2018 Public Transportation Mobility Report

REGIONAL MOBILITY GRANT PROGRAM
RURAL MOBILITY GRANT PROGRAM
COMMUTE TRIP INNOVATION GRANT PROGRAM
THE WASHINGTON STATE PUBLIC TRANSPORTATION PLAN
THE OFFICE OF TRANSIT MOBILITY
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INTRODUCTION

The report presents data and narratives relevant to the Regional Mobility Grant Program, the Rural Mobility Grant Program, and the Commute Trip Innovation Grant Program. The report also details WSDOT's ongoing effort to implement the Washington State Public Transportation Plan, and carry out the work of the Office of Transit Mobility.

The topics in this report have been combined because of their similar programmatic priorities. Presenting these topics side by side also allows the division to link each to the vision and goals of the department as a whole, as well as the early actions identified in the Washington State Public Transportation Plan.

About WSDOT's Public Transportation Division

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

The Public Transportation Division's work allows for system gaps to be more quickly identified and addressed. The division strives to remove these barriers, collaborating with a broad range of partners to plan and invest in transportation-system priorities that address needs and improve performance.

More information about the Public Transportation Division is available at www.wsdot.wa.gov/Transit/overview.

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1 The report was previously titled The Combined Mobility Report.
The Regional Mobility Grant (RMG) Program supports local efforts to reduce transportation delay and improve connectivity between counties and regional population centers. The RMG Program is administered by WSDOT’s Public Transportation Division. The Legislature approved 44 new and ongoing RMG projects across the state and provided approximately $93 million in state funding in the 2017-19 Biennium.

REGIONAL MOBILITY GRANT PROGRAM

As an initial step in the 2017-19 biennium call for projects, the Public Transportation Division requested that potential RMG applicants submit a concept letter briefly describing the proposed project, its location, and any potential impacts on state highways. The concept letter allowed WSDOT engineers and planners to consider the projects and identify potential opportunities for improving transportation system performance. This increase in collaboration between WSDOT highway managers and RMG project applicants led to improved coordination and more robust project proposals.

More information about the RMG Program and a list of approved projects for the 2017-2019 biennium is available at www.wsdot.wa.gov/Transit/Grants/mobility.

Regional Mobility Grant Project Highlights

Below is a selection of RMG projects from around the state that are increasing Washington’s transportation system performance.

Kitsap Transit: Wheaton Way Transit Center

The Wheaton Way Transit Center is being built on a 4.14 acre site adjacent to State Route 303 owned by Kitsap Transit. The anticipated year of opening is 2020.

The transit center will include:

- Eight bus bays.
- 166-stall park and ride.
- Bus shelters.
- A signalized intersection.
- Charging stations.
- Americans with Disabilities Act, pedestrian, and bicycle improvements.

Currently, State Route 303 experiences congestion during peak hours as commuters travel to the Puget Sound Naval Shipyard. With almost half of Bremerton’s jobs associated with the Naval Shipyard, Naval Hospital, and Fleet Logistics Center, these employers produce a high level of congestion in the area. Local residents also use non-motorized means for trips within and outside of Bremerton, and the corridor has experienced a number of collisions involving pedestrians and bicyclists.

The current transfer center serving this area is a busy, shared parking lot that has limited bus capacity, lacks a proper passenger-waiting environment, and provides no on-site parking for transit users. The new transit center will improve access to transit, which will reduce congestion,
reduce vehicle miles traveled (VMT) and vehicle trips (VT), and reduce parking needs in Bremerton and the surrounding area. The transit center will also feature dedicated pick-up and drop-off points for paratransit buses for seniors and people with disabilities.

The RMG program is contributing $6 million, approximately 46 percent of the total project cost.

**C-TRAN: The Vine**

In January 2017, C-TRAN launched the region's first bus rapid transit system, The Vine, along Vancouver's Fourth Plain corridor.

The project included level-boarding stations, improvements for bicycle and pedestrian access, off-board payment, real-time arrival displays, and transit-signal priority.

Within the first year of operation, The Vine delivered a 45-percent increase in ridership, an 89-percent reduction in late departures, and a 12-percent reduction in scheduled travel times.

The Vine has also helped to support city and neighborhood Fourth Plain corridor revitalization efforts. Seven new, affordable housing projects have either been completed or are in development within a half-mile of The Vine alignment, totaling 440 units and over $82 million in capital investment.

The RMG program contributed $3 million, approximately 6 percent of the total project cost.

**City of Tukwila: Southcenter Pedestrian Bridge**

Completed June 2018, the City of Tukwila's Southcenter Pedestrian Bridge provides bicycle and pedestrian access across the Green River.

The project included right-of-way acquisition and construction of the pedestrian bridge.

The Southcenter Pedestrian Bridge is an example of a project that completes the bicycle and pedestrian network, and improves access to transit. It does this by:

- Connecting Tukwila's sidewalk network.
- Connecting Sounder Commuter Rail, Amtrak, and King County Metro RapidRide with jobs in the Tukwila urban core, retail and restaurants in Southcenter, and hotels.
- Connecting with regional Green River and Interurban trails on either side of the Green River.

Better biking and walking connections, such as the Southcenter Pedestrian Bridge, serve people who use these modes out of necessity.

By filling a gap in the transportation network, the Southcenter Pedestrian Bridge opens up new transportation options for people who live, work, visit, and shop in Tukwila. Coupled with a recent King County-sponsored project, the Baker Boulevard Non-Motorized Improvements, there is now a pedestrian walkway from the Amtrak/Sounder Station on West Valley Highway that crosses the new Southcenter Pedestrian Bridge and connects to the Tukwila Transit Center and Southcenter Mall.

The RMG program contributed $6.87 million, approximately 67 percent of the total project cost.

**Spokane Transit Authority: West Plains Transit Center**

Completed in September 2018, the West Plains Transit Center is located at the Medical Lake interchange on Interstate 90.

The transit center includes three bus bays, two dedicated bus lanes, and a park and ride lot with approximately 200 stalls. The facility also includes pedestrian and bicycle access.
The transit center provides improved connectivity directly between the cities of Airway Heights, Medical Lake, and Cheney, alleviating the need to connect via downtown Spokane. The transit center accommodates future, high-performance transit vehicles that will expedite travel through increased frequency, prepaid fares, and faster boarding. By its fourth year, the transit center is estimated to reduce VMT on I-90 by 1.1 million and VT by 95,000.

During the design process for the project, Spokane Transit worked collaboratively with WSDOT’s Eastern Region offices and identified an opportunity to reconfigure the project’s transit-only lanes from I-90, which reduced the total project cost by more than $1.6 million.

The RMG program contributed roughly $7 million, approximately 77 percent of the total project cost.

Grant Transit Authority: Moses Lake-Wenatchee Connector to Wenatchee Valley College

Grant Transit Authority is adding transit service between Moses Lake and Wenatchee, creating a regional connection between Grant County and Douglas County and between Big Bend Community College and Wenatchee Valley College.

The Moses Lake-Wenatchee Connector provides students and community members with the option of riding safe and affordable public transit between Wenatchee and Douglas County. The project provides service from Grant Transit Authority’s new Multimodal Transit Center and park and ride lot in downtown Moses Lake, and allows for transfers to other Grant Transit Authority routes.

The RMG program is contributing $314,340, approximately 50 percent of the total project cost.

The Southcenter Pedestrian Bridge is an integral part of the pedestrian walkway that connects Sounder Commuter Rail, Amtrak, and King County Metro RapidRide with jobs in the Tukwila urban core, retail and restaurants in Southcenter, and hotels.

(Photo: The Southcenter Pedestrian Bridge, courtesy of City of Tukwila)

The Moses Lake-Wenatchee Connector provides service from Grant Transit Authority’s new Transportation Center, allowing for transfers to other Grant Transit Authority routes.

(Photo: Grant Transit Authority Multimodal Transit Center, courtesy of Grant Transit Authority)
REGIONAL MOBILITY GRANT PROGRAM PERFORMANCE

The following table contains a roll-up of statewide VMT and VT reductions from the 2009-11 biennium to the present biennium, highlighting some of the benefits of the RMG Program. Please note, in order to compare the RMG program’s performance estimates to the program’s actual performance, only projects that have reported results for Year 1 or Year 4 were added to the program’s estimate for performance. Please also note that VMT and VT reductions are influenced by a number of factors outside of public transportation projects, including gas prices, construction and population changes. The Public Transportation Division continues to evaluate its underlying assumptions for estimated VMT and VT reductions in light of these and other factors.

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<tr>
<th>Year 1</th>
<th>Year 4</th>
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<td>79,061,125</td>
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Estimated Reduction in Vehicle Miles Traveled  
Actual Reduction in Vehicle Miles Traveled  
Estimated Completion Date  
Actual Completion Date

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<tr>
<th>Biennium</th>
<th>Grantee Name</th>
<th>Project Name</th>
<th>Grant Amount</th>
<th>Estimated Total Project Cost</th>
<th>% Total Project Cost</th>
<th>Completion Date</th>
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<tbody>
<tr>
<td>2009-2011</td>
<td>Skagit Transit Systems</td>
<td>South Mount Vernon Park &amp; Ride</td>
<td>$750,000</td>
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<td>8/6/10</td>
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<td>2009-2011</td>
<td>City of Seattle</td>
<td>Rainier/Jackson Transit Priority Corridor Improvements</td>
<td>$4,000,000</td>
<td>$4,000,000</td>
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<td>2009-2011</td>
<td>Sound Transit</td>
<td>Sound Transit Express Bus Expansion - Snohomish to King County</td>
<td>$4,496,768</td>
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<td>2009-2011</td>
<td>Community Transit</td>
<td>Double Decker Buses</td>
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<td>$19,204,000</td>
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<td>6/30/11</td>
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<td>2009-2011</td>
<td>C-Tran</td>
<td>I-5 Express Commuter Service Augmentation (continuation)</td>
<td>$578,496</td>
<td>$784,996</td>
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<td>1/31/12</td>
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<td>2009-2011</td>
<td>Clark County</td>
<td>Salmon Creek Interchange Park &amp; Ride and Traffic Signal Coordination</td>
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<td>2009-2011</td>
<td>City of Federal Way</td>
<td>Pacific Highway South HOV Lanes Phase IV (South 312th St to Dash Point Road)</td>
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<td>$8,700,000</td>
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<td>2009-2011</td>
<td>Everett Transit</td>
<td>Evergreen Swift Stations and TSP</td>
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<td>2009-2011</td>
<td>Pierce Transit</td>
<td>Pacific Avenue Corridor Transit Signal Priority (TSP) Improvements</td>
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<td>2009-2011</td>
<td>Sound Transit</td>
<td>Lakewood-Tacoma Commuter Rail (D to M Street New Track and Signal)</td>
<td>$8,000,000</td>
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<td>Biennium Originally Funded</td>
<td>Grantee Name</td>
<td>Project Name</td>
<td>Grant Amount</td>
<td>Estimated Total Project Cost</td>
<td>% Total Project Cost</td>
<td>Completion Date</td>
</tr>
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<td>---------------------------</td>
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<td>2009-2011</td>
<td>City of Shoreline</td>
<td>Aurora Avenue N, N 185th St to N 192nd St Business Access and Transit Lanes</td>
<td>$1,000,000</td>
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<td>2009-2011</td>
<td>Intercity Transit</td>
<td>Hawks Prairie Park &amp; Ride Lot</td>
<td>$3,526,892</td>
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<td>2009-2011</td>
<td>Community Transit</td>
<td>Swift Bus Rapid Transit Operations</td>
<td>$5,000,000</td>
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<td>11/8/09</td>
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<td>2009-2011</td>
<td>City of Bothell</td>
<td>SR 522 West City Limits to NE 180th Stage 2A (91st Ave NE to West of 96th Ave NE)</td>
<td>$2,100,000</td>
<td>$6,000,000</td>
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<td>4/29/14</td>
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<tr>
<td>2009-2011</td>
<td>King County Metro</td>
<td>Route 120 Transit Enhancement for Delridge Way/Ambaum Boulevard Corridor</td>
<td>$2,233,699</td>
<td>$6,780,000</td>
<td>32.9%</td>
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<td>2011-2013</td>
<td>Seattle DOT</td>
<td>Northwest Market/45th St. Transit Priority Corridor Improvements</td>
<td>$4,000,000</td>
<td>$8,870,600</td>
<td>45.1%</td>
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<tr>
<td>2011-2013</td>
<td>City of Bothell</td>
<td>SR 522 West City Limits to NE 180th Stage 2A (91st Ave NE to West of 96th Ave NE)</td>
<td>$2,100,000</td>
<td>$6,000,000</td>
<td>35.0%</td>
<td>4/29/14</td>
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<tr>
<td>2011-2013</td>
<td>King County Metro</td>
<td>Central Eastside Transit Service Improvement</td>
<td>$4,173,187</td>
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<td>2011-2013</td>
<td>King County Metro</td>
<td>Southeast King County Connectors</td>
<td>$5,454,310</td>
<td>$6,179,176</td>
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<td>2011-2013</td>
<td>Seattle DOT</td>
<td>King Street Station Restoration Project</td>
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<td>$2,825,632</td>
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<td>City of Lakewood</td>
<td>Lakewood Station Connection</td>
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<td>2011-2013</td>
<td>King County Metro</td>
<td>South Kirkland Park and Ride</td>
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<td>2011-2013</td>
<td>Spokane Transit</td>
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<td>2011-2013</td>
<td>City of Renton</td>
<td>Rainer Ave. S. Bus Access Transit Lanes</td>
<td>$1,500,000</td>
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<td>35.0%</td>
<td>12/19/13</td>
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<td>2011-2013</td>
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<td>2011-2013</td>
<td>City of Tukwila</td>
<td>Tukwila Urban Center</td>
<td>$4,735,000</td>
<td>$7,527,000</td>
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<td>2011-2013</td>
<td>Pierce Transit</td>
<td>112th and Pacific/SR 7 Transit Access Improvements</td>
<td>$1,816,869</td>
<td>$2,375,658</td>
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<td>2011-2013</td>
<td>Kitsap Transit</td>
<td>Poulsbo SR 305/3 Park and Ride</td>
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<td>$2,542,624</td>
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<td>2011-2013</td>
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<td>N 192nd St to N 205th St BAT Lanes</td>
<td>$6,357,839</td>
<td>$8,414,413</td>
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<td>Sound Transit</td>
<td>S 200th Intermodal Station and park and ride</td>
<td>$5,214,000</td>
<td>$7,400,000</td>
<td>74.1%</td>
<td>12/1/17</td>
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Note: Dark blue cells represent projects that have yet to report past performance. Light blue cells represent performance figures due in the future. Cells with an asterisk (*) indicate projects that did not produce reductions for the year indicated. Continued on next page
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<tr>
<th>Biennium Originally Funded</th>
<th>Grantee Name</th>
<th>Project Name</th>
<th>Grant Amount</th>
<th>Estimated Total Project Cost</th>
<th>% Total Project Cost</th>
<th>Completion Date</th>
<th>Estimated Reduction in Vehicle Miles Traveled</th>
<th>Actual Reduction in Vehicle Miles Traveled</th>
<th>Estimated Reduction in Vehicle Trips</th>
<th>Actual Reduction in Vehicle Trips</th>
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<td>2013-2015</td>
<td>Intercity Transit</td>
<td>Tumwater/DuPont/Lakewood</td>
<td>$4,086,000</td>
<td>$5,387,854</td>
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<td>$302,000</td>
<td>73.7%</td>
<td>9/22/14</td>
<td>1,297,468</td>
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<td>City of Ridgefield</td>
<td>Ridgefield Park and Ride</td>
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<td>10/14/14</td>
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<td>1,044,056</td>
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<td>Clean Green Fleet Replacement</td>
<td>$5,000,000</td>
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<td>1/29/15</td>
<td>2,756,397</td>
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<td>1,728,521</td>
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<td>Tulip Lane Park and Ride</td>
<td>$593,000</td>
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<td>677,040</td>
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<td>2,894,952</td>
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<td>King County Metro</td>
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<td>$2,398,000</td>
<td>$3,428,911</td>
<td>69.9%</td>
<td>6/1/16</td>
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<td>Link Transit</td>
<td>Wenatchee Riverfront Shuttle</td>
<td>$1,248,000</td>
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<td>270,723</td>
<td>397,175</td>
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<td>C-Tran</td>
<td>Fisher’s Landing Transit Center South Parking Expansion</td>
<td>$2,849,000</td>
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<td>924,560</td>
<td>45,500</td>
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<td>Grays Harbor Transit</td>
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<td>369,480</td>
<td>2015-2017</td>
<td>16,661</td>
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<td>Bus Shelter Installation</td>
<td>$75,000</td>
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<td>43,329</td>
<td>20,280</td>
<td>2015-2017</td>
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</tbody>
</table>

Note: Dark blue cells represent projects that have yet to report past performance. Light blue cells represent performance figures due in the future. Cells with an asterisk (*) indicate projects that did not produce reductions for the year indicated.
The Rural Mobility Grant Program aids small cities and rural communities by supporting their public transit systems and areas underserved or not served by public transit. The majority of the funding supports transit operations.

**RURAL MOBILITY GRANT PROGRAM**

The Rural Mobility Grant Program is administered by WSDOT’s Public Transportation Division through the Consolidated Grant Program. The Consolidated Grant Program awards funding to provide public transportation services within and between rural communities and between cities, to purchase new buses and other equipment, and to offer public transportation services to seniors and persons with disabilities. The Legislature provided approximately $32 million in state funding (competitive and formula) for the Rural Mobility Grant Program in the 2017-19 biennium. Program funds are awarded both competitively and through formula distribution. Funding for the competitive portion of the grant program has increased by approximately $6 million to approximately $16 million in the 2017-19 biennium.

While supporting public transit agencies and nonprofit transportation providers, the Rural Mobility Grant Program also supports tribal transit service. Seven tribes received approximately $2.5 million in Rural Mobility Grant program funding in the 2017-19 biennium.

More information about the Rural Mobility Grant Program as administered through the Consolidated Grant Program is available at www.wsdot.wa.gov/Transit/Grants/Consolidated/default.
Rural Mobility Grant Program Project Highlights

Below is a selection of Rural Mobility Grant projects from around the state supporting their public transit systems, tribal transit agencies, and areas underserved or not served by public transit.

Pierce County Community Connections: Beyond the Borders

Funded in the 2017-19 biennium, Pierce County Community Connections' Beyond the Borders provides demand response and deviated fixed route service for special needs riders in rural locations in east and south Pierce County, outside Pierce Transit's service area.

Beyond the Borders was formed as a partnership between Pierce Transit and Pierce County Community Connections in 2003 to close transportation gaps in rural areas of south Pierce County, and to make connections to Pierce Transit services. In 2012, Pierce Transit reduced its boundaries, eliminating service to east Pierce County. Beyond the Borders subsequently expanded to include these areas.

Beyond the Borders averages 1,500 rides per month. Approximately 70 percent of riders use the service for commuting, including developmentally disabled adults who would not be able to keep their jobs without transportation and low-income riders that could not otherwise afford to get to work. The remaining riders use Beyond the Borders to travel to essential services, such as meal-site programs at local senior centers, food banks, social service appointments, and medical appointments not covered by Medicaid.

The Rural Mobility Grant Program contributed $52,338 in the 2017-19 biennium, approximately 5 percent of the total project cost.

COASTAL Community Action Program: Driven to Opportunity

Funded in the 2003-05 biennium and sustained through the 2017-19 biennium, COASTAL Community Action Program's Driven to Opportunity provides demand response services to low-income residents of Grays Harbor and Pacific counties.

Driven to Opportunity addresses rural public transportation deficiencies in Grays Harbor and
Pacific counties for low-income, underemployed, and special-needs individuals who are employed, actively seeking employment, or engaged in educational activities that directly lead to employment. The service is always available to qualifying residents, and is the only job-related transportation available in areas of the counties not served by transit or during times that transit does not operate.

A recent sample of Driven to Opportunity trips shows 64 percent of rides occur when transit is not operating and/or to rural areas of the county not served by transit. The balance of the service’s trips are for special-needs individuals.

The Rural Mobility Grant Program contributed $362,461 in the 2017-19 biennium, approximately 26 percent of the total project cost.

**Sauk-Suiattle Indian Tribe: The Darrington-Concrete Shuttle Bus**

Funded in the 2015-17 biennium and sustained through the 2017-19 biennium, the Darrington-Concrete Shuttle Bus connects the Sauk-Suiattle Indian Tribe’s reservation to the towns of Darrington and Concrete. This allows for further connections to Snohomish Community Regional Transit Route 230 in Darrington, and Skagit Regional Transit Routes 717 and 718 in Concrete.

The Darrington-Concrete Shuttle Bus connects residents of the Sauk-Suiattle Indian Tribe reservation and the two communities to jobs and to social and health services in Snohomish and Skagit counties. Rural Mobility Grant funding preserves the service that aids in developing businesses and commerce on the reservation and in the surrounding communities.

The Darrington-Concrete Shuttle Bus provides service on State Highway 530, passing through the Sauk-Suiattle Indian Reservation. Many tribal members walk along the highway to access services in Darrington and Concrete. The service offers an alternative to walking in this high-speed environment.

The Rural Mobility Grant Program contributed $119,325 in the 2017-19 biennium, approximately 72 percent of the total project cost.

**Spokane Tribe of Indians: The Moccasin Express**

Funded in the 2009-11 biennium and sustained through the 2017-19 biennium, the Moccasin Express provides transportation to tribal members and the general public accessing the Spokane Indian Reservation. The Moccasin Express provides local and regional connections to Kaltrans (Kalispel Tribe), People For People, Spokane Transit, Greyhound, Amtrak, and the Spokane Intermodal Center.

Rural Mobility Grant Program funding for the Moccasin Express ensures the continued operations of fixed routes for the general public, as well as paratransit services offered to individuals with low incomes, seniors, veterans, and those with special needs.

The Rural Mobility Grant Program contributed $615,000 in the 2017-19 biennium, approximately 62 percent of the total project cost.

The Moccasin Express is the primary and backup transportation for the Spokane Tribe, providing local and regional connections via Kaltrans, People For People, Spokane Transit, and Greyhound and Amtrak via the Spokane Intermodal Center.

*(Photo: Moccasin Express Van)*
Garfield County Public Transportation: Preservation of Service

Funded in the 1997-99 biennium and sustained through the 2017-19 biennium, the Garfield County Public Transportation’s Preservation of Service project sustains:

- A Monday-Friday commuter service operating 6:45 a.m.-5:15 p.m. that provides transportation for Garfield County’s working population, students needing rides to college, and medical clients needing rides to dialysis or appointments in the Lewiston/Clarkston area.

- A Monday-Friday local service operating 8:30 a.m.-4 p.m. for all of Garfield County.

- A Tuesday and Thursday medical/shopper route departing at 9 a.m. to Asotin and Nez Perce Counties.

Garfield County Public Transportation is the only public transportation service in the county. With 60 percent of the county residents being senior, low-income citizens, the services provided are the only transportation options available. This demand response service provides transportation from their homes to appointments and shopping as well as the post office, which does not deliver mail to many rural residents.

The Rural Mobility Grant Program contributed $318,084 in the 2017-19 biennium, approximately 85 percent of the total project cost.
RURAL MOBILITY GRANT PROGRAM PERFORMANCE

In most cases, Rural Mobility Grant recipients provide project performance by reporting the service miles and passenger trips produced by their project. The table below contains a roll-up of miles and trips produced by projects receiving Rural Mobility Grant funding in calendar year 2017. Note that, because Consolidated Grant Program performance is not disaggregated by grant program, total miles and trips for Consolidated Grant Program grantees were multiplied by the percentage Rural Mobility contribution (7.5 percent).

In addition to the operating statistics provided below, the Rural Mobility Grant Program also partially supported the purchase of 12 light-duty, cutaway buses in calendar year 2017.

<table>
<thead>
<tr>
<th>Grantee Project Name</th>
<th>Competitive Rural Mobility Funding</th>
<th>Rural Mobility Transit Formula Funding</th>
<th>Total Consolidated Grant Program Funding</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Grant Amount</td>
<td>% Total Project Cost</td>
<td>Grant Amount</td>
<td>% Total Project Cost</td>
</tr>
<tr>
<td>Asotin County Public Transportation Benefit Area</td>
<td>General Operating in Asotin County</td>
<td>-</td>
<td>-</td>
<td>$59,319</td>
</tr>
<tr>
<td>Central Transit</td>
<td>Fixed route system serving the people in the City of Ellensburg</td>
<td>$360,406</td>
<td>48.0%</td>
<td>-</td>
</tr>
<tr>
<td>Central Transit</td>
<td>Operating Assistance to expand the fixed route system</td>
<td>$464,529</td>
<td>60.0%</td>
<td>-</td>
</tr>
<tr>
<td>Clallam Transit System</td>
<td>Expands fixed route services to a regional route</td>
<td>$143,488</td>
<td>50.0%</td>
<td>-</td>
</tr>
<tr>
<td>Clallam Transit System</td>
<td>Replace and upgrade equipment</td>
<td>-</td>
<td>-</td>
<td>$196,743</td>
</tr>
<tr>
<td>Clallam Transit System</td>
<td>Maintenance building repairs</td>
<td>-</td>
<td>-</td>
<td>$85,000</td>
</tr>
<tr>
<td>Coastal Community Action Program</td>
<td>Driven to Opportunity</td>
<td>$362,461</td>
<td>63.7%</td>
<td>-</td>
</tr>
<tr>
<td>Columbia County Public Transportation</td>
<td>Operating assistance to Sustains Demand Response Services</td>
<td>$394,550</td>
<td>17.0%</td>
<td>-</td>
</tr>
<tr>
<td>Cowlitz Indian Tribe</td>
<td>Cowlitz Tribal Transit Service-Rural Demand-Response</td>
<td>$415,258</td>
<td>85.0%</td>
<td>-</td>
</tr>
<tr>
<td>Garfield County Public Transportation</td>
<td>Preserves week day rural commuter routes, the medical/shopper route into Asotin and Nez Perce Counties, and local service for all of Garfield County</td>
<td>$318,084</td>
<td>85.0%</td>
<td>-</td>
</tr>
<tr>
<td>Grays Harbor Transportation Authority</td>
<td>Existing Fixed Route and Demand Response Public Transportation Service in Grays Harbor County</td>
<td>-</td>
<td>-</td>
<td>$1,244,354</td>
</tr>
<tr>
<td>Grays Harbor Transportation Authority</td>
<td>Existing Fixed Route and Demand Response Public Transportation Service in Grays Harbor County</td>
<td>-</td>
<td>-</td>
<td>$1,244,354</td>
</tr>
</tbody>
</table>

RURAL MOBILITY GRANT FUNDED PROJECTS

The following table shows the Rural Mobility Grant funded projects for the 2017-19 biennium.

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Name</th>
<th>Total 2017 Rural Mobility Expenditures</th>
<th>Total 2017 Grantee Expenditures</th>
<th>% Rural Mobility Contribution</th>
<th>Total Miles Travelled</th>
<th>Total Trips</th>
<th>Rural Mobility Trips</th>
<th>Rural Mobility Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asotin County Public Transportation Benefit Area</td>
<td>General Operating in Asotin County</td>
<td>$9,567,916</td>
<td>$127,345,944</td>
<td>7.5%</td>
<td>19,364,247</td>
<td>11,276,940</td>
<td>1,454,899</td>
<td>847,273</td>
</tr>
</tbody>
</table>

Continued on next page
### RURAL MOBILITY GRANT FUNDED PROJECTS (CONTINUED)

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Name</th>
<th>Competitive Rural Mobility Funding</th>
<th>Rural Mobility Transit Formula Funding</th>
<th>Total Consolidated Grant Program Funding</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Grant Amount</td>
<td>% Total Project Cost</td>
<td>Grant Amount</td>
<td>% Total Project Cost</td>
</tr>
<tr>
<td>Island Transit</td>
<td>Purchase Seven (7) Medium-Duty Truck Chassis-Built Cutaways</td>
<td>$922,387</td>
<td>80.0%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Island Transit</td>
<td>Mobility Management Specialist</td>
<td>$8,288</td>
<td>4.9%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Island Transit</td>
<td>Island County Connector</td>
<td>$908,605</td>
<td>35.0%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Island Transit</td>
<td>Fixed Rt, Deviated Bus &amp; Vanpool Services</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Jamestown S’Klallam Tribe</td>
<td>Jamestown Campus Route #50 service</td>
<td>$139,096</td>
<td>80.0%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Jefferson Transit Authority</td>
<td>Olympic Connection</td>
<td>$1,000</td>
<td>0.1%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Jefferson Transit Authority</td>
<td>East Jefferson fixed route and on-demand services</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Kalispel Tribe of Indians</td>
<td>Kalispel Reservation-to-Spokane and Ione (KRSI) service</td>
<td>$382,281</td>
<td>35.9%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Kitsap Transit</td>
<td>Purchase Radios and vehicle technology</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Klickitat County Senior Services</td>
<td>Dial-A-Ride</td>
<td>$880,050</td>
<td>48.6%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Lummi Tribe of the Lummi Reservation</td>
<td>Fixed Route Service</td>
<td>$586,945</td>
<td>63.5%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Makah Tribal Council</td>
<td>Sustain fixed route service</td>
<td>$164,647</td>
<td>50.0%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Mason Transit Authority</td>
<td>Core Regional Connections</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Mason Transit Authority</td>
<td>Core Demand Response Service</td>
<td>$1,197,000</td>
<td>31.5%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Mason Transit Authority</td>
<td>Bus Technology</td>
<td>-</td>
<td>-</td>
<td>$400,000</td>
<td>100.0%</td>
</tr>
<tr>
<td>Mid-Columbia Economic Development District</td>
<td>Gorge TransLink Alliance Mobility Management</td>
<td>$15,000</td>
<td>8.6%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Okanogan County Transit Authority/TranGO</td>
<td>General Operating/Special Needs Services</td>
<td>-</td>
<td>-</td>
<td>$160,042</td>
<td>81.3%</td>
</tr>
<tr>
<td>Okanogan County Transportation &amp; Nutrition</td>
<td>Sustain 3 rural Commuter Routes</td>
<td>$615,302</td>
<td>85.0%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Oly CAP</td>
<td>West End Job Lift services on the Olympic Peninsula including tribal lands</td>
<td>$126,951</td>
<td>70.9%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Oly CAP</td>
<td>Purchase 1 Van</td>
<td>$48,334</td>
<td>90.0%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Pacific Transit System</td>
<td>Rural Fixed route and demand response services</td>
<td>$90,725</td>
<td>4.8%</td>
<td>$203,466</td>
<td>10.8%</td>
</tr>
<tr>
<td>Pacific Transit System</td>
<td>Dial A Ride</td>
<td>$70,275</td>
<td>5.7%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>People For People</td>
<td>Community Connector</td>
<td>$1,112,350</td>
<td>39.0%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Pierce County Human Services</td>
<td>Beyond the Borders</td>
<td>$52,338</td>
<td>3.8%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Puget Sound Educational Service District</td>
<td>RTI Van Program</td>
<td>$548,853</td>
<td>38.2%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Puget Sound Educational Service District</td>
<td>Key Peninsula School Bus Connects (KPSBC)</td>
<td>$150,000</td>
<td>49.9%</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Name</th>
<th>Competitive Rural Mobility Funding</th>
<th>Rural Mobility Transit Formula Funding</th>
<th>Total Consolidated Grant Program Funding</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Grant Amount</td>
<td>% Total Project Cost</td>
<td>Grant Amount</td>
<td>% Total Project Cost</td>
</tr>
<tr>
<td>Pullman Transit</td>
<td>Dial-A-Ride service</td>
<td>$572,389</td>
<td>34.1%</td>
<td></td>
<td>$634,304</td>
</tr>
<tr>
<td>Pullman Transit</td>
<td>Expansion of Sunday Service</td>
<td>$434,360</td>
<td>95.0%</td>
<td></td>
<td>$434,360</td>
</tr>
<tr>
<td>San Juan County</td>
<td>Mobility Coordinator (FTE)</td>
<td>$207,209</td>
<td>100.0%</td>
<td></td>
<td>$207,209</td>
</tr>
<tr>
<td>San Juan County</td>
<td>Transportation Voucher Program</td>
<td>$120,000</td>
<td>85.3%</td>
<td></td>
<td>$120,000</td>
</tr>
<tr>
<td>Sauk-Suiattle Indian Tribe</td>
<td>The DC (Darrington-Concrete) Shuttle Bus Service</td>
<td>$119,325</td>
<td>73.1%</td>
<td></td>
<td>$119,325</td>
</tr>
<tr>
<td>Skamania County Senior Services</td>
<td>Dial-a-Ride</td>
<td>$275,000</td>
<td>53.9%</td>
<td></td>
<td>$275,000</td>
</tr>
<tr>
<td>Skamania County Senior Services</td>
<td>Route deviated service between Skamania Co and C-TRAN in Vancouver, WA</td>
<td>$188,550</td>
<td>75.0%</td>
<td></td>
<td>$188,550</td>
</tr>
<tr>
<td>Skamania County Senior Services</td>
<td>Information Technology Architecture Project</td>
<td>$48,000</td>
<td>80.0%</td>
<td></td>
<td>$48,000</td>
</tr>
<tr>
<td>Special Mobility Services, Inc.</td>
<td>Deviated fixed route service between Newport and Spokane for rural residents</td>
<td>$226,308</td>
<td>90.0%</td>
<td></td>
<td>$226,308</td>
</tr>
<tr>
<td>Spokane Tribe of Indians</td>
<td>Moccasin Express</td>
<td>$615,000</td>
<td>62.1%</td>
<td></td>
<td>$615,000</td>
</tr>
<tr>
<td>Spokane Tribe of Indians</td>
<td>Moccasin Express Passenger Shelter Project</td>
<td>$160,000</td>
<td>80.1%</td>
<td></td>
<td>$160,000</td>
</tr>
<tr>
<td>Thurston Regional Planning Council TOGETHER</td>
<td>Rural &amp; tribal deviated fixed route and dial-a-ride service</td>
<td>$1,138,950</td>
<td>81.4%</td>
<td></td>
<td>$1,138,950</td>
</tr>
<tr>
<td>Twin Transit</td>
<td>Purchase one Electric Bus</td>
<td>$80,000</td>
<td>100.0%</td>
<td></td>
<td>$80,000</td>
</tr>
<tr>
<td>Twin Transit</td>
<td>Feasibility Study</td>
<td>$43,366</td>
<td>80.0%</td>
<td></td>
<td>$43,366</td>
</tr>
<tr>
<td>Valley Transit</td>
<td>ADA Operating in Walla Walla</td>
<td>-</td>
<td>-</td>
<td>$298,714</td>
<td>47.1%</td>
</tr>
<tr>
<td>Wahkiakum County Health and Human Services</td>
<td>Rural bus service from Cathlamet to Longview and to Naselle</td>
<td>$520,538</td>
<td>84.4%</td>
<td></td>
<td>$520,538</td>
</tr>
<tr>
<td>Whatcom Transportation Authority (WTA)</td>
<td>Connecting Communities in northern rural Whatcom County</td>
<td>$868,984</td>
<td>80.0%</td>
<td></td>
<td>$868,984</td>
</tr>
<tr>
<td>Yakima Transit</td>
<td>Yakima-Ellensburg Commuter Expansion Project</td>
<td>$41,252</td>
<td>50.8%</td>
<td></td>
<td>$41,252</td>
</tr>
</tbody>
</table>
In the 2017-19 biennium, the Legislature provided $500,000 within the transportation budget to test innovative transportation demand management (TDM) strategies for trip reduction beyond the traditional commute trip reduction (CTR) program, which only affects employers with 100 employees or more and peak-period commute trips. Strategies beyond the traditional CTR program include targeting employees traveling to smaller employers, non-traditional work commute trips, off-peak commute trips, or people driving to school or concerts ESSB 6106 220(7)(a) - 2017-18. Geographically, the legislation focuses on the state's most congested corridors: I-5, I-90, and I-405.

COMMUTE TRIP INNOVATION GRANT PROGRAM

WSDOT's Public Transportation Division developed a pilot program for this effort, the Commute Trip Innovation Grant Program, and issued a call for projects in summer 2017.

Eight organizations applied for Commute Trip Innovation Grant funding, requesting over $1.1 million and demonstrating strong local commitments to innovative TDM strategies. Partners committed $518,000 in matching funds, significantly leveraging state investments. Proposed project locations spanned from Snohomish County to Lewis County and from Kitsap County to the City of Issaquah.

Through a competitive process, projects from the City of Tukwila, Commute Seattle, and Intercity Transit were selected for funding.

Commute Trip Innovation Grant Program Projects

Below are the Commute Trip Innovation Grant projects that are making reductions in off-peak, weekend, and non-work trips.

City of Tukwila: Sea-Tac Airport Transportation Demand Management Program

This project implements a TDM program at Sea-Tac Airport for all employees. The TDM program improves the performance of the I-5, I-90, and I-405 corridors and adjacent arterials by achieving greater use of transit, active transportation, and high-occupancy vehicles.

Sea-Tac Airport is among the largest travel-trip generators in the state. To support the 24-hour operation, many airport employees maintain atypical working hours. Several barriers exist for Sea-Tac employees to access alternative modes of transportation, including distance from transit stops to employment sites, a lack of first- and last-mile connectivity, limited English proficiency, and transit fares.

This project includes:

- A centralized source for transportation news and opportunities.
- Education and training on transportation options.
- A centrally managed ORCA card program.
- Match for the Washington State Department of Social and Health Services' Basic Food, Employment and Training client transportation assistance program.
• A new ridesharing platform for trip-logging and incentive programs.

The Sea-Tac Airport Program is also assessing ways to continue funding this effort after the pilot project has concluded.

The Commute Trip Innovation Grant Program contributed $150,000 in the 2017-19 biennium, approximately 67 percent of the total project cost.

Commute Seattle: B2B Small Business Transportation Culture Change Initiative

Commute Seattle partners with Seattle businesses through local chambers of commerce, business and industry associations, and similar organizations to help identify the commuter benefits best suited to their workforce and budget.

Commute Seattle’s B2B Small Business Transportation Culture Change Initiative leverages peer-to-peer business associations as a platform to provide scalable transportation consultations and incentives to small and medium-sized businesses. The initiative focuses on businesses along the I-5 and I-90 corridors that are non-CTR-affected.

This project is particularly promising because many small businesses in Seattle do not have a commuter-benefit program. Poor commuter-benefits packages, reduced access to TDM solutions (e.g., flex-time or telework), and poor bike or walk to work programs result in increased drive-alone rates at these businesses and limit travel options for workers. Reducing the drive alone rate to these small businesses is a favorable strategy for reducing congestion along the I-5 and I-90 corridors.

This project includes:
• Sharing best practices from local CTR "champion" companies.
• Demonstrating the value of transit benefits to employers through pre- and post-survey data, as well as transit pass usage data.

• Consulting, analyzing, and supporting the leadership of participating companies.
• Training local business organizations to become transportation advocates.
• Holding employee outreach events.
• Continuously gathering feedback from organizational members to develop future strategies and recommendations for engagement with small and medium-sized businesses and non-CTR-affected trip markets.

The Commute Trip Innovation Grant Program contributed $100,000 in the 2017-19 biennium, approximately 71 percent of the total project cost.

Intercity Transit: Vanpool Promotion

The Vanpool Promotion project improves local and state highway system efficiency and aims to reduce congestion on I-5 by utilizing business associations to deliver a broad vanpool-awareness campaign.

Over the past decade, the populations of Lewis and Thurston counties have grown significantly. This growth is anticipated to continue, resulting in increased motor vehicle congestion.

The Vanpool Promotion project focuses on reducing chronic traffic congestion and improving mobility for freight and people along the I-5 corridor. The project’s goal is to change how vanpool programs are delivered, and permanently change commuter choices. The project is marketing to businesses and their employees through peer-to-peer business relationships and creating custom toolkits to serve their needs. Using focus groups, the project is defining potential subsidies and incentives to prompt a change in travel decisions, setting the stage for evaluation through a broader social and digital media campaign.

The Commute Trip Innovation Grant Program contributed $250,000 in the 2017-19 biennium, approximately 90 percent of the total project cost.
Early Results and Potential Improvements for the Commute Trip Innovation Grant Program

The Commute Trip Innovation Grant Program enables grantees to evaluate new markets, including those exempt from CTR-affected status (e.g. small employers). This allows for innovative, creative CTR solutions.

Based on results from the three projects, the Commute Trip Innovation Program reported a reduction of 559,893 VMT and 32,300 VT.

The Commute Trip Innovation Grant Program's flexible performance measures allow grantees to use direct measurement in lieu of traditional CTR surveying methods, which may prove more useful for future program planning.

To improve the program, grantees indicated that applications should be available sooner. Grantees also noted that it would be beneficial if the Commute Trip Innovation Grant Program allowed technical support from WSDOT for program development and project management, and be made available to supplement underfunded local CTR programs.

Finally, grantees indicate that current rules for vanpooling present barriers for innovative, creative programs. Specifically, rules requiring “commuter ridesharing” to include, in most cases, a minimum of five riders (WAC 458-20-261(2)[a]) may exclude startup vanpools with fewer riders.
WSDOT published the Washington State Public Transportation Plan in 2016. The plan established a 20-year vision that all transportation partners in Washington state will work together to provide a system of diverse and integrated public transportation options. People throughout the state will use these options to make transportation choices that enable their families, their communities, the economy, and the environment to thrive.

WASHINGTON STATE PUBLIC TRANSPORTATION PLAN

Goals
To guide its 20-year vision, the Washington State Public Transportation Plan includes 5 goals:

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

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

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

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

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

Near-Term Actions
When it was published in 2016, the Washington State Public Transportation Plan contained 42 near-term actions. Near-term actions help maintain the momentum of the plan's 20-year goals. They also assist WSDOT in reporting progress towards these goals. Because of this, near-term actions are developed every two years, while the plan's goals remain ongoing.

Development
Near-term actions are developed every two years through a robust stakeholder process. They are subsequently approved by WSDOT and the Washington State Public Transportation Plan oversight committee.

To develop the near-term actions, public transportation partners identify actions that may have the greatest effect on progress toward the plan's 20-year goals. As such, near-term actions are designed to represent issues
that are most important at the time of their approval. Near-term actions also provide flexibility for public transportation agencies that have goals similar to those of the Washington State Public Transportation Plan, but may have slightly different methods for achieving those goals. In this way, near-term actions allow agencies to tailor their work to local conditions.

Task-force members develop new near-term actions when previous near-term actions have seen sufficient progress or are no longer seen as the most immediate priorities.

Success and Completion
The success of the near-term actions highlights the hard work of transportation partners in implementing a strategy based on shared ownership of the Washington State Public Transportation Plan. By publishing these successes, near-term actions may also become best practices for the public transportation sector.

From 2016-17, WSDOT and its partners were successful in achieving or making meaningful progress on 38 of the plan’s 42 original near-term actions (23 actions completed, 15 in progress, and 4 incomplete).


Continued Success of 2016-17 Near-Term Actions

THRIVING COMMUNITIES
Develop, test and provide methodologies to better quantify local human services transportation needs.

A pilot of the Sugar Access software by Citilabs has progressed to highlight areas where fixed route transit provides access to points of interest, including hospitals, grocery stores, and jobs. This accomplishment has allowed pilot participants to identify areas where fixed route transportation does not meet all of the needs of rural residents. Ongoing analysis is planned to identify strategies for addressing these transportation gaps.

ACCESS
Identify priority attributes and a standardized approach to help local jurisdictions collect and store data about their public transportation systems, services and infrastructure.

Understanding the gaps in first-last-mile transportation continues to be a challenge for public transportation. The OpenSidewalks project out of the University of Washington's Taskar Center for Accessible Technology is forging ahead with their standardized methodology for identifying gaps in the sidewalk network. This project hit a milestone when its methodology was adopted by the Puget Sound Regional Council as the measure for understanding and modeling the sidewalk network. OpenSidewalks is also scheduled to present at the 2018 European Conference on Computer Vision in Munich, Germany.

ADAPTIVE TRANSPORTATION CAPACITY
Improve the quality, consistency and access to data sets.

2017 was a great year for uploading transit agency route and bus stop data into the general transit feed specification to develop a statewide map. This work continues with efforts to identify and map the transportation schedules and routes for nonprofit, for-profit, and tribal transportation providers to better understand the entire network of public transportation that exists in Washington state. This enhanced map is envisioned to be part of the analysis used in the Statewide Human Services Transportation Plan that will identify the needs of individuals who, because of advanced age, disability, or low-income status, have barriers to transportation.

CUSTOMER EXPERIENCE
Support efforts to make it easier for customers to pay for transportation services and manage transportation payments, regardless of agency, organization or mode.

Based on a successful pilot in 2017, Pierce Transit renewed its contract with HopThru, a smartphone fare payment system. Customers appreciated the ease of
paying for their trip by using their smartphone rather than carrying a separate transit pass. The renewed contract will enable customers to enjoy the seamless payment experience for another four years.

TRANSPORTATION SYSTEM GUARDIANSHIP

Begin development of supplementary measures to improve understanding of public transportation performance in the context of a complete, integrated transportation system.

Through the development of measures for the WSDOT performance framework that focus on bicycle and pedestrian connectivity and availability, bicyclists and pedestrians are being included in a fully integrated transportation system. The measures help to ensure bicyclist and pedestrian investments are included alongside other modal investments as Washington state continues to grow and create transportation options for all users of the transportation system.
2005 legislation (RCW 47.01.330) directed WSDOT to establish an Office of Transit Mobility, with two goals:

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

OFFICE OF TRANSIT MOBILITY

The legislatively defined duties of the office are:

A. Developing a statewide strategic plan that creates common goals for transit agencies and reduces competing plans for cross-jurisdictional service.

B. Developing a park and ride lot program.

C. Encouraging long-range transit planning.

D. Providing public transportation expertise to improve linkages between regional transportation planning organizations and transit agencies.

E. Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals.

F. Recommending best practices to integrate transit and demand management strategies with regional and local land use plans in order to reduce traffic and improve mobility and access.

G. Producing recommendations for the public transportation section of the Washington Transportation Plan.

H. Participating in all aspects of corridor planning, including freight planning, ferry system planning, and passenger rail planning.

WSDOT uses its existing organizational structure to fulfill the goals and duties of the Office of Transit Mobility. WSDOT’s Public Transportation, Regional Transit Coordination, and Management of Mobility divisions incorporate many of the office’s goals and duties into their ongoing work by focusing on multimodal solutions within WSDOT and with our public transportation partners.

The following sections contain examples of how WSDOT is fulfilling the goals and duties of the Office of Transit Mobility. They also discuss efforts to incorporate performance objectives for the office into existing Public Transportation Division performance measures.
Fulfilling the Goals and Duties of the Office of Transit Mobility

A. Developing a statewide strategic plan that creates common goals for transit agencies and reduces competing plans for cross-jurisdictional service

WSDOT published the Washington State Public Transportation Plan in 2016. More information about the plan, including progress towards its 20-year goals, is available under Washington State Public Transportation Plan in this report.

B. Developing a park and ride lot program

Demand for park and ride facilities has continued to grow, and transportation agencies are searching for ways to manage demand effectively. WSDOT’s Regional Transit Coordination division continues to work with its partners to develop park and ride agreements, support innovative programs, and share data and information.

Some agencies have begun charging for parking in park and ride lots as a way to help manage demand. WSDOT does not currently have the authority to charge for parking at WSDOT-owned park and ride facilities and therefore does not allow agencies to charge for parking at state-owned facilities. WSDOT continues to collaborate with its partners on other strategies and solutions to address capacity issues at park and rides.

In addition, through the RMG program, WSDOT has continued to fund the construction and expansion of park and ride lots, including four such facilities funded in the 2017-2019 biennium.

Work in 2018

- Identified legal framework and barriers to different parking management strategies.
- Supported transit agencies in developing permit pilot programs to manage demand at park and rides.
- Continued coordinating with partner agencies as they expand permit programs and develop and implement parking enforcement.
- Participated in analyzing and evaluating customer outreach activities regarding permit programs.
- Coordinated with local jurisdictions on developing a transit-oriented development pilot project.

Future Work

- Research and analyze additional parking management models and approaches.
- Evaluate transportation agency use of pricing strategies where feasible.
C. Encouraging long-range transit planning

Transit Development Plans

Per RCW 35.58.2795, transit agencies in Washington state are required to prepare transit development plans covering a six-year period. The plans must be updated annually and filed with WSDOT. Transit asset management plans, elements of which are included in each agency’s transit development plan, also serve to encourage long-range transit planning (see section on Transit Asset Management below). Finally, a number of the state’s larger transit agencies have developed long-range plans that go beyond the required six-year planning horizon (e.g., Pierce Transit’s Destination 2040 Long Range Plan, King County Metro’s Metro Connects, Spokane Transit’s STA Moving Forward, Community Transit’s Long Range Plan, C-TRAN’s 20 Year Plan C-TRAN 2030). WSDOT continues to encourage such longer-term strategic planning.

Work in 2018: Their Plan is Our Plan

Throughout 2018, WSDOT’s Public Transportation Division used transit development plans to inform decision-making in its public transportation grant programs.

WSDOT, as an agency, continued to use transit development plans when conducting planning activities to support highway construction and operations projects.

Future Work

- Identify strategies for including transit development plans in longer-range planning.
- Integrate transit development plans and transit long-range plans into baseline information for the Corridor Sketch initiative and subsequent WSDOT planning activities. For more information about Corridor Sketch, see the section titled (g) Participating in all aspects of corridor planning, including freight planning, ferry system planning, and passenger rail planning in this report.

Coordinated Public Transit-Human Services Transportation Plans

Federal transit law requires that projects funded through the Enhanced Mobility for Individuals and Individuals with Disabilities Program (§5310) be included in a locally developed, coordinated public transit-human services transportation plan.

WSDOT completes coordinated public transit-human services transportation plans by contracting with metropolitan and regional transportation planning organizations (MPO/RTPO). The plans must be updated every four years, and be developed and approved through a process that includes participation by members of the public, specifically:

- Seniors.
- Individuals with disabilities.
- Representatives of public, private, and nonprofit transportation.
- Human services providers.

Coordinated public transit-human services transportation plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes. The plans also provide strategies for meeting these needs and prioritize transportation services for funding and implementation.

Four-year updates to the plans will be completed by December 2018, and will inform updates to the Statewide Human Services Transportation Plan (discussed below).

Work in 2018: Updates to the Statewide Human Services Transportation Plan

In 2018, WSDOT’s Public Transportation Division kicked off an update of the Statewide Human Services Transportation Plan, which will be completed in 2019. The previous update was completed in 2013.

The Statewide Human Services Transportation Plan is intended to identify service gaps and challenges, investigate best practices from around the state and beyond, and recommend
strategies for improving access to transportation throughout the state. The plan focuses on delivering transportation services to people with special needs (those who are unable to transport themselves due to physical or mental limitations, income, or age).

**Future Work**
- Continue to update the Statewide Human Services Transportation Plan.
- Develop statewide criteria for defining unmet transportation needs for people with special needs.
- Highlight methods for human service transportation providers to work together to address major barriers for people with special needs.
- Propose solutions to increase efficiency and reduce duplication of effort.

**Statewide Intercity Bus Plan**

Travel Washington, the state’s intercity bus program, connects rural communities with regional transportation hubs and urban centers. WSDOT’s Public Transportation Division developed Travel Washington as a pilot program to demonstrate the integration of community priorities into the federally funded Intercity Bus Program (§5311(f)).

Today, the Public Transportation Division manages the overall Travel Washington intercity bus program, partnering with private organizations to operate four Travel Washington routes. More information about Travel Washington is available at [www.wsdot.wa.gov/transit/intercity](http://www.wsdot.wa.gov/transit/intercity).

**Work in 2018: Updates to Travel Washington Intercity Bus Plan**

In 2018, the Public Transportation Division kicked off an update to the Statewide Intercity Bus Plan, which is scheduled for public comment in early 2019. The plan was originally published in 2007. The update will include an assessment of Travel Washington’s existing lines (Apple, Dungeness, Gold and Grape); intercity bus services operated by private, for-profit firms (Greyhound Lines, Bolt Bus, Northwestern Trailways); and regional connecting services operated by transit operators.

**Future Work**
- Continue to update the Travel Washington Intercity Bus Plan.
- Identify deficiencies and strategies to improve connectivity between rural and urban centers to allow access to goods and services that improve quality of life and enable aging in place.

**Transit Asset Management**

Asset management is a strategic, risk-based approach deployed by WSDOT to cost-effectively and efficiently manage and preserve the physical assets of Washington state’s transportation system. WSDOT uses transportation investment strategies to maintain and preserve Washington’s transportation system on an ongoing, systematic basis. Similarly, transit asset management is a business model used to prioritize maintenance and capital investments based on the condition of public transportation capital assets and their state of good repair.

WSDOT owns 1,187 public transit vehicles operated by public transportation providers across the state. These vehicles were purchased with state and federal grant funds administered by WSDOT. Along with these WSDOT-owned vehicles, public transportation providers in Washington also own other assets (vehicles, equipment, and facilities) that were purchased with non-WSDOT funds.

In July 2016, the Federal Transit Administration issued a final rule, 49 Code of Federal Regulations Part 625, requiring public transportation agencies to maintain and document minimum transit asset management standards. The new standards are intended to help public transportation agencies develop a strategic and systematic process for operating, maintaining and improving public transportation capital assets effectively throughout their life cycles.
Work in 2018: Implementing Transit Asset Management
Throughout 2018, WSDOT collaborated with transit agencies, RTPOs, and MPOs to develop tools and methods for implementing transit asset management, including:

- A “state of good repair” methodology.
- Asset life-cycle cost-management tools.
- Asset inventory and analysis tools.
- Transit asset management performance measures.
- A strategic approach to transit asset management and safety technology investment.
- Ensuring preventive maintenance to reduce asset life cycle cost.

At the time of writing, using these tools and resources, public transportation agencies in Washington are currently developing federally compliant transit asset management plans for all of their capital assets. The plans will be completed by October 1, 2018.

Future Work
WSDOT will remain engaged in reviewing and integrating best practices for managing assets of all types. This will occur as part of WSDOT’s efforts to develop and implement a Statewide Transportation Asset Management Plan that will provide a framework for making management and investment decisions across all of the agency’s transportation assets.

D. Providing public transportation expertise to improve linkages between regional transportation planning organizations and transit agencies
In 2016, WSDOT created a planning-alignment workgroup. The workgroup comprises agency staff, RTPOs/MPOs, and public transportation providers. The workgroup was established to better coordinate planning processes and establish new multimodal performance measures.

Work in 2018: Supporting Practical Solutions through Corridor Sketch and Integrated Scoping
Practical Solutions is WSDOT’s approach to planning, designing, building, operating, and maintaining the state’s transportation system. The goal of this approach is to identify and address issues as quickly and inexpensively as possible. Practical Solutions uses performance-based, data-informed decision-making and early community involvement to guide the development and delivery of transportation investments. More information on Practical Solutions is available at www.wsdot.wa.gov/about/practical-solutions/moving-washington-forward.

Throughout 2018, the planning-alignment workgroup held regular meetings with regional planners to advance the Practical Solutions approach. This included ensuring WSDOT regions and RTPO/MPOs participate in Corridor Sketch (see the section titled (c) Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals in this report) and Integrated Scoping. Integrated Scoping is a process focused on refining solutions identified in Corridor Sketch. In Integrated Scoping, packages of operational and demand management solutions are evaluated and advanced for consideration.

Future Work
Continue to develop and operationalize the Corridor Sketch and Integrated Scoping processes in order to further integrate the state’s multimodal transportation system.
E. Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals

Corridor Sketch Initiative

Corridor Sketch is a new way for WSDOT to work with partners to capture and document information about transportation corridors and to inform investment decisions. Corridor Sketch engages WSDOT's partners to determine the context and performance of state highway corridors and to identify high-level strategies for addressing performance gaps. Corridor Sketch complements and supports regional planning processes around the state.

More information about Corridor Sketch and to view current corridor sketches, please visit www.wsdot.wa.gov/planning/corridor-sketch-initiative.

Work in 2018: Identifying Public Transportation Needs

The Public Transportation Division actively provided information to the Corridor Sketch initiative throughout 2018 to better identify public transportation needs in preparation for future investment decisions.

Future Work

The Public Transportation Division will work to integrate planning activities and multimodal data to support the Corridor Sketch initiative. In this effort, statewide plans, local coordinated public transit-human services transportation plans, and transit development plans will provide transit-specific goals and strategies, while additional metrics will provide baseline transit data.

F. Recommending best practices to integrate transit and demand management strategies with regional and local land use plans in order to reduce traffic and improve mobility and access

The WSDOT Management of Mobility division is convening meetings with a diverse group of stakeholders called the I-5 System Partnership to focus on transportation system issues between Tumwater and Marysville. The charge of the partnership is to establish a regionally shared understanding of priorities, explore opportunities, and propose potential solutions for the I-5 system.

The partnership's work is a continuation of the I-5 Near-Term Action Agenda, developed throughout 2017. The agenda brought together stakeholders from WSDOT, MPOs, local jurisdictions, transit agencies, Joint Base Lewis-McChord, and others. This group developed multimodal strategies that emphasized their ability to move people rather than vehicles, which resulted in a broad set of outcomes to manage demand and improve performance on I-5.

The I-5 System Partnership has met throughout 2018, and will continue to meet in 2019, to develop a report and action plan. The partnership includes more than 55 local and state elected officials, as well as business and major employer representatives, Washington State Patrol, transit agencies, and community representatives for bicycle and pedestrian, social equity, technology, environmental, and others considerations.

This collaborative approach will help to generate and refine new ideas about managing and improving the corridor, and maintaining this important asset to meet state, community, and business needs. This includes addressing local facilities beyond I-5, the regional high-occupancy vehicle system, and local land use planning.

In addition, the partnership is planning for the preservation and redevelopment of the I-5 system in a way that:

- Recognizes that I-5 is the spine of a complex and multimodal transportation system that includes public transportation, freight, and all mobility solutions.
• Optimizes its performance using 21st-century tools and metrics.

• Develops equitable transportation solutions appropriate to the changing needs and values of the state’s communities and economy.

Work in 2018

The I-5 System Partnership scheduled 12 meetings between March 2018 and March 2019. To date, the partnership has discussed:

• Mid- to long-term goals and objectives for the I-5 system.

• Potential sustainable and equitable funding strategies to support the long-term vision for the I-5 system.

• Global macro-trends that will affect the future of transportation systems.

• Social equity and access.

Future Work

The I-5 System Partnership will produce a draft report and action plan by March 2019. To reach that goal, the partnership will meet on the following topics:

• State of good repair, including current and future needs and asset management strategies.

• Freight and rail trends, needs, and opportunities.

• System integration and cooperative automated transportation.

• The high-occupancy vehicle system in terms of current system performance and future demand of the system.

G. Producing recommendations for the public transportation section of the Washington Transportation Plan

The Washington Transportation Plan establishes a comprehensive 20-year vision for the statewide transportation system. The plan addresses many facets of transportation including pedestrian travel and vehicle travel by automobile, bicycle, transit, truck, train, ferry, and airplane, and the associated transportation infrastructure.

The Washington Transportation Plan identifies significant statewide transportation issues and the total unfunded statewide need over 20 years. It also recommends statewide transportation policies and strategies to the Legislature and the Governor.

The Washington Transportation Plan adopts and builds off of the Washington State Public Transportation plan. The Public Transportation Division also works closely with WSDOT’s Multimodal Planning Division to develop near-term actions for the plan relevant to public transportation. Near-term actions help to maintain the momentum of the plan’s 20-year goals by incrementally making progress toward the goals.

Work in 2018: Continued Efforts on the Washington Transportation Plan 2040

Throughout 2018, the Public Transportation Division worked closely with the Multimodal Planning Division to develop near-term actions relevant to public transportation for the Washington Transportation Plan 2040.

The Public Transportation Division also continued to work with the Multimodal Planning Division to develop multimodal strategies that integrate public transportation for the benefit of the transportation system.

Future Work

The Public Transportation Division will provide guidance and support to further implement the multimodal recommendations in Washington Transportation Plan 2040.
H. Participating in all aspects of corridor planning, including freight planning, ferry system planning, and passenger rail planning

WSDOT’s Modal Planning

WSDOT’s modal planning efforts include aviation, ferries, rail, freight, bicycle and pedestrian, highway system, and public transportation. Plans developed from these efforts serve as strategic blueprints for future public investment in the state’s transportation system. The Public Transportation Division is a stakeholder to all modal planning efforts.

Work in 2018: Public Transportation Planning Participation

In 2018, the Public Transportation Division participated in the planning alignment workgroup and was a stakeholder to or led the following planning efforts and updates:

- Washington Transportation Plan
- Ferries Division Long Range Plan
- Rail System Plan
- Active Transportation Plan (Bicycle Facilities and Pedestrian Walkways Plan)
- Public Transportation Plan Near-Term Actions
- Corridor Sketch
- Intercity Bus Plan
- Statewide Human Services Transportation Plan
- Commute Trip Reduction Board Strategic Plan
- Transportation Systems Management and Operations Strategic Plan

Future Work

The Public Transportation Division will continue to pursue multimodal integration as a stakeholder to all modal planning efforts.

Performance Objectives for Evaluating the Office of Transit Mobility

In addition to the work described in the preceding sections, RCW 47.01.330 directs the Office of Transit Mobility to establish measurable performance objectives for evaluating the success of its initiatives and progress toward accomplishing the overall goals of the office.

WSDOT and the Public Transportation Division incorporate performance objectives and measures into its public transportation programs and projects. Two examples:

Regional Mobility Grants and Commute Trip Innovation Grants Performance

RMG projects report annually for four years on the reductions in VMT and VT resulting from their projects. Commute Trip Innovation Grant projects report during projects and once after project completion.

Public Transportation Division staff work with grantees to define the methodologies that can be used to measure performance.

RMG, Rural Mobility and Commute Trip Innovations Grant projects and program performance for the 2017-19 biennium is available under Regional Mobility Grants Performance and Commute Trip Innovation Grant Program Performance, respectively, in this report.

Commute Trip Reduction Surveying

The CTR law was enacted in 1991 as a part of the Washington Clean Air Act (RCW 70.94). Through employer-based programs that encourage alternatives to driving alone to work, the goals of the WSDOT CTR Program are:

- Improving air quality
- Reducing traffic congestion
- Decreasing fuel consumption

Today, the WSDOT CTR Program focuses on commuters traveling to large worksites and dense employment centers in congested urban areas. Major employers implement their own CTR programs based on locally adopted CTR goals for reducing VT and VMT.

The WSDOT CTR Program’s performance is measured through surveys of employees at participating worksites. Determining progress is based on comparing the most recent complete survey data to baseline survey data (2007-08).

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WEBSITES FEATURED

In order of appearance:

Public Transportation Division Overview  [www.wsdot.wa.gov/Transit/overview](http://www.wsdot.wa.gov/Transit/overview)
RCW 47.66.030  [app.leg.wa.gov/rcw/default.aspx?cite=47.66.030](http://app.leg.wa.gov/rcw/default.aspx?cite=47.66.030)
RCW 47.66.100  [app.leg.wa.gov/rcw/default.aspx?cite=47.66.100](http://app.leg.wa.gov/rcw/default.aspx?cite=47.66.100)
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RCW 47.01.330  [app.leg.wa.gov/rcw/default.aspx?cite=47.01.330](http://app.leg.wa.gov/rcw/default.aspx?cite=47.01.330)
Regional Mobility Grant Program  [www.wsdot.wa.gov/Transit/Grants/mobility](http://www.wsdot.wa.gov/Transit/Grants/mobility)
Consolidated Grant Program  [www.wsdot.wa.gov/Transit/Grants/Consolidated/default](http://www.wsdot.wa.gov/Transit/Grants/Consolidated/default)
State Public Transportation Plan  [www.wsdot.wa.gov/Transit/TransportationPlan](http://www.wsdot.wa.gov/Transit/TransportationPlan)
King County Metro’s Metro Connects  [www.kcmetrovision.org](http://www.kcmetrovision.org)
Spokane Transit’s STA Moving Forward  [stamovingforward.com/plan](http://stamovingforward.com/plan)
Community Transit’s Long Range Plan  [www.communitytransit.org/projects/long-range-plan](http://www.communitytransit.org/projects/long-range-plan)
Enhanced Mobility for Individuals & Individuals with Disabilities Program Section - 5310  [www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310](http://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310)
Intercity Bus Program Section - 5311 (f)  [www.transit.dot.gov/about/intercity-bus-program-section-5311-f](http://www.transit.dot.gov/about/intercity-bus-program-section-5311-f)
Travel Washington Intercity Bus Program  [www.wsdot.wa.gov/transit/intercity](http://www.wsdot.wa.gov/transit/intercity)
Asset Management  [www.wsdot.wa.gov/Transit/Grants/Plan](http://www.wsdot.wa.gov/Transit/Grants/Plan)
Corridor sketch initiative  [www.wsdot.wa.gov/planning/corridor-sketch-initiative](http://www.wsdot.wa.gov/planning/corridor-sketch-initiative)
The Washington Transportation Plan  [washtransplan.com](http://washtransplan.com)
RCW 70.94.524  [app.leg.wa.gov/RCW/default.aspx?cite=70.94.524](http://app.leg.wa.gov/RCW/default.aspx?cite=70.94.524)
Washington State Commute Trip Reduction Board  [ctrboard.ning.com](http://ctrboard.ning.com)
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Información del acta Americans with Disabilities Act (ADA): Este material es disponible en un formato alternativo. Envíe su petición por correo electrónico al equipo de Oficina de Igualdad de Oportunidades (OEO) en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711. Spanish Solicitudes de alojamiento para personas con discapacidad pueden hacer comunicándose con el equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando al número gratuito, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé del estado de Washington al 711.

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