

§5307

A Federal Transit Act section authorizing formula funding for public transportation in urbanized areas, and codified as 49 USC 5307.

§5309

A Federal Transit Act section authorizing discretionary and formula funding for capital purposes, and codified as 49 USC 5309. See also Major Capital Investments (New Starts and Small Starts).

§5310

See Transportation for Elderly Persons and Persons with Disabilities 49 USC §5310.

§5311

A Federal Transit Act section authorizing public transportation funding in rural areas, and codified as 49 USC 5311.

§5311(f)

See Intercity Bus Program.

§5316

See Job Access and Reverse Commute (JARC; §5316).

§5317

See New Freedom Program.

§5339

See Alternative Analysis Program.

Alternative Analysis Program 49 USC §5339

The Alternative Analysis Program provides grants to States, authorities of the States, metropolitan planning organizations, and local government authorities to develop studies as part of the transportation planning process. The grants are to assist in the evaluation of all reasonable modal and multimodal alternatives and general alignment options to address transportation needs in a defined travel corridor.

Americans with Disabilities Act of 1990 (ADA)

Federal civil rights law that assures persons with disabilities get equal opportunity to fully participate in society, the ability to live independently, and the ability to be economically sufficient.

ADA Accessible

Meeting the requirements of the Americans with Disabilities Act (ADA) of 1990 42 USC §§ 12101 et. seq. which requires facilities, vehicles, services, and certain information materials meet guidelines in order to be available to persons with disabilities.

Capital Costs

The expenses related to the purchase of equipment having a useful life of more than one year and an acquisition cost which equals the lesser of \$5,000 or the capitalization level established by the government unit or the organization for financial statement purposes.

Capital Expense

Nonrecurring or infrequently recurring costs of long-term assets, such as land, guideways, stations, buildings, and vehicles. These items must have a useful life of at least one year, and are subject to depreciation and inventory records.

Contract Revenues

Reimbursement by any organization, government, agency, or company, as a result of a formal contractual agreement with the transportation service operator for trips provided to a specific passenger or group of passengers.

Commuter Rail Service

Public transportation service characterized by an electric or diesel propelled railway for urban passenger train service. Service must be operated on a regular basis consisting of local short-distance travel operating between a central urbanized area and outlying areas.

County Transportation Authority (CTA)

A municipal corporation of the state of Washington, created pursuant to [Chapter 36.57 RCW](#). These corporations must be countywide with a board comprised of three mayors and three county commissioners.

Demand Response or Dial-a-Ride Service

Public transportation service characterized by flexible routing and scheduling of relatively small vehicles to provide door-to-door or point-to-point transportation at the request of the passenger or their agent. Sometimes referred to as “paratransit.”

Deviated Fixed Route

Transportation service that operates along a fixed alignment or path at generally fixed times but may deviate from the route alignment to collect or drop off passengers who have requested the deviation. Sometimes referred to as “Deviated Route,” “Route Deviated,” or “Fixed Route Deviated.”

Dial-a-Ride

See Demand Response.

DSHS

Washington State Department of Social and Health Services

Fare Revenues/Farebox Revenues

All income received directly from passengers, either paid in cash, token, voucher, transfer or through pre-paid tickets, passes, etc. It includes donations from those passengers who donate money on the vehicle and the reduced fares paid by passengers in a user-side subsidy arrangement but excludes revenue from charter services.

Farebox Recovery Ratio

Total farebox revenue, plus contract service revenue, divided by total direct operating expenses.

Federal Capital Assistance

Financial assistance from the Federal Transit Administration (FTA) to assist in paying the capital costs of providing transit service.

Federal Operating Assistance

Financial assistance from the Federal Transit Administration (FTA) to assist in paying the operating and administrative costs of providing transportation services.

Federal Transit Administration (FTA)

An agency of the United States Department of Transportation that administers federal programs of financial assistance for public transportation through the Federal Transit Act. It replaced the Urban Mass Transportation Administration (UMTA).

Fixed Route Service

Public transportation on a repetitive, fixed schedule basis along a specific route with vehicles stopping for passengers along the way.

Full-Time Equivalent (FTE)

Total employee hours divided by 2,080 hours. This is not the number of employees. For example, two employees each working halftime, or 1,040 hours in a year, would be counted as one FTE.

Health and Recovery Services Administration (HRSA)

A program of the Department of Social and Health Services (DSHS) which provides access to health care and recovery services for Washington's most vulnerable residents. Prior to 2006, this program was called the Medical Assistance Administration (MAA).

HRSA

Health and Recovery Services Administration

Intercity

Regularly scheduled general public bus service operating with limited fixed route stops connecting two or more urban areas at least 20 miles apart or connecting rural communities to an urban area at least 20 miles away. Intercity service has the capacity for transporting baggage carried by passengers and makes meaningful connections with other scheduled intercity bus service to more distant points.

Intercity Bus Program 49 USC §5311(f)

Federal grant program that provides formula funding to states for the purpose of supporting intercity services.

Job Access and Reverse Commute (JARC) 49 USC §5316

A federal source of funding authorized through federal transportation legislation, (SAFETEA LU, Section 5316) that is used to fund public transportation projects that work towards improving job access (including job related services such as training and daycare) for low-income persons and welfare recipients, and improving transportation to suburban employment centers from urban, rural, and suburban areas.

Light Rail Service

A passenger railway system characterized by its ability to operate single cars or short trains along rails on exclusive right of way.

Local Capital Funds

Financial assistance from local entities to assist in paying capital. They can include, but are not limited to, tax levies, general funds, specified contributions, reserve funds, and donations.

Local Operating Funds

Financial assistance from local entities that support transit system operation. They can include, but are not limited to, tax levies, general funds, specified contributions, donations, and reserve funds.

MAA

Medical Assistance Administration. See Health and Recovery Services Administration.

Major Capital Investments (New Starts & Small Starts) 49 USC §5309

Federal grant program that provides capital assistance for new and replacement buses and related equipment and facilities.

Medicaid

A federal entitlement program that pays for basic health care services for low-income individuals and long-term care for elders and people with disabilities. States administer their own Medicaid programs and establish their own eligibility standards, benefits packages, payment rates, and rules consistent with federal requirements.

Medicaid Brokerage Region

The Health and Recovery Services Administration (HRSA) divides Washington State into thirteen transportation service regions and contracts with a network of brokers to arrange non-emergency medical transportation (NEMT) for eligible Medicaid clients.

Region 1: Island, San Juan, Skagit, and Whatcom Counties

Region 2: Snohomish County

Region 3: King County

Region 4: Pierce County

Region 5: Clallam, Jefferson, Kitsap, and north Mason Counties

Region 6: Grays Harbor, Lewis, south Mason, Pacific, and Thurston Counties

Region 7: Clark, Cowlitz, Klickitat, Skamania, and Wahkiakum Counties

Region 8: Benton, Columbia, Franklin, Kittitas, Walla Walla, and Yakima Counties

Region 9: Chelan, Douglas, and Okanogan Counties
Region 10: Ferry, Pend Oreille, and Stevens Counties
Region 11: Adams, Grant, and Lincoln Counties
Region 12: Spokane County
Region 13: Asotin, Garfield, and Whitman Counties

Medical Assistance Administration (MAA)

See Health and Recovery Services Administration.

Metropolitan Planning Organization (MPO)

Federal legislation created Metropolitan Planning Organizations (MPOs). An MPO covers an urbanized area and receives federal funding in support of its planning efforts. It is the area-wide agency responsible for conducting coordinated urbanized transportation planning consistent with state rules and federal legislation. Together with WSDOT, it carries out the planning and programming activities necessary for federal funding.

New Freedom Program 49 USC §5317

A section of the Federal Transit Act authorizing funding for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) and codified as 49 U.S.C. 5317. The New Freedom Program grants are awarded for projects that assist people with disabilities with transportation, including transportation to and from jobs and employment support services.

NEMT

Non-Emergency Medical Transportation

Non-Emergency Medical Transportation (NEMT)

Transportation for healthcare purposes (e.g. routine medical appointments, dental care, preventive services) that excludes unforeseen, emergency transportation.

Operating and Administrative Expenses

The recurring costs of providing public transportation service. They include: all employees' wages and salaries; fringe benefits; operating supplies such as fuel and oil; contractor service charges; taxes; repair and maintenance, parts and supplies; equipment leases and rentals; marketing; lease or rental costs; insurance; and administrative expenses. Operating and administrative expenses exclude costs of providing transportation services not available to the general public, interest paid on loans on capital equipment, and fixed costs such as depreciation on facilities and equipment.

Other Annual Revenue

Revenue earned by activities not associated with the system's services, such as maintenance service, vehicle and building rental, non-transit parking lots, advertising space, sales, and investment income.

Paratransit

Flexible public transportation services not provided on a fixed route or fixed schedule required by federal law. Transit agencies must provide complimentary services for people with disabilities who are not able to use fixed route services. The service must operate in the same general areas and during the same hours. The fare is limited to twice the fixed route fare. The transit agency can provide the service themselves or contract with a separate agency. They do not include exclusory services such charter bus trips. Sometimes referred to as “demand response” or “dial-a-ride.”

ParaTransit/Special Needs Competitive or Formula Funds

Washington State grant program that supports public transportation for persons who, because of their age (youth or seniors), disabilities, or income status are unable to provide or purchase their own transportation.

Passenger Ferry Service

Public transportation service comprised of vessels carrying passengers and/or vehicles over a body of water.

Passenger Trip

One person making a one-way trip from origin to destination. If the person transfers to another vehicle or travel mode en route to the final destination, that is considered another trip. One round trip is two passenger trips. One round trip on two buses each way is four passenger trips.

Public Transportation

Transportation service that is available to any person upon payment of the fare—if charged—and which cannot be reserved for the private or exclusive use of one individual or group. “Public” in this sense refers to the access to the service, not to the ownership of the system providing the service.

Public Transportation Benefit Area (PTBA)

A municipal corporation of Washington State, created pursuant to [Chapter 36.57A RCW](#). These benfit areas may be less than countywide, countywide, or comprise more than one county.

MVET (Motor Vehicle Excise Tax)

Sound Transit is authorized by the state to impose voter-approved taxes to plan, build, and operate the regional mass transit system. These taxes include a sales and use tax and a 0.3 percent MVET “car tab” tax. These taxes, collected by the Department of Licensing, are levied only in the Sound Transit Regional Transit District.

Retired Senior Volunteer Program (RSVP)

A Corporation for National and Community Service program which matches the personal interests and skills of older Americans with opportunities to serve their communities.

Revenue Vehicle Hour

The measurement in hours that a public transportation system operates each vehicle in fixed route services (not including time to or from the assigned route), or makes demand response services available for public use.

Revenue Vehicle Mile

The measurement in miles that a public transportation system operates each vehicle (not including the distance to or from the assigned route).

Regional Transportation Planning Organization (RTPO)

State legislation created RTPOs. An RTPO covers both urban and rural areas and receives state funding to support its planning efforts.

Rural and Small Urban Areas 49 USC §5311

Federal grant program that provides formula funding to states for the purpose of supporting public transportation in areas with populations of 50,000 people or less. See also Section 5311.

Rural Areas

Incorporated and unincorporated communities and unincorporated areas in a county outside of a designated urbanized area. Total area population may exceed 50,000.

Rural Mobility Competitive

Washington State grant program that supports projects to improve transportation in rural areas where public transportation is limited or does not exist.

State Capital Assistance

Financial assistance from any state agency to assist in paying capital costs.

State Operating Assistance

Financial assistance from any state agency supporting transportation system operation. It includes, but is not limited to tax levies, general funds, and specified contributions.

TANF

Temporary Assistance for Needy Families

Temporary Assistance for Needy Families

The federal government's primary welfare program.

Total Vehicle Hour

The measurement in hours that a public transportation system operates each vehicle including revenue and non-revenue hours.

Total Vehicle Mile

The measurement in miles that a public transportation system operates each vehicle including the revenue and non-revenue miles.

Transportation for Elderly Persons and Persons with Disabilities 49 USC §5310

Federal grant program that provides formula funding to states to assist private non-profit groups in meeting the transportation needs of the elderly and persons with disabilities when no transportation services are available or those provided are insufficient or inappropriate in meeting these needs.

Unincorporated Transportation Benefit Areas (UTBA)

A Washington State municipal corporation created pursuant to [Chapter 36.57.110 RCW](#). These corporations are authorized to create and define the boundaries of unincorporated transportation benefit areas in the unincorporated areas of the county.

Urbanized Area

A geographic area defined by the U.S. Census Bureau with a central city plus the loosely-settled urban fringe that together have a minimum population of 50,000. Small urbanized areas have populations between 50,000 and 200,000; large urbanized areas have populations greater than 200,000.

Vanpool

A prearranged ridesharing service in which a number of people (7 to 15) travel together regularly in a van, particularly to and from work.

WorkFirst

Washington State's welfare reform program which helps financially struggling families find jobs, get better jobs, and stay employed.

WorkSource

A joint venture of organizations working to address Washington State's employment needs.

WSDOT

Washington State Department of Transportation

The Washington State Department of Transportation (WSDOT) awarded public transportation grants for 110 projects totaling more than \$37 million for the 2009–2011 biennium.

These grants improve public transportation within and between rural communities, provide transportation services between cities, purchase new buses and other equipment, and provide public transportation service for the elderly and persons with disabilities.

The grantees competed for state and Federal Transit Administration (FTA) funds which are administered through state Rural Mobility and Paratransit/Special Needs Non-Profit grants, and federal Rural Mobility, Special Needs, Job Access and New Freedom grants. Over the biennium, state funds of \$14 million will be matched with approximately \$23 million in federal funds.

As the project list below illustrates, the competitive grant funds were awarded across Washington. WSDOT awarded these grants to transportation providers including transit agencies, non-profit agencies, tribal transportation, and senior services.

Organization Name	County(s) Served	Project Description	Award
Ben Franklin Transit	Benton and Franklin	Provide dial-a-ride services to ADA-eligible persons residing outside current service boundaries.	\$35,500
Ben Franklin Transit	Benton and Franklin	Develop and implement an in-house travel training program to better serve persons with special needs.	\$75,000
Career Path Service	Stevens	Replace one wheelchair-accessible minivan equipped with two wheelchair stations, a manual ramp, and snow tires.	\$30,800
Catholic Community Services	Pierce	Reimburse volunteer drivers who provide special needs transportation.	\$96,388
Clallam Transit System	Clallam	Provide bus services between Port Angeles and Forks.	\$300,000
Coastal Community Action Program	Grays Harbor	Purchase two minivans to provide dial-a-ride services to low-income individuals for employment and education-related purposes.	\$60,704
Coastal Community Action Program	Grays Harbor	Provide dial-a-ride services to low-income individuals for employment and education-related purposes.	\$460,134
Columbia County Public Transportation	Columbia and Walla Walla	Provide dial-a-ride services that make connections to neighboring communities.	\$938,220

Organization Name	County(s) Served	Project Description	Award
Council on Aging & Human Services-COAST	Whitman	Replace one wheelchair-accessible minivan for special needs transportation services.	\$32,000
Council on Aging & Human Services-COAST	Whitman, Asotin, and Garfield	Provide special needs transportation services.	\$550,000
Cowlitz Indian Tribe	Lewis and Cowlitz	Replace one wheelchair-accessible van for dial-a-ride services in south Lewis and north Cowlitz Counties.	\$50,000
Cowlitz Indian Tribe	Lewis and Cowlitz	Provide dial-a-ride services in south Lewis and north Cowlitz Counties.	\$146,625
Ephrata Senior Center	Grant	Replace one cutaway minibus for services to elderly persons in the Ephrata area.	\$62,000
Garfield County Public Transportation	Garfield	Provide dial-a-ride services.	\$166,650
Grant Transit Authority	Grant	Replace four bus shelters.	\$21,600
Grant Transit Authority	Grant and Adams	Provide bus services for employment-related purposes between Moses Lake and the Warden and Othello processing plants.	\$150,610
Grays Harbor Transit Authority	Grays Harbor	Provide bus services in the Quinault area.	\$407,754
Grays Harbor Transit Authority	Grays Harbor	Provide bus services in the North and South Beach areas.	\$738,426
Hopelink	King	Purchase nine wheelchair-accessible minibuses and nine other minibuses on behalf of other non-profit transportation service providers in the area.	\$471,564
HopeSource	Kittitas	Purchase one van to provide dial-a-ride services.	\$50,000
HopeSource	Kittitas	Provide bus services to the general public in Ellensburg.	\$187,500
HopeSource	Kittitas	Provide dial-a-ride and bus services to the general public and persons with special needs.	\$1,087,283
Human Services Council	Clark	Provide brokered transportation services to elderly persons and persons with disabilities who do not qualify for Medicaid or for complementary ADA services.	\$247,500

Organization Name	County(s) Served	Project Description	Award
Human Services Council	Cowlitz and Wahkiakum	Provide brokered transportation services to elderly persons and persons with disabilities who do not qualify for Medicaid or complementary ADA services.	\$361,312
Human Services Council	Clark	Provide brokered transportation services to low-income individuals for employment-related purposes.	\$474,375
Intercity Transit	Thurston	Provide dial-a-ride services to low-income individuals for employment-related purposes throughout the Olympia, Lacey, and Tumwater urbanized area.	\$247,019
Island Transit	Island	Replace four 40ft transit coaches for rural transportation services.	\$1,226,272
Jefferson Transit Authority	Jefferson	Replace two 30ft transit coaches and two cutaway minibuses for services to the general public.	\$205,718
Jefferson Transit Authority	Jefferson, Clallam, and Grays Harbor	Provide bus services to communities located in west Jefferson County. Provide connections with Clallam Transit in Forks and Grays Harbor Transit in Amanda Park.	\$311,250
Jefferson Transit Authority	Jefferson	Provide dial-a-ride and bus services in east Jefferson County.	\$1,330,000
Kalispel Tribe of Indians	Spokane and Pend Oreille	Provide bus services to low-income individuals for employment-related purposes between the communities of Spokane/Airway Heights, Usk, Cusick, and the Kalispel Nation Reservation.	\$62,084
Klickitat County Senior Services	Klickitat	Purchase two wheelchair-accessible minivans for dial-a-ride services.	\$56,000
Klickitat County Senior Services	Klickitat	Provide dial-a-ride and bus services to the general public and persons with special needs.	\$885,468
Link Transit	Chelan and Douglas	Facilitate mobility coordination activities that support services for elderly persons and persons with disabilities.	\$102,170
Link Transit	Chelan	Provide bus services that connect the rural communities of Leavenworth and Plain/Lake Wenatchee. Provide dial-a-ride services to the general public in the Leavenworth area.	\$116,651

Organization Name	County(s) Served	Project Description	Award
Link Transit	Chelan	Provide commuter services between Wenatchee, Leavenworth, and Chelan.	\$285,000
Link Transit	Chelan and Douglas	Provide bus services that link communities along both sides of the Columbia River between Chelan and Wenatchee.	\$300,000
Link Transit	Chelan and Douglas	Provide bus services to low-income neighborhoods within the urbanized area to ensure ongoing access to employment-related destinations and to regional transit services.	\$450,000
Lower Columbia CAP	Cowlitz and Wahkiakum	Replace one wheelchair-accessible minibus for services provided to elderly persons and Medicaid clients.	\$40,000
Lower Columbia CAP	Thurston, Lewis, Cowlitz, and Clark	Replace one wheelchair-accessible minibus for bus services for the general public along the I-5 corridor between Vancouver and Olympia.	\$44,000
Lower Columbia CAP	Thurston, Lewis, Cowlitz, and Clark	Provide bus services to the general public between communities along the I-5 corridor between Vancouver and Olympia.	\$586,960
Lummi Indian Business Council (LIBC)	Whatcom	Provide public transportation to the general public of the Lummi Tribal Nation.	\$314,249
Makah Tribal Council	Clallam	Provide bus services to the general public of the Makah Tribal Nation.	\$141,386
Mason County Transportation Authority	Mason	Provide bus services between Shelton, Lower Hood Canal, Arcadia, and the Agate/Hartsine areas of Mason County as contracted with the Shelton School District.	\$207,170
Mason County Transportation Authority	Mason	Replace three 35-foot transit coaches for bus services.	\$900,000
Mason County Transportation Authority	Mason	Provide dial-a-ride services to persons with special needs and the general public.	\$938,450
Mason County Transportation Authority	Mason	Provide bus services that make connections to transit services in adjacent counties.	\$944,848
Mid-Columbia Economic Development District	Skamania and Klickitat	Coordinate with transportation providers in the Mid-Columbia region of Washington and Oregon through the mobility manager.	\$88,000

Organization Name	County(s) Served	Project Description	Award
Mt. Si Senior Center	King	Provide dial-a-ride services for persons with special needs in rural communities.	\$480,549
Northshore Senior Center	King and Snohomish	Provide dial-a-ride services to elderly persons and persons with disabilities in communities of north King and south Snohomish Counties.	\$75,000
Okanogan County Transportation & Nutrition (OCTN)	Okanogan	Provide shuttle services to the general public between Okanogan and Omak.	\$65,050
Okanogan County Transportation & Nutrition (OCTN)	Okanogan	Provide commuter services that run between Omak and the Colville Indian Agency and are provided to low-income and special needs individuals for employment-related purposes.	\$73,848
Okanogan County Transportation & Nutrition (OCTN)	Okanogan	Replace two wheelchair-accessible minibuses for services to the general public and persons with special needs. Purchase snow tires, safety steps, and 20 bus stop signs.	\$138,382
Okanogan County Transportation & Nutrition (OCTN)	Okanogan and Douglas	Provide commuter services to low-income and special needs individuals for employment-related purposes.	\$180,996
Okanogan County Transportation & Nutrition (OCTN)	Okanogan and Douglas	Provide dial-a-ride services to the general public and persons with special needs in Okanogan County and rural communities in northern Douglas County.	\$459,570
Olympic Community Action Program	Clallam and Jefferson	Provide vanpool services to low-income individuals.	\$147,613
Pacific Transit	Pacific	Replace one 30ft, wheelchair-accessible transit coach for services to the general public.	\$288,000
Pacific Transit	Pacific	Provide bus and dial-a-ride services that connect to transit services in Astoria, Oregon.	\$1,046,250
Paratransit Services	Clallam	Replace two wheelchair-accessible minivans for dial-a-ride services.	\$75,200
Paratransit Services	Clallam	Replace six wheelchair-accessible minibuses for dial-a-ride services.	\$264,000
People for People	Yakima	Provide dial-a-ride services to elderly persons and persons with disabilities.	\$77,324

Organization Name	County(s) Served	Project Description	Award
People for People	Yakima	Establish a mobility management program to coordinate special needs transportation, provide community outreach, and identify transportation resources and needs.	\$100,530
People for People	Adams, Lincoln, and Grant	Provide dial-a-ride and bus services to the general public and persons with special needs.	\$171,351
People for People	Yakima	Purchase one wheelchair-accessible truck chassis cutaway minibus for bus services for the Pahto Public Passage in the Yakama Tribal Nation.	\$250,453
People for People	Adams, Lincoln, and Grant	Provide commuter services to low-income individuals for employment-related purposes between Othello and Moses Lake, and between Grand Coulee and Davenport.	\$333,605
People for People	Yakima and Benton	Provide bus services that connect communities along I-82 between Prosser and Yakima.	\$392,927
People for People	Yakima	Replace six wheelchair-accessible van chassis cutaway minibuses for dial-a-ride services and one wheelchair-accessible truck chassis cutaway minibus equipped with a security camera for bus services.	\$486,387
People for People	Adams, Lincoln, and Grant	Provide dial-a-ride and bus services to the general public and persons with special needs.	\$781,074
People for People	Yakima	Provide dial-a-ride services to low-income individuals for employment-related purposes.	\$808,197
People for People	Yakima	Provide dial-a-ride services to elderly persons and persons with disabilities.	\$1,174,301
Pierce County Department of Community Services	Pierce	Provide dial-a-ride services to people with special needs living in rural areas to connect them with Pierce Transit.	\$234,366
Puget Sound Educational Services District	Pierce and King	Provide driver training for people with low incomes who, in turn, provide transportation to people with special needs.	\$196,000
Pullman Transit	Whitman	Replace four 40-foot and one 35-foot transit coaches for bus services for the general public in Pullman.	\$339,000

Organization Name	County(s) Served	Project Description	Award
Pullman Transit	Whitman	Provide dial-a-ride and bus services to the general public in Pullman.	\$1,100,000
Rural Resources Community Action	Stevens	Provide commuter services to the general public.	\$234,048
Rural Resources Community Action	Ferry, Stevens, and Pend Oreille	Provide dial-a-ride services.	\$833,590
Senior Services of King County	King	Provide dial-a-ride services with paid and volunteer drivers to elderly persons and persons with disabilities.	\$518,609
Senior Services of Snohomish County	Snohomish	Provide bus services to people with special needs in rural areas.	\$721,688
Skagit Transit	Skagit	Provide dial-a-ride services to persons with disabilities in rural areas beyond ADA service boundaries.	\$45,760
Skagit Transit	Skagit	Purchase one minibus equipped with a bicycle rack for services in Anacortes.	\$94,952
Skagit Transit	Skagit	Provide dial-a-ride services to persons with disabilities in rural areas beyond ADA service boundaries.	\$151,488
Skagit Transit	Skagit	Provide new bus service to increase the frequency of transit services in Anacortes.	\$185,328
Skagit Transit	Skagit	Provide bus services, including Sunday service, to enhance employment-related transportation in Mount Vernon, Burlington, and Sedro Woolley.	\$195,000
Skagit Transit	Skagit	Purchase one 30- to 40-foot bus equipped with a bicycle rack.	\$314,550
Skamania County Senior Services	Skamania	Replace one wheelchair-accessible minibus and one wheelchair-accessible van for dial-a-ride services.	\$101,864
Skamania County Senior Services	Skamania and Clark	Provide bus services along State Route 14 between Carson and Fishers Landing in Vancouver.	\$239,119
Skamania County Senior Services	Skamania	Provide dial-a-ride services to persons with special needs.	\$314,543
Special Mobility Services, Inc	Spokane	Provide dial-a-ride services in north Spokane County and northern areas of the city of Spokane outside the current transit service boundaries.	\$128,234

Organization Name	County(s) Served	Project Description	Award
Special Mobility Services, Inc	Spokane and Pend Oreille	Provide bus services to the general public between Newport and the city of Spokane.	\$159,543
Special Mobility Services, Inc	Spokane, Lincoln, and Adams	Provide bus services to the general public between Davenport and Spokane, and between Ritzville and Spokane.	\$160,323
Special Mobility Services, Inc	Spokane	Provide dial-a-ride services in north Spokane County and northern areas of the city of Spokane outside the current service boundaries.	\$252,464
Spokane Tribe of Indians	Stevens	Establish and operate a public transit pilot project providing bus services to residents in and around the Spokane Tribal Nation.	\$106,053
Spokane Tribe of Indians	Stevens	Purchase two wheelchair-accessible minibuses for a pilot project providing transportation services to residents on and around the Spokane Tribal Nation.	\$120,000
Squaxin Island Tribe	Mason, Grays Harbor, and Thurston	Provide dial-a-ride and bus services to the general public between Kamilche, Steamboat Island Road, and the Elma/McCleary area.	\$133,780
Stillaguamish Tribe Transit Services (STTS)	Snohomish	Provide dial-a-ride services to rural areas of north Snohomish County.	\$178,997
TOGETHER!	Thurston, Grays Harbor, Lewis, and Mason	Provide dial-a-ride services to special needs populations in unserved and underserved areas.	\$1,309,000
Trancare	Chelan, Douglas, and Okanogan	Purchase one wheelchair-accessible minivan equipped with a ramp to provide Medicaid transportation services.	\$47,425
Twin Transit	Lewis	Replace one minibus for bus services in Centralia and Chehalis.	\$146,880
Twin Transit	Lewis	Provide dial-a-ride and bus services to persons with special needs and the general public of Centralia and Chehalis.	\$273,496
Twin Transit	Lewis	Replace one wheelchair-accessible minibus for bus services in Centralia and Chehalis.	\$76,800
Valley Transit	Walla Walla	Provide dial-a-ride, bus, and vanpool services to the general public and persons with special needs.	\$1,250,000

Organization Name	County(s) Served	Project Description	Award
Wahkiakum County Health and Human Resources	Wahkiakum	Purchase two minibuses for services to the general public and persons with special needs.	\$50,902
Wahkiakum County Health and Human Resources	Wahkiakum	Provide bus services to the general public and persons with special needs.	\$341,306
Whatcom Council of Governments	Whatcom	Use mobility management to expand community outreach to include seniors, special needs travelers, and their families in order to inform them about transportation options in the area.	\$150,000
Whatcom Transportation Authority	Whatcom	Replace nine wheelchair-accessible buses for complementary paratransit and safety net services.	\$698,544
White Pass Community Services Coalition dba L.E.W.I.S. Mountain Highway Transit	Lewis	Provide bus services that connect rural communities in east Lewis County.	\$609,804
Yakama Nation	Yakima	Facilitate mobility management activities including marketing, outreach, and coordination of transportation services for the Yakama Tribal Nation.	\$127,795
Yakima Transit	Yakima	Purchase two wheelchair-accessible minibuses for dial-a-ride services provided to persons with disabilities in the city of Yakima.	\$96,000
Yakima Transit	Yakima	Increase the amount of service hours provided in the city of Yakima through dial-a-ride and bus services.	\$131,025
Total			\$37,223,517

Regional Mobility Grant Program 2009-2011 Budget			
Budget Cycle	Lead Agency	Project Title	Committed
2005-07	Intercity Transit	Martin Way	\$377,808
2005-07	KCM	Seattle North CBD	\$1,195,000
2005-07	KCM	Brickyard	\$1,242,149
2007-09	Sound Transit	Mt. Lake Terrace Fwy	\$2,500,000
2007-09	Sound Transit	Sounder Parking	\$3,600,000
2007-09	Shoreline	Aurora BAT 165-185	\$2,500,000
2007-09	KCM	Pac Hwy So	\$1,798,160
2007-09	Kitsap Transit	Harper	\$1,561,696
2007-09	Everett Transit	Swift BRT Evtl Term	\$1,050,651
2007-09	Skagit Transit	Chuckanut	\$1,805,025
2007-09	SDOT	Pike/Pine/Westlake	\$1,374,902
2007-09	KCM	SE King Co. Connectors	\$1,463,981
2009-11	KCM	Route 120	\$2,233,000
2009-11	Community	Swift BRT Ops	\$2,500,000
2009-11	Community	Double Deckers	\$2,880,000
2009-11	Sound Transit	D to M	\$8,000,000
2009-11	Shoreline	Aurora Bat 185-192	\$1,000,000
2009-11	Clark County	Salmon Creek	\$2,900,000
2009-11	Intercity Transit	Hawks Prairie	\$3,038,784
2009-11	Skagit Transit	So. Mt. Vernon P&R	\$750,000
2009-11	Pierce transit	Pac Ave TSP	\$1,803,650
2009-11	C-Tran	I-5 Express	\$578,496
2009-11	Everett Transit	Evergreen Swift Stations	\$3,630,000
2009-11	Federal Way	Pac Hwy So Phase IV	\$1,300,000
2009-11	Island transit	Everett Connector	\$1,624,000
2009-11	KCM	Central Eastside	\$2,033,616
2009-11	City of Seattle	Rainier/Jackson	\$4,000,000
2009-11	Sound Transit	Expansion Sno to King Co.	\$4,496,768
2009-11	City of Bothell	SR 522 stage 2A	\$2,100,000
		Projects Total Award	\$65,337,686

Appendix 3 Summary of Public Transportation Notes

Historically, there was considerable data and reporting overlap between the Summary of Public Transportation, Transit Development Plans (TDP), and the reporting required by FTA in the National Transportation Database (NTD). In addition, the due dates for the required reporting were not aligned in a way that allowed a seamless data collection and reporting process.

In April 2008, David Evans and Associates, Inc. prepared a report for WSDOT titled, *Cost Allocation and Reporting Project*, in an effort to understand and improve the comparability of transit agency cost data submissions. The report had several objectives:

1. Develop an understanding of the cost allocation methods used by the state's public transit agencies.
2. Understand the impact of cost allocation methods on the prepared and submitted transit agency reports.
3. Identify opportunities for developing more uniformity in cost allocation methods.

One of the concerns raised by the interviewed transit agencies relates to the conflicting submission schedules for various required reports. The other major concern was non-standard cost allocation practices.

Report recommendations for addressing these concerns included: a series of guiding principles for cost allocation discussions; and reporting date realignment not governed by federal requirements (see the Reporting Timeline Comparison 2007 and 2010 chart in this section). In addition, the report suggested that an online system would better facilitate data collection.

The 2008 (published in Nov. 2010) and 2009 (published in Jan. 2011) summary reports were produced as Transit Data Updates. These updates were based on the 2007 Summary of Public Transportation appendices tables containing Statewide Operations data, Statewide Operating Statistics and Statewide Financial Statistics summaries. During this time, efforts were made to better align the reporting dates and to refine how the financial and operational data is reported. The following outlines the data collection changes that took place during the 2008 and 2009 publication period.

¹Required by RCW 35.58.2795.

²Required by 49 USC 5335(a).

Changes to the data collection process:

- 2007 Access Database was utilized once the data was collected from the transit systems.
 - The process included several data collection forms filled out by the transits.
 - Modifications to the database had to occur yearly to accommodate new datasets.
 - FTA began to require that Sound Transit, Community Transit, King County METRO, and Pierce Transit start to report their data sets differently to the NTD.
 - * Sound Transit was to report the METRO and Pierce Transit provided fixed route service as Directly Operated. According to FTA rules, a Government-to-Government contract should be regarded as Directly Operated.
 - * Sound Transit was to report the Community Transit provided fixed route as Purchased Transportation, because Community Transit purchases the service from First Transit. In this instance, the Government-to-Government rule doesn't apply because the entity providing the service is a sub-contractor.
- 2008 and 2009 data was processed through a series of workbook spreadsheets developed initially based on summary tables from the 2007 Summary of Public Transportation appendices.
 - Data irregularities were easier to identify, but time consuming to correct.
 - Requested data definitions began to transition towards the more uniform NTD definitions.
 - “Other” data was no longer allowed without some explanation or discussion.
 - Some transits were able to start reporting Purchased Transportation separately from Directly Operated Transportation because they were reporting it separately to the NTD that way. This data was then rolled together to match the 2007 reporting.
- FTA requested Sound Transit to report the new Light Rail line operated by King County METRO as Purchased Transportation. This was an exception to the Government-to-Government rule because of the characteristic differences between the two Light Rail services.
- 2010 data was collected using an online reporting form.
 - Transit operators were asked to report Purchased Transportation and Directly Operated Transportation separately for all modes to align better with the already established NTD reporting.
 - * Previous years reporting asked for data by mode only. For example, Fixed Route information for Purchased Transportation was added to Directly Operated and presented as a single Fixed Route data set.
 - * The separation between Purchased Transportation and Directly Operated Transportation will allow for a better statewide data analysis.

- Passenger Ferry data, reported by Kitsap Transit as part of the main Summary of Public Transportation document, moved to the Statewide Ferry Operations section.

As a result of the 2011 Regular Legislative Session, House Bill 1967 was signed into law on May 16, 2011 amending RCW 35.58.2795 and 35.58.2796 as well as adding a new section to chapter 43.19 RCW. The deadlines that govern the TDPs, NTD reporting and the Summary of Public Transportation were better aligned to streamline the process for reporting agencies and WSDOT.

For the 2010 calendar year, WSDOT created an on-line collection form to gather data from the 30 public transit providers statewide. This was done for several reasons:

1. To combine previously separated data collection efforts (e.g., system snapshot, operational and financial tables)
2. To efficiently collect 2010 data 2010 – the previous Access database did not function without data from all calendar years (2008 and 2009 were collected using Excel workbooks).
3. To construct the online form to provide a base application platform to develop a comprehensive, user-friendly online reporting system allowing transit representatives to enter their data directly into a software independent central database application.

Reporting Timeline Comparison 2007 & 2010

