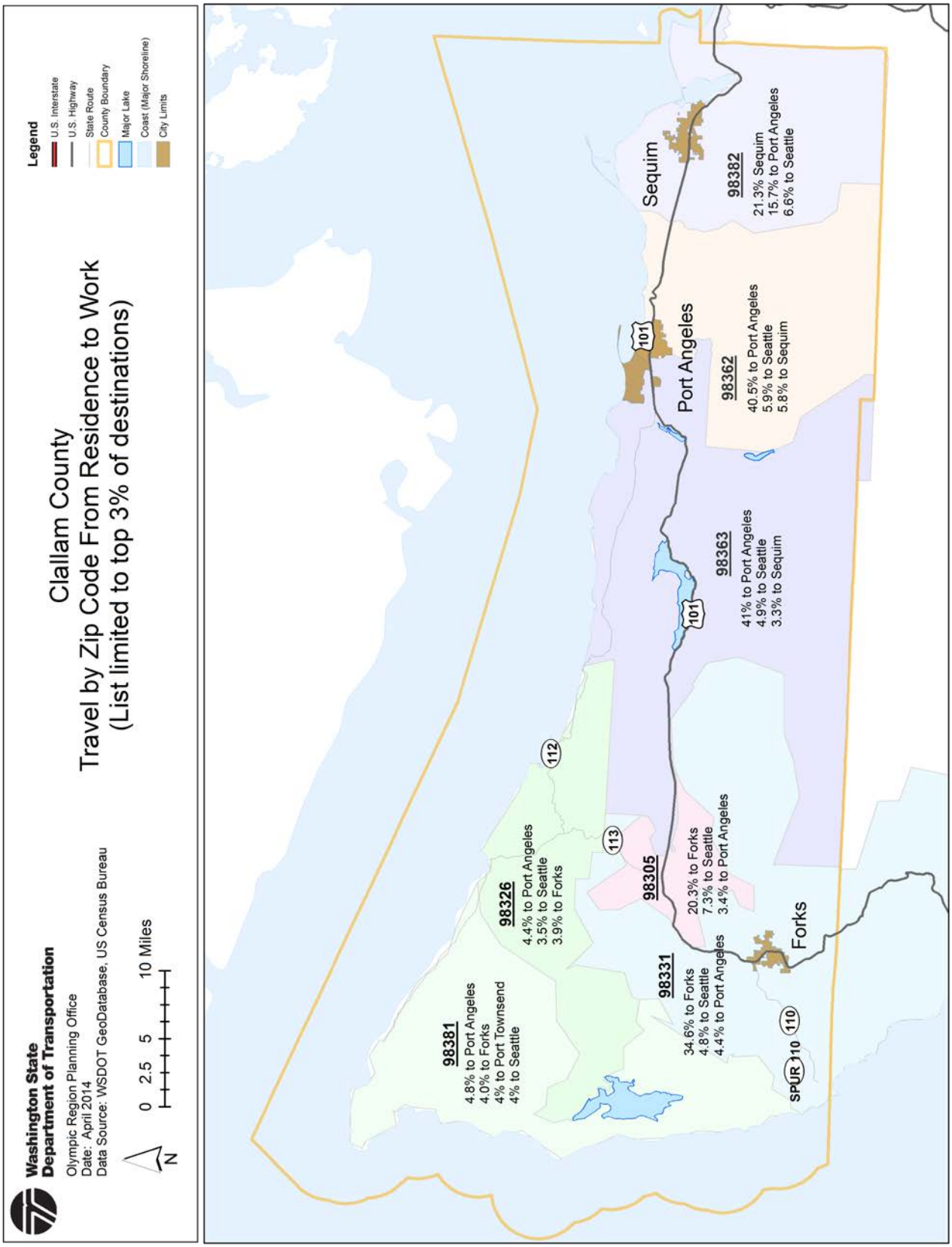


Figure 2-13 Jefferson County LEHD Percentages

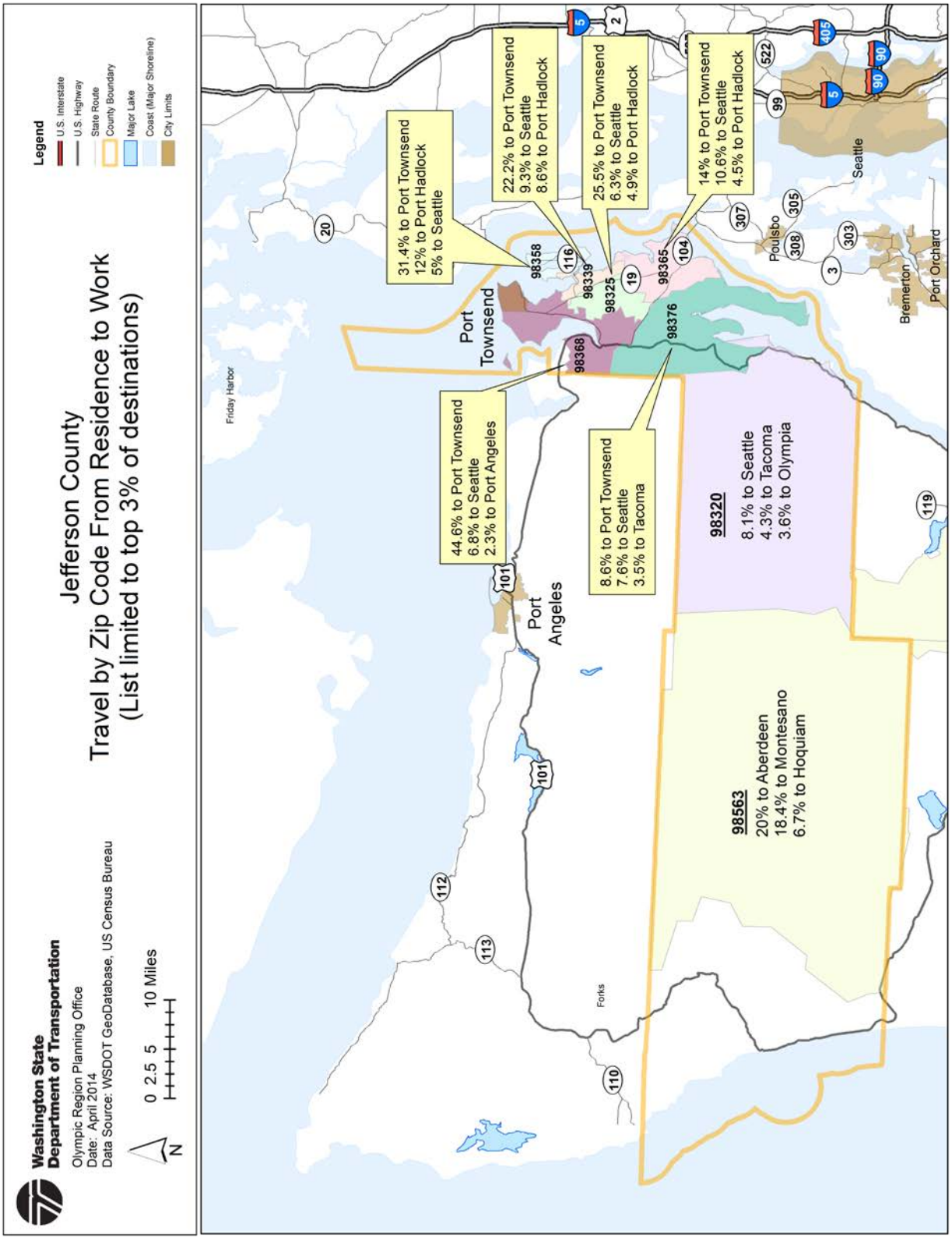


Figure 2-14 Kitsap County LEHD Percentages

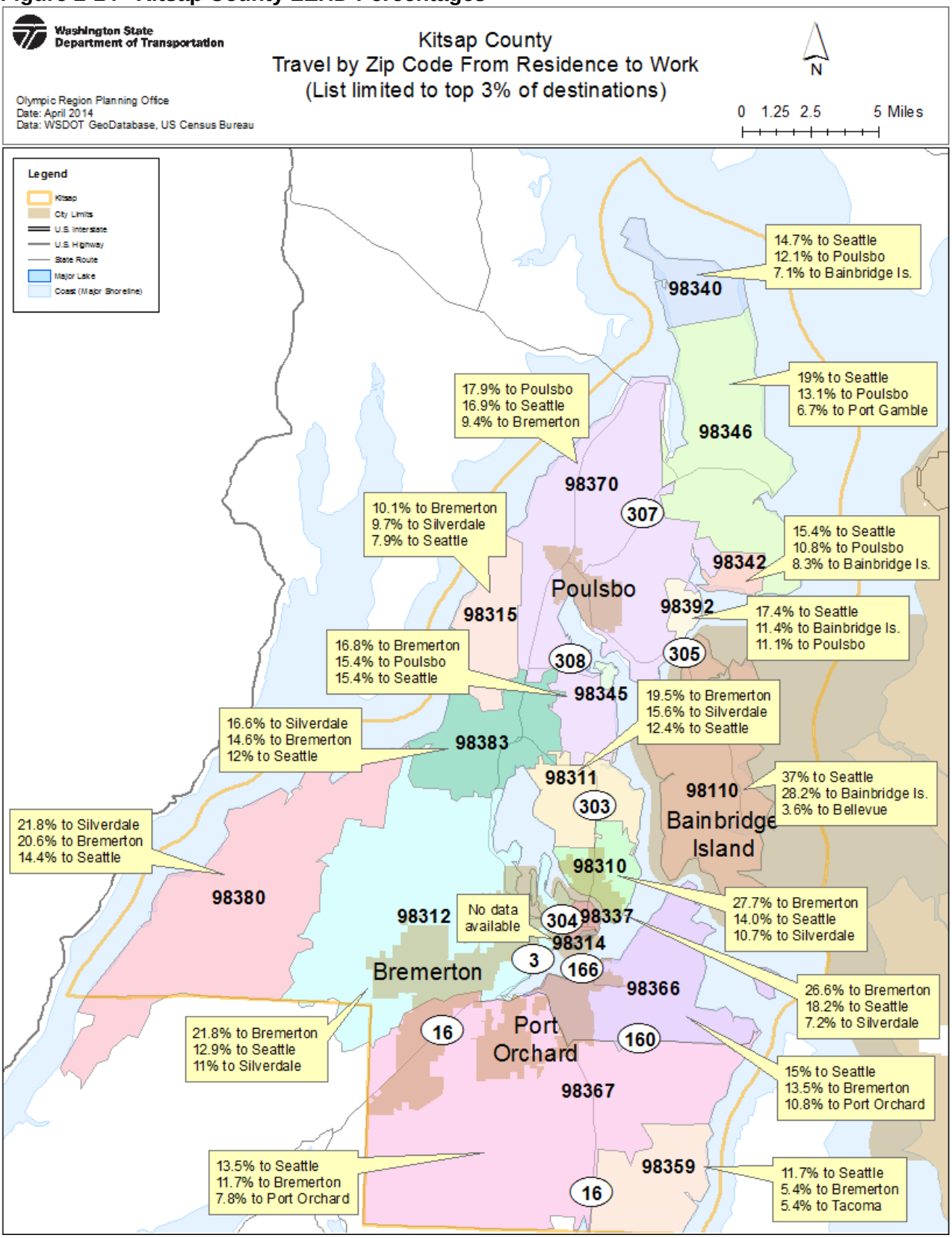
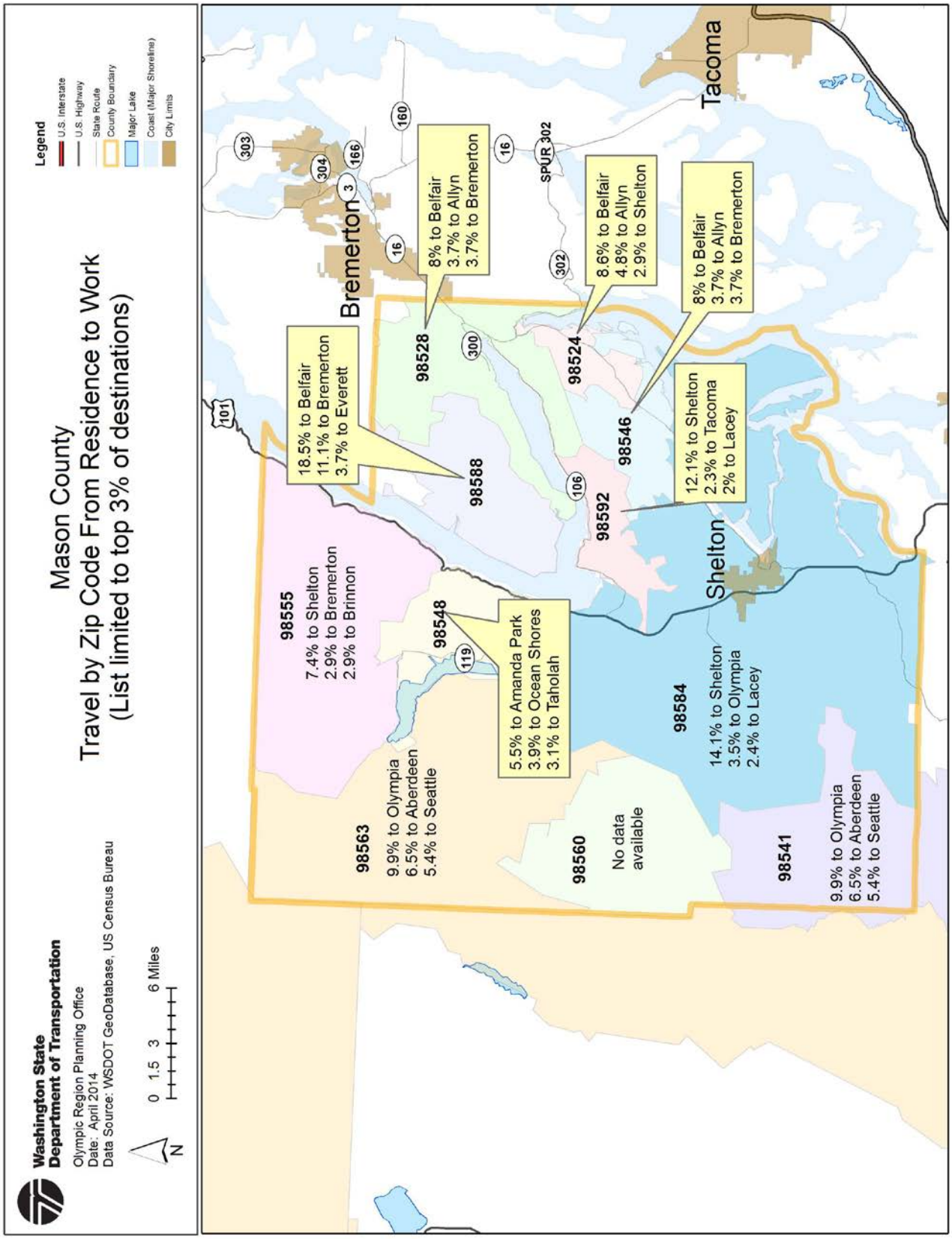


Figure 2-15 Mason County LEHD Percentages



Native American Populations

There are ten federally recognized Native American tribes located in the four-county Peninsula RTPO region. However, it should be noted that the Quinault Indian Nation has elected to participate in the Southwest Washington RTPO even though a portion of the reservation is located in the southwest portion of Jefferson County. As mentioned previously, the Peninsula RTPO represents the largest accumulation of tribes in any one RTPO within the State of Washington. Connections to and from tribal communities represents important transportation concerns as many tribes serve as major employers, and people living on tribal lands need to access adjacent communities for medical or other services. Characteristics of these tribes are described in varying degrees below.

It was noted during HSTP interviews that there was a level of concern from some tribal representatives on the lack of consistent demographic information and comparables. Figure 2-16 below describes the tribal population information based on tribe service population numbers received from medical and dental service providers with individual tribes. This data was not comparable to the Human Services Transportation Plan developed in 2010 because the previous information originated through a different source; the Bureau of Indian Affairs. This service population group is defined as any American Indian and Alaskan Native who is a descendent or a member of a federally recognized tribe, who lives in the local area and uses tribal medical and/or dental services located on tribal land. The information in the table was provided through individual Tribal Health Departments. These numbers may differ from the number of tribal members reported by individual tribes as they only reflect individuals who receive medical and/or dental services and not those who go outside of tribal lands for treatment. Some tribes have reported that since services have become available, the number of tribal members receiving services has doubled. Approximately 50% or more of tribal members who receive services are between the ages 18 and 64.

Figure 2-16 Tribal Total Service Population

Area	Total Service Population	Under Age 18	% of Total	Age 18-64	% of Total	Age 65 and Older	% of Total
Hoh	112	39	34.8%	58	51.8%	3	2.7%
*Jamestown S'Klallam	509	120	23.6%	261	51.3%	128	25.1%
**Lower Elwha Klallam	609	192	31.5%	373	61.2%	44	7.2%
Makah	2,170	681	31.4%	1,211	55.8%	278	12.8%
Port Gamble	2,246	503	22.4%	1,488	66.3%	155	6.9%
Quileute	1,064	522	49.1%	499	46.9%	43	4.0%
Skokomish	1,088	322	29.6%	633	58.2%	133	12.2%
Squaxin Island	925	247	26.7%	596	64.4%	82	8.9%
Suquamish	653	174	26.6%	421	64.5%	58	8.9%
TOTAL	9,376	2,680	28.6%	5,279	56.3%	796	8.5%

Source: Individual Tribal Health Services Departments
**As reported by Indian Health Services*
***Data shown covers dental services information only and does not include medical services received.*

Formal transportation service options remain limited and are covered in detail in Chapter 3.

Hoh Tribe

The Hoh River Indians are considered a band of the Quileute's but are recognized as a separate tribe. The Hoh Indian Reservation was established by an Executive Order in 1893. The Hoh Reservation consists of 443 acres located 28 miles south of Forks, and 80 miles north of Aberdeen. The Hoh Reservation has a narrow undeveloped one mile of beach front running east from the mouth of the Hoh River, and south to Ruby Beach. The remote location of the reservation and single roadway in and out proves to be a great disadvantage to accessibility to many services. Medical service transportation is severely taxed given the distance and minimal availability of resources. Most of the economy of the Hoh is derived from fishing and shell fishing.

Jamestown S'Klallam Tribe

The Tribal governmental facilities and major economic enterprises are located on Tribal land on Sequim Bay along US 101 at Blyn, east of the city of Sequim. These include the Jamestown S'Klallam Tribal governmental campus, the Seven Cedars Casino, the Longhouse Market, and the Blyn Fire House. The Jamestown Family Medical Clinic is located in the Sequim city limits and the Cedars at Dungeness Golf Course is northwest of town.

The Jamestown S'Klallam Tribe established its first reservation in 1981 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. The Tribal government serves 576 Jamestown S'Klallam tribal citizens, their descendants and families, and 641 other Native Americans and Alaskan Natives who reside within the communities of Clallam and Jefferson counties.

The Tribe has been re-acquiring its homelands over the past 33 years and now has over 1,150 acres in fee, trust, and/or reservation status. These properties are centered mainly in the Blyn area but the Tribe owns land throughout Clallam and Jefferson counties. The Jamestown S'Klallam Tribe is very active in the local community and is one of Clallam County's largest employers. The Tribe provides jobs to 670 people in a variety of industries in the Sequim area including Tribal government and administration, health care (medical and dental), entertainment (gaming, music, special events), recreation (golf), retail (art galleries) and other services (dining, fuel station, groceries).

The Tribe does not currently offer housing on the reservation. Approximately 50% of the tribal citizens reside in nearby communities in Clallam and Jefferson counties. Although the Tribe does not offer on-reservation housing it does administer a comprehensive housing assistance program as well as managing an inventory of rental properties.

The Tribal clinics, Jamestown Family Medical Clinic and the Jamestown Dental Clinic, are both open to the general public as well as providing services to Jamestown S'Klallam tribal citizens. Each of these critical health facilities are on or near established transit routes.

Lower Elwha Klallam Tribe

The Lower Elwha Klallam Tribe is located 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 1.5 square miles near the Elwha River. The Lower Elwha Health Clinic is located on US 101 between the Valley and Heights communities.

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; SR 112, which connects Neah Bay to the rest of the Olympic Peninsula. The reservation is therefore 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. The remote location of the reservation and single roadway in-out proves to be a great disadvantage to accessibility to many services. Medical service transportation is severely taxed given the distance and minimal availability of resources.

Port Gamble S'Klallam Tribe

The Port Gamble S'Klallam Reservation is located in the Kitsap Peninsula. The reservation is on the northernmost finger of the peninsula and is surrounded by water on three sides; Puget Sound to the north and east, and Hood Canal and Port Gamble Bay to the west. The reservation 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 North Kitsap area, making it known that they are concerned about issues related to growth, water resources, and land use. The 1,230 acre Reservation is located north of the Hansville community. The nearest town is Kingston.

Access to the reservation from the Seattle/Tacoma regional population center is by ferry or bridge. Travelers from the Seattle area generally come by ferry arriving at Kingston from Edmonds, Bainbridge Island from Seattle, or Bremerton from Seattle. Surface street connections to Kitsap County and the reservation are through Tacoma and the Tacoma Narrows Bridge (SR 16), through Olympia to the south via US 101 and SR 3, or from the Olympic Peninsula on the west via SR 104 and the Hood Canal Bridge.

The nearest highway to the reservation, and its link to the region, is SR 104, a 2-lane highway generally running east-west that is located approximately 2 miles south of the reservation. Hansville Road is the main road running north-south that links the reservation to SR 104 and it is the only road in or out north of NE 288th Street.

Quileute Tribe

La Push is home to the Quileute Tribe; located approximately 14 miles from Forks and 80 miles from Port Angeles. Without the Quileute Community Shuttle Program, access to goods and services as well as educational and employment opportunities would decrease. In turn, the quality of life for the community and its members is substantially impacted. The remote location of the reservation and single roadway in-out proves to be a great disadvantage to

accessibility to many services. Medical service transportation is severely taxed given the distance and minimal availability of resources.

On the reservation, there is one small convenience store, and a small dental clinic and medical clinic. The Quileute Health Clinic has provided ambulatory medical services to the Quileute Indian Reservation for over 40 years. Continued growth and professional health services have contributed to the increased staffing level from the original 5 full-time employees to the current 17 full-time staff and 12 contract professional employees. There are no veteran services and no educational opportunities on the reservation. Therefore, any goods and services must come from off of the reservation. Over 50 percent of the community uses the Quileute Community Shuttle as their sole form of transportation. There is one road into and out of the reservation from US 101. The road is susceptible to flooding which cuts off the community from vital goods and services for several days at a time. The reservation is isolated from other communities. Forks is 50 miles north on US 101, Aberdeen is 150 miles to the south, and Seattle is 175 miles away. The remote location of the reservation and single roadway in and out proves to be a great disadvantage to accessibility to many services. Medical service transportation is severely taxed given the distance and minimal availability of resources.

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, 500 are suitable for housing. The remainder is divided between steep uplands and lowlands plagued by frequent flooding. The Skokomish people descend from the Tuwaduq people. Fishing, shellfish harvesting, logging, and forest-related activities have historically provided the employment base for the Skokomish Reservation and surrounding Mason County. Though the natural resources base still provides many self-employment opportunities for the Tribe's labor force, primary employment on and adjacent to the Reservation are tribal government, service industry, and recreation. Skokomish Indian Tribal Enterprises operates the following reservation enterprises:

- Twin Totems Grocery & Deli
- Skokomish Subway
- The Waterfront at Potlatch
- Lucky Dog Casino

Squaxin Island Tribe

The Squaxin Island Tribe is located in southeastern Mason County with headquarters near Kamilche, about halfway between Olympia and Shelton. Squaxin Island, the treaty-designated reservation, is an uninhabited, undeveloped cultural and natural resource accessible only by water. The community comprises Tribal government headquarters, a museum, Tribal housing and enterprises. The Tribe's Health Clinic and its Family Services Department provide a variety of health and human services, including medical, dental, mental health, family services Indian child welfare, TANF, vocational rehabilitation, wellness and prevention, elder activities and meals, childcare and emergency services.

Access to the community and its enterprises are heavily dependent on the US101/SR108 interchange. The Tribe also owns and operates a substance abuse treatment center,

Northwest Indian Treatment Center, in Elma. In addition to Squaxin Island and the community at Kamilche, the Tribe has additional off-Reservation trust lands and its service area includes parts of Mason, Thurston and Grays Harbor Counties. Enterprises include:

- Little Creek Casino Resort and Event Center
- Salish Cliffs Golf Course
- Kamilche Trading Post
- Steamboat Trading Post
- KTP Express
- Skookum Creek Tobacco

Suquamish Tribe

The Suquamish Nation is located in the northeastern portion of Kitsap County. The seat of government at the Suquamish Tribal Center is near the rural waterfront town of Suquamish on the Port Madison Indian Reservation. 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 Suquamish Health Services Department including the Community Health Program provide member services in the area of medical, dental, vision and hearing care, including needed medical equipment. The program also assists clients in accessing all available alternate resources including other state and federal programs such as DSHS, Veterans' Services, Social Security and Medicare. The Community Health Program includes the Office of the Community Health Nurse which includes the WIC (Women, Infants, & Children) Office, the Community Fitness Program, and the Community Nutrition Program. The Office of the Community Health oversees the Low Income Housing Energy Assistance Program and the Emergency Food Voucher Program. Health Benefits is also responsible for managing the annual enrollment of Tribal members and members of other tribes who live on the reservation in the Suquamish Tribe's Health Benefits Plan. Other services include transportation for shopping and medical appointments, respite and chore services.

The reservation is easily accessible 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.

Port Madison Enterprises serves as the Suquamish Tribes business operations. Enterprises include:

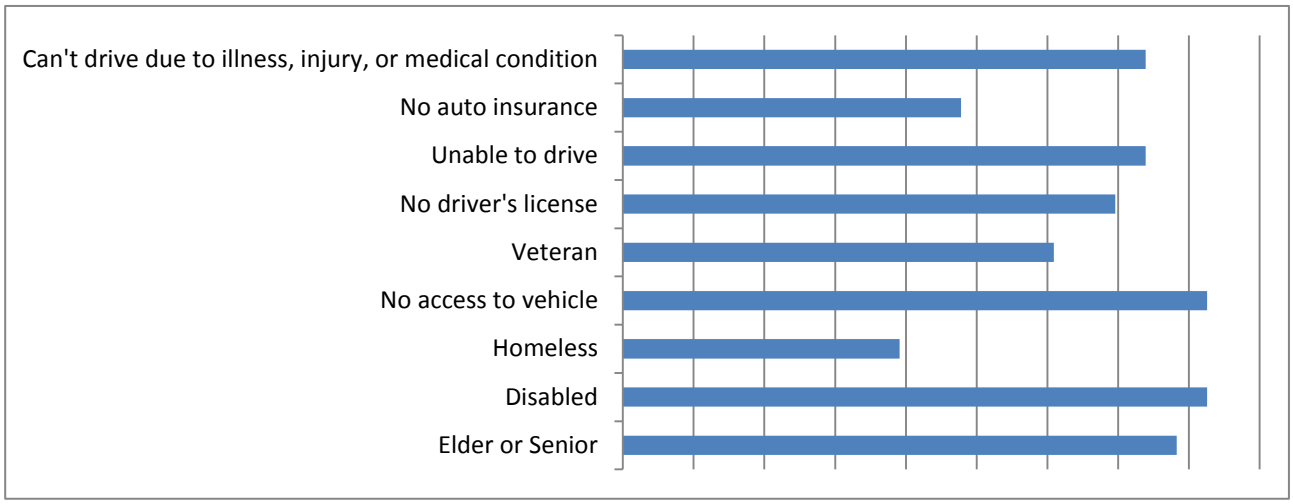
- Clearwater Creek Casino Resort
- White Horse Golf Course
- PME Retail (Longhouse Texaco, Suquamish Village & Masi Shop)
- Agate Pass Business Park
- Kiana Lodge

HSTP Update Project Survey

The 2014 Plan update employed an electronic online survey designed to solicit HSTP resource feedback. The Survey Monkey product was employed as the online median located on the Peninsula RTPO website. The survey was specific to service providers that offer resources, coordination and transportation for individuals who have special needs and are in need of transportation.

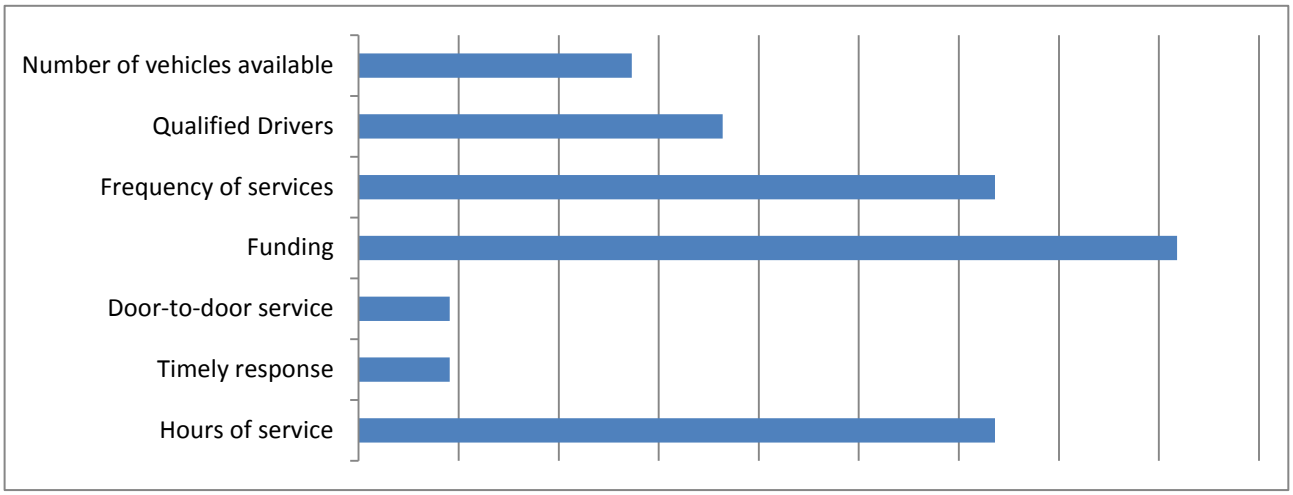
The information was compiled to identify: transportation needs, points of origin and destination, what transportation resources were used, and what the unmet transportation needs were. The surveys also helped service providers determine specific details regarding the riders' origins and destinations. The survey asked the agency to describe the transportation needs of those they serve, current services used, and the unmet needs. Of approximately 50 stakeholders and affiliated organizations invited to participate in the online survey, 28 responses were registered. Below are some examples of the results compiled.

Figure 2-17 Survey Question #6, What Reasons do riders have for needing transportation services?



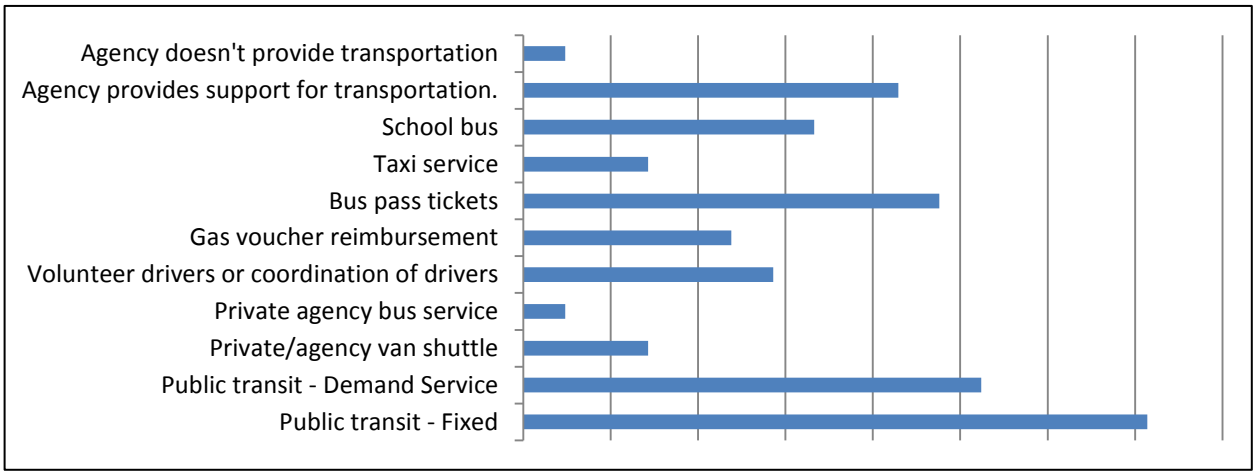
The survey results in Figure 2-17 clearly indicate that transportation needs come in many forms, some of which the user has little or no control over.

Figure 2-18 Survey Question #13, What gaps or unmet needs does your organization see in current transportation services?



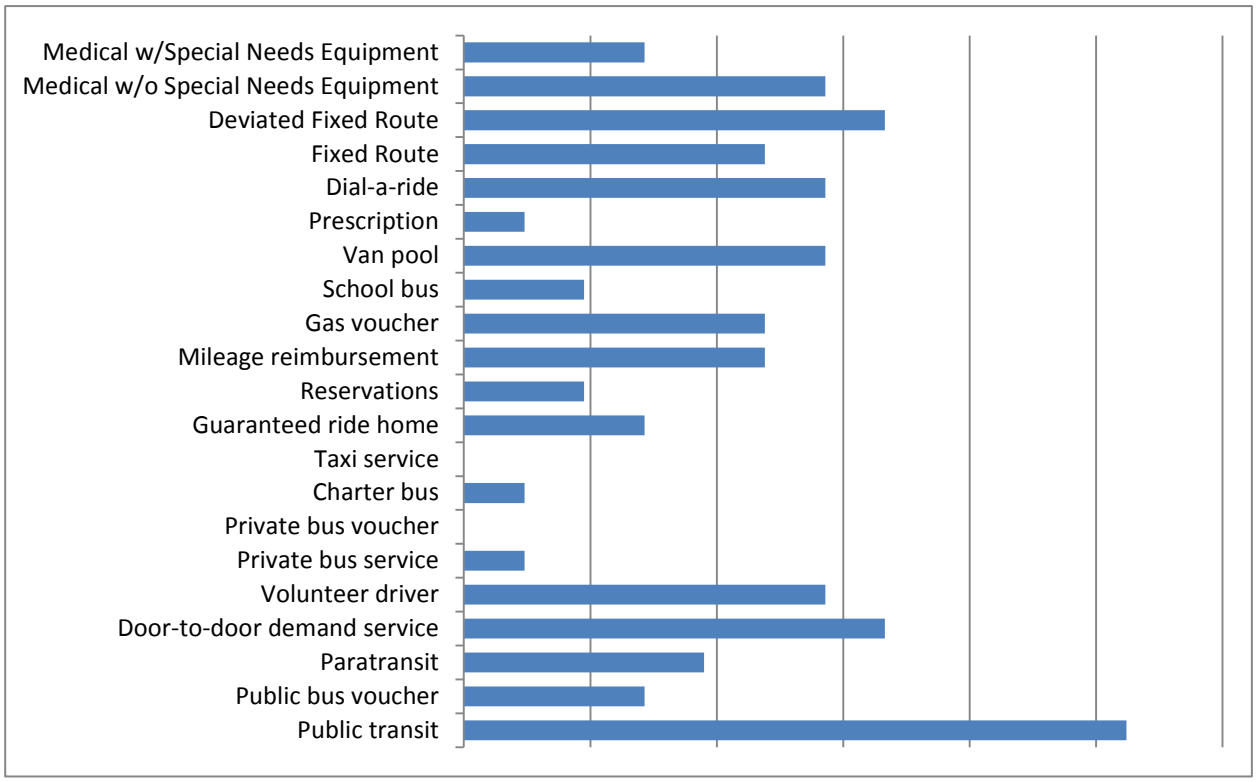
Of the responses (see Figure 2-18) that provided transportation in some form, the survey was indicative of individual stakeholder interviews. Not to be lost in the responses was a clear concern raised over the less than adequate number of drivers. This was largely the case of volunteer drivers for service providers other than transit.

Figure 2-19 Survey Question #22, What transportation is available to your clients?



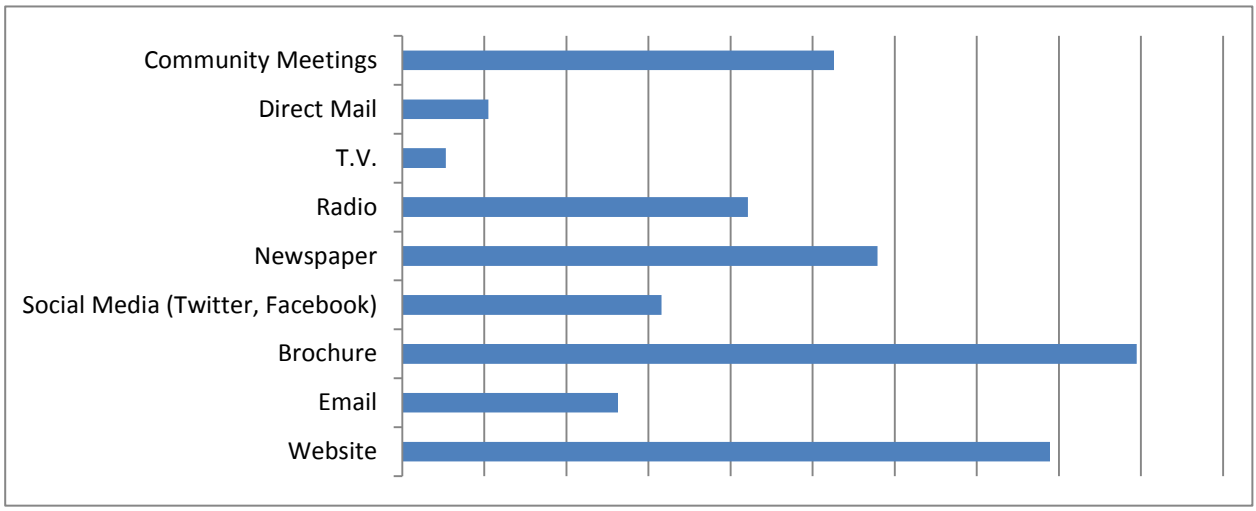
The question in Figure 2-19 was largely responded to by service providers that act as transportation brokers. While fixed public transportation is most widely noted as available, the responses clearly indicate that there are a wide number of other options. Not determined with this question is the availability of each service in each of the four-county areas.

Figure 2-20 Survey Question #23, What types of services do you provide?



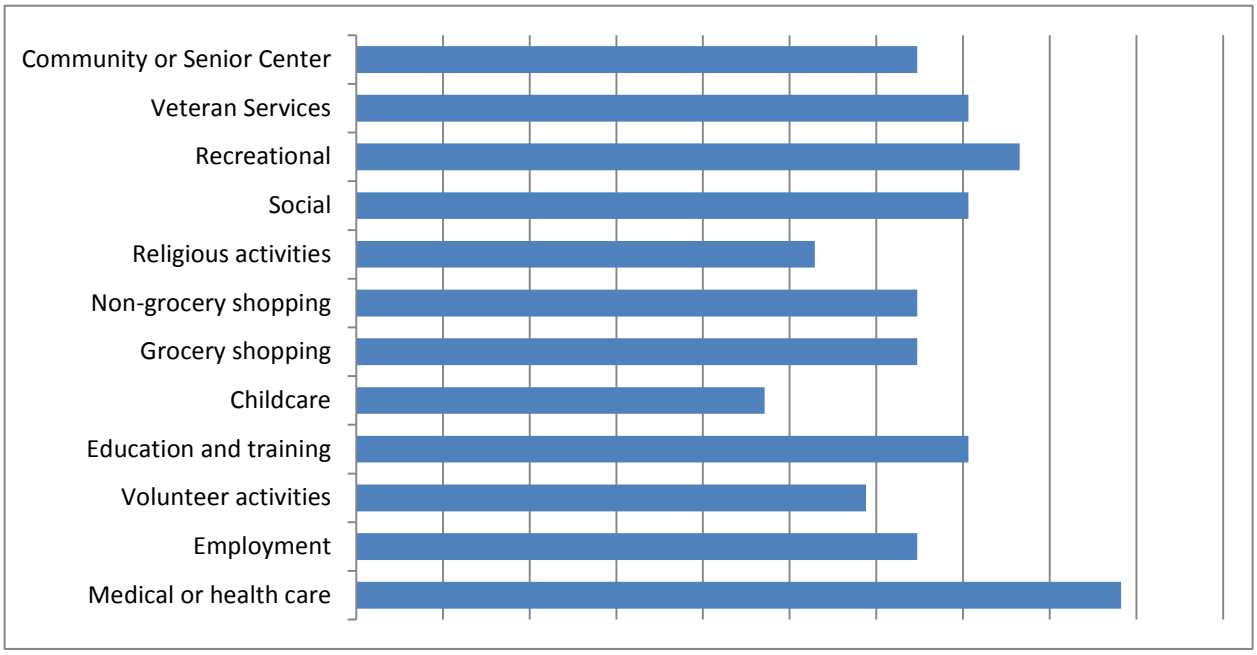
The question in Figure 2-20 resulted in large response by provider groups. Of the 21 different options 19 were selected to various degrees. The list of services plainly demonstrates a great number of variations of transportation service demands.

Figure 2-21 Survey Question #26, How is the public informed about available services?



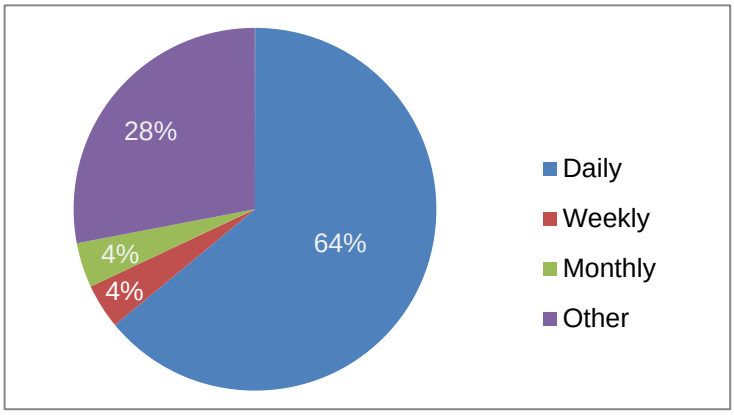
Stakeholder interviews did not raise issues in the area of marketing. As depicted in Figure 2-21, clearly paper media remains the greatest method of marketing provider services. Project research has determined that as a result of funding limitations, electronic means (internet, email and social media) of communicating services has been employed. Auditing of the region's existing 2-1-1 system is underutilized, and not offered in the survey.

Figure 2-22 Survey Question #33, What is the purpose of the ride service offered?



Survey responses (see Figure 2-22) continue to substantiate what looks to be the same transportation needs as what was determined in the 2010 Peninsula RTPO HSTP.

Figure 2-23 Survey Question #34, What is the frequency of the ride service offered?



The response to the question amplifies the need for daily service and impacts to the transportation user of reduced or eliminated service.

Chapter 3
Existing Transportation Services

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

Public Transportation Services

Clallam Transit System

Clallam Transit System (CTS) provides transit services throughout Clallam County. CTS became operational in 1980. It is a municipal corporation of the State of Washington.

Clallam Transit has administrative and operations offices in Port Angeles and a maintenance facility 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. Clallam Transit's full-time equivalent numbers in Figure 3-1 may include part-time employees.

Figure 3-1 Clallam Transit System demographic information

2014	CTS System Demographic	2009
71,411	Population	68,000
1,753 Square Miles	Service Area	1,753 Square Miles
60	Full-time equivalents in the Operations Department	42*
14	Full-time equivalents in the Maintenance Department	13
7	Full-time equivalents in the Administration Department	6
830,000 *(Number of boarding reduction was a result of Sequim in-town service cut in late 2009)*	Number of fixed-route boardings	940,000
19	Paratransit Vehicles	
70,470	Paratransit boardings	59,000

**Includes paratransit services resources*

Service Characteristics

CTS provides vanpool, fixed-route, paratransit throughout Clallam County and dial-a-ride service in a specific designated area. 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. Dial-a-ride service is provided in all rural areas north of Highway 101 from the intersection of 101 and Old Olympic Highway/O'Brien Rd. on the west and Blake Avenue in Sequim on the east. Service hours for Dial-A-Ride are 7:30 AM to 5:30PM Monday through Saturday."

CTS began contracting paratransit services in 1981. In 2011, CTS brought the paratransit division in-house. This service continues to increase as the demand for service to the elderly and persons with disabilities grows. Paratransit service is provided for qualifying persons who cannot use fixed-route services

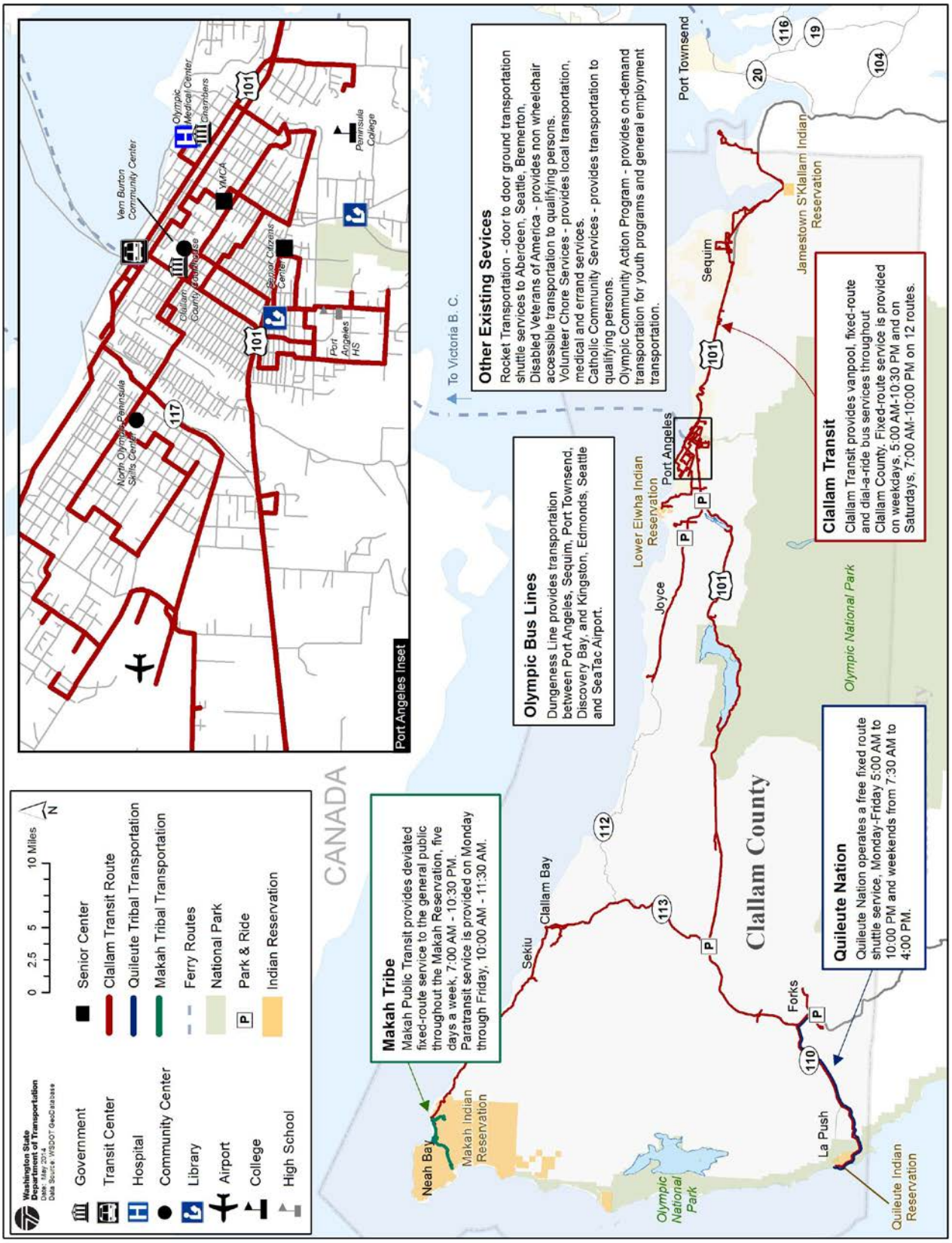
Service Connections and Coordination

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. A connection with Jefferson Transit in western Clallam County at Forks provides service into Jefferson and Grays Harbor Counties to complete the US 101 loop. CTS coordinates paratransit trips that can be integrated into CTS's fixed-route system whenever possible. Service is provided to all of the public elementary, middle and high schools within CTS's service area, as well as to Peninsula College in Port Angeles and Forks.

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

CTS is engaged in active coordination activities with the Makah Transit System in that the services connect in Neah Bay three times daily on Monday thru Friday and once on Saturdays. As outlined in Figure 3-2, successful coordination is also occurring with the Lower Elwha Klallam and Jamestown S'Klallam Tribes.

Figure 3-2 Existing Transportation Services, Clallam County



Jefferson Transit

Jefferson Transit provides transit services throughout Jefferson County. Much of the 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 as voters approved to establish the agency and subsequent sales tax levy revenue supported corporation of the State of Washington. Jefferson Transit system demographic information as provided by transit staff is outlined in Figure 3-3.

Figure 3-3 Jefferson Transit System demographic information

2014	Jefferson Transit System Demographic	2010
29,872	Population	30,000
259 Square Miles	Service Area	259 Square Miles
27	Full-time equivalents in the Operations Department	32
8	Full-time equivalents in the Maintenance Department	7
6	Full-time equivalents in the Administration Department	5
266,604	Estimated number of fixed-route boarding's	

Jefferson Transit has operations, maintenance and administrative offices, and a park-and-ride facility located in Port Townsend. West End transit service operates out of a facility leased from the Quillayute Valley School District in Forks. Jefferson Transit is in the process of preparing to construct a new facility for operations, maintenance, and administration at the intersection of State Route 20 and Four Corners Road.

Service Characteristics

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

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

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 ADA requirements with one-day per week service to Kala Point, Cape George and Marrowstone Island.

Service Connections and Coordination

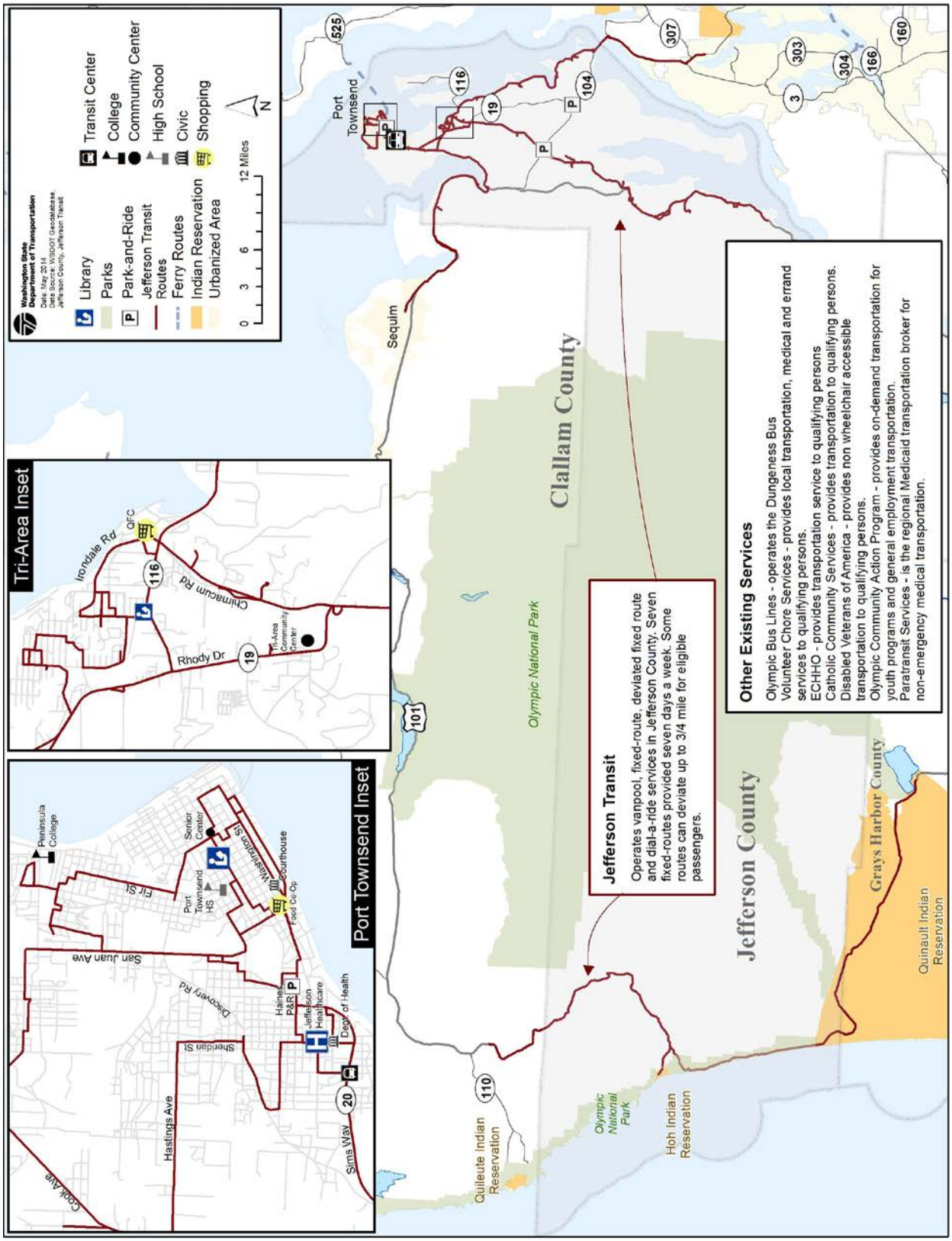
Jefferson Transit's routes in east Jefferson County provide frequent connecting service to the Port Townsend/Coupeville Washington State Ferry (WSF) terminal, six days a week. The WSF provides service to and from Coupeville with 10 round trips during the winter and 17 round trips in the summer season. 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 Authority in Brinnon is available Monday through Saturday. 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 services 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 at Point 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.

Figure 3-4 Existing Transportation Services, Jefferson County



Kitsap Transit

Kitsap Transit is a Public Transportation Benefit Authority Area located in Kitsap County that began providing services in early 1983. This section of the plan outlines all relevant transportation service options provided by Kitsap Transit within Kitsap County.

Kitsap Transit's administrative offices and maintenance & operations facility are both located within the city of Bremerton. System demographic information as provided by transit staff below.

Figure 3-5 Kitsap Transit System demographic information

2014	System Demographic	2010
251,133	Population	239,233
394 Square Miles	Service Area	394 Square Miles
197	Full-time equivalents in the Operations Department	238
56.5	Full-time equivalents in the Maintenance & Facilities Department	53
41	Full-time equivalents in the Administration Department (Development, Human Resources< Capital Finance, and Executive.	54
987,267	Number of fixed-route boardings (2nd Qtr.)	

Service Characteristics

Fixed Route Bus Service: Kitsap Transit operates 40 fixed routes Monday through Friday. Of those, 14 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 (area dependent).

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.

VanLink: The ACCESS VanLink program is designed to provide local social agencies with vans to transport their clients themselves. This program gives 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.

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. Passengers may pay their fare with cash, an ORCA card, a Worker/Driver monthly pass, or a payment via the Department of Navy Transportation Incentive Program.

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 service carried 473,857 riders. The Bremerton-Port Orchard route runs from 4:30 AM to 9:00 PM on weekdays and from 8:30 AM to 8:00 PM on Saturdays. The Bremerton-Annapolis route operates during peak hours on weekdays, from 6:00 AM to 7:50 AM, and from 3:30 PM to 6:00 PM.

Fares/Passes: Kitsap Transit provided a multitude of passes as a result of user needs.

- The one-way cash fare is $2.00. (Reduced fare is $1.00 for Seniors, Disabled, Youth, Low Income)
- Monthly passes are $50. The monthly bus pass is good on scheduled fixed-route buses and on the Kitsap Transit Foot Ferry. (Reduced Monthly passes are $25.00)
- 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.
- Passengers may pay their fare with cash, or ORCA card on the Kitsap Transit or Washington State Ferry system.

Service Connections and Coordination

The following lists Kitsap Transit service connections:

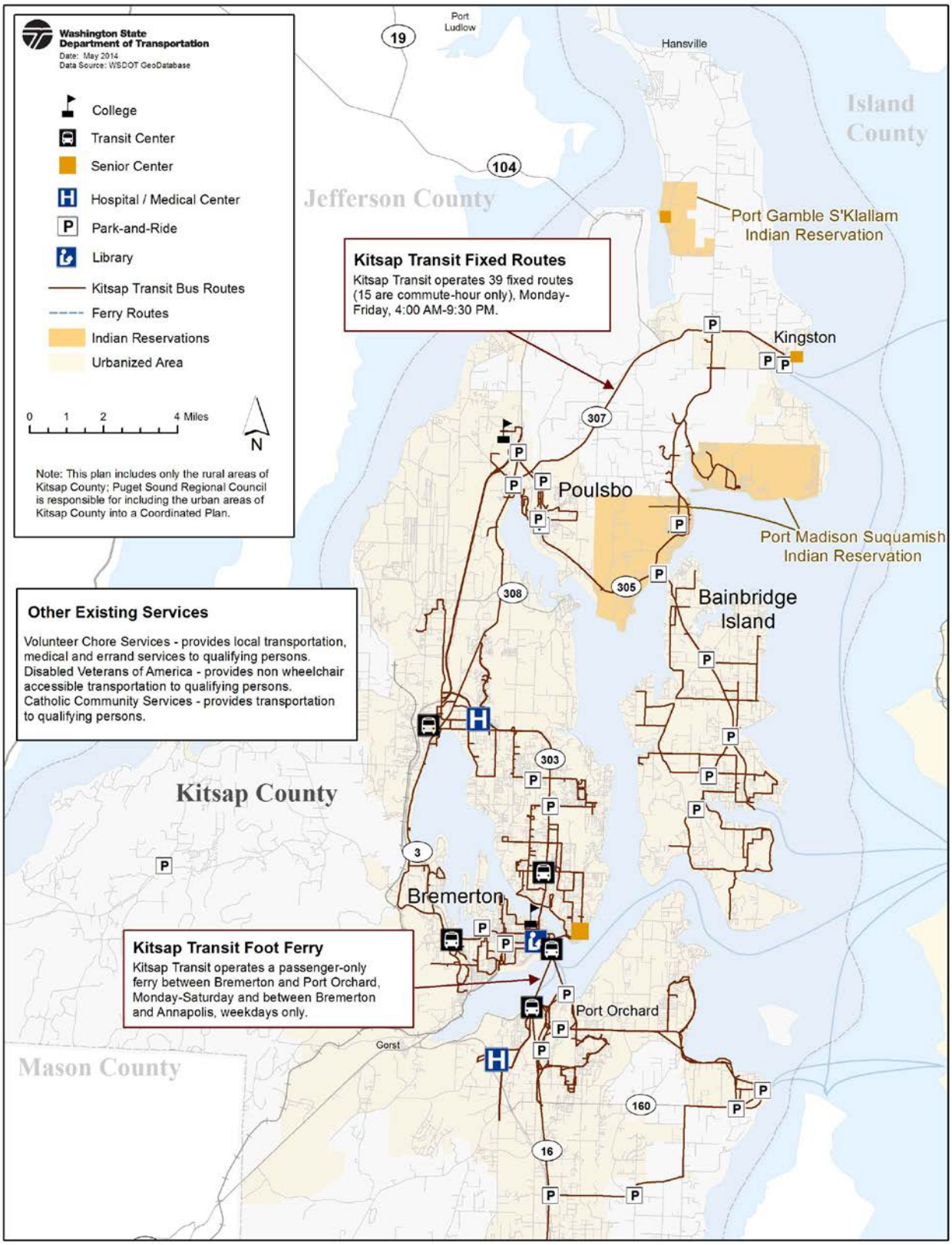
- **Bremerton Transportation Center** with connections to Washington State Ferries, Kitsap Transit Foot Ferry, MTA and other Kitsap Transit bus routes.
- **Bainbridge Island Ferry Terminal** with connections to Washington State Ferries and other Kitsap Transit bus routes.
- **Kingston Ferry Terminal** 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.

- **East Bremerton Transfer Center** with connections to other Kitsap Transit bus routes.
- **West Bremerton Transfer Center** with connections to other Kitsap Transit bus routes.
- **Silverdale 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 21 Park & Ride lots throughout the county.

In addition, there are three lots that are used exclusively for carpools, vanpools, and the Worker/Driver Program; 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 the Olympic College campuses in Poulsbo and Bremerton.

Figure 3-6 Existing Transportation Services, Kitsap County



Mason Transit Authority

Mason Transit Authority (MTA) provides accessible public transportation services throughout Mason County Washington, with connections to adjacent counties, and serves the local population of 60,699 people in an area of 967 square miles. MTA utilizes a combination of fixed-route, route deviation, and demand response (Dial-A-Ride) service, as well as coordinated volunteer transportation.

The statute authorizing establishment of the Mason County Public Transportation Benefit Authority (PTBA) was approved by county voters in 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. In 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.

The MTA is governed by a Board of nine elected officials representing Mason County, City of Shelton, School Districts, and Hospital Districts.

The MTA's Advisory Board is comprised of citizens representing the Mason County service territory. Currently, there are 6 active volunteer members. Figure 3-7 below outlines the Mason Transit system demographic information that was provided by transit staff:

Figure 3-7 Mason Transit Authority demographic information

2013	System Demographic	2009
60,699	Population Estimate	57,000
967 Square Miles	Service Area	967 Square Miles
11,256,665	Total revenue including capital projects	7,205,220
11,078,872	Total Operating Costs Including capital projects	7,126,318
47	Full-time equivalents in the Operations Department	48
8	Full-time equivalents in the Maintenance Department	9.5
8	Full-time equivalents in the Administration Department	8
416,022	Number of fixed-route Boarding's	328,193
18	Dial-A-Ride Vehicles	17
52,072	Dial-A-Ride Boarding's	52,018

In June 2003, MTA 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, MTA purchased the Shelton National Guard Armory with the goal of converting the facility into a multimodal transit center and community resource center. The facility would 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 the facility.

In 2012, MTA secured a federal grant to proceed with the renovation and construction of the facility and substantial completion of the first of three phases of construction to be completed January 2015. In late 2014, MTA was successful in securing additional funding through the Ladders of Opportunity FTA Grant Program along with additional funding from the Washington State "Building Communities" program via a direct legislative ask submitted in 2013. These funding opportunities enabled MTA to complete all building phases by early 2015 with the facility fully operational shortly after.

Service Characteristics

Mason Transit Authority operates 10 fixed routes in its service area. The following transportation services are:

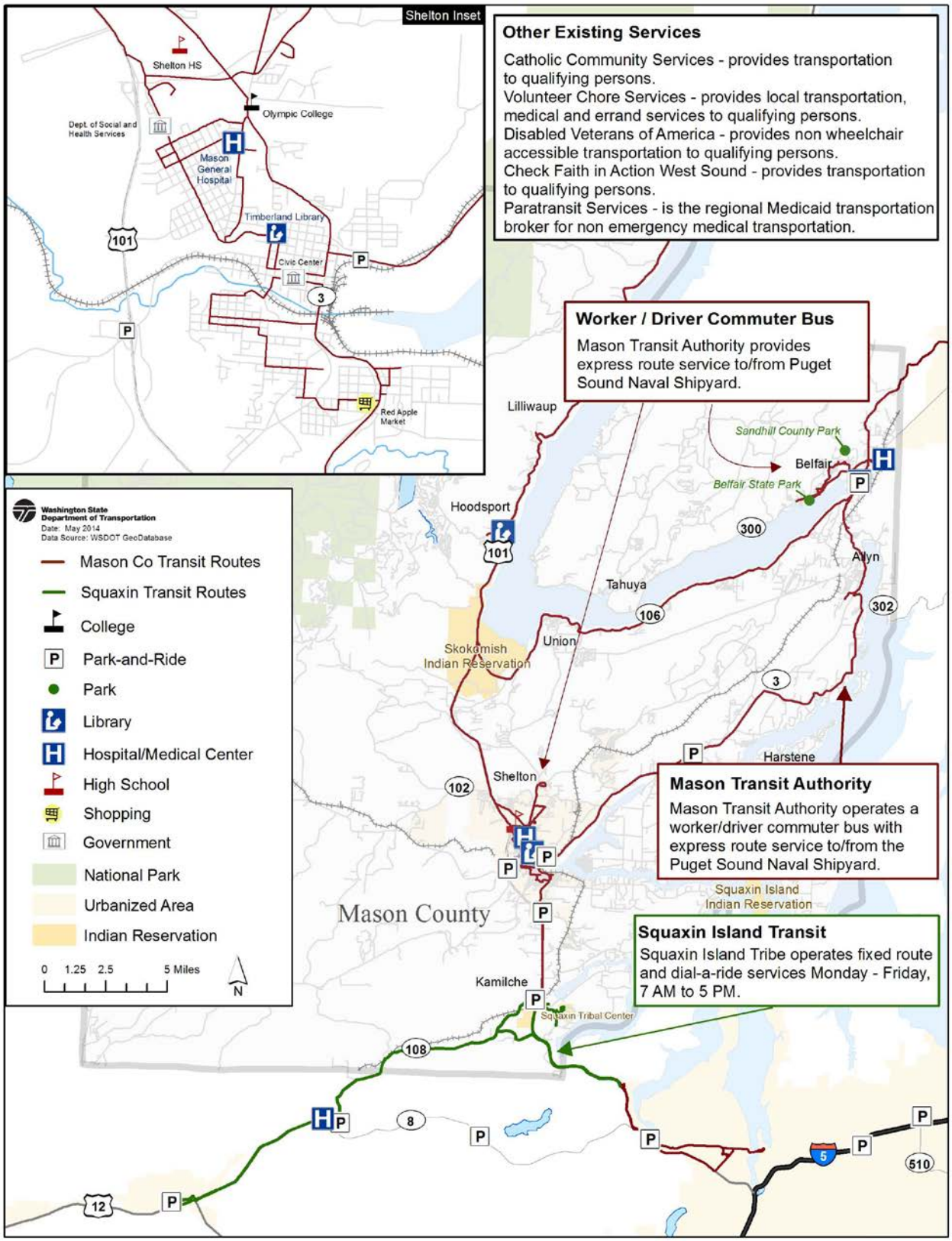
- **Routed Service**: Scheduled service going to the same locations at the same time on a regular basis.
- **Route Deviation**: Allows a limited distance deviation off of the regular bus route for those who experience difficulty getting to bus stops. Available on most routes. Passengers must call the Customer Service Center a minimum of two hours 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.

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**: MTA also subcontracts with other social service agencies to provide for more specific services, and administers a Volunteer Driver Program funded by Lewis-Mason-Thurston Area Agency on Aging through the Washington State Senior Citizens Act, and/or provisions of the Older Americans Act of 1965, as amended. Through the use of volunteers, senior 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.
- **Supplemental Service**: MTA contracts with the Shelton School District to provide after-school transportation. 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 MTA on four deviated zone routes serving residents of North to Hoodsport, South to Kamilche, East to Pickering, Timberlakes, Agate, Shorecrest, Northeast to Lake Limerick, and Mason Lake on Monday through Friday.

- **Worker/Driver**: Express routed service to and from the Puget Sound Naval Shipyard (PSNS) for day shifts. Four coaches operate from Shelton and Belfair to PSNS in Bremerton, Monday through Friday.
- **Special Events**: MTA provides special service for community events. Among those supported include the Forest Festival, Allyn Days, and Hoodsport 4th of July.

Figure 3-8 Existing Transportation Services, Mason County



Transportation Service Providers

The following outlines other than transit service providers and/or programs serving the Regional area of the Peninsula:

- **Disabled American Veterans** (DAV) operates a volunteer transportation program that is the "meat and potatoes" of local services for veterans. The DAV operates (non wheelchair accessible) vehicles utilizing volunteers. Costs are covered by Veterans Administration. DAV travels typically 4 days a week from Port Angeles, and less frequently from Forks and Port Townsend. Trips are provided to Veteran's medical facilities. The two closest hospitals to the Olympic Peninsula are located in South Seattle and in American Lake/Tacoma. There are also smaller health care centers, referred to as Community Based Outreach Clinics (CBOC) in various communities, including Port Angeles and Bremerton.
- **Volunteer Chore Services** provides transportation for those unable to pay for medical and errand services at varying levels through the four-county region and beyond. Transportation services rely on volunteers using their own vehicles. For the period of July 1, 2013, to June 30, 2014, Volunteer Chore Services volunteers in Clallam, Kitsap, Jefferson, and Mason Counties provided the following services:
    - 8,904 total trips
    - 146,979 miles
    - 11,002 hours of transportation service
- **Catholic Community Services** (CCS) is a faith-based non-profit organization who serves and supports poor and vulnerable people through the provision of quality, integrated services and housing. One of the services they offer, using volunteers, is transportation to qualifying persons. The Benedict House in Bremerton offers shelter nights for men experiencing homelessness in the Kitsap County area. They offer 14 emergency shelter beds and 10 transitional beds per night. In 2013, records indicated 98 men were served at the Benedict House. The Housing and Essential Needs program (HEN) may provide non-cash housing and other assistance for recipients of DSHS Medical Care Services (MCS) that are experiencing homelessness or great risk of experiencing homelessness. CCS utilizes a network of dedicated volunteers and partners with other agencies in order to provide services for our low-income elders and adults with disabilities who live in Clallam, Jefferson, Kitsap and Mason Counties. CCS also operates the Kitsap Family Center which provides a variety of support services to families and individuals. The HEN Program had 285 recipients in 2013.
- **Faith in Action West Sound** (FIA) is an interfaith and community non-profit organization whose mission is to support independent living for seniors and persons with disabilities. One of the services they offer, using volunteers, is accompanying and providing transportation to medical appointments and shopping.
- **Ecumenical Christian Helping Hands Organization** (ECHHO) is a non-profit organization out of Port Townsend that works in partnership with volunteers and community organizations of Jefferson County to provide transportation, chores, social support, and medical equipment services to persons who are elderly, disabled or of limited means so that they may continue to live independently. ECHHO operates its call center Monday thru Friday 9:00 AM to 5:00 PM. Transportation appointments require at least two business days' notice for local trips, and more advance notice for out-of-county appointments. Each

person must be able to get in and out of vehicles with minimal assistance, or be accompanied by a caregiver who can assist. ECHHO in part provides services free-of-charge to individuals who are referred to ECHHO. Services include; travel to medical appointments, home and domestic assistance, and shopping and errands.

- **Olympic Community Action Program** (OlyCAP) provides on-demand transportation services for youth employment programs and general employment transportation in Jefferson and Clallam Counties. The program is considered successful in that it provides essential services to low-income residents of the west-end of Clallam County and the Jefferson County area. OlyCAP under its emergency services umbrella provides discretionary dollars for assistance for all basic needs (i.e., assistance with rent, utilities, energy, prescriptions, gas, public transportation, etc.) for low-income households.
- **Paratransit Services** is the regional Medicaid transportation broker. Paratransit Services serves 9 counties, and most of the peninsula is included in Region 6A. Region 6A includes Clallam, Jefferson, Kitsap and North Mason. South Mason is included in Region 6B with the Grapeview community as the southern boundary. In a brokerage capacity, from the Non-Emergency Medical Transportation (NEMT) call center in Bremerton, Paratransit arranges NEMT transportation to and from Medicaid covered appointments for Medicaid clients. Efforts include confirming customer and trip eligibility, and arranges for medically-related trips with providers under contract. NEMT is a federally-mandated program managed by the State of Washington Health Care Authority.
- **Washington State Health Care Authority** (HCA) provides programs and children's health insurance through its local community services offices (CSO) and administers both Federal and State funded programs benefiting the special needs, low income, homeless and disabled populations. The list below gives some examples of the benefit areas HCA offers, of which may be administered by Peninsula region stakeholders.
    - Children's Health Care Coverage
    - Alien Emergency Medical
    - Kidney Disease Program
    - Medicaid
    - Medical Equipment
    - Non-Emergency Medical Transportation Services
    - Tribal Services
- **Washington State Department of Social and Health Services** (DSHS) through its local community services offices (CSO) administers both Federal and State funded programs benefiting the special needs, low income, homeless and disabled populations.

  In 2014 DSHS increased its new client and customer service with two mobile units, one of which travels all of Western Washington. The Mobile Community Services Office is available to rural households who find the trip to their local CSO too far to travel, or deem the roadway conditions difficult. The 40-foot trucks serve as functioning offices staffed by experienced financial workers who are able to complete Cash and Basic Food interviews, Eligibility Reviews, complete changes to active Cash and Food cases, issue EBT cards, and receive documents for Cash, Food and Childcare Programs.

Some of the DSHS programs listed below are offered through Peninsula region stakeholders.

- Aged, Blind or Disabled Cash Assistance Program (ABD)

  - Child Care Subsidy Programs (CCSP)
  - DSHS Emergency Programs
  - Housing and Essential Needs
  - Medical Assistance Programs
  - Temporary Assistance for Needy Families (TANF)
  - Washington Basic Food Program

- **Area Agencies on Aging** (AAAs) are local organizations established by the Older Americans Act to coordinate and promote community services that support people to age in place and live independently in their own homes. Washington has thirteen AAAs comprising county governments, regional councils, and tribes. A citizen's advisory council guides the work of each agency. AAAs administers state and federally funded service programs for older adults, adults with disabilities and family caregivers. AAAs provides a mix of direct and contracted services that include case management and in-home care for Medicaid clients, information and assistance, senior nutrition, legal services and volunteer transportation in Clallam, Jefferson and Mason Counties.

  There are three AAAs covering the four-county region: Olympic AAA (covering Clallam and Jefferson Counties), Lewis/Mason/Thurston AAA, and Kitsap County Aging & Long Term Care.

  With exception of Kitsap County Aging & Long Term Care, AAA funds volunteer transportation for those clients that are unable to tolerate public transit options.[3]

- **Kitsap Community Recourses** (KCR) was established in 1965**.** Over the years, KCR has developed a growing number of programs and services to meet the specific needs of Kitsap County's low-income populations, families in need and veterans. KCR serves the area in partnership with a number of local, private and public organizations, including schools, churches, housing authorities, colleges, counties, state agencies, health districts and private businesses.

- **Rocket Transportation** offers door-to-door ground transportation services. It operates six sedans. Rocket's Shared Shuttle Service provides "Door to Door, SeaTac and More. Service to all East Jefferson and Clallam County travelers to and from select Kitsap, Pierce, and King County locations. Rocket picks up clients at their chosen location in Forks, Lake Crescent, Joyce, Port Angeles, Sequim, Blyn, Gardner, Discovery Bay, Port Townsend, Port Hadlock, Marrowstone Island (Nordland), Chimacum, Port Ludlow, Quilicene, & Brinnon cross the Hood Canal Bridge and drops off at select locations in Silverdale, Bremerton, Port Orchard, Gig Harbor, Tacoma, SeaTac, & Seattle returning in the reverse order. Rocket has always served both Clallam and East Jefferson Counties and now has an office in each. Clallam: 261321 HWY 101, Sequim, WA 98382, Jefferson, 217 Jackson St, Port Townsend, WA 98368.

- **Olympic Bus Lines** operates the Dungeness Bus Line with transportation between Port Angeles, Sequim, Discovery Bay, Port Townsend, Kingston, Edmonds, Seattle, and SeaTac Airport. Service is provided twice daily with services originating in Port Angeles and Gateway Transit Center and Haines Place Park and Ride lot. Service departs Port Angeles at 6:00 AM & 1:00 PM. Arrival of the westbound service to Port Angeles is at 4:30 PM & 10:30 PM. Bus service is also available at all area hospitals with reservations. Adult one-

[3] Tolerate in this context is defined as those users that are physically unable to travel using normal means of public transit.

way bus fares range from $28 to $37 depending on trip length. Reduced fares are offered for passengers 15 years old and under.

- **Black Ball Ferry Line** provides the only daily, year-round vehicle and passenger ferry service between downtown Victoria, British Columbia and Washington State. The 90 minute one ship service operates on an 8:00 AM to 7:30 PM schedule.

Tribal Transportation

Hoh Tribe

The Hoh Tribe does not currently provide public transit services. The remote location of the reservation and single roadway in and out proves to be a great disadvantage to accessibility to many services. Medical service transportation is severely taxed given the distance and minimal availability of resources.

Jamestown S'Klallam Tribe

The Jamestown S'Klallam Tribe works directly with Clallam Transit to provide additional service to the east end of Clallam County. The Tribe's Blyn Campus is the site of Jamestown Campus Route #50 which runs four times per day between the transit center in Sequim and Blyn. With this expanded service, transit riders can now access eastern Clallam County on a more regular basis, seven times per day. The route was originally funded with a Federal Transit Administration discretionary grant in 2010. The Tribe was successful in getting additional grant funding for this route through 2014.

Once funding was secured, the Tribe was able to enter into a service contract with Clallam Transit to establish the route. Service began in October of 2010. The route has enjoyed ever increasing ridership since its inception. The service is part of Clallam Transit's standard route schedule and is available to both Tribal and non-Tribal riders. This route is used by Tribal citizens who access Tribal services and employment, by patrons to the Jamestown S'Klallam Dental Clinic, by Tribal governmental, resort, and dental clinic staff. The medical clinic, located in the City of Sequim, is a stop on Route #40 – The Sequim Shuttle. The dental clinic is located in Blyn at the Tribal governmental campus and is a stop on Route #50 – the Jamestown Campus. The non-Tribal population makes use of the service as well. This route is funded by the Jamestown S'Klallam Tribe through Federal Transit Administration grants. Its future is subject to funding availability.

Lower Elwha Klallam Tribe

The Lower Elwha Klallam Tribe has, until the fixed route pilot program, been without on reservation service. Clallam Transit provides bus service separately to the Elwha Valley and Heights communities, but is unable to provide service between residential communities and tribal services. The Tribe began an intra-tribal loop route connecting Bluffs, Heights, and Valley residents with the Elwha Health Clinic, and Justice Center on Highway 101, Elwha Social Services and Education located in the Valley; with connection to Clallam Transit at the Lower Elwha Tribal Center and Laird Road Park & Ride. During clinic hours on weekdays, Clallam Transit buses pass the clinic 7-8 times in each direction providing access to the transit hub in Port Angeles. 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 the following transportation services:

- **Fixed Route Transit Pilot Project:** In May 2014, Elwha Transit Pilot Project began a fixed route service 4 times per day, Monday through Thursday connecting Elwha Valley, Bluffs and Heights residential areas with one another and with tribal services including the clinic, Justice Center, Education and Social Services. The pilot project currently uses a vehicle donated by the Tribal Council, and operates with a portion of Federal Highway Administration (FHWA) Tribal Transportation Program funding. During the first three months the Elwha Transit Pilot Project recorded approximately 3,600 miles traveled and provided 420 rides.
- **Medical Transport 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 transportation for Medicaid patients only. Additional services are provided at cost to transport tribal 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 costs for the wheelchair van and other passenger vehicles are estimated at $6,000 per year. There are four certified drivers who each spend about 10 hours per week in transport service.
- **After-School Program Transportation:** The Tribe also provides transportation 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 staff provided transportation system information as shown in Figure 3-9.

Figure 3-9 Lower Elwah Klallam Tribe demographic information

Tribal Transit System Demographic	2014
On Reservation/ Trust Lands Residents	904
Transport Positions	1.0 FTE
Number of Tribal fixed-route boardings	140/ month
Number of After School Program riders during school year	300/ month

Formal transportation services in the community are:

- Clallam Transit System's (CTS) service to the Elwha Valley at the Lower Elwha Klallam Tribal Center is provided seven times per day on Monday through Fridays, and four times on Saturdays with direct access to the Gateway Hub in Port Angeles.
- Clallam Transit System (CTS) provides service to Elwha Heights and to Port Angeles (eastbound) which occurs twice a day, Monday through Saturdays. Westbound service from Port Angeles to Elwha Heights occurs four times per day during the week and twice on Saturdays.
- Elwha Transit provides connections with CTS mainly at the Tribal Center.

Makah Tribe

The Makah Tribal Reservation is recognized as truly located in a rural setting. Bordered by the Strait of Juan de Fuca and the Pacific Ocean, it is 70 miles from Port Angeles, a major shopping destination, and Forks is the closest General Hospital facility and is located 60 miles away. The tribal area enjoys some benefit of the appeal of the area of Neah Bay as a popular destination for hikers and bird watchers.

The Makah Tribe is committed to providing public transportation on the Makah Reservation. Approximately five years ago the Makah Tribe's grant funding was reduced; however, because of the Tribe's commitment to providing reliable public transportation, the operating budget is currently comprised of 40% grant funds and 60% tribal funds. The recent Federal Transit Authority (FTA) award of transit funds has assisted in funding those key non-personnel items such as staff training and vehicle operations and maintenance.

The Makah Tribe is not a gaming Tribe and relies heavily upon timber revenues. However, timber revenues have declined by 75% in 2014. Since timber revenues are the primary revenue for the Makah Tribe, the ability to supplement or match grant funded programs has been drastically hindered. Makah Public Transit has successfully completed 7 grant cycles since they began operations in August 1998.

The Makah Tribe's transit service, Makah Public Transit, operates a deviated fixed-route service to transport the general public, elders, and disabled passengers from various community subdivisions throughout the Makah Reservation. It operates five days a week from 7:00 AM to 10:35 PM. The targeted population for the transit service includes youth, older adults and disabled populations, as well as the general public. Makah Public Transit provides deviated fixed route service as well as a curb-to-curb Paratransit service for the elderly and disabled each weekday from 10:00 AM to 11:30 AM. Makah Public Transit uses two ADA accessible medium duty buses. 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, or the Seattle area. The town is very remote and the Makah Public Transit bus is the only form of public transportation in the community. Neah Bay does not have other forms of transportation such as rail or taxi cabs for general public use.

Makah Public Transit connects three times daily Monday through Friday with Clallam Transit in Neah Bay for service into Port Angeles, Forks, and the rest of the peninsula. Clallam Transit connects with Kitsap Transit in Sequim provides access to the Puget Sound region by way of Kitsap Transit and the Washington State Ferry System. Clallam Transit's connections with Jefferson Transit in western Clallam County at Forks provide service into Jefferson and Grays Harbor Counties.

Demonstrated Need

Makah Public Transit served 6,879 passengers in 2011, 6,577 in 2012 and 5,228 in 2013. The decline in numbers is due to reductions in service as a result of reduced grant funding. Even with the reduction in numbers, Makah Public Transit continues to transport more passengers than the entire population of Neah Bay every year.

Makah Transportation provides deviated fixed-route service to the general public throughout the Makah Reservation, five days a week, 7:00 AM 9:35 PM. Paratransit service is provided on weekdays, 10:00 AM -11:30 AM.

Port Gamble S'Kallam Tribe

The Port Gamble S'Kallam reservation is located in a rural area and local roads and private vehicles are the main method of transportation. Roads serve a number of developed areas on the reservation, including several tribal residential neighborhoods along the western and southern boundaries of the reservation, a tribal government campus on the western shoreline, and a tribal business center at the southeast corner of the reservation.

A mix of paved tribal and county local roads serves these developed areas. There are 5.4 miles of tribal roads and 4.7 miles of Kitsap County roads within the boundary of the reservation. Hansville Road is a county road running north-south along the eastern edge of the reservation. It provides the primary access to the Point Casino and Gliding Eagle Market (GEM) at the tribe's business center.

Transit Service
The Port Gamble S'Kallam Tribe does not currently provide public transit services and Kitsap Transit, does not provide service directly to the reservation. However, Kitsap Transit does operate a route south of the Port Madison Indian Reservation (located on the North Kitsap Peninsula) which includes bus stops and a park and ride lot 2 miles south of the reservation at the intersection of SR 104 and Hansville Road. Buses run approximately every hour during peak commute hours to Kingston and Poulsbo, with connections to Bremerton and other Kitsap County destinations.

The tribe has a Long Range Transportation Plan and Trails Plan adopted in 2012. The transit service options ranged from development of a new Tribal Transit Service to increasing the use of existing program resources. With high demand and increasing competition for decreasing funding dollars, coupled with a history of limited historical use of transit services, it is recommended that the existing resources be utilized to the greatest extent possible. With an increase in demand in the future, an investment in extending existing transit services to the reservation is recommended. The plan approaches reservation transit service improvements in the following two phases;

- Phase I includes coordination and utilization of existing services, both those available through Kitsap Transit and the various departments within the Port Gamble S'Klallam Tribe. Phase I was partially implemented within the first year after adoption of the study.
- Phase II is recommended to be an extension of Kitsap Transit service, to be negotiated with the agency directly. Phase II is subject to transit demand, funding availability, and negotiations with Kitsap Transit.

Quileute Tribe

The Quileute TANF Program continues to operate a free Community Shuttle service that is open to the public. The shuttle makes nine runs from La Push to Forks Monday through Friday, beginning service at 6:45 AM and ending service at 5:40 PM. The free shuttle service is a

positive investment for the community. It averages 1,000 passengers per month, and ridership continues to increase. Aside from the regional connection the shuttle serves tribal offices, the Health Clinic, the Ravens Crest Resort and Quileute Heights residential area.

Reliability of the shuttle bus has become an issue for the 2010 coach. It has passed its vehicle life expectancy and service is disrupted regularly due to mechanical break downs. 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, six days a week. However, there is no Sunday service.

Skokomish Indian Tribe

Tribal programs serve limited 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.

Current transportation-related services include:

- **The Head Start school bus:** Transportation is provided to preschool children living on the reservation who attend Skokomish Head Start programs.
- **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 are available for youth off-reservation travel to educational and cultural activities.

The Skokomish Indian Tribe was awarded a grant from Federal Transit Authority for a pilot public transit service enhancement project. Mason Transit Authority is operating the service by providing vehicles and drivers. The route runs along Highway 101 between Shelton and Hoodsport and State Route 119 to the Skokomish Park.

Squaxin Island Tribe

The Squaxin Island Tribe operates Squaxin Transit, a free public transportation service that serves residents of the Squaxin Tribal community and the surrounding Kamilche area. Squaxin Transit operates on a deviated fixed route basis Monday through Friday 7:00 AM to 4:30 PM and connects with Mason Transit Authority (MTA) at the Kamilche Transit Center near the US101/SR108 interchange. Squaxin Transit also offers limited service to the communities of McCleary and Elma in Grays Harbor County. The Tribe currently has two wheelchair accessible cutaway minibuses in use for this program. It contracts with MTA for vehicle maintenance.

By providing scheduled service between the Squaxin housing/government area, the Tribe’s commercial/employment zone and the Kamilche Transit Center, Squaxin Transit meets a public transportation need in its service area that would otherwise go unmet. The link to MTA at the Transit Center provides Squaxin Transit riders with access to employment, education, recreation and social services in Olympia and Shelton, as well as connections to more distant regional destinations via MTA, Grays Harbor Transit and Intercity Transit.

The maintenance contract mentioned above, which leverages the larger agency’s resources for cost-effective care for Squaxin vehicles, is only one example of the Tribe’s long and successful collaboration with MTA. The two providers have a well-established and mutually beneficial relationship and are continually exploring opportunities to work together to benefit their riders.

Squaxin Transit is funded with Washington State Department of Transportation-administered federal 5310 and 5311 grant funds and Tribal matching funds. The Tribe also provides in-kind support by maintaining the Kamilche Transit Center. The transportation operating budget totaled $150,000 for FY 2013-14, and the program provided approximately 25,000 trips during the year.

Figure 3-8 on Page 3-14 highlights existing transportation services in Mason County.

Suquamish Tribe

The Suquamish Tribe does not currently provide public transit services. However, Kitsap Transit operates two routes that serve the public roadways within Suquamish Tribal Reservation. The reservation is easily accessible by county and state highways. State ferries that connect with the mainland at Seattle and Edmonds allow access to metropolitan areas of Seattle and Bremerton 25 miles to the south. Kitsap Transit has service to the area via SR 305 and Suquamish Way. The Tribe operates a shuttle that is limited to tribal members. Services include transportation for shopping and medical appointments, respite and chore services. Funding is provided through Tribal government sources.

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.

In recent years, 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. All four public transit agencies were found to have made significant strides in being well involved with their counties emergency management planning and event exercises. This section of the plan provides examples of how public transit agencies within the Peninsula Region coordinate with local emergency management systems.

In emergencies, people with disabilities, low-income and senior populations, and persons who cannot afford transportation or those that do not own or have their own operable vehicle are often unable to evacuate in dangerous situations. These individuals are at the mercy of the general public for transportation during an emergency. Additionally, these individuals may face a wide range of challenges and may need additional assistance during an emergency evacuation. Transportation providers play a very important role in emergency management before, during, and after an incident. With proper planning and coordination, transportation providers can provide a lifesaving service in emergencies. The special needs groups in emergency planning are categorized as patients and may indeed be the silent majority of the population affected. Human services transportation providers can be a major resource during an emergency, with their knowledge of transporting people with special needs.

The ability of a transportation provider to respond during an emergency is subject to the provider's ability to prepare and plan prior to disaster. Transportation agencies should develop emergency management plans that address and plan for various types and scales of disaster. Transportation providers should also establish employee training on emergency planning so that employees of the agency know what to do and what to expect. During an emergency, transportation is coordinated through the local Emergency Operations Center. Transportation providers should prepare for scenarios on how different groups might be transported.

Transportation providers may be asked to provide transportation to individuals in a wide variety of situations including those who;

- can't get to a pick up point
- live independently and require transportation
- live in group settings
- are in acute pain and Individuals with disabilities
- have limited English proficiency

Washington State requires that each county develop and maintain a Comprehensive Emergency Management Plan. While each jurisdiction addresses the requirements in their own unique way paramount is coordination to the greatest extent.

During emergency events, transportation is coordinated through local and county-level emergency management agencies. The ability to effectively respond to the needs of the most vulnerable populations is contingent upon the level of coordination between the region's transportation resource and service providers, and local emergency managers as well as other stakeholders identified in the planning process. In the central Puget Sound region, transportation during an emergency is coordinated through emergency management departments at the city and county level.

After an emergency, a process for returning of individuals with special transportation challenges to their location should begin. Emergency Management officials should oversee this process. This process shall be done in a fashion that incorporates special needs transportation as well. The process should ensure that tools of daily living such as mobility devices, service animals, and medical equipment that was evacuated with the person with special needs, be returned with them. In the days, weeks, and months after an emergency, coordination with social services is imperative as people may be without basic subsistence items.

Greatly assisting in the planning, preparedness and response to an event, Washington State Department of Health (DOH) has created and maintains a statewide matrix that identifies buses and other resources in their regions that can be used to transport patients and those with medical needs during an emergency. This DOH resource is in partnership with the Washington State Emergency Management Division, the Office of Superintendent of Public Instruction, the Department of Social and Health Services and Tribes within Washington State. The effort is an attempt to identify and build medical supplies and patient transport assets to support disaster response. The information specifically provides the number of vehicles available, the number of patients they can transport, the location and contact information for pre-incident planning, links to useful websites, and other useful planning information.

Tribes have made significant progress in advancing emergency planning into their area. The Jamestown S'Klallam Tribe has partnered with Clallam County and is a partner to their emergency plan. The Lower Elwha Klallam, Makah, Port Gamble S'Klallam, Quileute, Skokomish, and Squaxin Island Tribes have developed and adopted their own Emergency Management Plans. Tribal staff works directly with staff from the respective transit agencies in maintaining transit operator policies and procedures manual to reflect the role transit would play in the event of an emergency.

The expectation of transit agencies is to coordinate and provide emergency bus transportation support and services with other private transportation providers and jurisdictions for the movement of people, equipment, and supplies. Transit and Paratransit Services continue to be involved with emergency management planning and exercises within their respective counties. While the level of involvement varies, below is an example of coordination activities:

- Regular emergency event planning sessions
- Participation in table top exercises

- Participation in emergency exercises with the local hospital and other public safety agencies to prepare for medical emergencies or evacuations
- Adding input to county comprehensive emergency management plans
- Involvement in the planning and implementation of interoperable radio communications

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

Chapter 5
Needs, Gaps and Duplications

This chapter summarizes the range of unmet transportation needs, gaps and, duplications that were identified through stakeholder input and research. Stakeholder input was gathered through stakeholder interviews conducted in person and by telephone, as well as initial kickoff meetings held in January 2014. Over two dozen interviews were conducted, including representatives from human service organizations, transit agencies, area tribes and other supporting entities and additional various organizations that have contact with those in need. Steps were taken to solicit input from all of the designated Native American tribes within the Peninsulia RTPO region with the exception of the Quinault Nation which has voluntarily elected to participate in the Southwest RTPO.

In large part, the four Peninsula RTPO counties share similar constraints when it comes to meeting transportation needs. Their location on the Olympic and Kitsap Peninsulas means that transportation is somewhat constrained by adjacent waterways. In addition, the area is divided by the Olympic National Park 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 in each. By RCW 82.14.370 definition the region is comprised of three rural counties. Jefferson and Clallam Counties have the lowest population densities with 17 (up 1% from 2010) people per square mile and 41 (up 5% from 2010) people per square mile, respectively. Mason County at 12 (up 12% from 2010) persons per square mile and Kitsap County is the densest with 636 people per square mile (Up 515 from 2010)[4] (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 Peninsulia RTPO counties 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 some reservation communities have limited or no service. In short, for many rural communities, access to basic needs (groceries, shopping, etc.), social services, and medical facilities is difficult.

Federal law requires that the HSTP identify needs and gaps in the special needs transportation network. The needs and gaps outlined below were assessed throughout the outreach to transportation providers and stakeholders. In addition, Peninsula RTPO members and HSTP stakeholder groups have contributed towards the identification of needs and gaps in the four-county region and beyond.

Needs

Transportation needs differ among special needs transportation populations – senior, youth, low-income, and individuals with a disability. At the most basic level, all residents of the Peninsula region need to access daily necessities without an undue financial or time burden. However, each individual's unique transportation needs are shaped by a variety of factors, including but not

[4] Based on US Census information

limited to, where they live and work, personal or cultural obligations, and medical conditions. Through consultation with human service transportation providers and local mobility coalitions in the region, the following transportation needs have been identified for the region's special needs transportation populations:

- Safe and convenient access to appropriate transportation options
- Affordable transportation options
- Reliable transportation
- Safe and secure transportation and facilities
- Reliable public transportation outside of peak hours
- Clear information on available transportation options
- Convenient trip planning
- Reasonable travel times
- Culturally relevant information resources
- Accessible transportation infrastructure
- Seamless connections between transportation services

Gaps

Gaps in the special needs transportation network have been identified as falling into one of the following four categories: Service, institutional, infrastructure, or awareness. This section of the HSTP explains each gap in greater detail and identifies the specific gaps in the Peninsula four-county region. Each gap was either identified through outreach to local mobility coalitions or was carried over from the previous Peninsula RTPO HSTP.

Service Gaps
Service gaps refer to locations that are underserved, or not served at all, by transportation services. To be cost efficient, public transportation service is oriented towards serving the region's cities & towns, travel corridors, and some major employment centers. The result is both perceived and real gaps in service. With special needs population, gaps in service availability can be very troublesome, deficient or completely unavailable.

- Transit service reductions have made it increasingly difficult to connect rural clients and riders to areas well served by fixed-route transit.
- Transit service to destinations outside of major activity centers is inadequate to meet the needs of special needs populations.
- Direct transit service between medical facilities in the region is lacking. This is especially problematic for patients who need to travel between multiple medical facilities in one day.
- Fixed-route transit service operates primarily on a north-south orientation. As a result, east-west travel is cumbersome for transit-dependent populations and may require multiple transfers.
- Transportation options are inadequate outside of peak hours — very early in the morning, middle of the day, after 7:00 PM, and on weekends.

Institutional Gaps

- Institutional gaps are caused by the rules, regulations, and requirements that govern transportation service provision. Many institutional gaps go unnoticed by riders and clients, yet can inadvertently create obstacles to their mobility. Institutional gaps are not always clearly defined and can take many forms.
- Paratransit systems generally do not provide same-day service, which means riders must always plan trips in advance and cannot be spontaneous about travel.
- Complimentary ADA paratransit service is funded locally through the transit authority's tax base. Since this service is federally mandated, without a separate funding base, ADA paratransit service both competes with funding for fixed-route service and adds to the cost of providing the same. This can result in decreased fixed-route service in order to meet demand for ADA service, maintain the minimum legal requirement of ADA paratransit service and discourage expansion beyond the minimum legal requirement for ADA paratransit service.
- Common standards do not exist among regional agencies, including but not limited to; data recording, vehicle safety, driver training, and driver licensing.
- Incompatible hardware used by transportation providers and brokers in scheduling, dispatching, and reporting, makes information sharing difficult.
- Group trip prohibited by way of regulations. Transportation providers do not group trips or offer shared rides among different special needs populations. This can result in eligibility requirements preventing shared trips, perceived increased liability, or an agency's concern that funding will be jeopardized if they transport someone who is not their client.
- Fixed-route transit service reductions are forcing individuals with special transportation needs onto higher cost transportation services.
- Traditionally, proposed projects sponsors have been less successful in their attempt to secure consolidated grant funding since ongoing projects have been more favorably ranked. As a result, even though a new project may effectively respond to and address recent changes in the special needs transportation services (e.g., transit service reductions, interoperable communications, and rider amenities) it may not compete sufficiently to be selected for funding.
- Cross-county frequency trips outside the peninsula region and beyond are difficult at times due in part to limited coordination and revenue among service providers.
- Transfer between different special needs transportation services is cumbersome and may result in additional wait time for a customer to complete a trip.

Infrastructure Gaps

Infrastructure gaps are areas where a lack of physical or technological infrastructure prevents individuals from accessing needed transportation options. Infrastructure gaps can take the form of a major roadway acting as a barrier to accessing daily necessities, a lack of sidewalks adjacent to transit stops, or intersections not meeting ADA standards.

- Transit facilities and bus stops without accessible walkways and safe crossings.
- Sidewalk ramps that are not level or are too steep.

- Bus stops and other transportation waiting areas that lack benches.
- Bus stops lacking adequate weather protection.
- Rural and suburban roads are unsafe for pedestrian and wheel chair users.
- Special needs populations have limited access to new travel information resources, including mobile and web-based applications.
- Public spaces lack amenities for seniors and individuals with disabilities.
- Pedestrian crossing times at signalized intersections are not long enough for seniors, children, and individuals with mobility impairments.
- Lack of affordable, accessible, or lift-equipped vehicles for people who are disabled, but who are not eligible for Medicaid or ADA paratransit services.

Knowledge Gaps

Learning how to access and utilize transportation options can be a daunting task for individuals unfamiliar with all transportation programs and services available in the region. Gaps in awareness occur when individual riders and social service agencies are not fully informed on available transportation options. While awareness gaps can take many forms, they all stem from a lack of information.

- Traveler information technologies are too advanced or are too difficult to acquire for some users.
- Social service agencies do not always have adequate information regarding available transportation choices for their clients, particularly if transportation is not offered by the social service agency. This may result in referral to less efficient transportation options than those that are actually available.
- Fixed-route transit rideshares and vanpools are marketed to commuters and not to special needs populations.
- Further funding is not available to meet the demand for specialized paratransit, volunteer and other community transportation, and hence marketing is not encouraged.
- Rural communities are not aware of available transportation options due to limited funding available for marketing and coordination.
- Misinformation and unfounded fears create a negative perception of transit among older populations.
- Decision makers do not have full knowledge of where special needs populations reside in their community, and may not be fully aware of the mobility needs.
- Special needs populations are not aware of all available information resources.
- Language and cultural barriers prevent riders and clients from accessing transportation options.
- Multiple efforts to provide transportation option information online.
- Hospital discharge staff may not be fully aware of transportation options available for patients arriving by emergency medical transport without the means to return home.

Duplications

Demand for transportation service is increasing among special needs populations, competition is growing for limited funding opportunities, and substantial cuts to fixed-route transit service have occurred throughout the four-county region. Each of these facts makes it increasingly difficult for special needs transportation providers to meet demand for their services. In some cases, duplicative services fill gaps where available options are inadequate to meet demand. However, there are instances where removing duplications could improve delivery of special needs transportation service. Various funding sources restrict different transportation services to specific populations for specific purposes. This results in service duplication and redundancy in multiple areas.

Examples of Duplications

- Vehicles from different agencies may be traveling in the same corridor at the same time, but may be offering different services or serving different populations and cannot pick up additional riders.
- Schools, transit agencies, and Medicaid brokers operating separate but similar training programs for drivers.
- Schools, transit systems, and other transportation providers having their own in-house maintenance and fueling programs for vehicles when they could take advantage of economies of scale by combining resources.
- Brokers, transit systems, senior programs, and other agencies each having their own call center for people to call to arrange for transportation instead of having a one-stop shop.
- Each transportation system has different eligibility requirements. A person who may qualify for more than one type of service may need to apply for several different programs with each having different requirements and processes.

The following summarizes specific transportation needs identified in the Peninsula four-county region, including the nine local tribes. As stated earlier, the chapter is based on stakeholder interviews, research, and builds upon findings from the previous Peninsula RTPO Human Services Transportation Coordination Plans. It is important that the transportation needs are accurately reflected as the needs assessment 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.

Fixed-Route Transit

All four Peninsula region counties are served by public transit systems which tend to focus their services in larger urbanized population centers, but also strive to provide services in more rural areas. The 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 provided by regional transit systems and other providers within the area. Maintaining current levels of service involves the following:

- **Maintain existing service levels** on fixed route and paratransit services
- **Sustain current service levels** in the region's transit systems, and in adjacent counties to promote regional travel options
- **Maintain current service levels in economically disadvantaged areas, including tribal lands,** to promote travel options and safety, and travel to vital goods, services, and educational/ employment opportunities.
- **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. To this end, stakeholders expressed concerns about the inability (primarily due to current funding levels) to address the following needs:

- **Service coverage:** In recent years' service areas and coverage have been reduced by all public transit agencies.
- **Lengthen service span:** Mentioned frequently by stakeholders, service hours should be such 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 locations 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. This is also important to reservation communities; tribes with casinos have workers arriving for shift hours 20 hours a day. Also reservation to reservation services to allow families to visit and access services.
- **Increase weekend service:** The lack of weekend service is a challenge for those who need transit for employment transportation and for those making medical, shopping, social, or other types of trips. The lack of Sunday transit service throughout the region makes it difficult for residents who want or need to travel regionally and also for the other counties. 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.
- **Improve transit amenities at transit stops**: transit riders need adequate facilities to await pickups. Shelter and informational kiosk technology can now address many of the conveniences that attract and keep ridership.

Maintain and Expand Paratransit Services

In accordance with the Americans with Disabilities Act (ADA), eligible persons must be minimally provided complementary paratransit services within ¾ 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 provide service beyond ¾ of a mile.

The following details paratransit needs in the region:

- **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 and Kitsap Transit, go beyond the minimum ADA requirement when providing paratransit services by extending the service area outside of the ¾ mile boundary. Stakeholders remain concerned with sustainability of this extra level of service demand for those living outside the service area due to revenue limitations.
- **Improve transportation service for those outside of ¾ mile service area**: Paratransit is 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 some volunteer programs that provide trips. Tribal reservations tend to be in more remote locations where a fixed route does not operate, and therefore may not have ADA paratransit service opportunities.

Rural Area Services

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 can be difficult to serve with public transportation. Research has noted that there is a fairly substantial number of homeless living undocumented in rural areas. The homeless element continues to be one of the greatest special needs transportation without a suitable solution. As stated previously, tribal lands are located in rural areas and have a strong need for transportation in order to be able to access regional economic opportunities as well as necessary goods and services. Furthermore, many people need transportation onto tribal lands, as many serve as major employers. 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.
- **Expand access to critical services**: Many areas within the Peninsula are rural, low-density and a long distance 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 residents 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 vital for low-income populations who may not be able to afford a private vehicle and who may have long work trips. Transit agencies offer reduced fares to low income and youth.

Improve Long-Distance and Inter-County Travel

Many of those living on 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 residents to make long-distance trips and to make inter county 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 inter-county 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 Peninsula RTPO population. The four counties have significantly higher percentages of older adults – especially Clallam and Jefferson Counties which essentially 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 continue to be an ongoing challenge with changing needs, and growing populations.

- **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 areas.

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 as well as 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, and agriculture) are located in larger population centers, such as Port Angeles, Port Townsend, Shelton, Bremerton, etc.

Mason County's 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 low-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 outside traditional commute times.

- **Vulnerable Population Transportation:** Kitsap Transit has been one agency that has worked closely with the Social Service agencies in Kitsap County to assist vulnerable populations (e.g. low-income, homeless, potentially homeless, etc.). The County has developed a coordinated method through which those in need can obtain access to transportation, housing, food and other resources for free. Kitsap Community Resources developed and administers a program that provides free-fare tickets which are valid on Kitsap Transit services. Free fare tickets are distributed by various Social Service Agencies in the area to their clients in need and assists them in securing transportation to numerous lifesaving community services.
- **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 increased rates, service cuts and boundary line reductions remain factors that contribute to less accessible and affordable transportation.[5]
- **Provide transportation to critical services for low-income populations:** Low-income populations need transportation to critical services. The need exists at various levels regionally to better coordinate transportation services. Some stakeholders advocated a single point methodology.
- **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. Tribes will continue to need local circulator services on their reservations as well as connections to regional transportation

Improve Services for Persons with Disabilities

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 particularly difficult situation.

Many people with disabilities have an entry-level job, which often requires working during the evening and weekend hours. 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

[5] In recent years, transportation agencies have continued to deal with the cost of fuel and health care in combination with flat line sales tax revenue. In order to come in line with these decreased revenues and increased operating costs, transportation agencies have implemented strategies with relation to staffing levels, fares and service reductions/combinations.

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 inter-county 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 transit dependent.
- **Focus Emergency Service Plan on transportation needs of special needs population:** 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 areas. 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 in Pierce County 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 American Veterans (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 Needs[6]

Within the Peninsula RTPO area, there are 9[7] 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, medical care and, social services.
- **Promote regional transportation options for tribes**: There is a need for regional transportation connections so that services such as specialized medical care, employment opportunities, and vital goods and services can be accessed off of reservations.
- **Make use of limited transportation funds through coordination**: Tribes, especially those with smaller budgets, have limited local funding for transportation services. Therefore, coordination will help with increasing efficiencies and decreasing costs. Many tribes have already established coordination models with each other, or with local public transit agencies. These efforts serve as a good starting point for future enhancement of coordination activities.
- **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. In addition, transportation is important for accessing necessary goods and services.

The following outlines some, but not all, of the specific challenges and needs of Peninsulia RTPO Tribes:

Hoh Tribe

- **Establish transportation services**: Resources, regular service to and from the reservation, and connection to Jefferson Transit system on US 101.

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 US 101, but the bus will stop on the shoulder. Passengers who use public transit eastbound must cross highway traffic to access the bus.

- **Maintain and extend Elwha Transit Operations:** The Elwha Transit Pilot Project ran four trips per day during 2014 summer months. October 15th to May 15th Elwha Transit will operate two trips per day. The Tribe would like to maintain at least four trips per day year round and extend service from four to five days per week.

- **Improve rider access for highway stops:** Elwha Transit provides off-highway access to the Health Clinic and Justice Center. Clallam Transit provides highway stops at these two

[6] The Hoh and Suquamish Tribes did not submit their transportation needs for this report.
[7] The Quinault Tribe has elected to no longer participate in the Peninsula RTPO.

locations. Reduced speed limit on US 101 from 55 mph to 45 mph to facilitate transit access.

- **Provide monthly shopping opportunity:** Lower Elwha Klallam Strategic and Transit Plans (2012) both prioritize establishing transit opportunities for shopping. Shopping opportunity would be a monthly trip from the Lower Elwha Tribal Center in the Valley and the Gathering Place at the Heights to Port Angeles.

- **Provide Elder transport to Senior Lunch Program:** Many elders receive home-bound lunch delivery due to lack of transportation. Pick-up and return service for elders from residential areas to the Tribal Center would provide not only a hot lunch, but also social contact and some exercise.

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 disabled 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 US 101 at the Tribe's South Campus does not have a bus shelter or lighting.

Makah Tribe

- **Assist transit-dependent with accessing critical services**: Public facilities are primarily concentrated in the Neah Bay area. 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.

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 vehicles are currently past their life expectancy and without new vehicles service cannot continue past 2015. The Quileute Tribe is in the preliminary stages of creating interlocal agreements that partner their shuttle service with Clallam Transit and Jefferson Transit to increase service and efficiency while decreasing the total cost to all three agencies.
- **Hire additional staff 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. In order to become the sole provider of service for the La Push community and decrease the costs for Clallam

Transit, a mobility coordinator must be hired to facilitate the management of the Quileute Community Shuttle Program.

- **Improve communications system**: The existing communications network is insufficient for daily operations by cell phone as well as during a significant natural disaster.

Skokomish Indian Tribe

The Skokomish Transit Plan recommends the following service improvements:

- **Maintain MTA/Skokomish fixed-route service**: Connects Skokomish pilot program service with regular MTA service.
- **Maximize existing services through education, outreach and coordination**: People said that they don't know enough about the services provided by Mason Transit Authority (MTA) nor how to access those services.
- **Establish vanpools to transport people to work and school in Shelton and Olympia**: Work with MTA to establish a vanpool program.

Squaxin Island Tribe

- **Maintain current service**: Squaxin Transit is the only public transit service for residents on 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 MTA 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.
- **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.

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. This will assist transit agencies and tribes with decreasing costs and increasing efficiencies.
- **Upgrade radio infrastructure**: Peninsula region's transit systems are not able to fully meet the needs of today's demands. Technology and system improvements would serve well in

improving radio communications 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. Kitsap Transit has recently worked with a 3rd party vendor and rebuilt its website. It's much more "user friendly & informative" now. Kitsap Transit offers a toll free phone number (and others) directly to a customer service office, as well as the ability to electronically send in comments, complaints, suggestions, and compliments. We have a call center, an office inside a main hub (Bremerton Transportation Center-multi model) at a Washington State Ferry Terminal as well as bus schedules at several locations and businesses throughout the county. Customer Service offices are manned 6 days a week. In addition, the agency participates in outreach events and transit information fairs throughout the county.
- **Community meetings**: The commitment of transit agency customer service staff outreach is vital in reaching the special needs user groups. For instance Kitsap Transit staff and management attend community and social service meetings to connect with and share information about services available, or upcoming changes to current services. The Agency also hosts quarterly meetings with LEP (limited English Proficiency) groups and agency advocates to share any upcoming changes or plans with services, and to get feedback from customers.
- **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 equipped to provide training.

Chapter 6
Proposed Transportation Strategies/Solutions/Projects

Goals and Prioritized Strategies

The goals and prioritized strategies within the Peninsula RTPO Human Services Transportation Coordination Plan support the general expectation of the Peninsula RTPO membership and other service providers regarding coordinating special needs transportation in the Peninsula four-county area.

Consolidated grant applicants were reminded that projects should be mindful to demonstrate how projects would be in support of WSDOT's *Moving Washington's* three-pillar investment and prioritized strategies (operate efficiently, manage demand, and add capacity strategically).

This Peninsula RTPO HSTP Coordination Plan has identified specific goals and strategies to guide decisions and operations through the 2015-2018 HSTP cycle.

Goal 1 — People Are the Priority

People should be able to afford transportation, use it safely, and get to where they need to go without an overly burdensome process or trip time. Providers should ensure fairness, justice, and equity in delivering transportation programs and services.

Strategies

A. Improve delivery of affordable, accessible, and innovative transportation programs and projects that address the needs and gaps identified in the Peninsula RTPO Human Services Transportation Coordination Plan
B. Improve service connections to and within the four-county regional system
C. Improve functionality of passenger facilities and traveler information resources
D. Encourage and respond to stakeholder feedback

Desired Outcomes

- More affordable transportation options for special needs populations
- Improved transportation reliability for special needs populations
- Easier to use transportation services and information resources
- Increased geographic coverage of transportation services
- Increased availability of transportation options outside of peak transit hours
- Improved cross-jurisdictional connections
- Faster trips made by special needs populations
- Improved access to transportation options and common destinations
- Improved accessibility at passenger facilities for special needs populations
- Effective travel instruction programs that familiarize special needs populations with available transportation options

- Innovative traveler information resources for special needs populations
- Improved functionality of special needs transportation programs and services
- Innovative approaches to service delivery and coordinated planning

Goal 2 — Efficiently Provide Special Needs Transportation

Resources for Peninsula RTPO's four-county region special needs transportation should strive to maximize its efforts and projects through coordination in planning, service delivery, and reporting. The transportation service and provider networks should be embraced as an obligation resulting in seamless amenities for the users. Efforts should be considered taken at all levels of special needs management regarding reducing or eliminating restrictions of funding, transportation programs and services at a jurisdictional or geographical level. Policy and mandate conflicts must be resolved to allow operationally and sound organizational services for providers. Further coordination of services suggests efficiencies that enable more trips within limited funds. Coordinating and partnering where possible with regional trips offers the greatest potential for efficiency, with fewer vehicles on the road and more people in each vehicle. Agencies can also coordinate such things as; marketing, driver training, purchasing, standards, requirements, eligibility determinations, and technology.

Strategies

A. Create new and maintain existing partnerships that address the needs and gaps identified in this plan
B. Develop and implement performance measures that track program and service efficiency
C. Identify common standards, opportunities for coordination, and/or effective planning tools for addressing the needs and gaps identified in the Coordinated Plan
D. Enable shared trips among different special needs populations
E. Develop and deploy assistive technologies that make it easier for mobility-impaired individuals to fulfill their transportation needs
F. Collect and share data and resource information
G. Educate the special needs community on efficient use of transportation resources and services
H. Develop partnerships with local emergency services to make available non-emergency transportation options for special needs people who are without vehicles or ability to drive
I. Create a single point internet web base for users
J. Develop dispatching technologies that create efficiencies between providers
K. Create vanpool units available for other than direct commuter uses

Desired Outcomes

- Build on existing mobility options for special needs populations
- Increase resource coordination among existing transportation providers
- Efficient use of existing special needs transportation resources
- Strive to provide affordable transportation options for special needs populations
- Reduce duplication in service and program delivery

- Improved assessment of program and service efficiencies
- Better use of limited resources as client and rider needs evolve
- Common policy and standards for service and program operations
- Create Innovative approaches to service delivery and coordinated planning
- Effective and meaningful performance measures.
- Increased awareness among special needs population on efficient use of transportation options
- Easier to use transportation services and information resources. (2-1-1, One Stop One Click)
- Establish a single point traveler information resource for special needs populations

Goal 3 — Move More People

The Peninsula RTPO four-county special needs transportation providers region must develop the capacity to deliver more trips within a constrained funding environment. In order to stretch limited transportation dollars further, the region's special needs populations should use less expensive modes of transportation as a first option – meaning those that are less expensive for transportation providers to deliver.

Strategies

A. Reduce the cost of providing special needs transportation services
B. Support mobility management in the region
C. Include transportation for special needs populations in program planning, funding applications, and program budgets
D. Increase awareness of cost-effective and appropriate mobility options
E. Improve accessibility to transportation options
F. Maintain or replace vehicles, equipment, and other resources needed to sustain existing services
G. Expand the region's transportation resources in critical times of need influenced by weather, natural disasters or interruptions of the highway network

Desired Outcomes

- More cost-efficient transportation options
- Better accounting of special needs transportation costs and benefits in state, regional, and local planning efforts
- Increase mobility options for special needs populations
- Improve resource coordination among existing transportation providers
- Increase stakeholder coordination
- Targeted marketing and travel instruction for special needs populations
- Improve access to transportation options and common destinations
- Greater transportation independence for individuals with limited mobility options
- Improved transportation reliability for special needs populations

- Establish working agreements of transportation providers to utilize out-of-area resources (buses and vanpoolers) for temporary local needs

Implementing the Goals and Strategies

The goals and strategies will be implemented through a wide range of services and programs. These transportation services and programs cover the range of mobility options necessary for those needing special needs transportation:

- Fixed-route bus service
- ADA paratransit
- Demand response
- Shared rides
- Program transportation (including school buses)
- Volunteer program
- Travel training programs
- Technology
- Financial subsidies
- Information, referral, and assistance, e.g. traditional and non-traditional vanpool services.

Various factors can influence any particular program or transportation service. An individual's specific need, geographic area, destination, costs, and existing transportation options must be a consideration when developing, implementing, and operating services and programs.

Assessing Peninsula RTPO Consolidated Grant Project Success

MAP-21 identifies performance measures to be used in measuring success of the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program. The performance measures FTA must consider in its report to Congress on the Section 5310 program require the collection of quantitative and qualitative information, as available, concerning:

- Modification to geographic coverage of transportation service, the quality of transportation service, or service times that increase the availability of transportation services for seniors and individuals with disabilities
- Ridership
- Accessibility improvements
- Other measures, as the Secretary of Transportation determines appropriate

As described in the Draft Section 5310 Circular published by FTA in the July 11, 2013 Federal Register, until new measures are established, FTA intends to continue to use the following indicators:

- **Gaps in Service Filled:** Provision of transportation options that would not otherwise be available for seniors and individuals with disabilities measured in numbers of seniors and individuals with disabilities afforded mobility they would not have without program support.

- **Ridership:** Actual or estimated numbers of rides (as measured by one-way trips) provided annually for seniors and individuals with disabilities on Section 5310 supported vehicles and services.
- **Physical Improvements:** Additions or changes to environmental infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services as a result of projects implemented in the current reporting year.

The Peninsula RTPO looks to work with WSDOT and the other MPO/RTPO's to develop the means to monitor developments in performance planning for the Section 5310 program and other programs related to special needs transportation and will continue to update and refine performance measures for the special needs transportation program in the Peninsula four-county region.

While each funded project is expected to identify outcomes and measurements of performance, the overall performance indicators for coordinated transportation in the Peninsula RTPO four county region. It is desirable that transportation partners can monitor record and in a consistent manner report data such as:

- Number of seniors and individuals with disabilities afforded mobility they would not have without program support
- Ability for seniors and people with disabilities to remain independent
- Transportation service customer comments
- Customer wait time (at beginning of trip, and for transfers)
- Ability for transportation disadvantaged people to meet medical, employment, and social needs
- Rider satisfaction of service and experience

The following are some sample performance based efficiencies measurements that could be captured and reported;

- Average cost per trip, including administration and capital depreciation
- Average cost per mile, including administration and capital depreciation
- Average number of passengers per hour or per day
- Level of integration in other plans

Mobility Measures: credit the 2014 Puget Sound Regional Council Coordinated Transit—Human Services Plan[8] for identifying mobility measures below. Peninsula RTPO grant applicants were encouraged to consider the mobility measures in their project performance review matrix.

- Actual or estimated numbers of rides (measured in one-way trips) provided annually to seniors or individuals with disabilities
- Number of people using public transportation in the region, by mode
- Number of public transportation trips in the region, by mode
- Ratio of trips to population density, by mode and area (rural and urban)

[8] The 2014 Peninsula RTPO HSTP employed various sections of the PSRC Human Services Plan as the basis of Chapter 6.

- Transportation referenced as a barrier in human service needs assessments
- Additions or changes to environmental infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services as a result of projects implemented in a special needs grant funding cycle.

Peninsula RTPO Consolidated Grant Workshops

Potential project sponsors and interested stakeholders met at Peninsula RTPO sponsored county level workshops to gain an understanding of the WSDOT 2014 Consolidated Grant application process, and the Peninsula RTPO Consolidated Grant Project ranking process. Project sponsors were provided an opportunity to define and describe potential grant applications. Information regarding previous Peninsula RTPO ranking process was also gathered for consideration into the 2014 effort. The workshop for Kitsap and Mason County stakeholders was held at Kitsap Public Works Annex on Wednesday, September 10th from 1:30 PM to 3:30 PM. For the Clallam and Jefferson stakeholders, the workshop was held Thursday, September 11th at the Jefferson County Library from 1:00 to 3:00 PM. A total of 22 interested parties were in attendance for the two sessions. In addition, WSDOT held a consolidated grant training session in Olympia on September 16, 2014.

Process for Project Identification

Project sponsors completed the Peninsula RTPO project application template 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
- Manner to which the project addressed the set Peninsula RTPO grant criteria

Projects applications were accepted from October 29 through December 4, 2014. Applications were scored based on a weighted criteria approved per action of an October 29th Peninsula RTPO TAC conference call.

Figure 6-1 summarizes the proposed 2014 special needs transportation projects, including the project sponsor and description. The templates for all proposed projects are located in Appendix C of this document. Of the 19 projects five were submitted from Clallam County, five from Jefferson County, one from Kitsap County, and eight from Mason County were submitted. Three applications were received from the area tribal nations that included the Makah, Jamestown S'Kallam, Squaxin Island tribes. Proposed projects include a mix of operating and capital projects with most focusing on preservation/sustaining or enhancing existing service. Five project applications were deemed ineligible or withdrawn by project sponsors after the November 14th ranking workshop. A complete compilation of 2014 project applications can be found in Appendix D.

Peninsula RTPO Grant Ranking Efforts & Results

This section outlines the process by which proposed special needs transportation projects were submitted, scored and prioritized. Projects that were recommended to the Peninsula RTPO TAC identified unmet transportation gaps, needs, and or deficiencies the in the four-county region. The selected projects took into account the high degree of mitigation of strategies/solutions noted earlier in this chapter.

Convened Peninsula RTPO consolidated grant ranking workshop. The Peninsula RTPO appointed participates were assembled on November 14, 2014 at the Jamestown S'Klallam Tribal Center in Blyn Washington. HSTP Update staff manager T.J. Nedrow facilitated the one-day workshop with assistance of Shamus Misek of the Public Transportation Office, and Yvette Liufau of the Olympic Region Transportation Planning Office. Responding to feedback collected at the HSTP interviews HSTP staff recommended and was approved to conduct a ranking meeting unlike those in the past. The 2014 Peninsula RTPO consolidated grant ranking group was comprised of participants and organization representatives who were not submitting grant applications directly to the Peninsula RTPO. The group below was comprised of individuals affiliated with the major stakeholder groups; Transit, Cities, Counties, Tribes, other stakeholders, and Washington State Department of Transportation.

2014 Peninsula RTPO Consolidated Grant Ranking Group

- Bek Ashby, Port Townsend Councilwoman. Affiliation: Cities
- Judy Scott, Port of Allyn Commissioner. Affiliation: Counties
- Dennis Bloom, Planning Division Manager Intercity Transit. Affiliation: Transit
- Gordon Neilson, Transportation Planner, Skokomish Tribe. Affiliation: Tribes
- Barbie Rasmussen, Director of Planning, Olympic Area on Aging, Clallam, Jefferson & Grays Harbor Counties. Affiliation: Other Stakeholders
- Dennis Engel P.E., Olympic Region Transportation Planning Manager. Affiliation: WSDOT

The workshop began with a status report of the HSTP update, and purpose of the workshop (Appendix C). The group was briefed on the HSTP overview of the workshop process and the critical nature of the criteria definitions and weights noted below:

- **Criteria 1 – 15 points max. Preserves Stand-alone Transportation Service**
  Application demonstrates that proposal will continue a transportation service currently in operation between two existing end points or resource offers. Minor modifications to the service are permitted.
- **Criteria 2 – 15 points max. Preserves Regional Continuity of Mobility**
  Application demonstrates that proposal will continue a regionally significant transportation service route or resource that is currently in operation. Minor modifications to the service are permitted.
- **Criteria 3 – 10 points max. Demonstrates Fulfillment of Human Transportation Service**
  Application addresses a deficiency, or deficiencies noted in the Peninsula RTPO 2014 Human Services Transportation Plan.
- **Criteria 4 – 10 points max. Promotes Inter-Agency and/or Service Coordination**
  Application supports coordination of like services with other transportation service related providers in the area.

- **Criteria 5 – 5 points max. Defines Performance Measures**
  Application provides documentation on how success of an operations, capital, or mobility grant is measured.

With completion of 19 presentations including questions from the group, raw weighted project scores were tallied. After significant discussion of the scoring variances the group reached consensus to remove both a low and high score from the group totals. The action resulted in a natural ranking of special needs projects that best addressed the criteria, regional equity, the diversity of projects, and competitiveness at the State level for the four-county region. The group's final task, the unanimous vote recommending priority A, B, C project list listed below.

Figure 6-1 Revised Final Results from PRTPO Ranking Workshop; Prioritized Projects 12/18/2014

PRTPO Project Number	Project Sponsor	Project Name	Local Match Request Amount
	"A" Projects		
3	Jefferson Transit	Continue West Olympic Route Service	$339,443.04
7	Makah Tribe	Continue Reservation Neah Bay Route Service	$143,655.00
5	ECHHO	Continue ECHHO Program Operational Support	$12,500.00
8	Squaxin Island Tribe	Continue Squaxin Island Transit Route Service	$211,663.50
2	Jefferson Transit	Continue East Jefferson Route & ADA Service	$3,915,846.00
4	Jefferson Transit	Vehicle Replacement.	$68,881.60
1	Jamestown S'Kallam Tribe	Continue Jamestown Campus Route Service	$34,608.00
	"B" Projects		
10	Mason Transit	Continue Fixed Route Services. Sustain Demand Response (Operation-Project A)	$2,086,765.00
9	Kitsap Transit	Vehicle Replacement, Bus and OTR Coach Purchases (Access/Paratransit)	$306,000.00
16	Clallam Transit	Vehicle Replacement	$241,000.00
18	Clallam Transit	Continue Fixed Route & Paratransit Services	$1,500.000.00
11	Mason Transit	Continue Regional Inter-County Route Services. Sustain Regional Coordination (Operation-Project B)	$2,070,023.00
6	OlyCAP	Continue JARC Service	$24,800.00
12	Mason Transit	Continue Mason County Zone & Fixed Route Service, Sustain Zone & Fixed Route Deviated Service (Operation-Project C)	$1,282,180.00
	"C" Projects		
*13	~~Mason Transit~~	~~Vehicle Replacement, Heavy Coach~~	
*14	~~Mason Transit~~	~~Vehicle Replacement, Heavy Coach~~	
*19	~~Clallam Transit~~	~~Replace and Install Security Equipment and Vehicle~~	
*15	~~Mason Transit~~	~~Vehicle Replacement, Sedan & Pickup~~	
*17	~~Clallam Transit~~	~~Comp. Plan Update~~	

* After the November 14th prioritization workshop the following project application actions occurred:

- Project Number 13, 14, and 15, removed from the prioritized list as were deemed ineligible for WSDOT consolidated grant consideration. November 24, 2014.
- Project Number 17 & 19, were withdrawn from consideration by the project sponsor. November 20, 2014.

The 2014 Peninsula RTPO consolidated grant projects financials for the 14 eligible projects tallied:

- $24,630,294.00 in total dollar project costs
- $12,392,928.86 in total dollar project requested
- $12,237,356.14 in total dollar local match

WSDOT Grant Selection

The Peninsula RTPO prioritized consolidated grant project list is submitted to WSDOT Public Transportation Division Office with approval action at the December 11, 2014, Peninsula RTPO TAC, (the body having authority to approve the project list). Once transportation project applications are submitted to WSDOT Public Transportation Office (Due December 19, 2014), an evaluation committee comprised of WSDOT representatives and others will rank proposals and assign scores based on an established criteria. Once committee scoring is complete WSDOT staff will apply additional points to projects based on the regional A, B, C, D ranking. WSDOT guidelines allow that 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 project applications that were identified at the regional level are different than the fully developed applications submitted to WSDOT.

Prior to the Peninsula RTPO prioritization workshop of November 14th, WSDOT assigned seven “A” (Highest Priority), seven “B” (Second-Highest Priority), seven “C” projects (Third-Highest Priority), and an unlimited number of “D” projects to the Peninsula RTPO area. This assignment is based on the 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.

Chapter 7
HSTP Implementation

Next Steps

With the completion and award of the WSDOT 2015 consolidated grants, the Peninsula RTPO intends on further emphasizing special needs transportation as an integral part of the long-range transportation vision. Federal transportation legislation requires that the Coordinated Plan be updated every four years. This Plan covers federal fiscal years 2015 to 2018. The next plan update will begin in 2017 for the 2018 update. In addition to the regional HSTP efforts, the Peninsula RTPO recommends establishing a committee level group to monitor and improve on the deliverable of the Peninsula RTPO Human Services Coordination Transportation Plan. The group would offer recommendations to the Peninsula RTPO during the interim grant award cycles. Furthermore, this group could serve an important role in the coordination of the region's special needs transportation services, where they may use a combination of other programs.

Measuring Success[9]: The Peninsula RTPO will work with WSDOT and other RTPO's in identifying consistent measurements of grants performance. The Region's consolidated grant recipients will be encouraged to provide an annual report summary to the Peninsula RTPO on status, performance and success of their efforts. This could be coordinated by Peninsula RTPO committee led efforts.

It is recommended that the Peninsula RTPO work with stakeholders in the discussion and inclusion of regional multimodal efforts that further address the special needs population and means of transportation.

[9] Chapter 6 goes into detail on measures to assess local grant process success.

APPENDIX A

SIGN-IN SHEETS AND AGENDAS FOR KICK-OFF AND OUTREACH MEETINGS

12

Human Services Transportation Plan

2014 UPDATE Effort

January 15th 1:00 to 2:30 PM

Port Hadlock Library's Humphrey conference room, 620 Cedar Ave., Port Hadlock

SIGN IN

NAME	AGENCY	PHONE #	EMAIL ADDRESS
Christina Kramer	Mason Transit Authority	360 426 9434	ckramer@masontransit.org
↳ c/o Mike Oliver	"	" "	moliver@masontransit.org
Trudy Stacy for Steffani Lilly	Kitsap Transit	360.475.0924	trudys@kitsaptransit.com
Ed Bowen	WDVA & Veterans Advocate	360 4528008	ebb@dva.wa.gov
Gordon Neilson	Skokomish Tribe	360.426.4232	gneilson@skokomish
Anna McEvery	JEFF. CO. Public Health - DD Program	amcevery@co.jefferson.wa.us	
Jennifer Rubert	Jefferson Transit	385-3020 x107	trubert@jeffersontransit.com
Doug Bullis	" "	" x 117	dbullis@jeff..."
Teresa Monroe	" "	" x 111	tmonroe@jeffersontransit.com
Geoff Crump	OLYCAP	385.2571	gcrump@olycap.org
David Sullivan	Jefferson County	385-9103	dsullivan@co.jefferson.wa.us

Human Services Transportation Plan

2014 UPDATE Effort

January 15th 1:00 to 2:30 PM

Port Hadlock Library's Humphrey conference room, 620 Cedar Ave., Port Hadlock

SIGN IN

NAME	AGENCY	PHONE #	EMAIL ADDRESS
Lennea Wolfe	Skokomish Tribe		lwolfe@skokomish.org
Wendy Clark Getzin	Clallam Transit System		

PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Human Services Transportation Plan

2014 UPDATE Effort

January 15th 1:00 to 2:30 PM
Port Hadlock Library's Humphrey conference room, 620 Cedar Ave., Port Hadlock

Meeting Agenda

- Welcome/Introductions
- Purpose of meeting
- Purpose of the HSTP Update
- How the Update will be conducted
- Stakeholders
- 2010 Plan/Process, Solicit Feedback
- 2014 HSTP Expectations/Next Steps

WSDOT, Olympic Region Transportation Planning Office
Update Project point-of-contact; T.J. Nedrow, (360) 357-2728 t.j.nedrow@wsdot.wa.gov

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Human Services Transportation Plan

2014 UPDATE Effort

Clallam Countywide Stakeholder Meeting
April 16th 10:30 to 12:00 PM
Clallam Transit Admin Building
830 West Lauriden, Port Angeles

TJ--
There was a Jack somebody who didn't sign the sheet
Yvette

SIGN IN

NAME	AGENCY	PHONE #	EMAIL ADDRESS
Barbie Rasmussen	Olympic Area Agency on Aging	360.379.5064	rasmubl@dshs.wa.gov
Joanne Levine	WA State Counsel on Aging	360-390-5692	joanne.levine@gmail.com
CAROLYN ANDERSON	OLYCAP	360-385-2571	canderson@olycap.org
TERI WENSITS	CATHOLIC COMM/VCS	360-417-5640	TERIW@CCSWW.ORG
Jeff Bartlett	Makah Tribe	360-645-3111	Jeff.Bartlett@Makah.com
David Lucas	Makah Tribe	360-645-3116	pubwks@centurytel.net
Nancy Vivolo	Clallam Transit	360-452-4511	nancy@clallamtransit.com
Ken Dane	ECHHO		

7

Human Services Transportation Plan

2014 UPDATE Effort

Jefferson Countywide Stakeholder Meeting
April 16th 2:30 to 4:00 PM
Port of Port Townsend Boardroom.
2701 Jefferson Street, Port Townsend

SIGN IN

NAME	AGENCY	PHONE #	EMAIL ADDRESS
Joanne Levine	WA State Council on Aging	360-390-5692	joanne-levine@gmail.com
Tammi Rubert	Jefferson Transit	(360) 385-4777	trubert@jeffersontransit.com
Teresa Monroe	" "	" " "	tmonroe@jeffersontransit.com
Doug Bullis	" "	"	dbullis@jeff...tran...com
GEOFF CRUMP	OLYCAP	385.2571	gcrump@olycap.org
Gordon Nelson	Skok Tribe	360-426-4232	gneilson@skokomish.org
Beebee Rasmussen	Oly Area on Aging		

@ 3

Human Services Transportation Plan

2014 UPDATE Effort

Kitsap Countywide Stakeholder Meeting
April 17th 10:30 to 12:00 PM
Kitsap Transit Admin Building
60 Washington Avenue, Bremerton

SIGN IN

NAME	AGENCY	PHONE #	EMAIL ADDRESS
Lupe Fuller	KITSAP mental Health Services	373-5031 ext 5808	marief@KMHS.ORG
Steffani Lillie	Kitsap Transit	360-478-6931	steffanil@kitsaptransit.com
Donna Jones	CCS/Volunteer Chore Service	405-0072 ext 3	DonnaJ@ccsww.org

4

Human Services Transportation Plan

2014 UPDATE Effort

Mason Countywide Stakeholder Meeting
April 17th 2:30 to 4:00 PM
Mason Transit Admin Building,
790 E. Johns Prairie Road. Shelton

SIGN IN

NAME	AGENCY	PHONE #	EMAIL ADDRESS
Beth Tucker	State Council on Aging LMTAAA Advisory Council	360-868-2617 360-688-3140 (cell)	bklopfleisch@hotmail.com
JUDY SCOTT	PORT OF ALLYN	360-275-6255	SSconstruct@hotmail.com
MIKE OLIVER	MTA	360-432-5710	MOLIVER@MASONTRANSIT.ORG
Ross Gallagher	LMTAAA	360 426 6411	rossgallagher@gmail.com
GEORGE KOVICH	WSDOT	360-704-3207	
Sara Abernathy	WSDOT	360.705.7929	abernase@wsdot.wa.gov

PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Human Services Transportation Plan 2014 UPDATE Effort

April 16 & 17, 2014
Clallam, Jefferson, Kitsap and Mason County Listening Sessions

Session Intent Task 2.2, conduct conducted four stakeholder meetings in each of the four counties and one with the tribes. The purpose of this session will be for staff to gather information about provider service, points of contacts and HSTP Update expectations.

1. Introductions
2. Overview of the HSTP Update
3. Coordination & Deliverables
4. Origin & Destinations
5. What service gaps do you have?
6. What are your expectations of the HSTP update?
7. Who is considering applying for a grant – what is the request for?

Peninsula RTPO Human Services Transportation Plan resources.

1. Survey *http://wsdot.wa.gov/partners/prtpo/*
2. 2010 HSTP Plan

WSDOT, Olympic Region Transportation Planning Office
Update Project point-of-contact; T.J. Nedrow, (360) 357-2728 t.j.nedrow@wsdot.wa.gov

7

Human Services Transportation Plan

2014 UPDATE Effort

Peninsula RTPO Tribal Nation Stakeholder Meeting
April 22nd 10:30 to 12:00 PM
Jamestown S'Klallam Administration Building

1033 Old Blyn Hwy, Sequim

SIGN IN

NAME	AGENCY	PHONE #	EMAIL ADDRESS
Annette Nesse	Jamestown S'Klallam Tribe	360 681-4620	anesse@jamestowntribe.org
Keith Pike	Hoh Tribe	374-6501	keithRpike@gmail.com
Carol Brown	Lower Elwha Klallam Tribe	360 452 8471 *7443	Carol.Brown@elwha.org
Jeff Bartlett	Makah Tribe	360-645-3111	Jeff.Bartlett@makah.com
Gordon Neilson	Skokomish	360. 426. 4232 x2059	gneilson@skokomish.org
Lennen Wolfe	Skokomish	360-426-4232	lwolfe@skokomish.org
David Lucas	Makah	360-645-3116	pubwks@centurytel.net

PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Human Services Transportation Plan 2014 UPDATE Effort

April 22, 2014
Tribal Listening Session

Session Intent Task 2.2, conduct conducted four stakeholder meetings in each of the four counties and one with the tribes. The purpose of this session will be for staff to gather information about provider service, points of contacts and HSTP Update expectations.

1. Introductions
2. Overview of the HSTP Update
3. Transportation, Health & Human Services Records
4. Coordination & Deliverables
5. Origin & Destinations
6. Data Collection Methodology
7. What service gaps do you have?
8. What are your expectations of the HSTP update?
9. Who is considering applying for a grant – what is the request for?

Peninsula RTPO Human Services Transportation Plan resources.

1. Survey *http://wsdot.wa.gov/partners/prtpo/*
2. 2010 HSTP Plan

WSDOT, Olympic Region Transportation Planning Office
Update Project point-of-contact; T.J. Nedrow, (360) 357-2728 t.j.nedrow@wsdot.wa.gov

APPENDIX B

SIGN-IN SHEETS AND AGENDA FOR REGIONAL WORKSHOPS

Human Services Transportation Plan

2014 UPDATE Effort

September 10th 1:30 to 4:30 PM

Kitsap County Public Works Building, 8600 SW Imperial Way, Port Orchard, WA 98367

SIGN IN

NAME	AGENCY	PHONE #	EMAIL ADDRESS
Judy Scott	Port of Allyn	360-275-6255	ssconstruct@hotmail.com
Rusty Ponser	Port of Allyn	360-275-3460	rponserpon@aol
Donna Jones	Catholic Community Services Volunteer Chore Services	360-405-0072 ext 3	DonnaJ@ccswww.org
Margaret Foley	Squaxin Island Tribe	360 432 3952	mfoley@squaxin.us
Jeff Davidson	Kitsap Transit	360-824-4941	jeffda@kitsaptransit.com
Steffani Lillie	Kitsap Transit	360-478-6931	SteffaniL@kitsaptransit.com
Ann Kennedy	Paratransit Svs	360-377-7176 x325	atk@paratransit.net
Evan Olsen	WSDOT	360-705-6929	olsene@wsdot.wa.gov
Shannus Misek	WSDOT	360-705-7346	~~misek~~ miseks@wsdot.wa.gov

OHuman Services Transportation Plan

2014 UPDATE Effort

September 11th 1:00 to 4:00 PM

Port Hadlock Library's Humphrey conference room, 620 Cedar Ave., Port Hadlock

SIGN IN

NAME	AGENCY	PHONE #	EMAIL ADDRESS
CLINT WETZEL	CLALLAM TRANSIT	360 461-1370	cwetzel@clallamtransit.com
Sara Crouch	Jefferson Transit	360 385-3020	scrouch@jeffersontransit.com
Jemmi Hubert	Jefferson Transit	(360)385-3020 x 107	hubert@jeffersontransit.com
GEORGE KOVICH	WSDOT OLY RGN	(360) 681-4620	anesse@jamestowntribe.org
Annette Nesse	Jamestown S'Klallam Tribe		
Jeff Bartlett	Makah Tribe	360-645-3111	jeff.bartlett@makah.com
Carol Brown	Lower Elwha Klallam	360-452-8471*7443	carol.brown@elwha.org
MIKE OLIVER	MASON TRANSIT AUTH.	360 435 5710	moliver@masontransit.org
Carol Laase	Olympic Area Agency on Aging	360-379-5064	Barbie Rasmussen rasmubl@dshs.wa.gov
CAROLYN ANDERSON	OLYCAP	360-385-2571	canderson@olycap.org
Anna McEnery	JEFF. CO Public Health - DD Prog.	(360) 385-9410	amcenery@co.jefferson.wa.us
James Misek	WSDOT	360 705 7346	Misekj@wsdot.wa.gov

0Human Services Transportation Plan

2014 UPDATE Effort

September 11th 1:00 to 4:00 PM

Port Hadlock Library's Humphrey conference room, 620 Cedar Ave., Port Hadlock

SIGN IN

NAME	AGENCY	PHONE #	EMAIL ADDRESS
Lyle Courtsal	People's Multisvc. Systems	360-674-4708	ldcinorbite gmail.com

PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Human Services Transportation Plan 2014 UPDATE Effort

Peninsula RTPO Consolidated Grant Workshop

Wednesday, September 10, 2014 1:30 – 4 30 PM Kitsap and Mason Counties
Kitsap County Public Works Annex, 8600 SW Imperial Way, Port Orchard, WA 98367 (360) 337-5777
Thursday, September 11, 2014 1:00 – 4:30 PM Clallam and Jefferson Counties
Jefferson Co. Public Library, 620 Cedar Ave, Port Hadlock, WA 98339 (360) 385-6544

AGENDA

Workshop Intent:

- Provide stakeholders with information specific to applying for a 2015 WSDOT Transportation Consolidated Grant
- Determine probable grant applications

1. Introductions – All
2. Overview of the 2014 HSTP Update, i.e. Gap, Goals & Strategies – T.J. Nedrow
3. 2015-17 Public Transportation Consolidated Grant Application – Shamus Misek
   Please bring copies of materials Materials located at Quick Clicks
   http://www.wsdot.wa.gov/Transit/Grants
4. Who is considering applying for a grant – what is the request for? – All
5. Proposed Peninsula RTPO Grant Criteria Ranking Process – T.J. Nedrow
6. Next Steps – Wrap-up – T.J. Nedrow

Resources

1. 2015-17 Public Transportation Consolidated Grant Application
2. 2014 Peninsula RTPO HSTP Needs, Gaps & Duplications, Goals & Strategies
3. 2010 HSTP Plan

WSDOT, Olympic Region Transportation Planning Office
Update Project point-of-contact; T.J. Nedrow, (360) 357-2728 nedrowt@wsdot.wa.gov

APPENDIX C

SIGN-IN SHEET, AGENDA, SCORING CRITERIA & WEIGHTS FOR PENINSULA RTPO GRANT RANKING EFFORT

PRTPO Human Services Transportation Plan
2014 Consolidate Grant Prioritization Workshop

November 11th 10:00 AM to 4:00 PM

Jamestown S'Klallam Tribal Center; Red Cedar Room 1033 Old Blyn Hwy Sequim

SIGN IN

NAME	AGENCY	PRESENTING
Mike Oliver	Mason Transit	☒ YES
Lennea Wolfe	Skokomish Tribe	☐ YES
Gordon Neilson	Skokomish Tribe	☐ YES
Carolyn Anderson	OlyCap	☒ YES
Margaret Foley	Squaxin Tribe	☒ YES
Ed Coviello	Kitsap Transit	☐ YES
Jeff Davison	Kitsap Transit	☒ YES
Sara Couch	Jefferson Transit	☒ YES
Tammi Rubert	Jefferson Transit	☒ YES
Cheryl Loren	Jefferson Transit	☐ YES
Kevin Gallacci	Clallam Transit	☒ YES
Clint Wentsel	Clallam Transit	☒ YES
Jeff Bartlett	Makah Tribe	☒ YES
David Lucus	Makah Tribe	☐ YES
Ken Dane	ECHHO	☒ YES

PRTPO Human Services Transportation Plan
2014 Consolidate Grant Prioritization Workshop

November 11th 10:00 AM to 4:00 PM

Jamestown S'Klallam Tribal Center; Red Cedar Room 1033 Old Blyn Hwy Sequim

SIGN IN

NAME	AGENCY	PRESENTING
Dennis Engel	WSDOT, Olympic Region	☐ YES
Dennis Bloom	Intercity Transit	☐ YES
Bek Ashby	City of Port Orchard	☐ YES
Judy Scott	Port of Allan	☐ YES
Shamus Misek	WSDOT, Public Transportation	☐ YES
Yvette Liufau	WSDOT, Olympic Region	☐ YES
		☐ YES
		☐ YES
		☐ YES
		☐ YES
		☐ YES
		☐ YES
		☐ YES
		☐ YES
		☐ YES
		☐ YES

PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Human Services Transportation Plan 2014 UPDATE Effort

Peninsula RTPO 2014 Coordinated Grant Project Ranking Workshop

Wednesday, November 14, 2014
10:00 AM – 4:00 PM
Jamestown S'Klallam Tribal Community Center, Red Cedar Room
1031 Old Blyn Highway Sequim, WA 98382
Phone: (360) 683 -1109

Proposed Workshop AGENDA

10:00 AM	Introductions
10:10 AM	Status Report/ Purpose of Workshop
10:20 AM	Presentation of Project Applications
12:30 PM	Break
12:45 PM	Working Lunch
	Review of Project Presentations
	Ranking/Prioritization Exercise of Projects
	Formulation of Peninsula RTPO Report of Regional Prioritized List
4:00 PM	Adjourn

WSDOT, Olympic Region Transportation Planning Office
Update Project point-of-contact; T.J. Nedrow, (360) 357-2728 t.j.nedrow@wsdot.wa.gov

Peninsula RTPO 2014 Consolidated Grant Criteria Definitions & Weights

The 2014 Peninsula RTPO consolidated Grant application will be evaluated by utilizing a weighted criterion. This tool is important as it is the bases for ranking group's recommended project priority list to then be presented to the Peninsula RTPO.

The definitions of the five criteria's are as follows

Criteria 1 – Preserves Stand-alone Transportation Service
15 points Application demonstrates that proposal will continue a transportation service currently in operation between two existing end points or resource offers. Minor modifications to the service are permitted.

Criteria 2 – Preserves Regional Continuity of Mobility
10 points Application demonstrates that proposal will continue a regionally significant transportation service route or resource that is currently in operation. Minor modifications to the service is permitted.

Criteria 3 – Demonstrates Fulfillment of Human Transportation Service
10 points Application addresses a deficiency, or deficiencies noted in the Peninsula RTPO 2014 Human Services Transportation Plan.

Criteria 4 – Promotes Inter-Agency and/or Service Coordination
10 points Application supports coordination of like services with other transportation service related providers in the area.

Criteria 5 – Defines Performance Measures
5 points Application provides documentation on how success of an operations or capital grant is measured.

Definitions

Application: the Peninsula RTPO 2014 Consolidated Grant Project Description Template

Resource: a product, good or service that has a direct correlation to the Human Services Transportation Plan.

Service: An operational function or resource that results in addressing a need or gap noted in the Peninsula RTPO 2014 Human Services Transportation Plan.

Stand-alone: Operating independent of other like-kind services.

FINAL Version October 29, 2014

Peninsula RTPO 2014 Consolidated Grant Weighted Criteria

Criteria	Criteria 1 Preserves Standalone Transportation Service	Criteria 2 Preserves Regional Continuity of Mobility	Criteria 3 Demonstrates Fulfillment of Human Transportation Service	Criteria 4 Promotes Inter-Agency and/or Service Coordination	Criteria 5 Defines Performance Measures
Weight	15	10	10	10	5
	0 = Low	0 = Low	0 = Low	0 = Low	0 = Low
	10 = Median	5 = Median	5 = Median	5 = Median	3 = Median
	15 = High	10 = High	10 = High	10 = High	5 = High

Low = Project Marginally speaks to intent of the criteria
Median = Project accounts for a measureable deliverable
High = Project fully meets the intent of the criteria

FINAL Version October 29, 2014

APPENDIX D

2014 PENINSULA RTPO CONSOLIDATED GRANT APPLICATIONS

Peninsula RTPO 2014 Consolidated Grant Project Application: Project #1

Project Sponsor: **Jamestown S'Klallam Tribe**
Your Name: Annette Nesse, COO
Street Address: 1033 Old Blyn Highway
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:**
   Project Title: Sustain Existing Jamestown Campus Route #50
   Funding to sustain 4 round trips each weekday, operated by Clallam Transit System, from Sequim to the Jamestown S'Klallam Tribal Campus in Blyn. This service began in 2010 as Route #50, and has grown continuously since then, becoming a relied-upon route for Tribal employees, Tribal citizens and clients of the Tribe and its businesses in Blyn. The schedule was designed to provide four round trips each weekday during normal business hours.

2. **Explain to how your project meets the five criterion**

   1. Preserves Stand-alone Transportation Service – Grant funding for our project will preserve a successful, stand-alone transportation route that provides a vital service for access to and from the businesses and services in and around the Jamestown Tribal Campus in Blyn. The end points of the route are the Sequim Transit Center and the Jamestown Tribe's Governmental Campus in Blyn. Sequim is the county's eastern most hub in terms of population and ridership and Blyn is home to the Tribe's governmental operations, the Seven Cedars Resort and the Longhouse Market and Fueling Station. Without funding for operations this route will cease to exist. It was first established in 2010 when the Tribe received funding from FTA and then negotiated a contract where CTS agreed to provide establish the route and provide the service if the costs were covered.

   2. Preserves Regional Continuity of Mobility - The project preserves connectivity between Port Angeles, Sequim and rural Blyn for services including employment, dental care for low income clients, services for the Tribal community and access to Tribal employment centers where 500-600 people work.

   3. Demonstrates Fulfillment of Human Transportation Service – The project addresses the deficiency that would occur if this now established, fixed route were discontinued. The need for additional service was clear in 2010 when the route began, and continues to fill a need to provide transportation during weekday work hours to/from rural Blyn. The project addresses the deficiencies noted in the Plan as follows:

   - Preservation of Route #50, Jamestown Campus allows **maintenance of a current service in a Tribal area**.
   - It **connects rural clients/riders living outside of major activity centers** to services, employment and recreation. It brings clients/riders to Tribal operations and takes them from the rural Blyn area to Sequim and Port Angeles.
   - Jamestown Campus Route #50 has **increased transit options and frequency** and so has improved multi-modal travel options in a rural area as this service accommodates cyclists, commuters and pedestrians.
   - It provides service that **fills the peak service gaps**. This route offers four additional runs between the Sequim Transit Center and the rural east end of Clallam County. Our route dovetails two mid-morning and two afternoon runs with Clallam Transit's existing Diamond Point Route #52.

Peninsula RTPO 2014 Consolidated Grant Project Application: Project #1

- This service is **user friendly** as there are no infrastructure gaps preventing access. We provide adequate parking, sidewalks with handicap curb cuts and a safe protected waiting area for riders (lighted, seating and cover available).
- Preservation of this route will **avoid service cutbacks** by maintaining a vital route that is enjoying increasing ridership.
- The hours of service for Jamestown Campus Route #50 promote **family oriented transportation**. Local youth use the service to get to schools and families use the bus to access shopping, etc., in Sequim and Port Angeles.
- This route **supports Tribal economic development** by providing access to higher education, job training programs and employment opportunities (access to Peninsula Community College, etc.).

4. Promotes Inter-Agency and/or Service Coordination - The service provided by our Jamestown Campus Route #50 is like all other fixed route service provided by Clallam and Jefferson Transit Systems. The buses are accessible to disabled riders, the fares are consistent with other routes, bus stops are shared with consistent signage, buses are equipped with bike racks, and the route is listed on the bus schedule. This route connects with other Clallam Transit and Jefferson Transit routes. From there, connections to Kitsap Transit and on into King County can be made. These inter-agency connections provide a continuity of service from west Clallam County to downtown Seattle and Edmonds.

5. Defines Performance Measures – Our performance measures are defined by ridership, which has steadily increased. Since the route began in October 2010, ridership has increased from early monthly passenger trip numbers as low as 115, to current monthly numbers which top 400 per month. The annual average the first year was less than 200 rides per month, while the most recent year (October 2013 through September 2014) averaged over 300 rides.

We expect ridership to continue to increase as we work with Clallam Transit Systems to construct a bus stop and shelter on the Seven Cedars Resort property. This stop will allow the CTS buses to stop in a safe (off the edge of the highway) and secure (covered, lighted) area that will encourage more ridership.

3. 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:
Since 2010, we have received FTA Tribal Transportation (competitive) funding for this route, and supplemented it with Tribal reserves, to pass-through to Clallam Transit System to run this route. FTA has now changed to a formula grant that offers us less than $12K per year, for a route that costs more than $80K per year to operate.

Indicate the geographic area that the project will serve:
East Clallam County, WA

Indicate the mode of transportation that the project will use:

Peninsula RTPO 2014 Consolidated Grant Project Application: Project #1

Transit Bus

Estimated Project Cost: $173,040

Provide Financial Match Percentage and Source:20% from Tribal reserves ($34,608 total over 2 years)

4. If this project is for CAPTIAL ASSISTANCE, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of vehicle or equipment:
Click here to enter text.

Describe the need that the equipment will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
Click here to enter text.

Describe the need that the project will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application: Project #2

Project Sponsor: **Jefferson Transit Authority**
Your Name: Tammi Rubert
Street Address: 1615 West Sims Way
City: Port Townsend State: WA Zip: 98368
Phone: (360) 385-3020 E-mail: trubert@jeffersontransit.com

1. Project Description – Provide a 1-2 sentence description of the proposed project:
Jefferson Transit Operating Assistance-Project A: East Jefferson County Service. Preserve the existing Fixed Route and On-Demand ADA service for all residents of East Jefferson County including those who are special needs and the economically disadvantaged.

2. Explain to how your project meets the five criterion

Criteria 1 – PRESERVES STAND-ALONE TRANSPORTATION SERVICE - This project provides funding to preserve a stand-alone transportation service. Jefferson Transit has provided this service for over 30 years and does not and will not be contracting with another agency to provide either fixed route or paratransit services. The elimination or reduction of this service would present severe socio-economic hardship and have a negative impact on the safety and well being of residents who depend on the service.

Criteria 2 – PRESERVES REGIONAL CONTINUITY OF MOBILITY - The reliable service that Jefferson Transit supplies with this project provides residents the means to get to jobs, shopping and social services. Jefferson Transit provides a series of public transit connections that allow for access from Jefferson County to Clallam, Mason, and Kitsap Counties. Additionally, this service provides a link to Clallam County for our West Jefferson Olympic Connection service and to Grays Harbor Transit System. JTA provides links to the Washington State Ferries. East Jefferson Transit connects passengers with the Port Townsend Ferry which sails to Coupeville. Jefferson Transit IS the link that provides service for the entire Peninsula.

Criteria 3 – DEMONSTRATES FULFILLMENT OF HUMAN TRANSPORTATION SERVICE - This service is identified for continuation in the Jefferson Transit Comprehensive Plan, Jefferson Transit Authority's Transit Development Plan and The Peninsula Regional Transportation Planning Organization's Regional Human Services and Public Transit Coordination Plan. This project is referenced in the Peninsula Region Human Transportation Service Plan on pages 3-4 to 3-6.

Criteria 4 – PROMOTES INTER-AGENCY AND/OR SERVICE COORDINATION - This project preserves inter-agency connectivity and coordination and is of regional importance. The service includes links to Washington State Ferries; Clallam, Kitsap and Mason Transits; and the private transit, Dungeness Line. Coordinating connections with these transit agencies allows for access to SeaTac International airport, Seattle Greyhound terminal, and Olympia amongst many other cities and locations. At the local level, East Jefferson Transit's regular fixed-route service is coordinated to provide service to the city public schools, Chimacum High School, Quilcene High School and to Peninsula College in the City of Port Angeles (via Clallam Transit).

Criteria 5 – DEFINES PERFORMANCE MEASURES – Jefferson Transit performance measures include ridership, service efficiency (boardings per hour), maintenance cost per mile. Jefferson Transit has set internal goals for itself in each of these areas. Jefferson Transit tracks ridership monthly, as expected, ridership is down 4% compared to last year due to the Sunday Service cut. Jefferson Transit's current goal for service efficiency is between 15-17 passengers per hour for fixed route; between 2.5 and 3 persons per hour for Dial-A-Ride. For Maintenance Cost Per Mile we

Peninsula RTPO 2014 Consolidated Grant Project Application: Project #2

have set our goal at less than $1.12 per mile for fixed route and $0.95 per mile for Dial-A-Ride. Jefferson Transit will report these figures to PRTPO quarterly or annually based on how often they would like to receive the data.

3. 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 areas served by this project are identified as the fastest growing regions in Jefferson County. These areas are home to a significant number of senior citizens, people with disabilities, and those living at or below the poverty level. All of these areas have cores of economically disadvantaged individuals who are transit dependent. This service has been widely supported by residents of Jefferson County through passage of three sales tax initiatives; however, Jefferson Transit is at its legislative maximum for sales tax funding. Jefferson Transit has fully utilized the tools provided by the State Legislature to fund transit service in Jefferson County. Jefferson Transit provides over 275,000 trips annually.

Indicate the geographic area that the project will serve:
This project serves East Jefferson County. It has routes in and to the most populated areas of the county including: Port Townsend, Tri-Area (Port Hadlock, Irondale, and Chimacum), Port Ludlow, Quilcene, and Brinnon. It also has connecting routes to Clallam Transit in Sequim, to Kitsap Transit in Poulsbo, and to Mason Transit in Brinnon. This project also connects with the Washington State Ferry System.

Indicate the mode of transportation that the project will use:
East Jefferson Transit uses Buses, Cutaways and Dial-A-Ride Vans to support these service areas.

Estimated Project Cost:
The estimated total project cost is $5,933,100; Jefferson Transit is requesting grant funding in the amount of $1,658,100

Provide Financial Match Percentage and Source:
The financial match amount is determined by WSDOT when/if the grant is awarded; in Jefferson Transit's current consolidated grant the match is 66%. Sales tax revenue is the matching source.

Peninsula RTPO 2014 Consolidated Grant Project Application: Project #3

Project Sponsor: **Jefferson Transit Authority**
Your Name: Tammi Rubert
Street Address: 1615 West Sims Way
City: Port Townsend State: WA Zip: 98368
Phone: (360) 385-3020 E-mail: trubert@jeffersontransit.com

1. **Project Description – Provide a 1-2 sentence description of the proposed project:**
   Jefferson Transit Operating Assistance-Project B: West Jefferson Olympic Connection. This project is for the preservation of Deviated Fixed Route service between Forks and Amanda Park along US 101. This project preserves an existing Deviated Fixed Route 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.

2. **Explain to how your project meets the five criterion**
   Criteria 1 – PRESERVES STAND-ALONE TRANSPORTATION SERVICE - This project provides funding to preserve a stand-alone transportation service. Jefferson Transit will not be contracting with another agency to provide either fixed route or paratransit services for this region. This service is an essential "lifeline" for many residents in this area. For many residents the only other transit option is hitchhiking. The elimination or reduction of this service would present severe socio-economic hardship and have a negative impact on the safety and well being of residents who depend on the service.

   Criteria 2 – PRESERVES REGIONAL CONTINUITY OF MOBILITY - The reliable service that Jefferson Transit supplies with this project provides residents the means to get to jobs, shopping and social services. In Forks, riders connect with Clallam Transit and in Amanda Park with Grays Harbor Transit. It supports but does not duplicate existing services; in fact, there are no other service options in this region. JTOC is a Route Deviated route; therefore it makes stops directly at the Forks Hospital and other medical facilities in which a passenger might need transportation to. Many passengers ride the bus as the only means of getting their groceries. Many passengers from Queets, Forks and the Hoh River Tribe, use JTOC to commute to employment at Kalaloch.

   Criteria 3 – DEMONSTRATES FULFILLMENT OF HUMAN TRANSPORTATION SERVICE - This service is identified for continuation in the Jefferson Transit Comprehensive Plan, Jefferson Transit Authority's Transit Development Plan and The Peninsula Regional Transportation Planning Organization's Regional Human Services and Public Transit Coordination Plan. This project is referenced in the Peninsula Region Human Transportation Service Plan on pages 3-4 to 3-6.

   Criteria 4 – PROMOTES INTER-AGENCY AND/OR SERVICE COORDINATION - This project preserves inter-agency connectivity and coordination and is of regional importance. 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 to the region's fragile economy.

   Criteria 5 – DEFINES PERFORMANCE MEASURES – Jefferson Transit performance measures include ridership, service efficiency (boardings per hour), maintenance cost per mile. Jefferson Transit has set internal goals for itself in each of these areas. Jefferson Transit tracks ridership monthly ridership is steady compared to last year. Jefferson Transit's current goal for service efficiency is between 3-4 passengers per hour for this route. For Maintenance Cost

Peninsula RTPO 2014 Consolidated Grant Project Application: Project #3

Per Mile we have set our goal at less than $1.00 per mile for this route. Jefferson Transit will report these figures to PRTPO quarterly or annually based on how often they would like to receive/review the data.

3. 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:
To preserve the existing Deviated Fixed Route service between Forks and Amanda Park along US 101. This service provides a regional "lifeline" connection between West Jefferson County and Grays Harbor Transit, Clallam Transit as well as the Quileute Community Shuttle. This service represents the only safe and reliable option for residents along the corridor. The region is isolated and economically depressed with little or no services available between Forks and the Hoquiam/Aberdeen municipal areas. This service has been widely supported by residents of Jefferson County through passage of three sales tax initiatives; however, Jefferson Transit is at its legislative maximum for sales tax funding. Jefferson Transit has fully utilized the tools provided by the State Legislature to fund transit service in Jefferson County. This service provides over 15,000 rides annually.

Indicate the geographic area that the project will serve:
This project serves the West Jefferson County. It transports passengers to and from five major points: Forks, Lower Hoh, Kalaloch, Queets and Amanda Park.

Indicate the mode of transportation that the project will use:
Cutaways are used for mode of transportation on the West Jefferson Olympic Connection.

Estimated Project Cost:
The estimated total project cost is $707,173; Jefferson Transit is requesting grant funding in the amount of $367,730

Provide Financial Match Percentage and Source:
The financial match amount is determined by WSDOT when/if the grant is awarded; in Jefferson Transit's current consolidated grant the match for this project is 48%. Sales tax revenue is the matching source.

Peninsula RTPO 2014 Consolidated Grant Project Application: Project #4

Project Sponsor: **Jefferson Transit Authority**
Your Name: Tammi Rubert
Street Address: 1615 West Sims Way
City: Port Townsend State: WA Zip: 98368
Phone: (360) 385-3020 E-mail: trubert@jeffersontransit.com

1. **Project Description – Provide a 1-2 sentence description of the proposed project:**
   Jefferson Transit Capital Assistance-Cutaway Buses. Jefferson Transit Authority will purchase two vehicles to be used on the West Jefferson Olympic Connection (JTOC); two buses from this service will be transferred to East Jefferson County to replace two buses with no remaining Useful Life on them.

2. **Explain to how your project meets the five criterion**
   Criteria 1 – PRESERVES STAND-ALONE TRANSPORTATION SERVICE - This project funding is requested to provide capital dollars for the purchase of two cutaway buses for the Jefferson Transit Olympic Connection. Jefferson Transit will not be contracting with another agency to provide either fixed route or paratransit services for this region. This service is an essential "lifeline" for many residents in this area.

   Criteria 2 – PRESERVES REGIONAL CONTINUITY OF MOBILITY – Purchasing these vehicles furthers the mission of Jefferson Transit to provide reliable service so that residents will have the means to get to jobs, shopping and social services. In Forks, riders connect with Clallam Transit and in Amanda Park with Grays Harbor Transit. It supports but does not duplicate existing services; in fact, there are no other service options in this region. JTOC is a Route Deviated route; therefore it makes stops directly at the Forks Hospital and other medical facilities in which a passenger might need transportation to. Many passengers ride the bus as the only means of getting their groceries. Many passengers from Queets, Forks and the Hoh River Tribe, use JTOC to commute to employment at Kalaloch.

   Criteria 3 – DEMONSTRATES FULFILLMENT OF HUMAN TRANSPORTATION SERVICE – Purchasing these vehicles allows this service as identified for continuation in the Jefferson Transit Comprehensive Plan, Jefferson Transit Authority's Transit Development Plan and The Peninsula Regional Transportation Planning Organization's Regional Human Services and Public Transit Coordination Plan. This project is referenced in the Peninsula Region Human Transportation Service Plan on pages 3-4 to 3-6.

   Criteria 4 – PROMOTES INTER-AGENCY AND/OR SERVICE COORDINATION - This project provides a means to preserve inter-agency connectivity and coordination and is of regional importance through the purchase of more reliable vehicles.

   Criteria 5 – DEFINES PERFORMANCE MEASURES – Jefferson Transit performance measures for maintenance include maintenance cost per mile. Jefferson Transit has set internal goals for itself at less than $1.00 per mile for this JTOC service. The replacement of these vehicles will result in service reliability and safety enhancements as newer equipment needs less down time. Jefferson Transit will report these figures to PRTPO quarterly or annually based on how often they would like to receive/review the data.

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

   ☐ This is a new project

Peninsula RTPO 2014 Consolidated Grant Project Application: Project #4

☐ This is a continuing project

Describe the need that project will be filling:
Click here to enter text.

Indicate the geographic area that the project will serve:
Click here to enter text.

Indicate the mode of transportation that the project will use:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

4. If this project is for CAPTIAL ASSISTANCE, please provide the following information:

☐ This is an expansion project

☒ This is a replacement project

Indicate the type of vehicle or equipment:
Medium-Duty Chassis-Built Cutaway Bus

Describe the need that the equipment will be used to fill:
This will provide reliable vehicles to the JTOC route. JTOC has two high mileage 2011 IC Champion Max Forces, though they are good buses, they have been expensive to maintain in a remote area. This project will update the JTOC vehicles, update the East Jefferson County vehicles, and reduce maintenance costs.

Indicate the geographic area where the equipment will be used:
This project serves West Jefferson County. It transports passengers to and from five major points: Forks, Lower Hoh, Kalaloch, Queets and Amanda Park.

Estimated Project Cost: Total cost of the project is $344,408; Jefferson Transit is requesting $275,526 in grant funding.

Provide Financial Match Percentage and Source: Jefferson Transit will provide a 20% match for this project and it will come from sales tax revenue.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #5

Project Sponsor: **ECHHO (Ecumenical Christian Helping Hands Organization)**
Your Name: Ken Dane
Street Address: 1110 Jefferson St.
City: Port Townsend State: WA Zip: 98368
Phone: 360-379-3246 E-mail: dechho@gmail.com

1. Project Description – Provide a 1-2 sentence description of the proposed project:
Between January 1 and September 30, 2013, ECHHO provided 1764 rides to Jefferson County residents. This project assures the staffing and volunteer retention support necessary to preserve ECHHO service levels and accommodate an annual growth of between 5% and 10%.

2. Explain to how your project meets the five criterion
Criteria 1 – Preserves Stand-alone Transportation Service
Growth in the demand for ECHHO services has necessitated staff increases. This project will provide support to continue service levels – over 1900 trips in 2014 through September 30.

Criteria 2 – Preserves Regional Continuity of Mobility
ECHHO services complement the services of public transit in Jefferson County. The continuation of service contemplated in this project will help preserve a volunteer transportation system that provides services within Jefferson County to destinations not served by public transportation and to out-of-county destinations in an efficient, cost-effective and time-effective manner.

Criteria 3 – Demonstrates Fulfillment of Human Transportation Service
The PRTPO Human Services Transit Plan identified the following, among others, as important needs for our region's special needs transportation populations:
* Safe and convenient access to appropriate transportation options
* Affordable transportation options
* Reliable transportation
* Safe and secure transportation and facilities
* Reliable public transportation outside of peak hours
* Convenient trip planning
* Reasonable travel times
* Seamless connections between transportation services

ECHHO services impact all of these needs in Jefferson County for many of our residents. Safety and convenience are addressed through our volunteer driver program by assuring the drivers meet standards for volunteer programs and our service is typically door-to-door assuring convenience. Service through our volunteer corps is at no cost to the user, though we ask users who are able to pay charges such as ferry fees and parking..
ECHHO's service history provides a record of reliability. We fill almost every request for service presented and in many cases have been able to provide help even outside of our requested two-day window for service requests. We also have a 17 year record of safe operation.

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #5**

While ECHHO is not a public transportation service, we do complement local public transportation and we often are able to provide service outside of peak hours or outside the range of local public transport. We attempt to assist people in using public transit services but in instances where a medical appointment falls outside the transit map or time, we can assist.

ECHHO staff support our volunteers with information regarding trip planning as necessary. We produce maps to help volunteers reach a care receiver and route maps from the care receiver's home or pickup point to destination. Most rides are with a single passenger and point-to-point, but when possible we attempt to work with care receivers and medical offices to take multiple passengers. One of the services we provide for more able bodied care receivers is travel to ferry terminals or other transportation service destinations. These typically result in one-way rides, but sometimes we coordinate a pickup on a return trip. This can save volunteer time.

ECHHO services also directly address the following service gaps identified in the plan:
* It is difficult to connect rural clients and riders to areas well served by fixed-route transit.
* Service to destinations outside of major activity centers is inadequate to meet the needs
* Service between medical facilities in the region is lacking.
* Transportation options are inadequate outside of peak hours.

Out point-to-point, on-demand services effectively address these gaps.

Criteria 4 – Promotes Inter-Agency and/or Service Coordination
ECHHO works with Jefferson Transit to promote dial-a-ride service and to educate people on the use of the transit system.

Criteria 5 – Defines Performance Measures
ECHHO has maintained an access database of requests and transportation activity since 2004. We measure the number of requests received, destinations, volunteer time spent and distance traveled. Our data is segmented by age and sex and more recently, we track people eligible for other services, such as dial-a-ride. We report data to the Olympic Area Agency on Aging and to Catholic Community Services.

3. 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:
ECHHO has had a steady growth in service over time. We manage that growth through the judicious use of volunteer time and the use of part time staff. In past years, we have had the benefit of a Title V intern and we have trained interns to support operations. This year, we converted an intern to a part time staff position which increased our unsupported staff expenses. This project will help support our increased expense requirements as we work to increase our fund raising activities. Specific project activities include receiving services requests and organizing and dispatching volunteer driver response. Additional activities include helping to recruit and qualify volunteer drivers, data collection and data entry to support service reporting and maintaining driver records to assure a quality program.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #5

Indicate the geographic area that the project will serve:
ECHHO serves East Jefferson County residents, but is important to other areas as well. More than 40% of ECHHO transportation activity is within Jefferson County with the remainder split among Clallam, King, Kitsap and Pierce Counties as transport destinations.

Indicate the mode of transportation that the project will use:
ECHHO transportation services are provided by volunteer drivers using their own vehicles.

Estimated Project Cost: We estimate a project cost of $25,000 spread equally over a two-year contract period.

Provide Financial Match Percentage and Source:ECHHO will provide the 50% match required for operational grants through a combination of cash and in-kind sources. Cash will come from donations other than transportation care receivers and from proceeds of a service contract with Jefferson HealthCare unrelated to transportation service. In-kind funds will come from the service of volunteer drivers. ECHHO drivers volunteered over 3800 hours in 2013 which at the $15.35/hour figure yields over $50,000 as available in-kind support.

4. If this project is for CAPTIAL ASSISTANCE, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of vehicle or equipment:
Click here to enter text.

Describe the need that the equipment will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
Click here to enter text.

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

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #5**

Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source: Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #6

Project Sponsor: **Olympic Community Action Programs (OlyCAP)**
Your Name: Carolyn Anderson
Street Address: 823 Commerce Loop
City: Port Townsend State: WA Zip: 98368
Phone: 360-385-2571 E-mail: canderson@olycap.org

1. **Project Description – Provide a 1-2 sentence description of the proposed project:**
   OlyCAP JARC Service provides routes for employees to their place of employment in the remote area of the west end of the Olympic Peninsula.

2. **Explain to how your project meets the five criterion**
   This project meets the needs and strategies of the Peninsula RTPO in the following ways:
   - Preserves a stand-alone transportation service with routes currently in operation
   - Preserves regional continuity of mobility - the JARC routes are very significant to the region (the West End of the Olympic Peninsula)
   -Addresses the needs of the rural population by providing transportation to tribal lands and by providing services for the low-income population in Job Access transportation
   -Promotes Inter-Agency service coordination as we partner with Clallam Transit for service, training and fleet management
   - Provides documented outcomes with ridership numbers, volunteer hours and miles driven

   The specific transportation needs that this project addresses are:
   - Enhance and create service in rural areas
   - Support those living in rural areas
   - Improve access to critical services, especially employment and training
   - Provide critical services transportation for low-income populations
   - Make transportation services more affordable, particularly in long distance trips required for employment in rural areas

   Project funding will allow OlyCAP to continue to provide this essential service to West End residents of Clallam and Jefferson Counties in support of jobs, training, education and other essential service needs.

3. **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:
Many people living in the west end are unable to maintain employment if they need to provide their own transportation. This service allows for people to keep their jobs – or acquire jobs – that would otherwise be too far away to dependably travel. The transit service is limited to daytime service between Forks and Port Angeles; this partnership fills a crucial need in getting people back and forth between Forks other areas where they are employed.

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #6**

Indicate the geographic area that the project will serve:
The OlyCAP JARC service is in the West End of Clallam and Jefferson Counties with routes from Forks to the Hoh Tribal Center, Forks to La Push and from Forks to Port Angeles during non-standard shift hours.

Indicate the mode of transportation that the project will use:
There are three 15-passenger vans for the routes

Estimated Project Cost: $124,000

Provide Financial Match Percentage and Source:The match percentage is 20%. Most of the match comes from the volunteer drivers hours with additional funds provided by local donations.

4. If this project is for CAPTIAL ASSISTANCE, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of vehicle or equipment:
Click here to enter text.

Describe the need that the equipment will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
Click here to enter text.

Describe the need that the project will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:

Peninsula RTPO 2014 Consolidated Grant Project Application Project #7

Project Sponsor: **Makah Tribe**
Your Name: Patty Manuel
Street Address: 101 Resort Drive, P.O. Box 115
City: Neah Bay State: Washington Zip: 98357
Phone: 360-645-3100 E-mail: patty.manuel@makah.com

1. **Project Description – Provide a 1-2 sentence description of the proposed project:**
   The Makah Public Transit will continue the route-deviated service at the current level which is essential to meet the basic transportation needs of the low-income, elderly, handicapped and youth. The Makah Public transit is the sole source of public transportation throughout the Reservation.

2. **Explain to how your project meets the five criterion**
   Criteria 1. The application will continue the current public transportation services with an additional .6 mile added to the route to the new Supportive Housing Apartment complex.

   Criteria 2. The Makah Reservation is a highly isolated area, located on the very tip of the Olympic Peninsula, bordered by the Strait of Juan de Fuca and the Pacific Ocean. The residents of the Makah Reservation rely upon the Public Transit as the sole source of public transportation on the reservation. In addition, the residents highly depend upon the Clallam Transit for public transportation needs off the reservation. The Makah Public Transit connects three times daily with the Clallam Transit.

   Criteria 3. The Makah Public Transit served 6,879 passengers in 2011, 6,577 in 2012 and 5,228 in 2013. The decline in numbers is due to reductions in service as a result of reduced grant funding. Even with the reduction in numbers, the Makah Public Transit continues to transport more passengers than the entire population of Neah Bay every year. The Makah Public Transit provides a deviated fixed-route service to the general public throughout the Makah Reservation, five days a week, 7:00 a.m. to 10:35 p.m. Paratransit service is provided on weekdays, 10:00 a.m. to 11:30 a.m.

   Criteria 4. The Makah Public Transit coordinates it's service to connect with Clallam Transit. This is essential for residents to access services, medical services, and merchants in Clallam Bay, Forks, Port Angeles and Sequim in Clallam County. In addition, the connection with Clallam Transit provides access to Jefferson and Kitsap Transit which provides access to the Puget Sound region by way of the Washington State Ferry system.

   Criteria 5. The project success will be measured by sustained or increased passenger levels, soliciting input from the passengers and the community in general through customer surveys or communications and public government meetings. Because we are a small community we are able to personally know passengers and seek their feedback routinely through one-on-one contact, general public meetings hosted by Makah Administrative staff or through Open House events. The Transit management routinely meets with the various tribal departments to maintain the knowledge of the elderly population, special needs and low income populations. It is through these methods of communications that we are able to measure our success.

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

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #7**

☒ This is a new project

☒ This is a continuing project

Describe the need that project will be filling:
The project will meet the public transportation needs of those that are low-income, elderly, handicapped and the youth. The Makah Reservation has 8 residential subdivisions that are widespread throught the community. The latest residential subdivision which is a Supportive Housing Apartment complex that was built out of the tsunami zone, is 5.6 miles from the main Tribal Administration offices where tribal government, administration, social services, tribal enrollment, food bank programs, to name a few, are located. In addition, the Health Clinic and Seniors Program are approximately 4 miles from this low-income subdivision. Public transportation is essential to meet the transportation needs of the community.

The success of our operations will be measured by sustained or increased passenger rates, passenger communications through tribal government public meetings, through quarterly reporting to the tribal government, passenger surveys, and one-on-one passenger communications.

Indicate the geographic area that the project will serve:
The Makah Public Transit will serve the transportation needs of the residents of the Makah Reservation and outside visitors to the reservation.

Indicate the mode of transportation that the project will use:
The Makah Tribe will utilize the two medium duty passenger buses.

Estimated Project Cost: $287,310

Provide Financial Match Percentage and Source: The Makah Tribe wil provide a 50% match.

4. If this project is for CAPTIAL ASSISTANCE, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of vehicle or equipment:
Click here to enter text.

Describe the need that the equipment will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #7**

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
Click here to enter text.

Describe the need that the project will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #8

Project Sponsor: **Squaxin Island Tribe**
Your Name: Margaret Foley
Street Address: 10 SE Squaxin Lane
City: Shelton State: WA Zip: 98584
Phone: 360-432-3952 E-mail: mfoley@squaxin.us

1. **Project Description – Provide a 1-2 sentence description of the proposed project:**
   The Squaxin Island Tribe's project will fund continued operation of Squaxin Transit. Squaxin Transit is a free public transportation service that provides deviated fixed route service to residents of the Squaxin Tribal community and the surrounding Kamilche area, with service between 7:00 AM to 4:30 PM Monday through Friday.

2. **Explain to how your project meets the five criterion**

Preserves Stand-Alone Transportation Service.
Continued operation of Squaxin Transit preserves stand-alone service because we are independently operated by the Squaxin Island Tribe as a public transit agency. We provide the only deviated fixed route service to rural areas east and west of the US 101 corridor between Shelton and Olympia, connecting the tribal housing area to social, educational and health services offered at the Tribe's government campus, and to services in Shelton and Olympia via our connection to Mason Transit at the Kamilche Transit Center. We are the only provider of scheduled service from Kamilche to the Northwest Indian Treatment Center, a Squaxin-operated substance abuse treatment facility located in Elma.

Preserves Regional Continuity of Service.
Squaxin Transit preserves regional continuity of mobility through its connections with Mason Transit at the Kamilche Transit Center and its McCleary/Elma route into Grays Harbor County and access to Grays Harbor Transit.

Demonstrates Fulfillment of Human Transportation Service.
Squaxin Transit meets needs identified in the Human Services Transportation Plan in a number of ways. Operation of Squaxin Transit supports the health, education, elders, employment, childcare, social services and cultural programs of the Tribe and its various economic development enterprises. Squaxin Transit's regular routes connect the government and housing area to the child care center, legal department, outpatient clinic, South Puget Intertribal Planning Agency, and the commercial zone (convenience store, casino, hotel and event center). The McCleary/Elma route serves the Northwest Indian Treatment Center's inpatient facility in Elma.

Our ridership comprises special needs populations identified in the Human Services Transportation Plan: those with scarce financial resources, those too young to drive, the elderly, those with disabilities and those who rely on transit due to lack of a license, insurance, or vehicle. For these riders and others we provide safe, reliable, wheelchair accessible transportation to employment and social and health services as well as the ability to connect with Mason Transit to travel independently to destinations outside the immediate Squaxin community.

Promotes Inter-Agency and/or Service Coordination.
Squaxin Transit has a long-established and productive relationship with Mason Transit. We are continually working together on creative solutions to meet the public transportation needs of our region. The Tribe contracts with MTA for vehicle maintenance to take advantage of the larger agency's in-house capacity instead of paying higher commercial rates for essential services. The Kamilche Transit Center, which is operated by our tribally chartered corporation, Island Enterprises, provides a connection point for Squaxin Transit riders to MTA routes to Olympia and Shelton and for MTA riders to reach the Squaxin community. Squaxin Transit is the only provider of service from Kamilche to McCleary and Elma, where riders can connect to Grays Harbor Transit.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #8

Defines Performance Measures.
The Squaxin Island Tribe measures the success of its transit program by:

1. Continuously monitoring rider satisfaction. A comment card is available on every bus and at the Tribal Center. We work hard to maintain our perfect record of zero complaints.
2. Regular participation in regional transportation/transit planning organizations (PRTPO, MTAC, TTPO). The Squaxin Island Tribe and/or Squaxin Transit is represented at regular meetings of professional planning organizations within and beyond the Olympic Peninsula Region.
3. Cost-effective use of Tribal and non-tribal resources. Program costs are carefully planned and monitored by the Program Services Manager, who also collects program data and prepares reports required for grant compliance.

3. 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:
Squaxin Transit is the only public transit service for residents of the Squaxin Island Reservation and the Kamilche area of Mason County. Squaxin Transit provides free public deviated fixed route and dial-a-ride services to low-income and transportation challenged riders; reservation residents traveling within and near the Squaxin Island Reservation; tribal members and other commuters connecting to employment centers in Olympia and Shelton; employees of tribal government offices and enterprises; and students, children and elders. Ridership between Oct. 1, 2013 and Sept. 30, 2014 was 24,356, an increase of 6% from the previous year.

Indicate the geographic area that the project will serve:
Squaxin Transit operates within and beyond the Squaxin Island community at Kamilche, about halfway between Olympia and Shelton, with service to the rural communities of Kamilche in Mason County, the Steamboat Island Road area of West Thurston County, and the Elma/McCleary area of east Grays Harbor County. Squaxin operates a Transit Center at the US 101/SR 108 interchange to connect Squaxin Transit riders to Shelton and Olympia via Mason Transportation Authority (MTA), and to Aberdeen via Grays Harbor Transit (from Elma).

Indicate the mode of transportation that the project will use:
Squaxin Transit operates two wheelchair accessible cutaway mini-buses.

Estimated Project Cost: $423,327 (2-year budget)

Provide Financial Match Percentage and Source: 50% match from Tribal revenue.

4. If this project is for CAPTIAL ASSISTANCE, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of vehicle or equipment:

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #8**

Click here to enter text.

Describe the need that the equipment will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
Click here to enter text.

Describe the need that the project will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #9

Project Sponsor: **Kitsap Transit, PTBA**
Your Name: Jeff Davidson
Street Address: 60 Washington Ave, Ste 200
City: Bremerton State: WA Zip: 98337
Phone: 360-824-4941 E-mail: jeffda@kitsaptransit.com

1. **Project Description – Provide a 1-2 sentence description of the proposed project:**
   Kitsap Transit request funding to procure approximately fifteen (15) replacement ACCESS (paratransit) buses to preserve existing ACCESS service. These buses will serve the existing Kitsap Transit service area, providing reliable and affordable service to special needs passengers in urban and rural communities of Kitsap County.

2. **Explain to how your project meets the five criterion**
   Preserves Standalone Transportation Service - Kitsap Transit ACCESS Program is an essential service for Kitsap County. This program provides vital transportation opportunities for those who are elderly, disabled, low income, veterans, and the limited English speaking population.

   Preserves Regional Continuity of Mobility - Kitsap Transit requests funding to procure approximately (15) fifteen replacement ACCESS (paratransit) buses to preserve its existing ACCESS service. With this funding, we will continue to meet KT's Vehicle Replacement Plan goal of replacing (8) eight buses per year to sustain service levels. The (15) fifteen ACCESS buses have been identified as passed useful life per Appendix E, Vehicle Disposition Schedule, from WSDOT Guide to Managing Your Public Transportation Grant, dated July 2011.

   This Project Demonstrates Fulfillment of Human Transportation Service by providing:

   • Safe and convenient access to appropriate transportation options: Our goal at KT ACCESS is to provide our customers with courteous, safe, convenient, accessible, and reliable transportation. ACCESS provides varying levels of service to people who are unable to ride the regular bus system, some or all of the time, due to age or disability.

   • Reliable transportation: KT's maintenance department adheres to 100% scheduled maintenance on all ACCESS buses reducing risk of breakdowns and lost service. KT's Vehicle Replacement Plan uses vehicle performance reporting to predict what vehicles will require replacement.

   • Safe and secure transportation: The proposed replacement ACCESS buses will be equipped with security cameras, which provide safety and security to our most vulnerable customers.

   • Reliable public transportation outside of peak hours: Non-disabled seniors, 80 years of age or older, are transported within Kitsap County. Non-disabled riders, between 60 and 79 years of age, living more than 3/4 of a mile from a bus stop who have no other means of transportation, will be transported to the closest fixed-route transfer center from their residence and back. This allows individuals in this category to utilize the fixed-route service.

   • Clear information on available transportation options: KT partners with service providers for persons with disabilities, veterans, and tribal members, providing transportation to their participants who are transportation

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #9**

disadvantaged. These partners also serve the low income, seniors, and limited English speaking persons. KT and its partners have worked together for the past 14 years, and share resources to alleviate the barriers often encountered by their participants using public transportation.

• Convenient trip planning: To reserve a ride, reservations are be made between one and seven days in advance. KT's customer service team assists with trip planning.

• Culturally relevant information resources: KT has implemented its Limited English Proficiency (LEP) Plan to communicate effectively to limited English proficient persons.

• Accessible transportation infrastructure: KT's ACCESS is a shared ride, specialized bus service offering origin-to-destination service to eligible individuals in rural and urban areas.

• Seamless connections between transportation services: KT ACCESS service mirrors the fixed routes in Kitsap County and connects to most transfer centers.

• Affordable transportation options: Cash fare for ACCESS is $2.00 each way. Children under the age of six ride free on ACCESS.

Promotes Inter-Agency and/or Service Coordination - Kitsap Transit social service Partners include, but are not limited to: Continuum of Care Coalition, Kitsap Applied Technologies, Bainbridge Island Special Needs, Peninsula Community Health Services, Salvation Army, Kitsap Mental Health, and Holly Ridge.

KT has an active role in the Kitsap Information Referral Network (KIRN) that meets regularly. This coalition serves an important role in the coordination of transportation services. Their primary responsibility is to assess the needs of the local community and current transportation network and provide recommendations to improve the system. At the September meeting, participants offered valuable input on services in Kitsap County available to ACCESS customers.

Defines Performance Measures -

Some of the ways we measure whether the project is successful are:

1) Measuring the number of passengers per hour against previous periods. Reliable fleet vehicles improve our efficiency and reduce inconvenience.

2) Improving efficiencies by offering reliable transit coaches and improving the number of passengers per hour served.

3) Measuring the number of breakdowns due the age of the buses, compared to previous dates.

4) Tracking the time (resources) and dollar amount spent on maintaining parts and performing maintenance on current fleet as opposed to a new fleet. Replacement parts may become obsolete as time goes on, which can lead to vehicles being out of service and creating shortages of buses available to ACCESS customers. It is less efficient to have to maintain parts or perform maintenance on an older fleet.

5) Measuring emissions improvements to analyze the effectiveness of alternative fuels.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #9

6) Measuring ridership to budget and forecast ACCESS fleet needs.

Kitsap Transit 2013 - 2019 Transit Development Plan, Action Strategies that support the measurement are:

Mobility: To improve the predictable movement of goods and people throughout Washington State.

1) Implement the full range of Automatic Vehicle Locator (AVL) and Automatic Passenger Counter (APC) technology. Kitsap Transit concluded installation in the Fixed Route system for Automatic Vehicle Locators and Automatic Passenger Counters. Information from the system is currently being used to report ridership.

2) KT continues to meet county-wide ACCESS demand within budget by use of zoning and connections to fixed routes.

3. 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:
Click here to enter text.

Indicate the geographic area that the project will serve:
Click here to enter text.

Indicate the mode of transportation that the project will use:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

4. If this project is for CAPTIAL ASSISTANCE, please provide the following information:

☐ This is an expansion project

☒ This is a replacement project

Indicate the type of vehicle or equipment:
StarTrans/Ford Senator – 158" W/B, 14,500 GVWR, 10 passengers + 3 W/C (Standard Body – 96" Width)

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

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #9**

15 ACCESS program small buses have exceeded their useful life of seven (7) years or a 150,000 miles. The fifteen (15) buses Kitsap Transit is replacis have an average life of 6+ years and an average mileage of 190,000 miles.

Indicate the geographic area where the equipment will be used:
The buses will be used in North, Central, and South Kitsap County with service to rural, tribal and urban areas. These buses will provide service connections to Washington State Ferries, Mason Transit, and Jefferson Transit.

Estimated Project Cost: $1,530,000

Provide Financial Match Percentage and Source:80:20

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
Click here to enter text.

Describe the need that the project will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #10

Project Sponsor: **Mason County Public Transportation Benefit Area DBA-Mason Transit Authority (MTA)**
Your Name: Mike Oliver, Development Manager
Street Address: 790 E. Johns Prairie Road
City: Shelton State: Washington Zip: 98584
Phone: (360)432-5710 E-mail: moliver@masontransit.org

1. Project Description – Provide a 1-2 sentence description of the proposed project:
Sustain Demand Response – Consolidated Operations Project A – Priority 1: This project will sustain existing Demand Response Service (Dial a Ride) that enables persons with special needs and the general public to reach employment-related and other basic needs services. Existing Dial a Ride service provides transportation to persons residing in rural areas that are not served by the route deviated system or those who are unable to access bus stops due to disabilities. This service is coordinated with fixed route services and the Squaxin and Skokomish Indian Tribes.

2. Explain to how your project meets the five criterion
Criteria 1 - Will sustain transportation for older adults, persons with special needs and the general public to reach vital services directly from their homes located in vastly rural areas of Mason County that are not served by any other transportation service.

Criteria 2 – Will sustain regional connectivity and mobility for older adults, persons with special needs and the general public living in extremely rural areas that need to obtain vital services not available in Mason County.

Criteria 3 - This project will sustain services directly addressed in the Human Services Transportation Coordination Plan Draft of 2014. In particular, Chapter 5 (needs, gaps and duplications) of the draft mirrors this project in whole by offering solutions to gaps identified within the document.

Criteria 4 – This project offers older adults, persons with special needs and the general public opportunities to connect with local and regional transportation services both in and out of county to maintain health, education, and wellness. Coordination with local services includes but is not limited to MTA's fixed routes, volunteer, medical, and non-profit transportation providers, and the Squaxin and Skokomish Indian Tribes. This project provides a link to Kitsap Transit, Bremerton Ferry, and Intercity Transit to provide passengers a method of obtaining necessary services not provided in Mason County.

Criteria 5 – Ridership count has been tracked and continues to be recorded to document the continued demand.

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

☐ This is a new project

☒ This is a continuing project

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #10**

Describe the need that project will be filling:
This project will sustain existing Demand Response Service (Dial a Ride) that enables persons with special needs and the general public to reach employment-related and other basic needs services. Existing Dial a Ride service provides transportation to persons residing in rural areas that are not served by the route deviated system or those who are unable to access bus stops due to disabilities. This service is coordinated with fixed route services and the Squaxin and Skokomish Indian Tribes.

Indicate the geographic area that the project will serve:
Mason County Washington

Indicate the mode of transportation that the project will use:
Dial A Ride Services (demand response rural public transportation services and special needs transportation services as identified in "Eligible Operating Projects" within the Consolidated Grant application manual)

Estimated Project Cost: $2,086,765.00 (50% of total project cost for biennium)

Provide Financial Match Percentage and Source: 50% match of MTA local funds ($2,086,765.00)

4. If this project is for CAPTIAL ASSISTANCE, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of vehicle or equipment:
Click here to enter text.

Describe the need that the equipment will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #10**

Click here to enter text.

Describe the need that the project will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source: Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #11

Project Sponsor: **Mason County Public Transportation Benefit Area DBA-Mason Transit Authority (MTA)**
Your Name: Mike Oliver, Development Manager
Street Address: 790 E. Johns Prairie Road
City: Shelton State: Washington Zip: 98584
Phone: (360) 432-5710 E-mail: moliver@massontransit.org

1. Project Description – Provide a 1-2 sentence description of the proposed project:
Sustain Regional Coordination-Consolidated Operations Project B - Priority 2: This project will sustain the regional transportation system between Mason County and transit centers in Jefferson, Kitsap, and Thurston Counties that include direct connections with Intercity Transit, Grays Harbor Transit, Pierce Transit, Jefferson Transit, Kitsap Transit, Squaxin Transit (Squaxin Island Tribe), and Washington State Ferry System.

2. Explain to how your project meets the five criterion
Criteria 1 – The project will sustain regional connectivity through a deviated fixed route service with destinations from Mason County to Thurston; Jefferson and Kitsap Counties.
Criteria 2 - This project will sustain the regional transportation system between Mason County and transit centers in Jefferson, Kitsap, and Thurston Counties that include direct connections with Intercity Transit, Grays Harbor Transit, Pierce Transit, Jefferson Transit, Kitsap Transit, Squaxin Transit (Squaxin Island Tribe), and Washington State Ferry System.
Criteria 3 – The project will continue to transport those persons living in remote rural areas, expand access to critical services, improve travel options within rural areas and from rural areas ro more populous locations, and provide family oriented transportation.
Criteria 4 – The project will continue to support local and regional coordination of like services through joints effort with other local and regionally significant service providers.
Criteria 5 - Ridership count has been tracked and continues to be recorded to document the continued demand. Many of our regional routes continue to be in "Standing Room Only" situations during peak hours.

3. 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:
All Mason Transit service is coordinated to enable maximum accessibility for the traveling public. Regional service connects with other system routes at transfer points and six Park & Ride lots to maximize availability for persons from rural areas. The project includes the ability to provide route deviations so that many passengers who may live slightly off route can access routed service if the distance to the bus stop is too far to walk. Mason Transit's Dial-A-Ride service which does not require

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #11**

eligibility determination is also used by all passengers to access routed service. Zone routes are also coordinated with all routed system scheduled service. The entire transit system is designed to maximize service for passengers needing to reach residential, commercial/retail, employment, educational centers and other destinations for effective and efficient transfers with adjacent transit systems at multimodal transfer centers.

Indicate the geographic area that the project will serve:
Mason County; Kitsap County; Jefferson County; Thurston County

Indicate the mode of transportation that the project will use:
Regional Routed Service-Bus

Estimated Project Cost: $2,070,023.00 (50% of biennium total)

Provide Financial Match Percentage and Source: 50% MTA Local Funds ($2,070,023.00)

4. If this project is for CAPTIAL ASSISTANCE, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of vehicle or equipment:
Click here to enter text.

Describe the need that the equipment will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #11**

Describe the need that the project will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #12

Project Sponsor: **Mason Coounty Public Transportation Benefit Area – DBA Mason Transit Authority (MTA)**
Your Name: Mike Oliver, Development Manager
Street Address: 790 E. Johns Pairie Road
City: Shelton State: Washington Zip: 98584
Phone: (360) 432-5710 E-mail: moliver@masontransit.org

1. Project Description – Provide a 1-2 sentence description of the proposed project:
Sustain Zone and Fixed Route Deviated Service – Consolidated Operations Project C – Priority 3 - This project is coordinated with all other transportation provided by Mason Transit. Riders access Zone Routes at a number of points including through connections with other Mason Transit routes and Dial-A-Ride (DAR). While there are designated stops, the actual route is subject to change depending upon route deviation requests from passengers. This project includes service provided under contract with the Shelton School District whereby school district personnel and equipment perform designated Zone Routes as an MTA service.

2. Explain to how your project meets the five criterion
Criteria 1 – This project will sustain our Zone and Fixed Route within Mason County. Funding assistance for this project will ensure continued support of in county travel of the MTA ridership. The service provides a vital link between persons traveling from rural areas to services in and out of Mason County and provides connections between DAR and Regional Services and inter-county mobility of seniors and persons with special needs.
Criteria 2 – The project will continue connectivity for regional destinations by providing the vital connection link to out of county services not provided in Mason County.
Criteria 3 – Sustains Fixed Route Transit by maintaining and sustaining current existing service levels and maintains services levels in economically disadvantaged areas including tribal lands promoting travel options and safety, and travel to vital goods, services and education/employment opportunities.
Criteria 4 – Promotes interagency and service coordination again by providing a vital link between DAR and Regional connections to achieve destination both inside and our of Mason County.
Criteria 5 –This project has been part of the MTA service since start-up over 20 plus years ago. Ridership count has been tracked and continues to be recorded and documented exhibiting demand.

3. 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 is coordinated with all other transportation provided by Mason Transit. Riders access Zone Routes at a number of points including through connections with other Mason Transit routes and Dial-A-Ride.

Indicate the geographic area that the project will serve:
Mason County, Washington

Indicate the mode of transportation that the project will use:

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #12**

Zone and Deviated Fixed Route, Bus

Estimated Project Cost: $1,282,180.00 (50% biennium total award)

Provide Financial Match Percentage and Source:50% match of MTA Local Funds ($1,282,180.00)

4. If this project is for CAPTIAL ASSISTANCE, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of vehicle or equipment:
Click here to enter text.

Describe the need that the equipment will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
Click here to enter text.

Describe the need that the project will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #13

Project Sponsor: **Mason County Transportation Benefit Area – DBA Mason Transit Authority (MTA)**
Your Name: Mike Oliver, Development Manager
Street Address: 790 East Johns Prairie Road
City: Shelton State: Washington Zip: 98584
Phone: (360) 432-5710 E-mail: moliver@masontransit.org

1. **Project Description – Provide a 1-2 sentence description of the proposed project:**
   Consolidated Capital Project 1 – priority 4 – Replace one 30' Coach

2. **Explain to how your project meets the five criterion**
   Criteria 1 – Will ensure continued routed service to the ridership of Mason County
   Criteria 2 – Will ensure regional conitnutiy of mobility through continued DAR, zone, deviated fixed, and regional routes in and out of Mason County.
   Criteria 3 – Sustains vehicle replacement schedules established within MTA asset management plan and supports continued existing services levels.
   Criteria 4 – Sustains Inter-Agency and Service Coordination while providing dependable, safe, and modern transportation services
   Criteria 5 – Mileage, status, preventative maintenance, ridership and life cycle and replacement criteria are recorded and ehibit continued demand for service and rolling stock replacement.

3. **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:
Click here to enter text.

Indicate the geographic area that the project will serve:
Click here to enter text.

Indicate the mode of transportation that the project will use:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

4. **If this project is for CAPTIAL ASSISTANCE, please provide the following information:**

   ☐ This is an expansion project

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #13**

☒ This is a replacement project

Indicate the type of vehicle or equipment:
30' Coach

Describe the need that the equipment will be used to fill:
Transportation Service, Bus

Indicate the geographic area where the equipment will be used:
Regional connections and Zone and Deviated Fixed Route Service within and outside of Mason county service area including Kitsap, Thurston and Jefferson Counties directly.

Estimated Project Cost: $415,000.00

Provide Financial Match Percentage and Source:20% Match of MTA local Funds ($8,300.00)

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
Click here to enter text.

Describe the need that the project will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #14

Project Sponsor: **Mason County Public Transportation Benefit Area – DBA Mason Transit Authority (MTA)**
Your Name: Mike Oliver, Development Manager
Street Address: 790- East Johns Prairie Road
City: Shelton State: Washington Zip: 98584
Phone: (360) 432-5710 E-mail: moliver@masontransit.org

1. **Project Description – Provide a 1-2 sentence description of the proposed project:**
   Consolidated Capital Project 2 – Priority 5 – Replace one 30' and one 35' Coach

2. **Explain to how your project meets the five criterion**
   Criteria 1 – Will ensure continued routed service to the ridership of Mason County
   Criteria 2 – Will ensure regional conitnutiy of mobility through continued DAR, zone, deviated fixed, and regional routes in and out of Mason County.
   Criteria 3 – Sustains vehicle replacement schedules established within MTA asset management plan and supports continued existing services levels.
   Criteria 4 – Sustains Inter-Agency and Service Coordination while providing dependable, safe, and modern transportation services
   Criteria 5 – Mileage, status, preventative maintenance, ridership and life cycle and replacement criteria are recorded and ehibit continued demand for service and rolling stock replacement.

3. **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:
Click here to enter text.

Indicate the geographic area that the project will serve:
Click here to enter text.

Indicate the mode of transportation that the project will use:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

4. **If this project is for CAPTIAL ASSISTANCE, please provide the following information:**

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #14**

☐ This is an expansion project

☒ This is a replacement project

Indicate the type of vehicle or equipment:
One 30' and one 35'coach (bus)

Describe the need that the equipment will be used to fill:
Transportation Service, Bus

Indicate the geographic area where the equipment will be used:
Regional connections and Zone and Deviated Fixed Route Service within and outside of Mason county service area including Kitsap, Thurston and Jefferson Counties directly.

Estimated Project Cost: Total - $855,000.00

Provide Financial Match Percentage and Source:20% Match MTA Local Funds ($171,000.00)

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
Click here to enter text.

Describe the need that the project will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #15

Project Sponsor: **Mason County Public Transportation Benefit Area – DBA Mason Transit Authority (MTA)**
Your Name: Mike Oliver, Development Manager
Street Address: 790 East Johns Prairie Road
City: Shelton State: Washington Zip: 98584
Phone: (360) 432-5710 E-mail: moliver@masontransit.org

1. **Project Description – Provide a 1-2 sentence description of the proposed project:**
   Consolidated Capital Project 6 – Replace two Sedans and one Maintenance Pick-Up Truck

2. **Explain to how your project meets the five criterion**
   Criteria 1 – Will ensure continued support of all MTA core service to the ridership of Mason County.
   Criteria 2 – Will ensure continued efficient and effective support of regional conitnutiy of mobility through continued DAR, zone, deviated fixed, and regional routes in and out of Mason County.
   Criteria 3 – Sustains vehicle replacement schedules established within MTA asset management plan and supports continued existing services levels.
   Criteria 4 – Sustains Inter-Agency and Service Coordination while providing dependable, safe, and modern transportation services
   Criteria 5 – Mileage, status, preventative maintenance, ridership and life cycle and replacement criteria are recorded and ehibit continued demand for service and rolling stock replacement.

3. **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:
Click here to enter text.

Indicate the geographic area that the project will serve:
Click here to enter text.

Indicate the mode of transportation that the project will use:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

4. **If this project is for CAPTIAL ASSISTANCE, please provide the following information:**

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #15**

☐ This is an expansion project

☒ This is a replacement project

Indicate the type of vehicle or equipment:
Two Standard or Hybrid Sedan(s) and One Standard I Ton 4x4 Pick-up (utility and snow removal equipped)

Describe the need that the equipment will be used to fill:
Replacement of Agency Staff vehicle(s). The current vehicles were originally purchased through state surplus services and are far passed any replacement criteria. Current sedans are well over the 150,000 mile mark and the existing shop truck has, at last count, 350,000 miles.

Indicate the geographic area where the equipment will be used:
Mason County, Washington

Estimated Project Cost: $118,667.15

Provide Financial Match Percentage and Source:20% MTA Local Match ($23,733.40)

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
Click here to enter text.

Describe the need that the project will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #16

Project Sponsor: **Clallam Transit System**
Your Name: Wendy Clark-Getzin, P.E.
Street Address: 830 W. Lauridsen Blvd.
City: Port Angeles State: WA Zip: 98363
Phone: 360-417-1350 E-mail: WendyCG@clallamtransit.com

1. **Project Description – Provide a 1-2 sentence description of the proposed project:**
   "Paratransit Vehicle Replacement": replace eight aging medium-duty 16-passenger vehicles

2. **Explain to how your project meets the five criterion**
   1. The current vehicles will need to be replaced in 2015 and 2016 to maintain existing service with reliability and efficiencies. A consideration for alternative fuels to be in compliance with new green fuel laws for government-owned vehicles. CTS has a propane fuel program and has the ability to maintain and fuel propane-fueled cutaways.
   2. This is a significant purchase of vehicles that represent about a third of all placed into service Paratransit vehicles. The vehicles are serving the west side as far as Neah Bay and as far east as Diamond Point. Mainly the the concentrated trips are to the urban areas of Port Angeles and Sequim for trips of necessity to urban and medical services.
   3. Having a newer fleet of paratransit vehicles is vital to the success in providing reliable and dependable service to the community. Older high mileage vehicles require more maintenance and reduced dependability which puts a strain on the agency's ability to provide the high level of service the community has become accustom.
   4. Paratransit performs many trips in lieu of brokerage services since 2011, when the Paratransit Services Inc. came in house to Clallam Transit. The service has grown to 26 employees.
   5. Performance measures will be attached to the application to show the breadth of operating data used on a monthly basis to compute successfulness of routes and mode of service.

3. **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:
Click here to enter text.

Indicate the geographic area that the project will serve:
Click here to enter text.

Indicate the mode of transportation that the project will use:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #16**

Provide Financial Match Percentage and Source:Click here to enter text.

4. If this project is for CAPTIAL ASSISTANCE, please provide the following information:

☐ This is an expansion project

☒ This is a replacement project

Indicate the type of vehicle or equipment:
ARBOC ADA-compliant, wheelchair ramp equipped, 16-pax, ULSD, propane or hybrid fueled

Describe the need that the equipment will be used to fill:
Daily Paratransit demand response service

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

Estimated Project Cost: $1,205,000

Provide Financial Match Percentage and Source:Local Sales Tax will be 20% match

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
Click here to enter text.

Describe the need that the project will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #17

Project Sponsor: **Clallam Transit System**
Your Name: Wendy Clark-Getzin, P.E.
Street Address: 830 W. Lauridsen Blvd.
City: Port Angeles State: WA Zip: 98363
Phone: 360-417-1350 E-mail: WendyCG@clallamtransit.com

1. **Project Description – Provide a 1-2 sentence description of the proposed project:**
   "Update 20-year Comprehensive Plan": CTS's comprehensive plan expired in 2013 and was developed and adopted prior to the 2007/2008 dip in transit revenues. The former plan concentrated on marketing techniques to gain ridership. The update will consist of developing a useful plan for an agency stabilizing its revenues and staff resources and predicting a slow return of service and revenue hours with increasing aging population eligible for ADA services.

2. **Explain to how your project meets the five criterion**
   1. The Plan will address all modes of transportation that CTS currently serves the population of Clallam County. It will address the contracted services, charters, van leasing, Agency Working Together ventures. The plan will engage new thinking necessary to sustain quality level of service in the next twenty years when stresses and conflicting forces stretch community resources. This may include a subsidized van program for the vulnerable or low-income population and a robust commuter van program.
   2. The plan will support continued service and growth opportunities within the current sales tax collection of 6/10th of a percent. It will examine the continuation of the Olympic Loop Connector and Diamond Point service in the east end.
   3. The plan will guide the agency on how to better service the community, by addressing increasing needs in paratransit services. The plan will assist the agency in identifying efficiencies in the fixed route service as it relates to on-time performance and overall system coverage for the community.
   4. The comprehensive plan will address the coordinated services with contractors, e.g. OlyCAP and Jamestown S'Klallam and cross-county regional lines, e.g. Dungeness Lines and Jefferson Transit and how CTS relies on partnerships with the west–end School District and state correctional center for repair and maintenance of vehicles.
   5. Performance measures will be attached to the application to emphasize that CTS has multiple years of consistent ridership and cost data to support a consultant's work. NTD reports, TDP reports and Summary of Public Transportation reports will further emphasize the utility of the existing operating data and its analysis.

3. **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:
Click here to enter text.

Indicate the geographic area that the project will serve:

Peninsula RTPO 2014 Consolidated Grant Project Application Project #17

Click here to enter text.

Indicate the mode of transportation that the project will use:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

4. If this project is for CAPTIAL ASSISTANCE, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of vehicle or equipment:
Click here to enter text.

Describe the need that the equipment will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

5. If this project is for Program Development, please provide the following information:

☒ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
An Adopted Planning Document with stakeholder focus groups from the community

Describe the need that the project will be used to fill:
CTS does not have planning staff or service planners. We are equipped with Trapeze and FleetNET. There are many integrated decisions to be made to restore service and provide efficient reliable service over a twenty year period. The demographics are unique with the disabled and aging population increasing in rural areas. The cost per mile and cost per boardings are increasing steadily. The plan will be prepared by consultants and be supported by in-house data collection. The need will not focus on marketing aspects except to the extent that we need certain real time technologies to assist with rural transportation reliability and efficiencies. Priorities for equipment enhancements will be planned out.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #17

Indicate the geographic area where the equipment will be used:
The entire county and regional connections to Jefferson, Grays Harbor and Kitsap Counties.

Estimated Project Cost: $90,000

Provide Financial Match Percentage and Source:Local Sales Tax to support a 20% match

Peninsula RTPO 2014 Consolidated Grant Project Application Project #18

Project Sponsor: **Clallam Transit System**
Your Name: Wendy Clark-Getzin, P.E.
Street Address: 830 W. Lauridsen Blvd.
City: Port Angeles State: WA Zip: 98363
Phone: 360-417-1350 E-mail: WendyCG@clallamtransit.com

1. **Project Description – Provide a 1-2 sentence description of the proposed project:**
   "Supplement Operating Funds for Fixed Route and Paratransit Services and Fill Schedule Gaps": provide federal operating assistance to maintain service at existing levels and fill a few mid-day gaps in regional service, including the enhancement of Forks to Port Angeles trips.

2. **Explain to how your project meets the five criterion**
   1. CTS provides stand alone transportation services with fourteen routes, complimentary paratransit services and dial a ride services in accordance with the federal certs and assurances. Through the time period of service reductions and fare increases, CTS was deliberately surgical with service modifications and modest fare increases. The core services were moderately sustained with no lay-offs and un-filled administrative positions and the federal assistance of Section 5311 funds. CTS remains reliant on federal assistance and will attempt in this next biennium to fill service gaps so better connections can be made.
   2. Our most expensive trips according to the performance data is in Forks to Port Angeles, although these frequent trips are connecting to Jefferson Transit and forming the Olympic Loop Connector to Amanda Park and onto Aberdeen. The regional connectivety to our neighbor and partner Jefferson Transit is vital to the isolation of Clallam County. We provide connections at the Sequim Transit Center with Jefferson Transit which will connect passengers to Kitsap County ferries and other medical practitioners and services.
   3. CTS provides service to the community with fixed route, dial a ride service, vanpool, and paratransit services. CTS also provides service to the Lower Elwah Klallam, Jamestown S'Klallam, Makah, and Quileute tribes. CTS is experiencing a double digit percent increase in paratransit ridership, revenue hours, and revenue miles with expectations that the service will continue to grow. These increases are noted in the operating data provided.
   4. Beyond Jefferson Transit connections in the east and west end, CTS provides back up services to Dungeness Lines when the Hood Canal bridge or any other obstacles create problems for the regional trips. Dungeness Lines use the CTS Gateway Transit Center as its primary terminal.
   5. Operating data is used by CTS to perform monthly reports to the public of the cost factors, ridership levels and overall efficiencies of every mode of travel.

3. **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:
Keeping existing routes and service hours in tact and fill high priority service gaps, including for example a formerly cancelled non-religious holiday that the public travels to work on.

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #18**

Indicate the geographic area that the project will serve:
Clallam County

Indicate the mode of transportation that the project will use:
Fixed Route and Paratransit

Estimated Project Cost: $3,000,000

Provide Financial Match Percentage and Source: Local Sales Tax to provide 50% match

4. If this project is for CAPTIAL ASSISTANCE, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of vehicle or equipment:
Click here to enter text.

Describe the need that the equipment will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
Click here to enter text.

Describe the need that the project will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application **Project #18**

Provide Financial Match Percentage and Source: Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #19

Project Sponsor: **Clallam Transit System**
Your Name: Wendy Clark-Getzin, P.E.
Street Address: 830 W. Lauridsen Blvd.
City: Port Angeles State: WA Zip: 98363
Phone: 360-417-1350 E-mail: WendyCG@clallamtransit.com

1. **Project Description – Provide a 1-2 sentence description of the proposed project:**
   "Replace Support Equipment and Enhance Security": CTS proposes to purchase replacement supervisor vehicles and replace cameras on buses and in parking lots with better resolution as well as adding cameras on buses to address other vulnerable angles. The cameras will protect the employees, the passengers and reduce loss in parking lots.

2. **Explain to how your project meets the five criterion**
   1. The Supervisors support the operators of fixed route, the drivers of paratransit and dial a ride and the maintenance workers serving the remote fueling and vehicle change-outs. The exisiting service is being sustained with camera enhancements as the supervisors can review upon incident, after-the-fact, the camera footage to protect the employees and the passengers. CTS has a limited number of supervisors, only three for the entire breadth of service in a very large service area. Clarity of resolution and audio is imperative to resolve a number of issues and type of incidents.
   2. Cameras are on the majority of CTS's fixed route wiith the exception of a few inservice vehicles. Only 20 percent of the inservice paratransit fleet are equipped with cameras. These vehicles need to be fully outfitted with cameras. Other vehicles need an additional camera to increase visibility completely around the vehicle. Paratransit serves the three-quarter mile rule of all the regional routes. Paratransit is augmented by a Dial a Ride Zone which extends beyond the ¾ mile rule. These vehicles maintain a continuity of mobility with safe driving and a robust training program to make the cameras a pre-emptive security measure.
   3. Cameras on revenue vehicles and parking lots protect, enhance safety, and reduce loss and liability for the public and the agency.
   4. The park and ride locations are not owned by Clallam Transit System. CTS maintains the locations in order to bring vehicles into WSDOT property and serve the commuting public in their regional travel. WSDOT and CTS are in partnership with an Interlocal Agreement to maintain two WSDOT park and rides.
   5. Performance measures will be provided in the application to prove that CTS has plenty of operating data and knows how to gather, compute and analyze data.

3. **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:
Click here to enter text.

Indicate the geographic area that the project will serve:
Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #19

Indicate the mode of transportation that the project will use:
Click here to enter text.

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.

4. If this project is for CAPTIAL ASSISTANCE, please provide the following information:

☐ This is an expansion project

☒ This is a replacement project

Indicate the type of vehicle or equipment:
SUVs, pick-up trucks and SEON camera equipment to integrate with existing camera system

Describe the need that the equipment will be used to fill:
Aging vehicle replacement at the end of their useful service life, which will help sustain maintenance costs and fuel economy. The replacement cameras will ensure reliable video clips and clarity for community enforcement, disciplinary warnings, vehicle accident investigation, etc. The cameras willcontinue to be a deterrent to crime and help law enforcement detain suspects with a reduced investment of time to review video for in the case of an all-day park and ride usage.

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

Estimated Project Cost: $192,5000

Provide Financial Match Percentage and Source:Local Sales Tax for the 20% match

5. If this project is for Program Development, please provide the following information:

☐ This is an expansion project

☐ This is a replacement project

Indicate the type of planning, coordination, or other activity:
Click here to enter text.

Describe the need that the project will be used to fill:
Click here to enter text.

Indicate the geographic area where the equipment will be used:
Click here to enter text.

Peninsula RTPO 2014 Consolidated Grant Project Application Project #19

Estimated Project Cost: Click here to enter text.

Provide Financial Match Percentage and Source:Click here to enter text.