

2024 Public Transportation Mobility Report

WSDOT PUBLIC TRANSPORTATION DIVISION





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Cover photos

Front cover: Riders on the Cheney High Performance Transit Line.

Inside front cover: Seventh graders riding a Whatcom Transit Authority bus home from school.

Inside back cover: Folks using Link Transit’s growing fleet of battery-electric buses.

Back cover: A COAST driver with a rider and their service dog in front of one of COAST’s ADA vans.

WSDOT's Public Transportation Division publishes the Public Transportation Mobility Report each year. This report compiles stories and data-driven analyses of the efforts undertaken by WSDOT's Public Transportation Division and its partners to implement state legislative and budget direction.

HIGHLIGHTS

Stories in this edition of the report include:

- WSDOT's Public Transportation Division looks at new measures and metrics that talk about the social and environmental benefits of the public transportation system. These include measures for mobility access, frequent transit service, greenhouse gas reduction, and meaningful benefits to vulnerable populations in overburdened communities (p. 6 and throughout the report).
- In the 2023-2025 biennium, the state Special Needs and Rural Mobility competitive grant programs provides \$48.7 million for 89 new and ongoing projects around the state. These grant programs helped leverage \$20.7 million from other funding sources. Projects funded by these grants support people with special needs and limited access to public transportation services in small cities, in rural communities, and on reservations across the state (p. 10).
- The Consolidated Grant program—which includes the Special Needs and Rural Mobility grant programs—offers mobility access to around 1.2 million people in Washington through its funded projects. Thanks to these projects, folks have access to about 3 percent more jobs and 4 percent more access to other destinations such as healthcare, food, recreation, and shopping destinations than if these projects didn't exist. In other words, Consolidated Grant funded projects make it easier for people to access places like work, school, food and fun (p. 20).
- The state Regional Mobility Grant program provides more than \$76 million in the 2023-2025 biennium for 39 projects to explore innovative ways to reduce congestion and improve connectivity between counties and regional population centers. In 2024, Regional Mobility projects in their fourth year of operation reduced more than 15.5 million single-occupancy vehicle miles traveled and removed more than 1.4 million single-occupancy vehicle trips from the state's transportation system (p. 25).
- WSDOT continues to measure frequent transit service around the state. In 2024, around 40 percent of the state has access to a transit route that runs every 30 minutes during the day, and every hour during the evening and weekends (p. 30).

- With 2023-2025 biennium funding, the state's Green Transportation Capital Grant program provides \$50.5 million to 11 transit agencies in rural and urban areas across Washington. These funds increase transit agencies' use of zero-emissions buses. Replacing just a single diesel bus with a zero-emissions bus prevents more than 2.4 million pounds of carbon emissions across the 12-year lifespan of a typical bus (p. 33).
- In fiscal year 2024, 14 currently active public transportation projects have reduced more than 1,400 metric tons of greenhouse gas emissions. Once completed, these and 40 other projects are expected to reduce nearly 125,000 metric tons of greenhouse gas emissions (p. 38).
- For the 2023-2025 biennium, the Legislature provides \$38 million for the State Buses and Bus Facilities program to fund 16 new projects in rural and urban areas across the state. These projects will help transit agencies keep buses on the road as well as build, renovate, and retrofit their facilities (p. 41).
- Around 94 percent of public transportation projects awarded Climate Commitment Act funding will provide direct and meaningful benefits to vulnerable populations in overburdened communities. That number is even higher for expenditures on those projects in 2024, with 99.3 percent of expenditures delivering meaningful benefits to vulnerable populations in overburdened communities (p. 46).
- The Transit Coordination Grant program provides \$2 million to transit agency partnerships in the central Puget Sound region for projects that increase transit ridership and improve transit riders' travel experience. Transit agencies in the region also engaged in numerous collaborative efforts make the transit experience better for riders (p. 50).
- WSDOT and its partners published the Washington State Public Transportation Plan in 2016. It's now time to update the plan to account for major shifts in the public transportation sector, from population growth across the state to the effects of the COVID-19 pandemic and the passage of the Climate Commitment Act and Move Ahead Washington. To update the plan, WSDOT's Public Transportation Division is first reaching out to community-based organizations and coalitions representing historically underserved communities (p. 55).
- With leadership from WSDOT's Multimodal Planning and Data Division and regional planning teams and project offices, other agency divisions (Public Transportation, Active Transportation, Regional Transit Coordination, and Management of Mobility) continue to work with their partners to expand Washington's integrated multimodal transportation system by implementing Complete Streets, developing parking innovations, providing planning guidance, aligning goals and priorities, and integrating transit and demand-management strategies with land-use plans (p. 58).

Each year, WSDOT's Public Transportation Division publishes the Public Transportation Mobility Report.

This edition of the report fulfills requirements in:

- [RCW 47.66.100\(3\)](#)
- [RCW 47.66.030\(3\)](#)
- The 2024 Supplemental State Transportation Budget ([ESHB 2134 – 2024 \(5\)\(a\)](#))
- [RCW 47.66.120\(4\)](#)
- [RCW 47.66.130\(4\)](#)
- [RCW 35.58.2796\(2\)\(a\)](#)
- [RCW 47.06.110\(6\)](#)
- [RCW 47.01.330\(5\)](#)



Many public transportation projects in Washington are supported by state funding from Washington's Climate Commitment Act (CCA). The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work to reduce climate pollution, create jobs, and improve public health. Information about the CCA is available at www.climate.wa.gov.

Projects supported by CCA revenue are noted with the "Funded by Washington's Climate Commitment Act" emblem or "CCA funded" in parentheses.

INTRODUCTION

The 2024 Public Transportation Mobility Report highlights the programs, partners, and plans that work to bring people together through access to public transportation.

This report provides updates on WSDOT's public transportation grants for the Special Needs, Rural Mobility, Regional Mobility, Green Transportation Capital, State Buses and Bus Facilities, and Transit Coordination grant programs.

The report also looks at new measures and metrics that speak to the social and environmental benefits of the public transportation system and its real, tangible effects on the lives of real people and in shared communities.

Additionally, the report details WSDOT's efforts as it prepares to update the Statewide State Public Transportation Plan, first by engaging with historically underserved communities.

Finally, the report documents WSDOT's Public Transportation, Active Transportation, Regional Transit Coordination, and Management of Mobility divisions and their partners' efforts to reimagine Washington's transportation system through Complete Streets and other integrated multimodal solutions.

About WSDOT's Public Transportation Division

WSDOT's Public Transportation Division envisions a transportation system in Washington that makes lives and communities better. To turn this vision into reality, the division works with its partners to make transportation safe, accessible, and equitable.

The division supports programs and projects that connect large and small communities, as well as those that provide access to all people in Washington. The division provides its support through grant administration, planning, community engagement, policy development, technical assistance, and training.

Each program and project supported by the division builds on, makes safe, and sustains Washington's integrated multimodal transportation system.

State law uses many ways to look at public transportation system performance. Transit agencies track and report everything from operating cost per passenger trip to vehicle service hours per employee—and these are just the tip of the reporting iceberg.

While measures like these speak to how the public transportation system gets folks where they need to be quickly and cost-effectively, they say very little about the social and environmental benefits of the system and its positive effects on the lives of real people and in shared communities.

How does public transportation ensure access to jobs, medical services, fresh food, and community events? How does it make our air cleaner? How does it invest in the needs of those who've been historically sidelined and marginalized?

To answer these questions, we need new ways of looking at the performance of the public transportation system.

A NEW WAY TO LOOK AT THE VALUE OF PUBLIC TRANSPORTATION

Every public transportation rider has somewhere they need to go. To work. To the library. To a medical appointment. To say hi to their parents.

Riders are coming from somewhere, many from the communities they call home. These communities are urban, suburban, and rural. Some are dense, with multiple grocery stores, medical facilities, and other important destinations nearby, sometimes within walking distance. Others are spread out, with the nearest supermarket and hospital sometimes hundreds of miles away.

Our communities have different legacies of economic investment. A handful have grown recently with the tech boom. Many others may have seen their heyday peak and have had to reinvent themselves as their economies evolve.

At its core, public transportation isn't about the number of riders. It's about the riders themselves and the communities they come from.

In [last year's Public Transportation Mobility Report](#), we talked about multimodal integration and WSDOT's desire to make fundamental changes that will benefit hundreds of thousands of our state's most vulnerable residents (pp. 6–9).

That conversation made us realize that we need new ways of talking about public transportation beyond ridership. We need measures and metrics that talk about the social and environmental benefits of the public transportation system and its real, tangible effects on the lives of real people and in shared communities.

For this year's Public Transportation Mobility Report, WSDOT's Public Transportation Division has taken some first steps to understand what public transportation offers to the people and communities across Washington.

Public transportation makes communities more accessible for everyone

It seems obvious that having multiple ways to get around our communities increases access to important destinations. But how do we quantify this?

During the past year, WSDOT's Public Transportation Division piloted a mobility-access measure for fixed-route operating projects (i.e., bus services) funded by the Consolidated Grant program, which includes Special Needs and Rural Mobility grant projects.

For the 1.2 million people living in an area of the state served by a Consolidated Grant program operating project, these projects offer access to about 3 percent more jobs and 4 percent more access to other destinations such as healthcare, food, recreation, and shopping destinations than if these projects didn't exist. In other words, Consolidated Grant funded projects make it easier for people to access places like work, school, food, and fun. These projects preserved 3 percent of existing mobility access to jobs and around 4 percent of access to other non-work destinations such as healthcare, food, recreation, and shopping.

Three percent may not seem like a lot—but for communities where jobs are scarce, this can mean access to hundreds of job opportunities thanks to these projects, not to mention vital needs like groceries and healthcare.

And not every job (or every trip that someone needs to make) operates on a typical 8 a.m.–5 p.m. schedule. This makes access to frequent transit service a necessity. Right now, around 40 percent of Washingtonians have access to fixed-route transit that runs every 30 minutes on weekdays and every 60 minutes on nights and weekends. But this doesn't account for (although we intend to study) access provided by flexible services like dial-a-ride or flag routes, which may be a better solution for certain communities.

Read more about mobility access on p. 20 and frequent transit service on p. 30.

Public transportation helps right past environmental harms and sets us up for a cleaner, greener future

We know public transportation is a greener way to get around than driving a single-occupancy vehicle. As just one example, making the switch from single-occupancy vehicles to public transportation can reduce up to [2.2 tons of carbon emissions annually per person](#).

Zooming out from the individual level to a community or statewide perspective, these reductions add up. Of the 54 projects that the Public Transportation Division can forecast carbon emission reductions, that individual number jumps more than 55,000 times to nearly 125,000 metric tons of carbon dioxide. And that's just 54 of 400+ projects funded by the division!

It's also important to look at the communities where these carbon reductions are happening. Overburdened communities—those that face disproportionate and cumulative negative impacts from environmental health factors—have been and continue to be highly affected by fossil-fuel pollution and climate change. Vulnerable populations that live in these communities are more likely to be at higher risk for poor health outcomes.

That's why public transportation investments—moreover, the places where we make those investments—matter. Nearly 95 percent of public transportation projects using Climate Commitment Act funding provide direct and meaningful benefits to vulnerable populations living in overburdened communities.

Read more about carbon reduction on p. 38 and benefits to vulnerable populations in overburdened communities on p. 46.

Public transportation puts funding to work in the communities that need it most—and does it fast

Public transportation providers pivoted rapidly to turn investments into action and make that 95 percent happen.

Move Ahead Washington's landmark \$3 billion funding package for public transportation represents a new era for Washington's investment in an integrated, multimodal transportation system in which public transportation plays a key role in ensuring access and mobility for all.

WSDOT's Public Transportation Division and its partners went right to work making this vision a reality. For the 2023-2025 biennium, the division

awarded around \$835 million in state and federal funds for public transportation through around 20 different grant programs. This funding went straight to sustaining and expanding existing services while helping fund other projects that transition the system to cleaner energy, reducing carbon emissions and helping curb dependence on foreign oil.

Public Transportation providers put over \$495 million into immediate action delivering public transportation service. They're using almost \$190 to buy new, cleaner vehicles. And they're investing of \$150 million to construct the infrastructure needed to enhance, preserve, and maintain the system into the future. Recipients of the grants include transit agencies, nonprofits, tribes, counties, cities, and transportation demand management implementers across Washington.

Public transportation is a vehicle of positive social and environmental change. Investments in the system help foster diverse communities and ensure that Washington remains the beautiful Evergreen State long into the future. Continue reading for more stories about public transportation projects and providers making a difference across our state.

Special Needs and Rural Mobility grant programs support people with special needs and limited access to public transportation services. These programs provide funding for transit agencies and nonprofit public transportation providers in small cities, on reservations, and in rural communities.

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

For the 2023-2025 biennium, the Legislature provided \$35.6 million for the competitive Special Needs Grant program and \$16 million for the competitive Rural Mobility Grant program, allowing WSDOT to fund 89 new and ongoing projects across the state.



The Consolidated Grant Program, through which the Special Needs and Rural Mobility grant programs are administered, is supported by state funding from CCA (22.3 percent). The Consolidated Grant Program is also supported by funding from the Multimodal Account (11.8 percent), Rural Mobility Account (12.7 percent), and federal sources (53.2 percent).

SPECIAL NEEDS AND RURAL MOBILITY GRANT PROGRAMS

More and more, as people move further into rural areas, access to transportation can be challenging due to fewer public transit options and longer distances. People with disabilities, single-parent families, and households with low or no income are among those most likely to relocate to the outskirts of a town because living in rural areas often means lower housing and living costs. For rural communities, a lack of accessible, affordable, and reliable transportation can be a daunting challenge.

WSDOT's Public Transportation Division administers the Special Needs and Rural Mobility grant programs through competitive and formula distribution processes as part of the Consolidated Grant program.

The Consolidated Grant program awards funding to provide public transportation services within and between rural communities, as well as between cities.

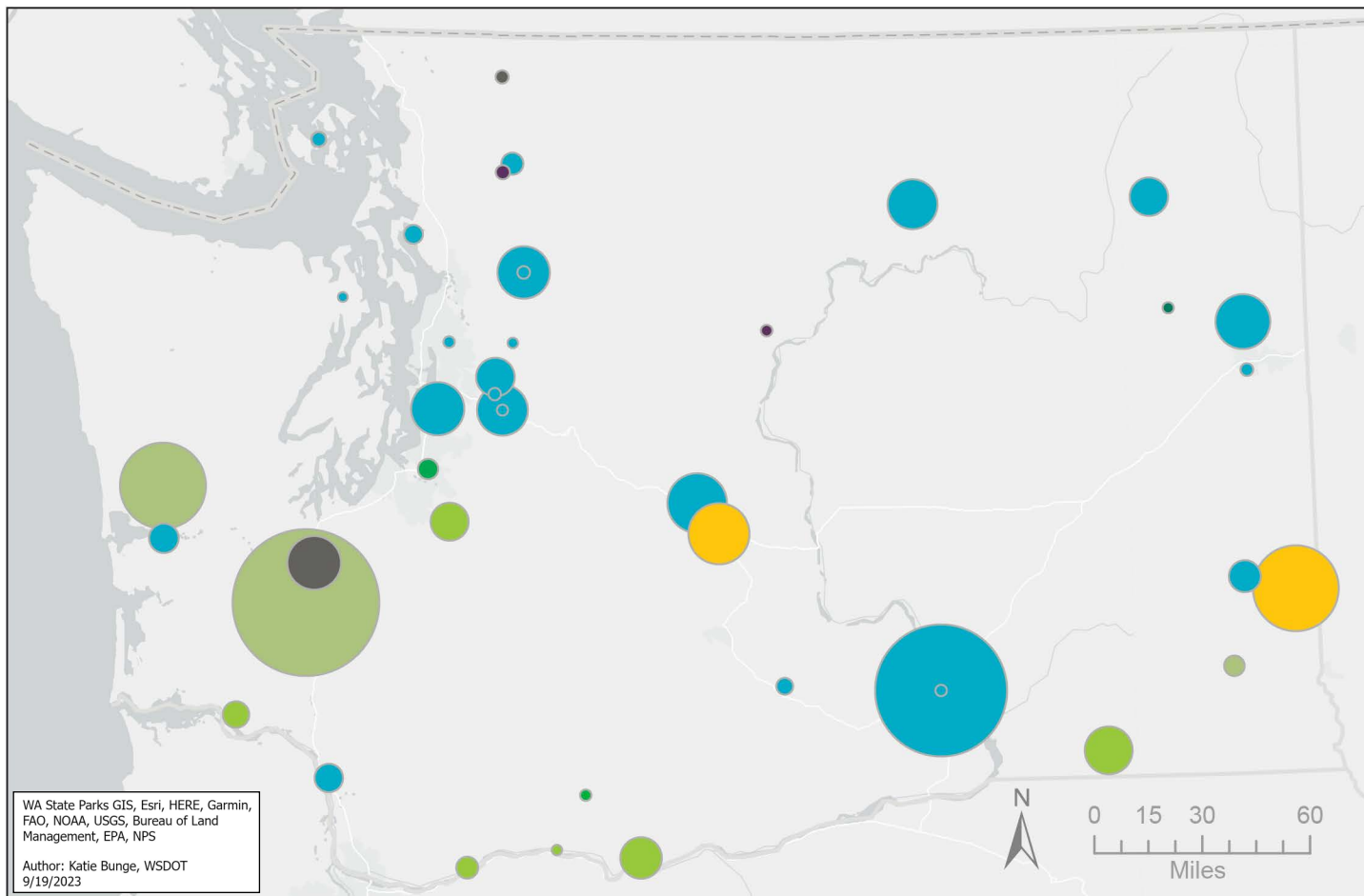
Program grantees use the funding to broaden mobility services and purchase new buses and other equipment to provide public transportation in rural communities, especially to seniors and persons with disabilities.

About 80 percent of program funding goes to operations and creating access to medical appointments and jobs for people who couldn't otherwise make these trips.

[More information about the Special Needs and Rural Mobility grant programs as administered through the Consolidated Grant program](#)

2023-2025 Special Needs and Rural Mobility grant program investments

This map illustrates investments in the competitive Special Needs and Rural Mobility Grant programs for the 2023-2025 biennium.



Agency type

- City government
- County government
- Nonprofit
- Planning organization
- Special district
- Transit agency - rural
- Transit agency - small urban
- Tribe

Funding received

- 34,392
- 2,805,640
- 5,576,880
- 8,348,130

Making Special Needs and Rural Mobility Grant programs investments go further

WSDOT’s Public Transportation Division administers the Special Needs and Rural Mobility Grant programs through the Consolidated Grant program and its mix of state and federal funding.

Consolidating state and federal funds under one program allows WSDOT to help grantees meet federal match requirements with state funds and vice versa. This gives WSDOT the flexibility to provide more and larger grants to organizations across the state.

In the 2023-2025 biennium, competitive Special Needs and Rural Mobility Grant program funds account for about 50 percent of the competitive funds awarded through the Consolidated Grant program.

Grant program	2023-2025 funds (in millions)	2023-2025 biennium percentage of Consolidated Grant Program
Competitive Special Needs	\$33	33.9%
Competitive Rural Mobility	\$15.7	16.2%
Other Consolidated Grant sources	\$20.2	49.9%

Special Needs and Rural Mobility Grant programs project highlights

Below is a selection of Special Needs and Rural Mobility Grant projects from around the state that support transit agencies and nonprofit public transportation providers in small cities and rural communities and on reservations. Hear from them in their own words.



Sound Generations: Hyde Shuttle and eastside expansion

The Hyde Shuttle Project—which began in 1997 with a single vehicle—now operates 40 shuttles across King County. Part of King County Metro’s Community Access Transportation program, this initiative involves 26 nonprofits that provide alternatives to Americans with Disabilities Act (ADA) paratransit services. The Community Access Transportation program aids those who are transportation-disadvantaged due to age, disability, or income.

According to the Puget Sound Regional Council’s Coordinated Mobility Plan, regional transportation could be improved with shorter travel times, increased services, accessible service information, better access

One of our state’s stellar shuttle drivers assists a passenger.



to health services, affordable transportation, improved ADA infrastructure, and regional coordination.

The Hyde Shuttle Project addresses these needs by offering more timely, accessible, and affordable transportation options.

The primary service population includes older adults and people with disabilities (many with limited incomes), 29 percent of whom are from communities of color. To better meet their needs, the Hyde Shuttle Project partners with 14 suburban cities along with Providence Low Income Housing, various transportation providers, and community organizations to enhance service coordination.

The shuttle provides rides at 83 percent of the cost of Metro's ADA service. By combining call centers for volunteer transportation and Hyde, the project saves on costs while ensuring consistent live call responses. The straightforward, free registration process requires only a single phone call, making the service both affordable and accessible.

Customized response times, short pick-up windows, and group rides enhance the rider experience. A find-a-ride element will launch soon in partnership with Hopelink to simplify transportation provider selection. A new shuttle service is now also available in Bellevue, Redmond, and Kirkland.

One-way trips have increased by 18 percent, taking more than 2,000 residents to and from medical appointments, senior centers, grocery stores, a friend's house, or other destinations.

Over the 2023-2025 and 2025-2027 biennia, the Special Needs Grant program will contribute \$1,656,000 to Sound Generation's Hyde Shuttle, around 23 percent of program's funding.

In the 2023-2025 biennium, the Special Needs Grant program is contributing an additional \$577,600 (100 percent CCA) to Sound Generation's new eastside expansion project, more than 47 percent of the project cost.



Provider bio: Council on Aging and Human Services and COAST Public Transportation

COAST Public Transportation is operated by the Council on Aging and Human Services, a nonprofit in Whitman County. Serving Whitman, Asotin, and Garfield counties and parts of Spokane County, COAST is the primary source of fare-free transportation for qualifying participants (mostly the elderly and individuals with a disability or special need) within its service area.

"Without [COAST], older folks like me wouldn't be able to get to the doctor, or anywhere else. You help seniors live at home where they are happy, instead of having to move to the city. I don't know what I'd do without you."

- Shirley, frequent COAST rider

An amazing volunteer driver heads off to pick up their next rider.



All of COAST's services are coordinated with other local and regional transportation agencies to ensure that the most effective, least expensive, and most efficient transportation is available. In 2023, with just a small office in Colfax and two full-time dispatchers, COAST provided nearly 12,000 trips to those in need of access to services or activities. COAST drivers logged close to 250,000 miles, using ridesharing to successfully contribute to the reduction of single-occupancy-vehicle miles from the state's transportation system.

COAST uses both staff and volunteer drivers in its efforts to connect small, rural communities to areas where crucial services are available. As a testament to the heart of rural eastern Washington, COAST's volunteer drivers clocked almost 4,000 hours, logged nearly 115,000 miles, and provided more than 2,200 trips in 2023, ensuring that those residing in rural areas were able to reach essential services. A fun side note: two of their volunteer drivers have driven for COAST for more than 20 years—and they're still going strong!

One of COAST's frequent riders, Shirley, recently wrote a "thank you" note to express her appreciation for COAST's drivers and services. Shirley's sentiment about her experience is likely one of many.

Over the 2023-2025 and 2025-2027 biennia, the Special Needs Grant program will contribute \$999,214 (100 percent CCA) to Council on Aging and Human Services' and COAST Public Transportation (around 55 percent of the program's funding).

In the 2023-2025 biennium, the Special Needs Grant program will contribute an additional \$384,680 (100 percent CCA) to the Council on Aging and Human Services and COAST Public Transportation to purchase four new ADA-compliant vans and one new cutaway bus to continue safe and reliable operations (80 percent of the vehicles' cost).



Partnership bio: TranGo and Okanogan County Transportation and Nutrition

Okanogan is the largest county in Washington, the majority of which is rural, even remote. A service area so vast requires strong partnerships that meet the mobility-access needs of its communities. Transit for Greater Okanogan County, or TranGO, partners with Okanogan County Transportation and Nutrition (OCTN) to provide fixed-route, on-demand services to the public.

The only dialysis facility in the county is in Omak. This presents a need for extensive coordination with medical professionals and the TranGO/OCTN partnership. TranGO/OCTN serves as the main source of transportation for people with disabilities and others in need of trips to work, school, medical appointments, shopping, and recreation—and they do it for just \$1 per boarding!

In July 2023, TranGO expanded service to include the communities of Mazama, Conconully, and Aeneas Valley. The Mazama route is the perhaps the most popular—some rides are standing room only. Visitors from around the world use the service to access the beautiful trails and other recreational opportunities

"We are fortunate to have a public service working to meet the transportation needs of residents."

– Nancy K., Okanogan County resident

"TranGO service is just what I'd hoped for: friendly and helpful drivers, on-time buses, and safe driving."

– Shirley, frequent COAST rider

in the area. Service expansion to Chelan with connections to Link Transit began in September 2024, filling a huge need for seamless service between Okanogan County, Wenatchee, and beyond.

In September 2022, TranGO adopted a fare-free system for riders 18 and under, made possible by the CCA. To raise awareness of this new and much-needed service, TranGO invited high school students to design posters for a contest. Winners were presented with a certificate of appreciation, gift card, a bag of TranGO swag and, of course, bragging rights. Since the program kicked off, monthly ridership has nearly tripled!

As Nancy K. stated in her letter to the editor of the Methow Valley News, “We are fortunate to have a public service working to meet the transportation needs of residents.”

And Carolyn L. recently wrote, “TranGO service is just what I’d hoped for: friendly and helpful drivers, on-time buses, and safe driving.”

As a transit agency, TranGo is receiving \$124,649 (100 percent CCA) in Special Needs Grant program formula funding and \$45,460 in Rural Mobility Grant formula funding in the 2023-2025 biennium.

Over the 2023-2025 and 2025-2027 biennia, the competitive Special Needs Grant program will contribute \$1,096,874 (100 percent CCA) for OCTN’s demand-response service (61 percent of the service’s funding). During the same timeframe, the Rural Mobility Grant program will contribute \$946,890 for OCTN’s commuter service, 88 percent of the service’s funding.

In the 2023-2025 biennium, the competitive Special Needs Grant program is also contributing \$428,624 for OCTN to replace four ADA cutaway buses (about 80 percent of the vehicles’ cost).

Whatcom Council of Governments: Whatcom Smart Trips

Whatcom Council of Governments’ (WCOG) Whatcom Smart Trips program is inspiring seniors who still drive to try riding the bus. A Rural Mobility grant is helping WCOG steer that inspiration. The program and its partners find unique opportunities to provide guided bus trips to destinations that appeal to a broad spectrum of potential riders. Recent trips have included:

- Birding by bus with experts from local Audubon Society.
- The Alaska Ferry Terminal for lunch and a guided tour of the impressive port facility.
- The local mall to visit the newest library branch, local rock and gem club store, and renowned Maker’s Space.

“One of the most common responses we hear from trip participants is that riding the bus is much simpler than they thought it would be. They are often impressed by how quick the trip is and often mention after our trips that they are more motivated to ride, especially on rainy dark days in the winter,”

*– Michelle Grandy,
Whatcom Smart Trips program manager*

Whatcom County seniors getting ready to ride on a guided bus trip.



In 2019, 113 people took the program's guided bus trips and many more attended presentations and community events. After a decline in trips during the pandemic, the program is back with 26 seniors riding in summer 2023 and 41 so far in summer 2024. After each trip, WCOG staff help participants sign up for a Whatcom Transit Authority Gold Card, if eligible.

But Smart Trips has another goal: that every seventh grader in Whatcom County make at least one trip by bus.

"Each year we find students to be more eager to ride the bus than the year before... Faces light up when suggested destinations are shared in our presentations. Photos of the waterslides, county fair, local arcade, and more spark the imagination of the students spurring good questions about where else the bus may go and how to find their closest bus stop. They're especially excited when they learn the bus is free for them to ride... Youth ridership numbers are found to be higher after the school program is completed."

*– Michelle Grandy,
Whatcom Smart Trips program manager*

A student loads their bike onto the bus rack, ready for their free ride home.



WCOG's Smart Trips program has been using high-quality educational content to inspire students to ride the bus for more than five years. The program focuses on seventh graders because they're too young to drive and—unless they can walk, bike, or ride the bus—are dependent on a parent or guardian to get where they need to go.

Many seventh graders don't know how to ride the bus, so they're stuck waiting on someone else for a ride. By teaching them how to ride, Whatcom Smart Trips increases their access to transit, supporting the likelihood they'll become regular transit users as adults—and helping them access the benefits of fare-free transit for youth at public transit agencies (made possible by the Transit Support Grant program, which is 100 percent CCA-funded).

In 2019 before the COVID-19 pandemic, Whatcom Smart Trips was able to reach more than 1,700 (90 percent) of the seventh graders in Whatcom County. The pandemic put a hold on in-person training—but as things opened back up, the program got right back to it, reaching just over half of Whatcom public schools (1,100 students) in 2022 and 2023, and eight out of 12 schools (1,400 students) in 2024. This includes Lummi Nation School, as well as the Ferndale and Mount Baker school districts. Many tribal members of Lummi Nation and Nooksack Tribe attend those schools.

In the 2023-2025 biennium, the Rural Mobility Grant program will provide \$26,111 for WCOG's Whatcom Smart Trips (10 percent of the total project cost). These will serve as matching funds for a federal Section 5310 grant of \$208,889, administered by WSDOT through the Consolidated Grant program. In total, Consolidated grants will support 90 percent of WCOG's Whatcom Smart Trips operating budget.



Thurston Regional Planning Council: ruralTRANSIT

Thurston Regional Planning Council's ruralTRANSIT (rT) has reduced barriers for rural residents for more than 25 years by providing free-to-ride, route-deviated, on-demand services to areas outside the service route of Intercity Transit and the urban hub.

As reported in the [2023 Public Transportation Mobility Report](#), rT is expanding service in Thurston County, allowing folks from Bucoda, Grand Mound, Rochester, the Chehalis Tribe, Tenino, Rainier, and now Yelm to travel to nearby communities and connect with medical centers, social services, shopping, and connecting transit services.

Thurston Regional Planning Council's rT has many successes to celebrate!



ANYONE CAN RIDE!

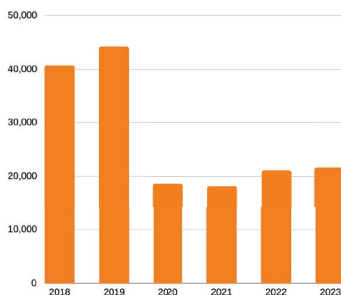
- ruralTRANSIT buses are:
- FARE FREE
 - Wheelchair accessible
 - Air conditioned
 - Equipped with bike racks

OPERATION

ruralTRANSIT operates three bus routes Monday through Saturday approximately 6am to 6pm, providing connections for south Thurston County residents.

RIDERSHIP

After all-time high ridership numbers in 2019, ruralTRANSIT is starting to recover from the impact of COVID-19, with ridership beginning to bounce back.



2023-24 SUCCESSES

- Received grant funding from WSDOT for four more years
- Launched Saturday service for all routes and times
- Installed bus stop signs in Tumwater, Tenino, Rainier, Yelm, and at Lucky Eagle Casino, with more to come
- Filled mid-day gap on Route 4 through Tenino
- Extended Route 2 from Rainier to Yelm
- Added new bus stop at Mellen Street Transit Station to connect to Lewis County Transit and Grays Harbor Transit



rT is more than just a bus service; indeed, for many it's a lifeline to living a fulfilling life. The familiarity and reliability of the service and its drivers provides riders with independence while helping to break the pattern of social isolation, a major issue of poverty and aging in rural areas. rT's newly expanded service was shaped in large part by the voices of its drivers and riders. The expanded weekday service includes a new route to Yelm from Rainier, a new midday route, a new bus stop, and Saturday service.

And rT is for kids, too! With transportation support from rT, South Sound nonprofit [TOGETHER!](#) can carry out its mission of advancing the health and wellbeing of young people. TOGETHER! has operated Club House at North Thurston public elementary and middle schools for more than 10 years. Club House is a before-and-after school program with an in-house bilingual curriculum. Club House serves around 200 students annually and has a bilingual family liaison staff member who works directly with the families of students.

The Rural Mobility Grant program has been integral to sustaining and expanding rT's services since the 2021-2023 biennium. In the 2023-2025 biennium, the Rural Mobility Grant program is contributing \$1,818,871 (90 percent of the project cost) to sustain rT and an additional \$885,221 (94 percent of the project cost) to expand rT.



The Arc of Tri-Cities: Community Van Service

For more than 25 years, The Arc of Tri-Cities has been helping people with developmental disabilities get where they need to go in Benton and Franklin counties. A new grant from the Special Needs Grant program helps The Arc sustain its transportation program—the Community Van Service—and ensures the organization can continue to deliver mobility access for those who need it most.

The Community Van Service provides demand-response transportation for people with developmental disabilities, including folks who aren't eligible for dial-a-ride services with local transit agencies. One of the biggest struggles for people living with developmental disabilities: insufficient transportation services that would allow them to access things like employment, medical and social services, and socialization opportunities. Simply

Arc riders on their way to the local library.



An Arc van rider enjoying some wintry conditions.



put, access gives them the opportunity to live more fulfilling, independent lives. The Arc helps reduce barriers by making sure people can get around without sacrificing their autonomy.

Transportation connections shouldn't stand in the way of community connection. For people with developmental disabilities, navigating transportation systems can be what keeps those connections from happening. With Community Van Service, The Arc works with other systems and community providers in the area to fill service gaps in Benton and Franklin counties so that individuals don't miss out on community and social activities.

The Arc's Community Van Service now provides on-demand services by qualified drivers as many as seven days a week, offering riders support while helping them maintain their independence. These expanded hours of operation—along with their ADA-friendly vehicles—open doors to opportunities for more people.

In the 2023-2025 biennium, the Special Needs Grant program contributed \$122,490 (about 65 percent CCA) for The Arc of Tri-Cities' demand-response services program (90 percent of the program's cost) and \$85,689 (100 percent CCA) to the Community Van Service (about 90 percent of the project cost).



Coastal Community Action Program: Driven to Opportunity

Coastal Community Action Program's Driven to Opportunity is expanding access to transportation for people living with mobility barriers by providing specialized services to address their unique needs.

With service in rural parts of Grays Harbor, Pacific, Thurston, and Mason counties, Driven to Opportunity provides door-to-door transportation services to people with low incomes and/or disabilities to access employment, school, and childcare. The goal of this

service is to help eliminate some of these barriers which, in turn, supports community growth and success.

Coastal Community Action Program has partnered with WSDOT for the past 20 years—a significant milestone that reflects an enduring partnership forged by working toward the same goal of knocking down transportation barriers.

Since 2021, Driven to Opportunity has seen a 7 percent increase in miles driven and a 3.5 percent increase in ridership in Grays Harbor, Pacific, Thurston, and Mason counties.

Driven to Opportunity's success is a direct reflection of its clients' achievements. When their clients thrive and grow, it drives the program's success and growth. One of the program's biggest success stories is Andrew, a young man who was able to complete his Associate of Arts Degree in 2018 by riding Driven to Opportunities service to Grays Harbor College, as featured in the [2022 Public Transportation Mobility Report \(p. 7\)](#).



The Driven to Opportunity program gave Andrew the access he needed to get a college degree and find full-time work.

A Coastal Community Action driver picks up another passenger.



In the 2023-2025 biennium, the Special Needs Grant program is contributing \$676,524 to Coastal Community Action Program's Driven to Opportunity program in Grays Harbor County and \$375,058 to the program in the Thurston/Mason counties area (both 100 percent CCA and about 90 percent of the program cost).

In the same timeframe, the Rural Mobility Grant program is contributing \$90,000 to replace two ADA vans for the program in the Grays Harbor/Pacific counties area (90 percent of the vehicles' cost). The Special Needs Grant program is contributing \$95,000 (100 percent CCA) to replace two ADA vans for the program in the Thurston/Mason counties area. The four replacement vehicles are a combination of hybrid and plug-in hybrid vans.

For the WSDOT Public Transportation Division, mobility access is the ability for folks to get where they need to go using the public transportation mode that best suits their needs.

Mobility access is at the core of public transportation.

Whether we're talking about commute options to reduce traffic or dial-a-ride shuttles for medical trips, public transportation is about building the web of community connections for everyone.

MOBILITY ACCESS

Over the last year, WSDOT Public Transportation Division took a run at measuring the mobility access added by fixed-route operating projects (i.e., bus services) funded by the Consolidated Grant Program (which includes Special Needs and Rural Mobility grant projects).

The division chose to start with the Consolidated Grant Program because of its purpose:

“Consolidated grants provide funds for public transportation improvements within and between rural communities; tribal transportation; transportation services between cities; purchases of new buses and equipment; and public transportation services to seniors and people with disabilities.”

For the division, this purpose in many ways translates to improving mobility access, especially in rural areas.

The opportunities for the Consolidated Grant Program to improve mobility access are many: around 1.2 million people live in an area of the state served by a Consolidated Grant Program operating project.

And how much mobility access do these projects add? As just one example, folks have access to about 3 percent more jobs and 4 percent more access to other destinations such as healthcare, food, recreation, and shopping destinations than if these projects didn't exist. In other words, Consolidated Grant funded projects make it easier for people to access places like work, school, food and fun.

From Kettle Falls to Clarkston, Twisp to Toppenish, Neah Bay to Nemah Junction, Consolidated Grant-funded projects help folks living in some of Washington's most rural areas get where they need to go.

Measuring mobility access

The division used accessibility analysis to understand the benefits of 30 2023-2025 biennium Consolidated Grant Program fixed-route operating projects brought to people living in Washington. While many public transportation projects received funding through the Consolidated Grant Program, fixed-route operating awards are the only ones the division is currently able to analyze using General Transit Feed Specification (GTFS) data.

Accessibility analysis looks at the social benefits transit projects deliver to communities by allowing folks to access more destinations on transit. The geographic portion of the state with Consolidated Grant Program fixed-route operating projects is home to around 1.2 million people and spans urban and rural areas.

For people living in these areas, sustaining transit service provides continued access to destinations. Choosing not to fund these existing services would result in a loss of mobility access to jobs and other non-work destinations.

Results

The table below shows the results of an accessibility analysis to understand the effect of the 2023-2025 Consolidated Grant awards through three scenarios. This analysis looked at a daily average of transit access to destinations within a 45-minute travel time.

In the table, Scenario 1 represents a world where no operating projects received funding through the Consolidated Grant Program, with existing services that relied on Consolidated funds discontinued.

Scenario 2 shows only existing service projects funded and no service expansion projects receiving funding.

Scenario 3 shows all sustaining and expanding service projects funded. (In the 2023-2025 biennium, the division was able to make scenario 3 a reality by funding all projects!).

Overall, by funding the sustaining service projects within the Consolidated Grant Program, WSDOT was able to preserve around 3 percent of existing mobility access to jobs and around 4 percent of access to other non-work destinations such as healthcare, food, recreation, and shopping destinations for 1.2 million people living in Washington.

Additionally, the expanded service projects funded through the 2023-2025 Consolidated Grant Program cycle added destinations for the average public transportation rider that weren't available to them before in a 45-minute public transportation trip.

Overall, by funding the sustaining service projects within the Consolidated Grant program, WSDOT was able to preserve around 3 percent of existing transit access to jobs for 1.2 million people living in Washington. Around 4 percent of access to other non-work destinations such as healthcare, food, recreation, and shopping destinations were also preserved by funding these projects.

Additionally, the expanded service projects funded through the 2023-2025 Consolidated Grant program cycle added destinations for the average transit rider that weren't available to them before in a 45-minute transit trip.

Taking it to the local level

The communities of White Salmon and Bingen, situated along Washington's Columbia River border with Oregon, are an example of where Consolidated Grant Program awards delivered real mobility access and social benefits to residents.

White Salmon and Bingen are located within an overburdened community. They also experience high rates of socioeconomic vulnerability. In these communities, transportation is expensive for residents.

Population-weighted change in access to destinations through Consolidated operating awards

Measure	Scenario 1: no operating awards	Scenario 2: fund sustaining existing service projects	Scenario 3: fund sustaining and expanded service projects
Total access to jobs	-3.0%	0.0% (no change)	+0.1%
Total access to non-work destinations	-4.0%	0.0% (no change)	+0.1%

Public transportation helps ease the costly burden of getting around and, at the same time, can help people living in these communities access destinations along the Columbia Gorge in Washington and Oregon.

For community members living north of SR 14 in White Salmon, public transportation services provided by Mount Adams Transportation Service allow access to a variety of destinations. A resident living in this area can access an average of 1,450 job opportunities within a 45-minute transit ride.

Without public transportation services funded through Consolidated Grant Program operating awards, the same community members would lose access to 660 jobs, a 45 percent decrease. As seen in the map below, expanding existing public transportation services in White Salmon and Bingen has created new access opportunities for community members.

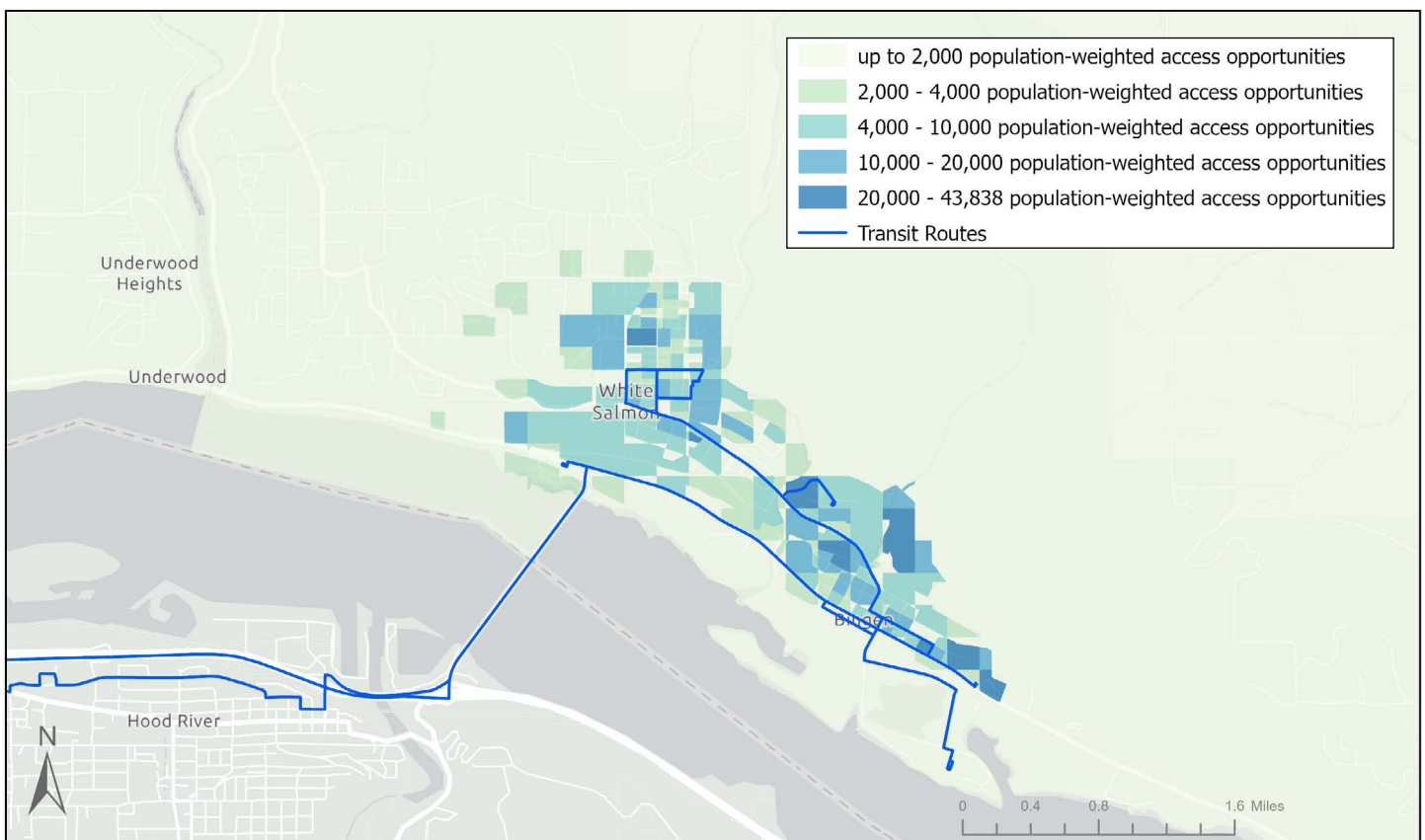
Next steps for measuring mobility access

WSDOT Public Transportation Division will continue to quantify and understand mobility access: the ability of folks to reach their desired destinations via the public transportation mode that best suits their needs.

While this initial analysis focused mostly on mobility access to jobs, the division plans to drill down on mobility access to medical facilities, social services offices, grocery stores—those locations where the health and safety of a community is preserved.

With this analysis, the division hopes to provide a new way for decision makers to look and assess the value and performance of the public transportation system.

New transit access to jobs created by Consolidated Grant program expansion projects – White Salmon and Bingen area



New transit access to jobs – transit operating expansion scenario

WSU Facilities Services GIS, Oregon State Parks, State of Oregon GEO, WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

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

For the 2023-2025 biennium, the Legislature provided more than \$76 million in state funding for 39 new and ongoing Regional Mobility Grant program projects across the state.

REGIONAL MOBILITY GRANT PROGRAM

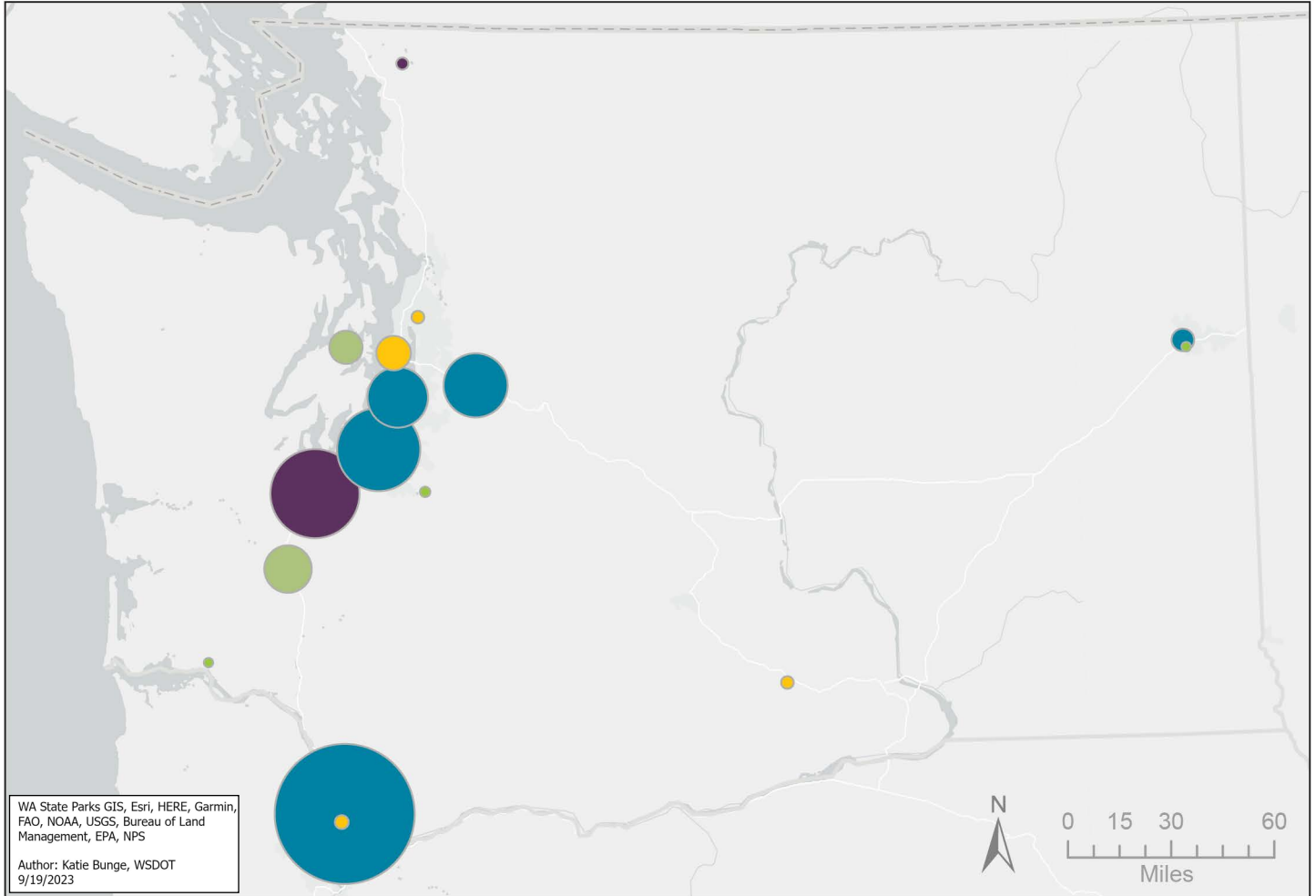
WSDOT's Public Transportation Division administers the Regional Mobility Grant program. In addition to funding capital construction projects such as new transit centers and park and ride facilities, this grant program supports WSDOT's public transportation partners' efforts to:

- Purchase vehicles.
- Add routes or increase the frequency of service.
- Implement innovative ways to reduce transportation congestion.

[More information about the Regional Mobility Grant program](#)

2023-2025 Regional Mobility Grant Program investments

This map illustrates investments in the Regional Mobility Grant Program for the 2023-2025 biennium.



Agency type

- City government
- County government
- Transit agency - large urban
- Transit agency - rural
- Transit agency - small urban

Funding received

- 200,000
- 4,133,330
- 8,066,670
- 12,000,000

Regional Mobility Grant program performance

Regional Mobility Grant program projects deliver performance long after their grantees complete them. The table below provides a rollup of statewide vehicle miles traveled and vehicle trip reductions for the first and fourth year after their projects are operationally complete (Year 1 and Year 4, respectively). The table includes projects beginning in the 2013-2015 biennium through calendar year 2024.

Projects begin performance reporting in Year 1, after they are operationally complete. To compare a program’s performance estimates to its actual performance, the Public Transportation Division has included only projects that reported results for Year 1 or Year 4 to the program’s estimate for performance.

Note that several factors outside of these projects’ control affect vehicle miles traveled and vehicle trip reductions, including gas prices, construction, and population changes. The Public Transportation Division continues to evaluate underlying assumptions for estimated vehicle miles traveled and vehicle trip reductions considering these and other factors.

Additionally, the performance data in the tables below includes effects from the COVID-19 pandemic.

Estimated reductions in vehicle miles traveled		Actual reductions in vehicle miles traveled	
Year 1	Year 4	Year 1	Year 4
32,795,770	16,545,250	19,802,410 (60.4%)	15,502,976 (94%)

Estimated reductions in vehicle trips		Actual reductions in vehicle trips	
Year 1	Year 4	Year 1	Year 4
5,724,169	1,331,503	3,120,739 (54.5%)	1,404,175 (105%)

Regional Mobility Grant program project highlights

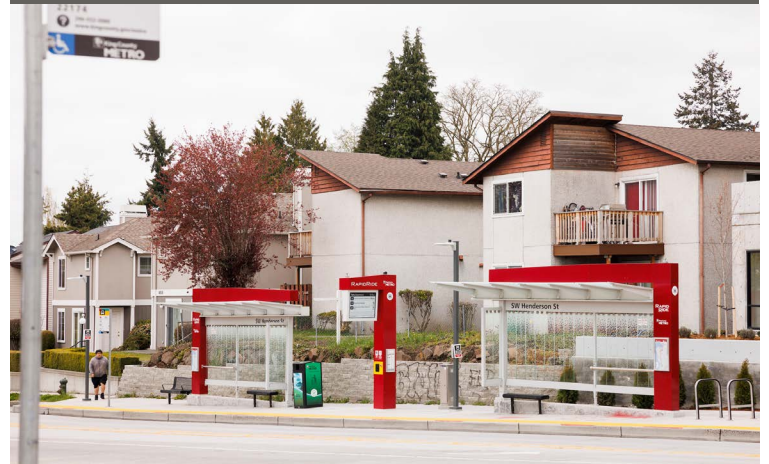
This selection of Regional Mobility Grant program projects from around the state demonstrates how they reduce transportation delay and improve connectivity between Washington’s counties and regional population centers.

City of Burien: Ambaum Boulevard and RapidRide H Line transit pathway

The City of Burien is using creative solutions to increase transit ridership with speed, reliability, and improvements along Ambaum Boulevard.

In March 2023, King County Metro’s bustling Route 120 became the RapidRide H Line, a 12-mile-long rapid-transit line connecting Burien, White Center,

A rider waits for the next bus at a RapidRide H Line enhanced bus stop.



The RapidRide H Line makes its way along a route that connects Burien, White Center, and Delridge with downtown Seattle.



and Delridge with downtown Seattle. Ahead of the H Line's first voyage, Burien made important upgrades along the route, including pedestrian and vehicle safety improvements, enhanced bus stops, a dedicated bus lane, and continued connections to other transportation services like Sound Transit's Link light rail.

Looking at transportation from a human-centered perspective, the focus shifts to safety, accessibility, and equity. For people living on the outskirts of a Seattle, commuting to downtown destinations can be a challenge. Whether they're walking, rolling, or strolling, the improved pedestrian features connecting to the H Line ensure riders can get to the city and back safely and reliably.

Improvements along H Line also encourage non-motorized transportation through better bike lanes, complete sidewalk construction, and roadway crossings, providing safer access to and from transit stations and bus stops.

The switch from Route 120 to Rapid Ride's H Line increased ridership in its first six months by more than 30 percent on both weekdays and weekends. That massive increase is a significant indicator of how RapidRide levels of service and amenities can not only retain existing riders, but also encourage new riders to make RapidRide a part of their daily lives.

In the 2021-2023 biennium, the Regional Mobility Grant program contributed \$10 million to the City of Burien's Ambaum Boulevard and H Line transit pathway, about 63 percent of the total project cost within Burien.

Spokane Transit: Cheney High Performance Transit Line

By deploying the region's first double-decker buses for streamlined service on the Cheney High Performance Transit (HPT) Line, Spokane Transit is taking big steps for eastern Washington.

But the new line includes a lot more than buses: it brings with it improvements to stops at Four Lakes on State Route 904, the Jefferson Park and Ride along



Cheney's new Eagle Station, completed with the help of Eastern Washington University.

I-90, and various other locations in Cheney. Cheney HPT Line's service also connects with the West Plains Transit Center on SR 902 constructed in 2018.

To make the Cheney HPT Line a reality, Spokane Transit made widespread infrastructure improvements along the route. Stations and stops now have upgrades such as pedestrian shelters, improved pedestrian-level lighting, real-time arrival information displays, and much more:

- The new Four Lakes Transit Station includes shelters, bike racks, bench seats, pedestrian crosswalks, lighting, and signage.
- The Jefferson Park and Ride can now claim such HPT amenities as pedestrian lighting and a handrail.
- Betz Station—once a pair of stops at the intersection of Betz Road and SR 904 in Cheney—is now a full-size transit station complete with pedestrian shelters, handrails, benches, bike accommodations, signage, and digital displays.
- Eagle Station, a cooperative project with Eastern Washington University constructed in 2022, has a custom-designed pedestrian shelter complete with signage, digital displays, heaters, and lighting. The station serves as a primary hub to the center of Eastern Washington University's campus for routes throughout Cheney.

The Cheney HPT Line addresses congestion along I-90. A 2015 WSDOT corridor capacity report on I-90 in Spokane found that annual vehicle delay had

increased 112 percent. The Cheney HPT Line helps stem capacity issues, offering travelers an option other than a single-occupancy vehicle for their trips.

And now, the Cheney HPT Line culminates with the arrival of new double-decker buses exclusive to its route. These eye-catching buses will help Spokane Transit meet projected ridership demands along the line. In 2023, the Cheney corridor carried approximately 475,000 passenger trips. Buses were frequently overloaded with passengers, with many left standing for the ride. The new double-decker buses help meet this demand by nearly doubling capacity, leaving travelers with a safer, more comfortable trip. These buses are anticipated to enter service in 2025.

Over the 2021-2023 and 2023-2025 biennia, the Regional Mobility Grant program is contributing more than \$6.3 million to Spokane Transit's Cheney High Performance Transit Line, about 50 percent of the project cost.

Intercity Transit: Martin Way Park and Ride - I-5 Northbound Ramp Access

Intercity Transit's Martin Way Park and Ride - I-5 Northbound Ramp Access project makes it safer, easier, and faster for travelers to access public transportation options and get where they need to go.

The Martin Way Park and Ride is the most well-situated park and ride in the area to support intercity express service. Before the upgrade to the facility, bus drivers had to navigate an unprotected left turn across three lanes of busy traffic to access the I-5 onramp nearby. Delays to and from I-5 also undercut its viability for efficient express service.

But now, bus drivers have a safer, more efficient route to the interstate with a ramp accessible directly from the Martin Way Park and Ride. Already, riders traveling between Lacey and Tacoma have seen major improvements in travel times. More importantly, these shortened travel times also reduce operating costs.

Close partnerships with WSDOT and the City of Lacey enabled design and construction to proceed quickly. This partnership improved the transit user's

experience, enhanced safety, and generated operating benefits.

Reductions in delay, combined with Intercity Transit's zero-fare policy (which began in January 2020), have increased equitable access for everyone. Additionally, improving northbound express-transit access increased the viability of the Olympia market for FlixBus and other services to make scheduled stops.

Over the 2021-2023 and 2023-2025 biennia, the Regional Mobility Grant program is contributing more than \$2.1 million to Intercity Transit's Martin Way Park and Ride - I-5 Northbound Ramp Access project, about 80 percent of the project cost.

An Intercity Transit bus makes the merge onto I-5 using the new transit-only ramp.



Intercity Transit bus making a stop at the Martin Way Park and Ride.



City of Grandview: Wine Country Road Park and Ride

The City of Grandview is addressing anticipated population growth by expanding housing and enhancing regional transportation. Currently, the city's transportation network relies heavily on personal vehicles—but with increased housing availability, there's a pressing need for improved transit options. Move Ahead Washington's Complete Streets requirement (see p. 58 for more about Complete Streets) has already facilitated the installation of pedestrian and cycling infrastructure, including wide sidewalks, pedestrian bulb-outs, crosswalks with rapid flashing beacons, and closing gaps in the sidewalk system to support multiple travel modes.

The Yakima Valley (including Grandview) faces challenges in its regional transportation system, especially in serving rural areas. Urban centers like Yakima, Union Gap, and Selah offer public transit, but these services often don't reach the area's remote communities. People For People steps in to address this gap, providing transit services across the valley with a focus on underserved rural areas. Supported by park-and-ride facilities and ridesharing, People For People ensures transportation is accessible to all, including those with special needs.

With close to 11,000 residents, Grandview has diverse demographics, a significant percentage of whom are low-income, elderly, or disabled. The daily mean travel time to work is about 22 minutes, reflecting the area's commuting challenges. The

The Wine Country Road Park and Ride provides a central connection for travelers to switch to public transportation options.



city plans to mitigate these challenges by expanding its park-and-ride facility to serve as a central hub for transit and carpooling. Improvements include a transit shelter with benches, ADA-compliant curb ramps, paved waiting areas, and enhanced sidewalk and pathway connections. The plans also call for new bicycle racks and electric vehicle charging stations.

These upgrades aim to boost transit ridership and carpooling by providing a convenient transition point from low-occupancy or non-motorized modes to higher-occupancy vehicles. By improving accessibility and adding modern amenities, the facility will become more attractive and promote public transportation use, cycling, and electric vehicles. This shift expects to reduce single-occupancy vehicle commutes, lower greenhouse gas emissions, and enhance sustainability.

The enhanced facility will better serve Grandview's residents by improving connectivity within the city and to the broader regional network. The planned improvements reflect the city's commitment to creating a more efficient, accessible, and sustainable transportation system, addressing both current needs and future growth.

In the 2023-2025 biennium, the Rural Mobility Grant program is contributing \$323,384 to the City of Grandview's Wine Country Road Park and Ride project, about 80 percent of the project cost.

Pierce Transit: Puyallup Runner

Pierce Transit's Puyallup Runner connects people to employment, education, retail, and social services throughout Pierce County.

Transportation is a lifeline to essential services for seniors and people with special transportation needs in Puyallup. Residents need safe, accessible, and dependable transportation options to get to their jobs, school, the grocery store, medical appointments, and events that help them connect and contribute to their community.

Between pandemic-related service reductions and an increase in highway congestion, there's a growing barrier preventing community members from reaching

“Access to transit is critical to serving our residents and growing our economy. The Pierce Transit Puyallup Runner is a much-needed, innovative, and in-demand solution that fills transit needs for the South Sound community.”

– Congresswoman Marilyn Strickland (WA-10).

“Pierce Transit’s Runner service is a game changer for public transportation. Seniors have told me that this service eclipses all other transit service by providing timely, customized transportation to places they most need to go, such as doctors’ offices and grocery stores. As the Runner services expand, we will see an improvement in quality of life along with less reliance on automobiles.”

– Jim Kastama, Puyallup Mayor and Pierce Transit Commissioner

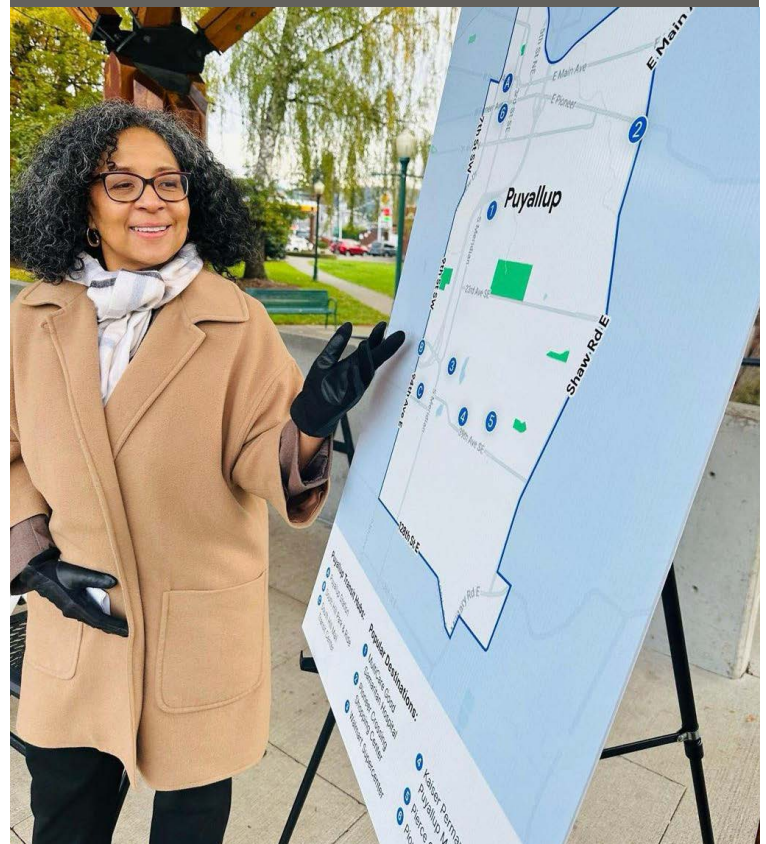
the services they need to live fulfilling, independent lives. For people with different mobility needs, these barriers can be even more pronounced: poor sidewalk networks (or the lack of a sidewalk altogether) can make reaching a bus stop at the end of the street a barrier. Some areas are simply more challenging to safely serve by a large bus on a fixed route.

The Puyallup Runner helps remove these barriers. The Runner provides door-to-door and connecting services for people living in Puyallup to access greater Pierce County. Runner service offers a direct connection to bus stops and transit centers, as well as directly to locations not served by bus. The Runner operates on-demand, ADA-accessible vehicles, which means people with different mobility needs don’t have to sacrifice their independence to get where they need to go.

In the future, Puyallup Runner service may become a first-mile/last-mile service to increase efficiency and ride availability. Simply put, it would take people from areas close to their homes to the nearest bus stops or transit centers.

In the 2023-2025 biennium, the Rural Mobility Grant program is contributing \$774,360 to the Pierce Transit Puyallup Runner Service, about 80 percent of the project cost.

Congresswoman Marilyn Strickland helped cut the ribbon for the new Puyallup Runner.



Pierce Transit unveiled its Runner vans at the Puyallup ribbon-cutting ceremony.



Measuring frequent transit service means looking at how often and at what time of the day public transportation service is available.

Transit frequency can have a significant effect on folks' travel decisions. Knowing the bus runs every 15 minutes or that service is available in the late evening can mean the difference between choosing public transportation to get where you need to go, making a trip in a private vehicle, or—for the nearly 30 percent of people in Washington for whom driving isn't an option—not making the trip at all.

FREQUENT TRANSIT SERVICE

In its 2022 session, the Legislature directed WSDOT to conduct a study about statewide frequent transit ([ESSB 5689 – 2022 Sec. 221 \(15\)\(a\)](#)).

WSDOT published its [initial report](#) on frequent transit in December 2022 and the [final report](#) in June 2023. The reports show that 40 percent of Washingtonians have access to transit that runs every 30 minutes on weekdays and every 60 minutes on nights and weekends.

Together, the reports also:

- Provide results of the study's key question, "How many people in Washington live within a half-mile walk of frequent fixed route transit?"
- Identify gaps in accessible, frequent fixed-route transit, including disparities in race, age, and disability.
- Present funding scenarios that address these gaps.
- Recommend further studies to measure access to all forms of public transportation.

That last point is important: WSDOT's work measuring transit frequency isn't done. Because of data availability, the study only looked at fixed-route services (i.e., services that pick up and drop off riders at specific stops on a schedule). And there's a huge variety of services beyond fixed routes like dial-a-ride, non-emergency medical transportation, and microtransit that help people get where they need to go on a more flexible schedule.

Transit frequency is also highly contextual. Some areas of the state have long distances between important destinations. In these areas, public transportation providers may only have the resources to run 2-3 routes on weekdays and limited service on weekends.

Still, these trips are vital. They provide access to family, friends, social service providers, medical appointments, fresh groceries, and much more. They're part of providing an integrated multimodal system that works for all Washingtonians.

Studying frequent transit service is a first step delivering a system that works for everyone in the state.

Measuring frequent transit service

WSDOT defines seven levels of transit frequency based on aspects such as headway (i.e., how often there is service), span (i.e., when does service take place), and days of service. These levels acknowledge that frequent transit differs in communities around the state, reflecting their unique characteristics. WSDOT established its levels of transit frequency with service data from the state’s fixed-route transit agencies.

A very important note: these levels don’t measure flexible service types such as flag routes, deviated-fixed-route, and demand-response services.

Additionally, these levels only represent currently operating fixed-route service. Services in planning or construction phases are not included here.

Levels of transit frequency:

Transit frequency	Description
Level 1	12 min headway days; 15 nights and weekends
Level 2	15 min headway days; 30 nights and weekends
Level 3	30 min headway days; 60 nights and weekends
Level 4	60 min headway minimum 5 days a week
Level 5	6 trips per day on weekdays
Level 6	2 trips per day on weekdays
24-hour	1 trip every 2 hours overnight

Results

The next table illustrates the percentage of Washingtonians estimated to live within a half-mile of a transit stop meeting each of the definitions above, by year.

Transit frequency	Percentage of Washingtonians living within a half-mile (2022)	Percentage of Washingtonians living within a half-mile (2024)
Level 1	7%	8%
Level 2	21%	21%
Level 3	40%	42%
Level 4	58%	58%
Level 5	61%	61%
Level 6	62%	62%
24-hour	9%	9%

WSDOT calculated these results using GTFS data from transit agencies along with population data from the U.S. Census.

GTFS data is updated frequently and is collected by WSDOT annually in August.

While American Community Survey population data is updated annually, WSDOT determined that changing the population data underlying this analysis too frequently may introduce additional noise that doesn’t reflect changes in transit access levels. For that reason, both years reported above use 2021 American Community Survey five-year population estimates, and WSDOT will update population estimates every five years.

Community context and frequent transit service

Washington is a big state filled with a diversity of communities. It has dense urban areas—like those in the central Puget Sound region, which is home to nearly 4.5 million people, more than half the state’s total population. It also has some of the nation’s most rural areas, such as Okanogan County with a population of just over 42,000 and a land area larger than that of Connecticut.

This is where understanding context becomes key in planning public transportation service: while important destinations (e.g., hospitals, medical centers, social service providers) may all exist along the I-5 corridor connecting communities in the Puget Sound region, these destinations are more centrally located in population hubs in Okanogan County. And where dense populations may be better served by frequent

fixed-route transit to get more folks where they need to go on a consistent schedule, rural communities need more customizable solutions.

Flexible options like flag routes, deviated fixed route, and demand-response service, may be better for disperse communities that need transportation services at a variety of times during the day and days of the week.

Next steps for measuring frequent transit service

WSDOT will continue to update frequent transit service statistics annually in the annual Public Transportation Mobility Report.

WSDOT will also continue to look for ways to measure transit frequency for non-fixed-route service to create a more inclusive picture of the variety of communities and their transit options around the state.

The Green Transportation Capital Grant program aids transit agencies in funding cost-effective capital projects to reduce the carbon intensity of Washington's transportation system.

For the 2023-2025 biennium, the Legislature provided nearly \$50.5 million for 11 new Green Transportation Capital Grant program projects in rural and urban areas across the state.

GREEN TRANSPORTATION CAPITAL GRANT PROGRAM

WSDOT's Public Transportation Division administers the Green Transportation Capital Grant program. This program focuses on projects that increase transit agencies' use of zero-emissions buses. Examples of projects include:

- Conversion of bus fleets to zero-emissions vehicles
- Construction of facilities that boost electrification or hydrogen refueling for buses
- Upgrades to electrical systems that facilitate the electrification of bus fleets

Electric and hydrogen buses produce no tailpipe emissions. In comparison, a single diesel bus running 36,000 miles in one year (the national average) produces 201,000 pounds of carbon dioxide. Replacing a single diesel bus with a zero-emissions bus will prevent more than 2.4 million pounds of carbon emissions over the typical 12-year lifespan of a bus.

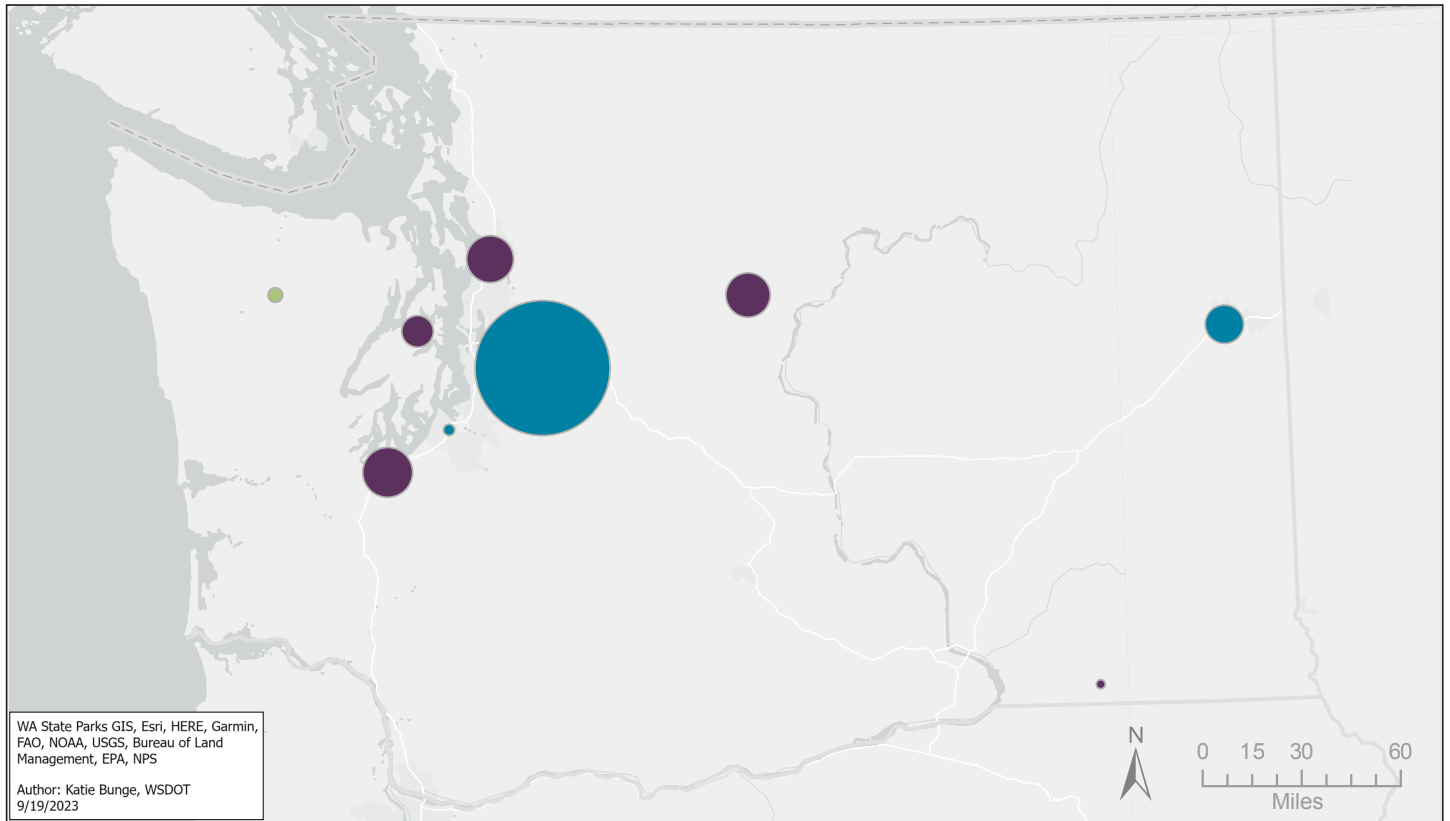
[More about the Green Transportation Capital Grant program](#)



The Green Transportation Capital Grant program supported by state funding from CCA (76.7 percent). The program is also supported by funding from the Multimodal Account (23.3 percent).

2023-2025 Green Transportation Capital Grant program investments

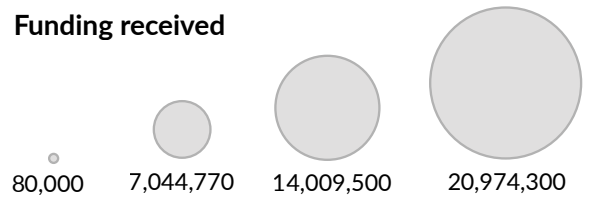
This map illustrates investments in the Green Transportation Capital Grant program for the 2023-2025 biennium.



Agency type

- Transit agency - large urban
- Transit agency - rural
- Transit agency - small urban

Funding received



Green Transportation Capital Grant program project highlights

This selection of Green Transportation Capital Grant program projects in rural and urban areas around the state will reduce the carbon intensity of the Washington transportation system.

Lewis County Transit: Exit 68 e-Transit Station

Through implementation of innovative, climate technology, Lewis County Transit continues to revitalize southwest Washington and more effectively serve communities in need. The construction of the new Exit 68 e-Transit Station, located in Chehalis at the I-5/Exit 68 and US 12 East intersection, will help get Lewis County Transit on the road to accomplishing this mission.

The Exit 68 e-Transit Station replicates the Mellen Street e-Transit Station model and includes intermodal connectivity such as electric vehicle charging, bicycle and pedestrian access, and visual enhancements. This location also provides a parking area for carpool vehicles, a bus pull-out to pick up and drop off passengers, and a transit island with ADA-accessible pathways.

Newly installed EV chargers are ready to power Lewis County's latest e-Transit station.



The Exit 68 e-Transit Station is a key component of Lewis County Transit's Zero-Emission Rapid Transit Hub, consisting of strategically located transit stations connected by a zero-emission bus service. The Exit 68 station links rural communities east of the Twin Cities with limited transit access to education and employment opportunities.

The Zero-Emission Rapid Transit system buses are funded by the Washington State Department of Ecology in conjunction with the Environmental Protection Agency through the Diesel Emissions Reduction Act. Additional funding for these buses came through grants from WSDOT, specifically the Green Transportation and Regional Mobility grant programs. Matching funds for these grants were generated with local sales tax and other sources of local revenues.

WSDOT's outreach efforts for this project have been met with overwhelmingly positive feedback. US 12 east is a heavily trafficked corridor with little multimodal access. The e-Transit station will provide a safe and accessible site for those traveling on Lewis County Transit services or those stopping to charge their electric vehicle. This station will also be a direct transfer point for folks traveling on Lewis County Transit express routes to Kelso and Olympia.

Lewis County Transit's Zero-Emission Rapid Transit Hub will bring sustainable, carbon-free mass transit to Centralia, Chehalis, Winlock, Toledo, and Napavine; the I-5 corridor south of Chehalis to Kelso/Longview; and the I-5 corridor north of Centralia to Tumwater/Olympia. The e-Transit model will significantly reduce Lewis County Transit's carbon footprint, air pollution, and traffic congestion while stimulating economic development and linking underserved communities with dependable, efficient, and reliable transportation services.

The Green Transportation Capital Grant program contributed more than \$2.1 million in the 2021-2023 biennium for Lewis County Transit's Exit 68 e-Transit Station as well as the purchase of two zero-emission buses, 80 percent of the project cost.

Everett Transit: inductive charging infrastructure

As the climate crisis intensifies, cities continue to look for new and better ways to reduce their carbon footprint and enact meaningful change. In Everett, greenhouse-gas emissions threaten the vitality, livability, and prosperity of the community. To combat these effects, Everett Transit is undertaking an inductive-charging infrastructure project, a significant step in reducing the city's greenhouse-gas emissions.

As part of the City of Everett's Climate Action Plan, Everett Transit's project will design, engineer, and install inductive chargers and en route charging stations. New inductive-charging infrastructure at two en route sites is estimated to provide approximately

Inductive charging infrastructure is on its way to Everett Transit.



30,000 kilowatt hours per week to Everett Transit's electric fleet. Future replacement buses will include both inductive-charging and cabinet-charging capabilities to ensure efficiency. By the time the inductive chargers are complete in early 2025, Everett Transit's fixed-route fleet is expected to be approximately 60 percent electric.

Inductive charging will enhance efficiency in Everett Transit's fixed-route fleet by allowing buses to charge en route at strategic layover locations. These chargers will further support Everett Transit's goal to convert its fixed-route fleet to electric as soon as feasible. Each electric bus replacing a diesel bus reduces 230,000 pounds of harmful greenhouse-gas emissions per year, drastically shrinking Everett Transit's carbon footprint. Inductive chargers and en route charging stations will also demonstrate the effectiveness of large electric vehicles in the community, provide electric-bus service to all routes, and extend daily service hours.

Much of this effort would not be possible without the partnership of the Snohomish County Public Utility District, whose leadership and cooperation have proven vital to the success and long-term goals of the fleet-conversion plan.

The Green Transportation Capital Grant program will contribute \$1.9 million in the 2023-2025 biennium for Everett Transit's induction-charging infrastructure, 80 percent of the project cost.

Link Transit: battery-electric fleet

For years, Link Transit has been at the forefront of operating battery-electric transit buses. And now, they have expanded the number of communities served by electric buses to include all but one of their 21 fixed-route bus lines.

Prior to this service expansion in 2023, Link's electric buses were primarily operating within the Wenatchee and East Wenatchee urban areas. The electrification of Link's fixed-route fleet is now bringing entirely zero-emission bus service to nearly all the communities served in its 3,660-square-mile



Link Transit's battery electric buses take the scenic route through Leavenworth.

service area. Link is excited to provide clean, carbon-free, cost-effective, and quiet bus trips to destinations like Manson and the shores of Lake Chelan, located 50 miles from its hub in Wenatchee.

Link Transit is fortunate to enjoy the benefits of clean, renewable, inexpensive, and locally generated hydropower to charge its fleet of electric buses. A charging station located at the recently renovated East Wenatchee Park and Ride is Link's newest fast charger. These strategically located chargers at layover locations make it possible for Link Transit to

provide efficient and uninterrupted bus service to communities by allowing its fleet to charge on the go.

Link Transit ridership continues to grow by leaps and bounds. They are on pace to reach nearly 1.2 million boardings this year. 2023 was the first year since 1999 that boardings exceeded 1 million.

A recent on-board survey conducted by Link Transit provided fascinating insights into ridership data. Nearly one-quarter of riders are under the age of 18, and more than half take the bus five days a week or more. About one-third of riders do not have a car and rely on Link Transit for reliable transportation. Another one-third live in a household with two or more cars, indicating Link Transit is attracting riders that have options outside of public transit.

The Green Transportation Capital Grant program contributed \$5,942,718 (100 percent CCA) in the 2023-2025 biennium for Link Transit to purchase nine zero-emission battery-electric buses, about 80 percent of the project cost. Now, a fully functional and operational fleet of 23 full-sized, extended-range, fast-charged transit buses is a reality. The 23 buses help Link Transit achieve its goal of bringing cleaner, quieter, and more efficient transit service to the urban and rural communities of Chelan and Douglas counties.

Carbon dioxide is a greenhouse gas. Greenhouse gasses trap heat from the sun. That trapped heat contributes to climate change.

Carbon dioxide is the primary greenhouse gas contributing to climate change. A key source of carbon dioxide emissions in Washington? Transportation—including single-occupancy vehicles—which accounts for 39 percent of carbon emissions in the state.

But there's a way to shrink this carbon footprint: making the switch from single-occupancy vehicles to public transportation can reduce up to 2.2 tons of carbon emissions annually per person.

CARBON REDUCTION

The Climate Commitment Act requires state agencies to report carbon reductions to the Department of Ecology annually. WSDOT Public Transportation Division is no exception—and is excited to do so!

Public transportation has always been a great way to reduce carbon emissions. And with new, zero-emissions public transportation vehicles and infrastructure coming online, the reductions could become even better.

Public transportation is a key part of Washington State's Energy Strategy and [Washington State Transportation Carbon Reduction Strategy](#). Public transportation providers work together with state agencies, community organizations, tribes, metropolitan planning organizations, regional transportation planning organizations, local jurisdictions and industry partners to create a system that allows the movement of people more efficiently and equitably.

Measuring carbon reduction

In fiscal year 2024, WSDOT used California Air Resource Board (CARB) tools modified to be specific to Washington state and WSDOT's project types. These tools only calculate new greenhouse gas reduction measures below the current baseline.

Some project types, such as Transit Coordination Grants, don't have a calculator currently available.

Results

Currently, 54 public transportation projects have a calculator available to determine greenhouse gas reduction quantities. During fiscal year 2024, over 1,400 metric tons of carbon dioxide were reduced below current levels through expenditures on 14 of these projects.

Once these 14 and the remaining 40 projects are completed, WSDOT expects they'll reduce nearly 125,000 metric tons of carbon dioxide.

And while calculators for commute trip reduction and sustaining operations projects aren't available through current guidance, the remaining 130 commute trip reduction and sustaining operating projects funded through the Public Transportation Division are ensuring carbon emissions don't increase above the current baseline in Washington.

The following table shows results for the 14 projects that delivered carbon reductions in fiscal year 2024.

Grantee	Grant program	2023-2025 award (100 percent CCA)	Award type	Project title	Fiscal year 2024 projected quantity of reduced greenhouse emissions (carbon dioxide metric tons)
Coastal Community Action Program	Nonprofit Special Needs	\$95,000	Competitive grant	Thurston/Mason County ADA/van replacement	43.1
Council on Aging & Human Services	Nonprofit Special Needs	\$384,680	Competitive grant	Five replacement ADA vehicles	25.3
Everett Transit	State Buses and Bus Facilities	\$5,120,000	Competitive grant	2023-2025 State Bus and Bus Facilities Grant for electric buses	3.0
HopeSource	Nonprofit Special Needs	\$147,200	Competitive grant	HopeSource Dial-A-Ride vehicle replacement	18.7
HopeSource	Nonprofit Special Needs	\$170,320	Competitive grant	Kittitas County Connector commuter bus capital replacement	5.6
King County Metro	Green Transportation Capital	\$1,249,226	Competitive grant	Route 48 electrification	15.3
King County Metro	Green Transportation Capital	\$4,974,311	Competitive grant	Burien Transit Center layover charging infrastructure	43.9
King County Metro	Green Transportation Capital	\$9,000,000	Competitive grant	South Annex Base electrification	946.7
Kitsap Transit	Green Transportation Capital	\$3,840,000	Competitive grant	Inductive charging infrastructure	64.5
Lewis County Transit	Bus and Facility Grants	\$907,720	Competitive grant	Zero-emission vehicle infrastructure and equipment	85.5
Lewis County Transit	Transit Agency Special Needs	\$495,308	Formula grant	Morton e-Transit Station	13.1
Lewis County Transit	Transit Agency Special Needs	\$1,050,689	Formula grant	Zero-emission bus procurement	89.9
Lewis County Transit	Transit Support	\$422,708	Formula grant	Zero-emission bus procurement	36.2
RiverCities Transit	Transit Agency Special Needs	\$85,239	Formula grant (reappropriation)	Capital assistance to replace four cutaways with propane cutaways	31.4
Totals		\$27,942,401			1,422.2

It's not just vehicles—it's infrastructure, too

While transportation accounts for 39 percent of carbon emissions in the state, the built environment (from construction to the operations of the actual infrastructure) is close behind, with residential, commercial, and industrial heating close behind at 25 percent of statewide greenhouse gas emissions. Additionally, the built environment is the [leading contributor to carbon emissions globally](#).

Transitioning the public transportation fleet to greener, emissions-free vehicles requires new infrastructure. Using battery-electric buses as just one example, infrastructure means everything from installing inductive chargers at transit stations so buses can catch a quick charge before they're next run, to completely retrofitting a bus barn with charging equipment for an overnight charge. For the more human-centered elements (i.e., stations and stops) of public transportation infrastructure, new

greener infrastructure can look like natural lighting and ventilation, rooftop solar, and permeable surfaces for stormwater management, just to name a few.

While this infrastructure may cost carbon emissions up front to install, they deliver carbon reductions down the line. By replacing fuel depots for idling diesel buses with charging stations for electric buses, carbon emissions aren't being centralized around bus barns and transit centers. And by using green building techniques for stations, stops, all the way up to administrative buildings, public transportation providers will help ease the built environment's contribution to carbon emissions for years to come.

Next steps

The Public Transportation Division will continue to collect carbon reduction data for CCA-funded public transportation projects, and investigate adding calculators for projects like commute trip reduction. The division will report findings in the Public Transportation Mobility Report.

The Legislature established the new State Buses and Bus Facilities Grant program in its 2022 session as a part of the Move Ahead Washington transportation funding package.

For the 2023-2025 biennium, the Legislature provided \$38 million for 16 new State Buses and Bus Facilities projects in rural and urban areas across the state.

STATE BUSES AND BUS FACILITIES GRANT PROGRAM

WSDOT's Public Transportation Division administers the State Buses and Bus Facilities Grant program. This program provides funding to transit agencies for:

- Replacing, expanding, rehabilitating, and purchasing transit rolling stock
- Constructing, modifying, or rehabilitating transit facilities
- Adapting to technological change or innovation through the retrofitting of transit rolling stock and facilities

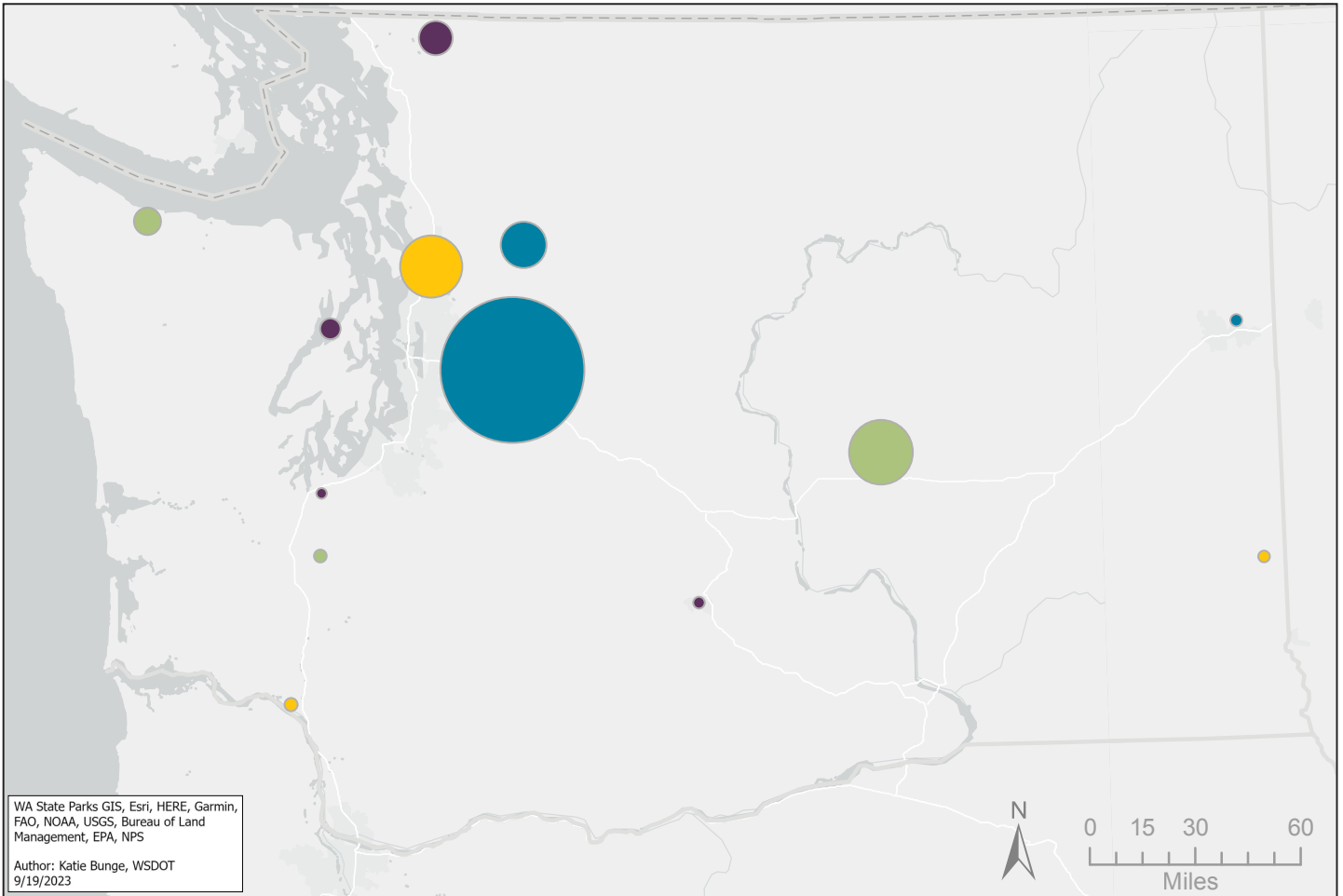
[More about the State Buses and Bus Facilities Grant program](#)



The State Buses and Bus Facilities Grant Program is supported by state funding from CCA (100 percent).

2023-2025 State Buses and Bus Facilities Grant Program investments

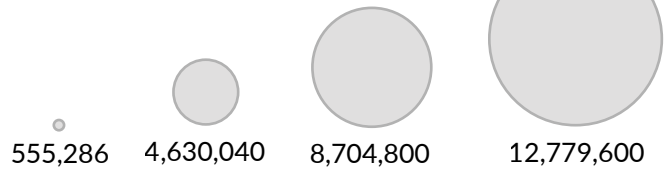
This map illustrates investments in the State Buses and Bus Facilities Grant Program for the 2023-2025 biennium.



Agency type

- City government
- Transit agency - large urban
- Transit agency - rural
- Transit agency - small urban

Funding received



State Buses and Bus Facilities Grant program project highlights

These Buses and Bus Facilities Grant program projects are helping agencies across the state keep their buses on the road as well as build, rehabilitate, and retrofit their transit facilities.



Pullman Transit: battery-electric bus

Pullman Transit is replacing a 35-foot-long diesel bus with a new 30-foot-long battery-electric bus, and a State Buses and Bus Facilities Grant is helping to make it happen!

In 2018, Pullman Transit committed to transitioning its fleet to zero emissions by 2040, and they are now well on their way to achieving that goal. The new battery-electric bus will be the sixth added to the fleet of 24 buses, marking a 25-percent shift away from diesel power. In addition, the city has seven hybrid buses, the oldest of which was purchased in 2013.

The new State Buses and Bus Facilities Grant-funded electric bus is 30 feet long, perfect for neighborhood routes and a recent service expansion to the Pullman-Moscow Regional Airport. It will have 15 seats, room for one wheelchair, and grab-bars for standing passengers. The electric buses can travel more than

“We get compliments about using a green vehicle. The younger people on campus seem much more aware of that. It’s something they comment on and appreciate. [The electric buses aren’t] as noisy. You get to the transfer station with the diesel buses and they’re very loud. The electrics are virtually silent.”

– Tyler Stone, Pullman Transit driver



Pullman Transit is ready to charge its new battery-electric bus.

150 miles on a single charge—more than enough for the Loop, Pullman’s longest route that traverses about 147 miles each day.

The new battery-electric bus will replace a diesel bus purchased in 2005. Besides the immediate local environmental and financial benefits from a diesel-to-electric swap—a single diesel bus costs about \$20,000 a year to fuel, whereas the cost to fully charge a zero-emissions electric bus costs about \$4,000 annually—the new bus will give Pullman Transit a reliable vehicle for immediate use.

The benefits of the new battery-electric bus are many:

- **Navigability:** The smaller bus will improve safety as it rolls along neighborhood routes, many with tight corners. Evening service often has reduced ridership in Pullman—especially in residential areas, and the community will appreciate smaller, quieter buses.
- **Lower fuel costs:** As Pullman has transitioned from an all-diesel fleet to a fleet that includes electric and hybrid buses, it has seen overall fuel usage drop significantly. In 2022, the transit bus fleet used nearly 80,000 gallons of diesel. That total dropped by 17.5 percent to just over 65,000 gallons in 2023.

- **Green:** The Pullman City Council directed Pullman Transit to proceed down the electric-vehicle procurement path in 2018, and both the reduced air and noise pollution are investments the community continues to stand behind.



Residents and students at Washington State University have applauded the City of Pullman's commitment to convert from diesel to electric. "We get compliments about using a green vehicle," said Tyler Stone, a driver with Pullman Transit. "The younger people on campus seem much more aware of that. It's something they comment on and appreciate."

Stone attributes part of that to the quietness of electric buses. "They're not as noisy," he said. "You get to the transfer station with the diesel buses and they're very loud. The electrics are virtually silent."

The State Buses and Bus Facilities Grant program will contribute more than \$555,286 (100 percent CCA) in the 2023-2025 biennium for Pullman Transit to purchase the new battery-electric bus, about 80 percent of the project cost. The bus has been ordered and the City of Pullman anticipates its delivery in March 2025.

Spokane Transit: Fleck Center bus and van washer replacement

A clean bus isn't just about aesthetics. Under its fourth goal area of customer experience, the [2016 Washington State Public Transportation Plan](#) cited public transportation services as something that "should provide a comfortable trip in a welcoming, community-oriented atmosphere" (p. 78). And nothing says welcoming like a wax and a buff on the paint and some gleaming hubcaps—and knocking off grime, which can cut short the lifespan of a vehicle.

Well, Spokane Transit is upgrading its sponges and suds with a new bus and van washer at Fleck Service Center to improve customer experience for their Spokane Valley fleet.

Fleck Service Center is the main vehicle storage facility for Spokane Transit's Spokane Valley fleet. The service center has had several equipment and building upgrades to modernize and reduce energy usage

Out with the old, in with the new: a Pullman Transit battery electric coach alongside a diesel bus it'll soon replace.



over the years. But the facility's bus and van washer, installed in 1990, has needed replacement since 2013. Parts for the washer are difficult to procure or simply unavailable—and when parts aren't available, facilities crews have to fabricate replacements parts to keep the washer running.

Providing clean buses is a benefit to all Spokane Transit riders, especially in winter months when buses collect ice-melting chemicals, sand, and other

elements of pavement grit. Updating to a more environmentally friendly washing system supports Spokane Transit's continued effort to decrease harmful effects on the environment and natural resources in the surrounding community.

That last point is very important to achieving environmental justice: Spokane Transit's service area has a ranking of 9 (on a scale of 10) in the Environmental Health Disparities Index on the Department of Health Washington Tracking Network. Further, the routes served by buses and paratransit vans that would use the updated Fleck Service Center washer all rank 8 or higher on the Environmental Health Disparities Index, and generally rank 7 or higher on the Social Vulnerabilities to Hazards index.

The new washer will also be more efficient and environmentally friendly, using fewer natural resources while also using greener solutions for cleaning. Just one of the huge benefits: the new washer has a water-reclamation system that'll recycle 80-90 percent of the water used for every wash.

The State Bus and Bus Facilities Grant program is contributing more than \$764,000 (100 percent CCA) in the 2023-2025 biennium for to replace Spokane Transit's Fleck Center bus and van washer, about 80 percent of the project cost.

Spokane Transit Authority's new bus washer makes its fleet sparkle and shine.



Environmental justice is the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

A key part of delivering environmental justice is investing in projects that deliver meaningful benefits to communities that have historically been on the receiving end of pollution and the effects of climate change. These include low-income communities, communities of color, and indigenous people.

BENEFITS TO VULNERABLE POPULATIONS IN OVERBURDENED COMMUNITIES

Just like carbon reductions, the Climate Commitment Act requires state agencies to report project benefits to vulnerable populations in overburdened communities to the Department of Ecology annually. And just as we said on p. 38, WSDOT Public Transportation Division is more than ready to report and highlight these benefits.

We believe investing in public transportation isn't just a clean investment –it's an investment in equity that improves the outcomes for some of Washington's most vulnerable populations.

And the numbers back this belief: around 94 percent of public transportation projects awarded CCA funding will provide direct and meaningful benefits to vulnerable populations in overburdened communities. That's 172 projects delivering environmental justice to communities across the state.

Environmental justice terms and concepts: providing direct and meaningful benefits to vulnerable population in overburdened communities

Funding through the Climate Commitment Act comes with an environment justice goal of serving vulnerable populations in overburdened communities. WSDOT as an agency has a minimum target of 35 percent and a goal of 40 percent of its total investments providing direct and meaningful benefits to vulnerable populations in overburdened communities.

Vulnerable populations are population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms due to adverse socioeconomic factors and sensitivity factors. Vulnerable populations include:

- People from historically marginalized racial or ethnic groups.
- People with low incomes.
- People disproportionately affected by environmental harms.
- Workers experiencing environmental harms.

Overburdened communities are geographic communities that face disproportionate cumulative negative impacts from environmental health factors. Overburdened communities include:

- Communities highly affected by fossil fuel pollution and climate change.
- Tribal communities.
- Populations who may be exposed to environmental contaminants and pollutants outside of the geographic area in which they reside based on the populations' use of traditional or cultural foods and practices.

Direct and meaningful benefits to vulnerable populations in overburdened communities may include:

- Direct reduction of environmental burdens in overburdened communities.
- Reduction of disproportionate, cumulative risk from environmental burdens, including those associated with climate change.
- Support of community led project development, planning, and participation costs.
- Meeting a community need identified by an overburdened community.

Public transportation projects deliver direct and meaningful benefits to vulnerable populations in overburdened communities by reducing the number of cars on the road that emit greenhouse gases and improving transportation options for vulnerable populations.

Measuring benefits to vulnerable populations in overburdened communities

To start, WSDOT Public Transportation Division's grant evaluation criteria prioritize projects that:

- Meet community needs identified through community-led engagement and input.
- Create environmental benefits and reduce environmental harms.

At the grant-program level, the division also prioritizes distributing awards equitably.

The division collects demographic and location information on grant applications to understand the communities these projects will serve, their geographic boundaries, benefits they'll provide, and whether they're supported by tribal resolution.

The division's grant applications also include questions about identifying vulnerable populations and overburdened communities, as well as the environmental benefits a project is expected to provide.

Applicants support responses with data from Washington Tracking Network's Environmental Health Disparities map, Environmental Protection Agency's Environmental Justice Screen tool, U.S. Department of Justice Limited English Proficiency Language Map tool, and other resources that showcase the benefits the projects will provide in communities.

The division also conducts post-award project- and program-level analysis. The analysis shows that public transportation grant programs increase access to communities (i.e., jobs, goods, healthcare) and reduce barriers so people can travel safely and efficiently.

Results

Around 94 percent of public transportation projects awarded CCA funding will provide direct and meaningful benefits to vulnerable populations in the boundaries of overburdened communities. That number is even higher for expenditures on those projects in 2024, with 99.3 percent of expenditures delivering meaningful benefits to vulnerable populations in the boundaries of overburdened communities.

Next steps

WSDOT Public Transportation Division will continue to collect CCA-funded project benefits to vulnerable populations in overburdened communities and report these in the Public Transportation Mobility Report.

The following table shows the performance so far of 183 public transportation projects.

Grant program/funding source	2023-2025 appropriation (100 percent CCA)	Award type	Funded projects benefitting vulnerable populations and overburdened communities	Total funded projects	Percentage of projects vulnerable populations and overburdened communities	Fiscal year 2024 expenditures benefiting vulnerable populations and overburdened communities	Total fiscal year 2024 expenditures	Percentage fiscal year 2024 expenditures benefiting vulnerable populations and overburdened communities
Climate Transit Programs Account	\$2,587,000	Reappropriation	1	1	100.0%	-	-	-
Commute Trip Reduction	\$3,300,000	Formula grant	3	3	100.0%	\$601,932	\$601,932	100.0%
Green Transportation Capital	\$39,400,000	Competitive grant	12	12	100.0%	\$6,660,118	\$6,660,118	100.0%
Legislative Select Tribal Transit Projects	\$10,167,000	LEAP list	31	32	96.9%	\$1,848,815	\$1,898,148	97.4%
Move Ahead Washington Tier Projects	\$46,587,000	LEAP list	4	6	66.7%	\$2,552,103	\$2,699,166	94.6%
Nonprofit Special Needs	\$17,963,000	Competitive grant	32	33	97.0%	\$7,573,372	\$7,674,988	98.7%
Nonprofit Special Needs	\$225,000	Reappropriation	2	2	100.0%	\$85,239	\$85,239	100.0%
State Buses and Bus Facilities	\$38,000,000	Competitive grant	16	17	94.1%	\$2,387,858	\$2,387,858	100.0%
Transit Agency Special Needs	\$60,137,000	Formula grant	30	34	88.2%	\$28,048,500	\$28,250,150	99.3%
Transit Coordination	\$2,000,000	Competitive grant	2	2	100.0%	\$3,037	\$3,037	100.0%
Transit Support	\$188,930,000	Formula grant	37	39	94.9%	\$161,235,656	\$162,233,326	99.4%
Tribal Transit Mobility	-	Reappropriation	1	1	100.0%	\$271,896	\$271,896	100.0%
Washington State University Energy Program	\$500,000	Interagency agreement	1	1	100.0%	\$500,000	\$500,000	100.0%
Totals	\$409,796,000	-	172	183	94.0%	\$211,768,524	\$213,265,857	99.3%

The Legislature established the Transit Coordination Grant program in its 2022 session as a part of the Move Ahead Washington transportation funding package.

For the 2023-2025 biennium, the Legislature provided \$2 million for two projects.

TRANSIT COORDINATION GRANTS AND TRANSIT INTEGRATION IN THE PUGET SOUND REGION

The Transit Coordination Grant program supports projects that increase transit ridership and improve transit riders' travel experience through collaboration among agencies in the central Puget Sound region.

This state-funded grant program provides financial assistance for coordinated, transit-related projects. This program encourages joint planning and coordination by central Puget Sound transit systems to improve user experience and increase ridership while making the most effective use of tax dollars.

[More about the Transit Coordination Grant program](#)

Transit Coordination Grant projects

These Transit Support Grant program projects are increasing transit ridership and improving transit riders' travel experiences thanks to collaboration among agencies in the central Puget Sound region.

King County Metro: Free Youth Transit Pass regional campaign

Partnering agencies: Community Transit, Everett Transit, Kitsap Transit, Pierce Transit, Sound Transit, Seattle Department of Transportation, and Washington State Ferries

When the Legislature enacted the landmark Move Ahead Washington transportation package into law two years ago, it ushered in a new transit era: fare-free rides statewide for youth 18 and under.

King County Metro immediately began a broad effort to encourage more young people to ride public transportation, and the results speak for themselves: since the Free Youth Transit Pass program launched Sept. 1, 2022, they estimate that more than 7 million rides were taken by youth 18 and under on Metro buses in the program's first year.

Initial marketing promoted general awareness of the Free Youth Transit Pass and got youth excited about riding transit. Agencies recognized early on that additional campaigns would be needed



The Transit Coordination Grant program is supported by state funding from CCA (100 percent).

to build sustained generations of riders, and that coordinated marketing and branding would best help spread the message that youth ride free.

An earlier regional marketing effort—which this project builds upon—was highly successful in increasing awareness that youth 18 and younger can ride transit for free. Leveraging TV, digital, audio, in-person channels, and the reach of eight partner transit agencies, the campaign earned more than 22.4 million total impressions and 3.6 million completed video views. The campaign attracted 990 average visits per day to the regional youth transit website, FreeYouthTransitPass.com, approximately 700 percent more than when the campaign was inactive. Staff spoke with more than 1,200 people at events and distributed more than 300 brochures and nearly 500 promotional items.

King County Metro’s Transit Coordination Grant project continues its regional efforts to promote the Free Youth pass, amplifying the message and investing in efforts to encourage confident and responsible ridership habits. The project implements behavior-change strategies to complement key messages focused on youth riding free, navigating the regional system, tapping to board, registering Youth ORCA cards, and on-board safety.

Metro and its partners then embarked on a new phase of this work, implementing strategies to reach historically underserved communities most in need of transit. Priority communities include youth and their families as well as essential workers, limited and/or low-income households, BIPOC communities, immigrants, and Limited English Proficiency populations. This phase of the project will focus engagement and strategic messaging to reinforce the positive impact of free transit for youth and their families. Essentially, funding for the regional campaign allows King County Metro and its partners time to bridge resource and capacity gaps to better support Free Youth Transit Pass promotion efforts long-term at the local level beyond 2025.

The Transit Coordination Grant program is contributing \$300,000 (100 percent CCA) in the 2023-2025 biennium for the Free Youth Transit Pass regional campaign, about 90 percent of the project cost.

Sound Transit: ORCA and ORCA LIFT enhancements

Partnering agencies: Community Transit, Everett Transit, Kitsap Transit, King County Metro, and Pierce Transit

Sound Transit is partnering with the six other central Puget Sound agencies to improve efficiency and outreach on the ORCA LIFT reduced adult fare program.

ORCA LIFT gives folks with low incomes (200 percent of the Federal Poverty Level) reduced-fare access (\$1 per ride) to public transportation services in Central Puget Sound. All seven transit agencies in the ORCA system (Sound Transit, King County Metro, Community Transit, Everett Transit, Kitsap Transit, and Pierce Transit) offer ORCA LIFT.

The agencies established the ORCA LIFT program, including a registry database and online enrollment portal, prior to the transition to the new ORCA system. ORCA LIFT relies on data entry by third-party, human-service agencies for income verification and enrollment. This inefficient manual process increases staff time: customer information must be entered into databases not once but twice, leading to data-entry errors that affect customer enrollment and cost staff the time it takes to resolve.

This project integrates the ORCA LIFT database with the new ORCA system, helping get ORCA LIFT to folks faster. This project also creates and deploys regional ORCA LIFT outreach and marketing materials.

The Transit Coordination Grant program is contributing \$1.7 million (100 percent CCA) in the 2023-2025 biennium for ORCA and ORCA LIFT enhancements, about 90 percent of the project cost.

Other transit coordination and integration efforts underway in the central Puget Sound region

Transit Coordination Grant projects aren't the only place where central Puget Sound region transit agencies are working together to make the transit experience better for riders. These agencies regularly collaborate so that they can integrate marketing efforts, align fare structures, coordinate long-range planning and service planning, sharpen customer-focused tools and initiatives, and develop other administrative functions.

A few of the highlights for 2024:

Integrating marketing efforts

- Pierce Transit, King County Metro, Sound Transit, and the City of Auburn worked together to promote ridership on Pierce Transit's Route 497. This local bus route transports residents to Auburn Station, making it easy and convenient to connect with Sounder trips.
- Pierce Transit posts bus schedules in many locations that serve its own customers, as well as Sound Transit's. Meanwhile, King County Metro posts its schedules at other boarding locations served by multiple transit agencies. By coordinating this work, the agencies avoid duplicating efforts and make the most of staff resources. The end result: timely information for the region's transit customers.
- Sound Transit and King County Metro have made significant, coordinated progress for the [Public Transit Rideshare Grant](#) program and the ORCA for Business Incentive. Through the grant, they jointly developed marketing strategies to increase rideshare participation, ensuring a unified approach across both agencies. They also collaborated on the ORCA for Business Incentive by aligning work plans and securing necessary funding, all while ensuring compliance with WSDOT requirements to enhance the program's reach and effectiveness.

- King County Metro and the Seattle Department of Transportation collaborated on an array of content and media for the G-Line service launch customer communications campaign. Metro authored a marketing plan, themed "It all starts with a G" that included billboards, bus boards, and digital advertising, much of it geotargeted within the affected neighborhoods. The campaign is scheduled to run from early September through mid-October.

Metro and its consultants also reached out to local small-business associations and their members to participate in promoting the new service. They held a ribbon-cutting ceremony in late August and a festive community celebration for the service launch on the Madison corridor in mid-September. Working with planners and other staff, the marketing team also integrated safety messaging into the campaign with everything from bus boards and bus decals to sidewalk chalk ads,

- King County Metro and Sound Transit collaborated on content for the changes in service related to light-rail expansion for Sound Transit 1 Line. These included blog stories, videos, social media posts, and outreach materials. Metro also put together a "Just One Trip" campaign, using geotargeted digital advertising, social media, and direct mail. They also provided preloaded ORCA cards to prospective riders, especially BIPOC and multilingual populations in Shoreline and north King County. Early returns on the mailing have been very promising.

A special event at North Seattle College in early September provided nearby residents and families information about their new mobility options, including a short field trip to Northgate Station.

- Everett Transit works with regional partners to market the ORCA program, including participation in Sound Transit's Transit Coordination grant for ORCA LIFT outreach and ORCA improvements. Everett Transit also takes advantage of bulk pricing by working with agencies such as King County Metro when ordering ORCA promotional materials.

Aligning fare structures

- Pierce Transit joined the ORCA LIFT reduced fare card program in April 2023, making it easier for qualified riders to get around Pierce County and the central Puget Sound region at a lower cost. Since multiple agencies promote the ORCA LIFT program, all benefit from the others' efforts to raise awareness of this important program.
- As part of the regional ORCA program, King County Metro offered a limited-time, ORCA adult day pass reduced from \$8 to \$6 for six months beginning in late August.

Coordinating service planning

- Pierce Transit and Sound Transit's scheduling teams are working together to improve scheduling efficiencies on the express routes operated by Pierce Transit, including run-time adjustments aimed at improving on-time performance.
- Metro's South Link Connections mobility project aims to restructure King County Metro service in south King County in response to Sound Transit's Federal Way Link Extension. Since both Metro and Sound Transit services operate in the project area, coordination between the agencies is key to providing an integrated mobility network and reducing duplicative service. Sound Transit transportation planners serve as subject matter experts in the project's concept development, and the agencies are coordinating outreach and engagement efforts. Metro staff have also been involved in the planning for design and service operation at the future light-rail stations on the Federal Way Link Extension served by Metro, Sound Transit, and Pierce Transit.
- Based on feedback from communities, King County Metro, Sound Transit, Community Transit, and other partners collaborated on the design and implementation of bus routes in north King County for the Lynnwood Link Connections Mobility Project. These changes

better integrate bus service with Sound Transit's 1 Line light-rail expansion between Northgate and Lynnwood. Metro also worked closely with the Seattle Department of Transportation to develop new transit pathways and upgrade roads to support transit, including installing new bus stops, expanding bus layover zones, and repaving roadways. These improvements support new and upgraded bus service.

- Working with its community and in partnership with the City of Seattle, King County Metro developed the RapidRide G Line (and planned changes to surrounding routes) as part of the Madison Street Area Bus Service Change Project. These changes are funded through new Metro resources to operate the G Line, reinvesting current Metro resources on routes in the project area, and continued Seattle Transit Measure bus service investments. Metro also worked closely with the Seattle Department of Transportation to ensure that transit facilities such as stops, transit pathways, and layovers are in place to accommodate the updated bus network.
- Metro collaborated with the City of Seattle to support voter-approved investments in bus service in Seattle. Metro and Seattle Department of Transportation work together to determine and implement transit service investments in line with the City of Seattle's Frequent Transit Network vision for service in the city, with Seattle Department of Transportation currently funding approximately 142,000 annual service hours of transit service on routes in Seattle. Additionally, the City of Seattle and Metro expanded their partnership in the Seattle Transit Measure to fund Metro Flex, Trailhead Direct, Transit Ambassadors, and other marketing activities.
- WSDOT, Seattle Department of Transportation, King County Metro, Community Transit, and Sound Transit are part of an effort to track and understand the effects of the Revive I-5 project

on transit during each of its phases. Metro and Seattle Department of Transportation are working on a Revive I-5 mitigation plan that will convert the business-access-and-transit lane on SR 99 from peak-only to an all-day business-access-and-transit lane.

- Through a partnership between the City of Seattle and King County Metro, the voter-approved Seattle Transit Measure funded a new Metro Flex service in the Delridge and South Park communities. This service started in late July.
- Everett Transit is working with Community Transit to better coordinate the upcoming Swift Gold Line, which will run through Everett.

Coordinating long-range planning

- Sound Transit and King County Metro are committed to delivering investments that achieve the vision of an integrated regional transit network that provides an easy and seamless customer experience. Metro staff are actively participating in the planning, design, and construction phases of Sound Transit's Link light rail, Sounder Commuter Rail, and Stride bus-rapid-transit projects to deliver seamless connections between services. Further, Metro is leveraging Sound Transit's design and construction resources to partner on bus-stop and off-street layover improvements that can be delivered together with station and transit-center construction, with Metro providing partnership payments to reimburse Sound Transit.

Sharpening customer-focused tools and initiatives

- King County Metro, Sound Transit, and Community Transit are collaborating to provide seamless service to customers during the Sound Transit Expansion 1 Line project. This effort includes planning for customer communications when bus bridges occur due to rail disruptions, coordination for lost-and-found items, and triaging interactions and mitigations between all three agencies. Metro also assists with the review and audit of Sound Transit's ADA complaints and claims.
- Beyond what is required by their intergovernmental agreement, King County Metro, Sound Transit, Community Transit, and Pierce Transit have collaborated on the Link expansion and bus bridge signage and wayfinding, including agreement on iconography, naming practices, and more.
- King County Metro, Sound Transit, Community Transit, and Pierce Transit have collaborated on service changes as needed and linked to each other's websites to share information.

Integrating other administrative functions

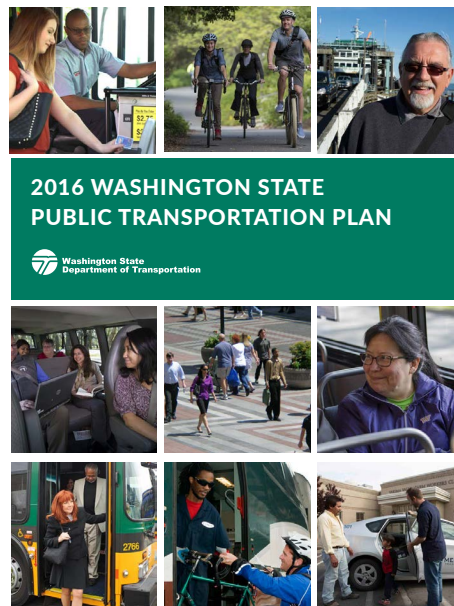
- Everett Transit hosts quarterly meetings with grants staff from regional transit partners. These meetings are used to discuss new laws or regulations that may affect the region. For example, agencies have been able to share resources and templates for the new regulations that were enacted in spring 2024 for the Disadvantaged Business Enterprise program.

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.

UPDATING THE WASHINGTON STATE PUBLIC TRANSPORTATION PLAN: ENGAGING HISTORICALLY UNDERSERVED COMMUNITIES FIRST

WSDOT recently completed early engagement for an update of the 2016 Washington State Public Transportation Plan. The primary purpose of this engagement was to learn from community members across the state about how best to develop a plan that addresses needs and offers strategies that truly improve mobility and access.



WSDOT met with service providers, community-based organizations, and coalitions of community groups serving populations WSDOT hadn't successfully connected with during previous outreach efforts, such as:

- Unhoused and precariously housed individuals
- Young adults
- Tribal communities
- Communities WSDOT defines as “vulnerable populations in overburdened communities”

WSDOT connected with these groups through two methods:

- Conducting briefings with staff or boards of community-based organizations.
- Conducting interviews with community-based organizations.

Outreach takeaways and lessons learned

These were the top recommendations offered to improve WSDOT's engagement.

- Make engagement as easy as possible for community members and for partnering community-based organizations. Examples from interviewees:
 - Follow the advice of community-based organizations about how to shape the engagement.
 - Conduct engagement at events that people are already going to and where partner community-based organizations already have a role or a presence.
 - Ensure the engagement is accessible and easy to participate in.
- Build ongoing and sustained relationships in the community by showing up consistently, even when not collecting feedback. Examples from interviewees:
 - Report back to partner community-based organizations in between outreach phases to let them know what is happening and what the next steps are.
 - Have a consistent presence at community events even outside of engagement phases.
- Offer fair and appropriate compensation for time and lived experiences. Examples from interviewees:
 - Offer monetary compensation for those providing feedback at the time of engagement.
 - Offer vouchers, bus tickets, or other ways to help with daily necessities.
- Conduct outreach with a good understanding of existing barriers to transportation, and expecting to hear things that are difficult, including critiques of previous outreach.

- Make partnership easy for community-based organizations, community service providers, and community leaders. Examples from interviewees:
 - Keep partners updated and provide sufficient notice ahead of outreach.
 - Support, sponsor, and attend events that partner organizations are hosting, organizing, or participating in.
 - Take on logistical and administrative tasks, or tasks like translation and interpretation if that is helpful for the partner organization.
 - Share findings and results of outreach when possible.

Broadly, WSDOT learned that strong community partnerships would benefit both the agency and community members. Additionally, through this partnership, WSDOT may better understand community needs, which may lead to better engagement and outreach, and a public transportation plan that better reflects community needs and priorities.

Understanding planning at WSDOT

WSDOT's planning efforts help guide decisions, such as where and what to build and how much to invest. Some plans focus on one mode of transportation; others are multimodal, addressing the many ways people travel.

In the Washington Transportation Plan: 2040 and Beyond, the statewide planning process isn't a straight line with one plan directing another to take action. Instead, it can be thought of as a puzzle, with multiple partners providing pieces that, together, form the overall planning process.

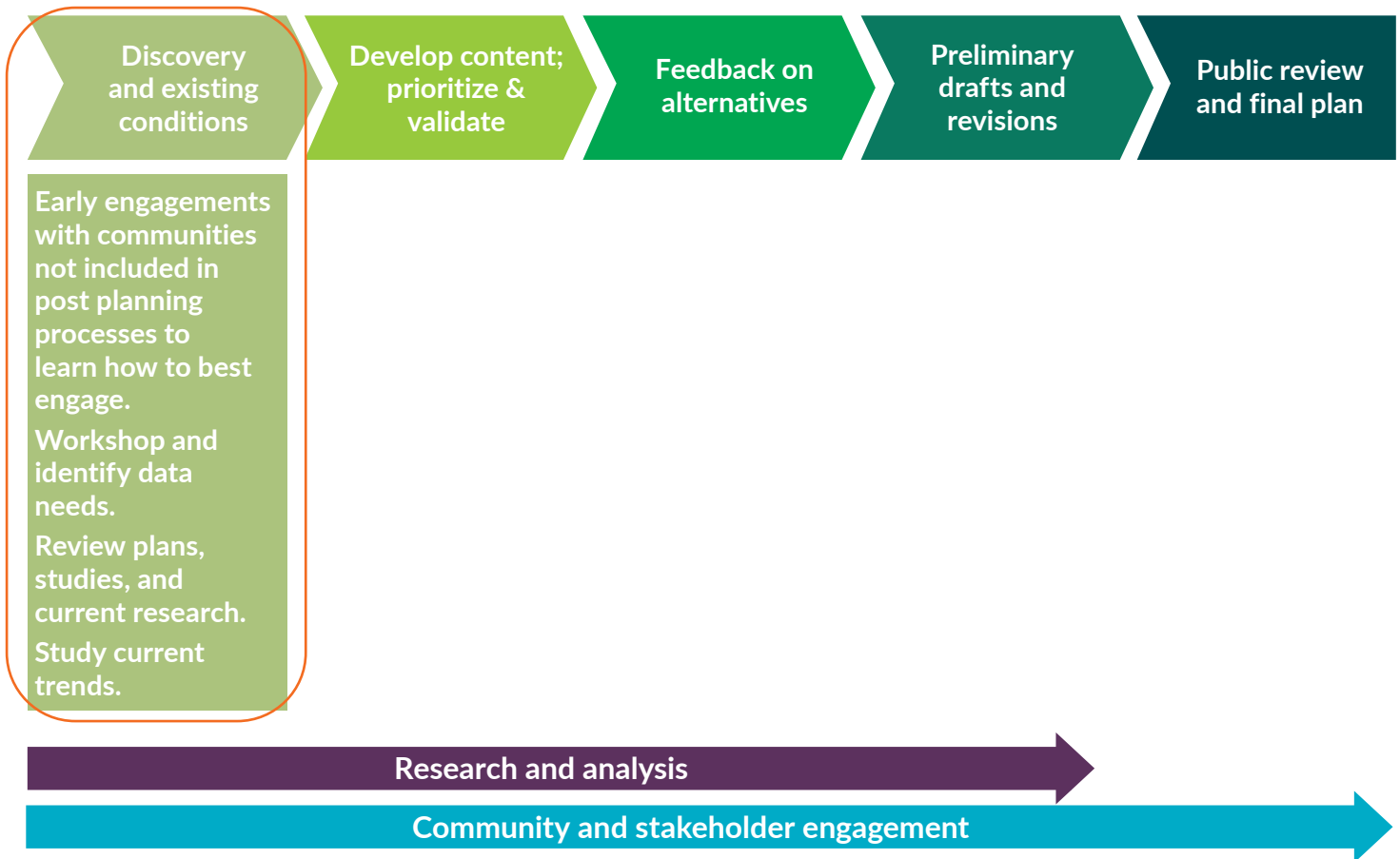
WSDOT and its state, regional, and local partners agree on the need for an integrated process based on collaboration with one another and the public to arrive at planning and investment decisions.

Next steps

WSDOT is analyzing data, information, and recently completed transportation plans, and will next connect with community groups and stakeholders to get feedback on the early research and work, which will inform the priorities and focus of the planning process.

The planning team is using an agile inspired approach for this planning process, with each phase guiding the development of the next. Below is an outline of the process, which is subject to change.

The Washington State Public Transportation Plan update process



Move Ahead Washington secures a 16-year, \$17 billion investment to build the state's integrated multimodal transportation system.

One piece of Move Ahead Washington with significant transformative potential is Complete Streets, a requirement that applies to state transportation projects costing \$500,000 or more ([RCW 47.04.035](#)).

REIMAGINING WASHINGTON'S TRANSPORTATION SYSTEM THROUGH COMPLETE STREETS AND OTHER INTEGRATED MULTIMODAL SOLUTIONS

[Complete Streets](#) is an approach to planning, designing, building, operating and maintaining a transportation system that enables comfortable and convenient access to destinations for all people, and includes specific requirements for pedestrian, bicyclist and transit rider experiences. It's an approach to making our transportation system work for all of us, strengthening communities, expanding options for non-drivers, and making travel more predictable for everyone.

Move Ahead Washington's Complete Streets requirement states that WSDOT must:

"Plan, design, and construct facilities providing context sensitive solutions that contribute to network connectivity and safety for pedestrians, bicyclists, and people accessing public transportation and other modal connections, such facilities to include Americans with Disabilities Act accessible sidewalks or shared-use paths, bicyclist facilities, and crossings as needed to integrate the state route into the local network." ([RCW 47.04.035](#))

To that end, WSDOT's Multimodal Planning and Data Division and its regional planning teams and project offices are taking the lead on integrating the Complete Streets approach into our standard business processes for delivering transportation projects.

Working with communities is an integral part of the WSDOT Complete Streets process. Traditional community planning efforts such as comprehensive plan updates, corridor studies, and project feasibility studies can all inform the Complete Streets process. WSDOT's goal is to design and implement facilities that meet community needs and provide safe safer, more accessible options for people walking, bicycling, accessing transit, and driving.

The latest information on WSDOT's implementation of the Complete Streets requirement is on the WSDOT Complete Streets webpage (wsdot.wa.gov/construction-planning/complete-streets).

The 2005 Legislature directed WSDOT to establish an Office of Transit Mobility (RCW 47.01.330), with two goals:

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

For nearly 20 years, WSDOT has used its existing organizational structure to fulfill the goals of the Office of Transit Mobility.

WSDOT's Public Transportation, Regional Transit Coordination, Management of Mobility, Active Transportation, and Multimodal Planning and Data divisions work together with WSDOT's regional staff, focusing on multimodal solutions within the agency and with its public transportation partners.

The following sections contain updates from WSDOT's Management of Mobility and Regional Transit Coordination divisions about other multimodal solutions underway with WSDOT and its public transportation partners. The work of these two divisions primarily focuses on the central Puget Sound region. Accordingly, the following stories highlight that area.

Park and ride program

Park and ride facilities make it easier for people to access transit service and enable those services to be more efficient. Many of WSDOT's 350 park and rides are maintained by the transit agencies that serve them.

Demand for park and ride facilities (not to mention travel demand in general) has been affected by the COVID-19 pandemic. WSDOT expects further changes with the opening of Sound Transit's Link light-rail extensions over the next several years.

In the central Puget Sound region, much of Sound Transit's existing and future Link light-rail system nearly parallels WSDOT highways, with parking facilities going in alongside many of Sound Transit's stations. As a result, WSDOT's Regional Transit Coordination Division is adjusting to shifts in demand for park and ride

facilities by transferring property, repurposing property and, in some cases, reducing park and ride facility size. Before taking any of these actions, the division will:

- Research the original funding source for the park and ride.
- Research any remaining obligations tied to the park and ride.
- Manage any existing agreements related to operation and maintenance of the park and ride.
- Lease or transfer the property if the division determines the park and ride can be surplus.

The Regional Transit Coordination Division anticipates the Mountlake Terrace Park and Ride lot in Snohomish County, which Sound Transit used for station construction staging, will at some point be transferred to Sound Transit. Similarly, the Lynnwood Transit Center in Snohomish County, also leased to Sound Transit for staging light-rail construction equipment, will be transferred to Sound Transit.

The Federal Way/South 320th Street Park and Ride in King County will be used to support a fish passage project, a Sound Transit project, and a City of Federal Way project. Changes such as these will reduce maintenance costs, increase security, reduce the oversupply of parking, and allow Sound Transit to manage parking more consistently throughout its system.

Healthy Environment for All (HEAL) Act

Environmental Justice in Washington, as identified in the HEAL Act, addresses disproportionate environmental and health impacts in all laws, rules, and policies by prioritizing vulnerable populations and overburdened communities, the equitable distribution of resources and benefits, and eliminating harm (RCW 70A.02.010).

WSDOT's implementation of the HEAL Act is agencywide, an effort running throughout its Headquarters divisions and all its regional offices.

Management of Mobility Division supports HEAL Act implementation in WSDOT's Northwest Region at the project and program levels. At the project level, Management of Mobility staff develop community-engagement plans and lead community engagement for Northwest Region projects designated as significant agency actions and other projects as capacity allows. Additionally, Management of Mobility staff, with the support of Environmental Services and Design staff, lead the development of Environmental Justice Assessments required by the HEAL Act for significant agency actions. At the program level, WSDOT's Management of Mobility Division is tasked with developing a community engagement program that will support all Northwest Region projects.

Project level community engagement

Frequently, projects are supported by Management of Mobility staff for both Complete Streets and community engagement. Management of Mobility staff are leading community engagement for multiple SAA projects and one non-SAA project, including the following:

- SR 900/57th Ave S to S 135th Active Transportation Project (significant agency action)
- SR 525 Mukilteo Bridge Over Railroad – Bridge Replacement and SR 525 (significant agency action)/ SR 525 Spur Vic to Mukilteo Ferry Terminal – HMA Paving and ADA Compliance Complete Streets Pre-Design (significant agency action)
- I-90 Judkins Park Station – Reconnecting communities Study and Pre-Design (significant agency action)
- SR 522 Paradise Lake Rd to Snohomish River Bridge Interchange and Widening (non-significant agency action)

Additional projects will start in the next year.

Northwest Region Project Community Engagement Program

In support of recent legislative mandates on community engagement, WSDOT facilitated discussions within each region, mode, and mega-program to understand the agency's overall strengths and weaknesses, as well as what can be implemented in support of community engagement agencywide. WSDOT is moving forward with shared definitions of community engagement and levels of engagement, as well as measures of success.

WSDOT recently held discussions on overall program development. WSDOT's Northwest Region Project Community Engagement Program is in early discovery and development stages, and those conversations helped identify the educational, resource, and staffing needs of the region. The discussion also allowed Northwest Region to inform the agency-wide approach. The Management of Mobility Division, with support from multiple Northwest Region staff, will use these discussions as the foundation for developing the Northwest Region Project Community Engagement Program, including identifying needed resources and prioritizing implementation based on available resources. This tailored approach will align with the agency-wide approach.

Supporting agency partners to remove barriers and connect communities

In the central Puget Sound region, WSDOT's Management of Mobility Division continues to collaborate with Sound Transit, King County Metro, Community Transit, and local partners on projects and studies of major regional significance. Currently, Management of Mobility and Northwest Region King Area Traffic are supporting the City of Seattle on two studies, the Aurora Avenue project and the Reconnect South Park.

Engaging all to build an integrated multimodal transportation system

I-90 Judkins Park Station – Reconnecting Communities Study and Pre-Design

Sound Transit's Judkins Park Station is scheduled to begin service in 2025, connecting Lynnwood, downtown Seattle, the Eastside, and other destinations with fast and reliable transit. WSDOT is conducting a \$3 million study of the five I-90 ramps that connect to Rainier Avenue South in the station's vicinity. The study and pre-design phase—both funded by USDOT RAISE and Sandy Williams Connecting Communities grants—will develop design alternatives that improve pedestrian and bicycle facilities at the I-90/Rainier Avenue South on- and off-ramps and improve access to the station via walking, biking, and transit.

In the past year, WSDOT's consultants assessed the station area's existing conditions for opportunities and challenges and developed a strategy for engaging with community members to better understand all the needs of nearby users. WSDOT staff are also working with local advocacy organizations such as Disability Rights Washington to help develop equitable and inclusive engagement efforts and design elements for the station area.

US 2 Trestle Capacity Improvements & Westbound Trestle Replacement Planning and Environmental Linkages study

In Snohomish County, the US 2 trestle serves as a vital connection between Everett, Lake Stevens, and numerous communities along the Skykomish River. The 2021 – Planning and Environmental Linkages study indicated that adding lanes to the trestle alone will not alleviate the forecasted congestion on the westbound trestle. Further, the 2021 study

recommended broadening the study's area to include portions of I-5 and expanding its assessment of active transportation, transit, and mode shift to support regional growth. The new study builds on the results of its predecessor by establishing a multimodal vision for the future of this key east-west corridor. WSDOT staff are working with community partners to study a wider area around the corridor and developing a multimodal vision for the future of the US 2 trestle.

Progress on this project is significant. Working with FHWA, WSDOT began coordinating with tribes, cities, resource agencies, Snohomish County, Community Transit, and other interested parties. WSDOT is engaging with community members through committee meetings, listening sessions, briefings with tribes, and an online open house and survey. WSDOT is incorporating all feedback into an evaluation framework that includes draft concepts and system-level alternatives.

SR 516 Covington Corridor Study

This study was developed to address a need identified in an evaluation for a project at the Covington Way Southeast and SR 516 (Southeast 272nd Street) intersection partially funded by a Puget Sound Regional Council regional grant. To effectively evaluate intersection controls for the intersection, WSDOT, in partnership with the City of Covington, launched a study of four other nearby intersections. In 2022, WSDOT used community feedback on the study to refine intersection control concepts and develop evaluation criteria to assess concept benefits. In a second engagement phase in 2023, WSDOT shared the development process and the recommended concept based on community feedback and data analysis. The public comment period on the draft report is scheduled for fall 2024.

SR 99 City of Lynnwood and Unincorporated Snohomish County Predesign Study

State Route 99 is one of Snohomish County’s most important multimodal corridors—but it lacks transit and active transportation facilities. This SR 99 predesign study relaunches and expands a corridor study previously shelved due to funding constraints. Earlier this year, the study was awarded a \$ Puget Sound Regional Council Equity Grant and a \$ Sandy Williams Reconnecting Communities grant. With the two grant awards, the shelved corridor study—which previously only included SR 99 in incorporated Snohomish County (SR 99 from 168th Street Southwest to Airport Road)—was revisited and expanded to include SR 99 in Lynnwood. The study focuses on developing a vision that meets WSDOT Complete Streets criteria and incorporates multimodal safety improvements and a future bus-rapid-transit lane.

In late summer 2024, WSDOT hired a consultant to support the study. Efforts this fall focus on updating and relaunching the WSDOT study webpage, developing a study schedule and a community engagement plan, assessing existing conditions, initiating community engagement, and developing a technical working group that will provide feedback during the study.

Other planning efforts

Local land-use decisions that accommodate jobs and housing growth are the primary driver of transportation demand. In the central Puget Sound region, WSDOT’s Management of Mobility Division reviews local agencies’ comprehensive plans and works

with jurisdictions to align land use and transportation across city, county, RTPO, and state levels. Required by the Growth Management Act, comprehensive planning is a great opportunity for local jurisdictions to conduct inclusive outreach and identify locally desired investments that can help WSDOT’s own Complete Streets and station access efforts.

The Management of Mobility Division continues to participate in other various regional and modal planning efforts, including:

Modal plans

- Rail, Ferries, Active Transportation, Public Transportation, Highway System, and other relevant and timely modal plans and studies

Committees and boards

- Puget Sound Regional Council policy boards
- Puget Sound Regional Council staff committees
- Sub-area transportation boards in King and Snohomish counties
- Ad hoc study and work groups
- Local planning and policy councils
- Washington State Transportation Commission

Local planning

- Local comprehensive planning in King and Snohomish counties
- State-level policy discussions effecting local planning
- Sub-area planning studies
- Urban growth area policies and decisions

APPENDIX A: REPORTING REQUIREMENTS MATRIXES

The 2024 Public Transportation Mobility Report fulfills numerous reporting requirements. Because of their similar programmatic priorities, WSDOT’s Public Transportation Division combined these reporting requirements. Presenting these topics side by side

also allows the division to link them to WSDOT’s vision and goals, as well as the goals of the Washington State Public Transportation Plan.

The following matrices identify the requirements fulfilled by this report.

Requirements in RCW and budget proviso

Reporting requirement	Public Transportation Mobility Report
RCW 35.58.2796(2)(a), Public transportation systems—Annual reports by department	Transit Coordination grants and transit integration in the Puget Sound region (pp. 50–54) Note: See the matrix on p. 64 for more information.
RCW 47.01.330(5), Office of Transit Mobility	Reimagining Washington’s transportation system through Complete Streets and other integrated multimodal solutions (p. 58) and other sections throughout the 2024 Public Transportation Mobility Report Note: See the matrix on p. 64 for more information.
RCW 47.06.110(6), Public Transportation Plan	Updating the Statewide Public Transportation Plan (p. 57)
RCW 47.66.030(3), Regional Mobility Grant program	Regional Mobility Grant program (p. 23) and Appendix C (pp. 78–85)
RCW 47.66.100(3), Rural Mobility Grant program	Special Needs and Rural Mobility Grant programs (p. 10) and Appendix B (pp. 66–77)
RCW 47.66.120(4), Green Transportation Capital Grant program	Green Transportation Capital Grant program (p. 33) and Appendix D (p. 86)
RCW 47.66.130(4), Buses and Bus Facilities Grant program	State Buses and Bus Facilities Grant program (p. 43) and Appendix E (p. 87)
ESHB 2134 – 2024 (5)(a), 2024 Supplemental transportation budget	Regional Mobility Grant program (p. 23) and Appendix C (pp. 78–85)

Specific requirements in RCW 35.58.2796(2)(a), Public transportation systems—Annual reports by department

The 2015 Legislature directed WSDOT to develop an annual report summarizing the status of public transportation system coordination in and between counties with a population of seven hundred thousand or more that border Puget Sound (i.e., King County Metro, Everett Transit, Sound Transit, Community Transit, Pierce Transit) (RCW 35.58.2796(2)(a)).

WSDOT’s partner Puget Sound Regional Council (PSRC) has carried out this reporting requirement in previous years as the [Transit Integration Report](#). In 2024, handed this reporting requirement over to WSDOT’s Public Transportation Division

The division combined this reporting requirement with reporting on the Transit Coordination Grant program because of the reporting requirement and grant program’s similar priorities.

The 2024 Public Transportation Mobility Report addresses RCW 35.58.2796(2)(a) and subsequent reporting requirements in the following sections:

RCW 35.58.2796(2), Public transportation systems—Annual reports by department	Public Transportation Mobility Report
(2)(a) The department of transportation shall develop an annual report summarizing the status of public transportation system coordination in and between counties with a population of seven hundred thousand or more that border Puget Sound for the previous calendar year...	Transit Coordination grants and transit integration in the Puget Sound region (p. 50)
(2)(b) To assist the department with preparation of the report required under this subsection, each municipality... shall file a report... identifying its coordination efforts... in the following areas:	See rows below.
(2)(b)(i), Integrating marketing efforts	Integrating marketing efforts (p. 52)
(2)(b)(ii), Aligning fare structures	Aligning fare structures (p. 53)
(2)(b)(iii), Integrating service planning	Coordinating service planning (p. 53)
(2)(b)(iv), Coordinating long-range planning, including capital projects planning and implementation	Coordinating long-range planning (p. 54)
(2)(b)(v), Integrating other administrative functions and internal business processes as appropriate	Integrating other administrative functions (p. 54)
(2)(b)(vi) Producing recommendations for the public transportation section of the Washington Transportation Plan	Sharpening customer focused tools and initiatives (p. 54)

Specific requirements in RCW 47.01.330, Office of Transit Mobility

The 2005 Legislature directed WSDOT to establish an Office of Transit Mobility (RCW 47.01.330), with two goals:

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

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

The Legislature also identified duties and reporting requirements for the office. The 2024 Public Transportation Mobility Report addresses these requirements in the following sections:

RCW 35.58.2796(2), Public transportation systems— Annual reports by department	Public Transportation Mobility Report
(2)(a) Developing a statewide strategic plan that creates common goals for transit agencies and reduces competing plans for cross-jurisdictional service	Updating the 2016 Washington Statewide Public Transportation Plan: Engaging historically underserved communities first (p. 57)
(2)(b) Developing a park and ride lot program	Park and Ride program (p. 59)
(2)(c) Encouraging long-range transit planning	Updating the 2016 Washington Statewide Public Transportation Plan: Engaging historically underserved communities first (p. 57)
(2)(d) Providing public transportation expertise to improve linkages between regional transportation planning organizations and transit agencies	Supporting agency to partners and connect communities (p. 60)
(2)(e) Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals	Reimagining Washington’s transportation system through Complete Streets and other integrated multimodal solutions (p. 58) and Healthy Environment for All (HEAL) Act (pp. 59–60)
(2)(f) Recommending best practices to integrate transit and demand management strategies with regional and local land use plans in order to reduce traffic and improve mobility and access	Engaging all to build an integrated multimodal transportation system (p. 61)
(2)(g) Producing recommendations for the public transportation section of the Washington Transportation Plan	Updating the 2016 Washington Statewide Public Transportation Plan: Engaging historically underserved communities first (p. 57)
(2)(h) Participating in all aspects of corridor planning, including freight planning, ferry system planning, and passenger rail planning	Supporting agency to partners and connect communities (p. 60)
(4) The Office of Transit Mobility shall establish measurable performance objectives for evaluating the success of its initiatives and progress toward accomplishing the overall goals of the office	WSDOT has incorporated performance objectives for the office into existing Public Transportation Division performance measures (c.f., Appendix C: Regional Mobility Grant Program performance and projects (pp. 78–81))

APPENDIX B: SPECIAL NEEDS AND RURAL MOBILITY PROJECT INVESTMENTS

The projects in this table are receiving competitive Special Needs and Rural Mobility Grant programs funding in the 2023-2025 biennium.

Special Needs and Rural Mobility project investments

Grantee	Type of organization	Service area	Project title	Special Needs Transportation		Rural Mobility		Other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant share
				Grant funds	Percent grant share	Grant funds	Percent grant share	Grant funds	Percent grant share		
Lower Columbia CAP	Nonprofit	Cowlitz and Clark counties	Replace 2 ADA accessible light-duty cutaway vehicles	\$201,520	164%	\$0	0%	\$0	0%	\$123,200	100%
Catholic Community Services of King County	Nonprofit	King County	Volunteer Transportation Program.	\$111,576	34%	\$0	0%	\$0	0%	\$328,609	34%
Community Action of Skagit County	Nonprofit	Skagit County	Special Needs Mobility Management Project	\$48,938	69%	\$0	0%	\$0	0%	\$71,008	69%
Entrust Community Services	Nonprofit	Yakima County	Door-to-door Special Needs Services	\$461,982	69%	\$0	0%	\$0	0%	\$670,000	69%
Hopesource	Nonprofit	Kittitas County	Replace 3 Light-Duty vehicles	\$200,767	95%	\$0	0%	\$0	0%	\$211,750	100%
Hopesource	Nonprofit	Kittitas County	Replace 2 Connector Commuter Buses		0%	\$232,200	100%	\$0	0%	\$232,200	100%
Community In Motion	Nonprofit	Clark County	Employment Transportation Program	\$511,501	90%	\$0	0%	\$0	0%	\$568,334	90%
People For People	Nonprofit	Adams, Benton and Franklin counties	Special Needs Transportation for Adam, Benton, and Franklin Counties	\$520,570	163%	\$0	0%	\$0	0%	\$319,246	90%
People For People	Nonprofit	Benton and Franklin counties	Mobility Management Preservation for Benton and Franklin Counties	\$0	0%	\$15,863	10%	\$126,901	80%	\$158,627	90%
People For People	Nonprofit	Adams, Grant and Lincoln counties	Mobility Management Preservation For Adams, Grant, and Lincoln Counties	\$170,613	90%	\$0	0%	\$0	0%	\$189,570	90%
Homage Senior Services	Nonprofit	Snohomish County	Sustain Transportation Assistance Program (TAP)	\$1,446,188	75%	\$0	0%	\$0	0%	\$1,932,460	75%
Homage Senior Services	Nonprofit	Snohomish County	Pay Your Pal (PYP)	\$83,308	63%	\$0	0%	\$0	0%	\$131,308	63%
Homage Senior Services	Nonprofit	Snohomish County	Expand Transportation Assistance Program (TAP)	\$372,229	89%	\$0	0%	\$0	0%	\$418,383	89%
Homage Senior Services	Nonprofit	Island, King and Snohomish counties	Transportation Assistance Program (TAP) Outreach	\$116,382	87%	\$0	0%	\$0	0%	\$134,382	87%
Skamania County Senior Services	County government	Clark and Skamania counties	Route Deviated Transit Service	\$0	0%	\$217,856	74%	\$0	0%	\$294,400	74%

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Transportation		Rural Mobility		Other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant share
				Grant funds	Percent grant share	Grant funds	Percent grant share	Grant funds	Percent grant share		
Skamania County Senior Services	County government	Clark, Klickitat and Skamania Counties	Dial-A-Ride Service	\$0	0%	\$317,824	95%	\$0	0%	\$334,939	95%
Special Mobility Services Inc.	Nonprofit	Adams and Lincoln counties	Replace 2 Light-Duty Vehicles	\$287,280	95%		0%	\$0	0%	\$302,400	95%
Spokane Tribe	Tribal	Spokane and Stevens counties	Replace four (4) passenger vans		0%	\$122,000	80%	\$0	0%	\$152,000	80%
The Arc of Tri-Cities	Nonprofit	Benton and Franklin Counties	Demand Response Transportation Services	\$48,240	90%		0%	\$0	0%	\$53,600	90%
Wahkiakum on the Move	County government	Cowlitz, Pacific and Wahkiakum counties	Rural Bus Service		0%	\$885,084	90%	\$0	0%	\$983,427	90%
Workforce Snohomish	Non profit	Snohomish County	Snohomish County Transportation Coalition	\$203,280	74%	\$0	0%	\$0	0%	\$275,030	74%
Link Transit	Transit agency – small urban	Chelan and Douglas counties	Transportation Reimbursement Intercommunity Program (TRIP-Link)	\$0	0%	\$142,500	95%	\$0	0%	\$150,000	95%
Central Transit	Transit agency – rural	Kittitas County	Central Transit's Fixed Route and ADA Demand Response Operations.	\$0	0%	\$1,065,000	27%	\$1,965,000	50%	\$3,930,000	77%
Pullman Transit	Transit agency – rural	Whitman County	Fixed route service in Pullman	\$0	0%	\$950,934	16%	\$2,992,026	50%	\$5,984,053	66%
Pullman Transit	Transit agency – rural	Whitman County	Fixed route service expansion to the Pullman-Moscow Regional Airport	\$0	0%	\$586,780	90%	\$0	0%	\$652,080	90%
Coastal CAP	Nonprofit	Grays Harbor and Pacific counties	Driven To Opportunity Grays Harbor/ Pacific Counties	\$676,524	90%	\$0	0%	\$0	0%	\$751,694	90%
Coastal CAP	Nonprofit	Grays Harbor and Pacific counties	Grays Harbor DTO ADA/Van replacement	\$0	0%	\$90,000	90%	\$0	0%	\$100,000	90%
Coastal CAP	Nonprofit	Mason and Thurston counties	Thurston/Mason County ADA/Van Replacement	\$95,000	95%	\$0	0%	\$0	0%	\$100,000	95%
Coastal CAP	Nonprofit	Mason and Thurston counties	Thurston/Mason County Driven to Opportunity	\$375,058	90%	\$0	0%	\$0	0%	\$416,731	90%
Columbia County Public Transportation	Transit agency – rural	Columbia, Garfield and Walla Walla counties	CCPT Sustain Demand Response Service	\$0	0%	\$780,834	25%	\$1,561,666	50%	\$3,123,333	75%
Community Action of Skagit County	Nonprofit	Skagit County	Community Action of Skagit County - Operating Grant	\$304,890	67%	\$0	0%	\$0	0%	\$457,335	67%
Community Action of Skagit County	Nonprofit	Skagit County	Community Action of Skagit County - Capital Grant	\$424,710	83%	\$0	0%	\$0	0%	\$509,710	83%
Community in Motion	Nonprofit	Cowlitz and Wahkiakum counties	Reserve-A-Ride (Cowlitz & Wahkiakum Counties)	\$697,499	80%	\$0	0%	\$0	0%	\$872,499	80%

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Transportation		Rural Mobility		Other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant share
				Grant funds	Percent grant share	Grant funds	Percent grant share	Grant funds	Percent grant share		
Community in Motion	Nonprofit	Clark County	Reserve-A-Ride (Clark County)	\$930,411	87%	\$0	0%	\$0	0%	\$1,069,411	80%
Community in Motion	Nonprofit	Clark County	North County Shuttle Service	\$390,100	67%	\$0	0%	\$0	0%	\$584,100	80%
COAST Public Transportation	Nonprofit	Asotin, Garfield, Spokane and Whitman counties	Demand-Response and Deviated Fixed Route Public Transportation Services	\$999,214	55%	\$0	0%	\$0	0%	\$1,830,694	55%
COAST Public Transportation	Nonprofit	Asotin, Garfield, Spokane and Whitman counties	ADA Replacement Vehicles.	\$384,680	80%	\$0	0%	\$0	0%	\$480,854	80%
ECHHO Ecumenical Christian Helping Hands Organization	Nonprofit	Jefferson County	ECHHO Jefferson County 2023-2025	\$34,392	11%	\$0	0%	\$0	0%	\$319,492	11%
Garfield County Transportation Authority	Transit agency - rural	Garfield County	Operating Assistance to Sustain Demand Response Service for Garfield County Transportation Authority	\$0	0%	\$680,900	80%	\$0	0%	\$848,900	80%
Grays Harbor Transit	Transit agency - rural	Grays Harbor, Lewis, Pacific and Thurston counties	ADA Vehicle Replacement	\$0	0%	\$663,200	11%	\$3,992,800	69%	\$5,820,000	80%
Columbia Area Transit	Transit agency - rural	Klickitat County	Summer Weekend White Salmon/Bingen - Hood River Fixed Route Service	\$0	0%	\$25,093	80%	\$0	0%	\$31,366	80%
Columbia Area Transit	Transit agency - rural	Skamania County	Seasonal Dog Mountain Shuttle	\$0	0%	\$48,000	80%	\$0	0%	\$60,000	80%
Hopelink	Nonprofit	King, Pierce and Snohomish counties	Regional Alliance for Resilient and Equitable Transportation (RARET)	\$191,282	71%	\$0	0%	\$0	0%	\$267,548	71%
HopeSource	Nonprofit	Kittitas County	Kittitas County Connector Operations		0%	\$274,975	30%	\$459,023	50%	\$918,048	80%
HopeSource	Nonprofit	Kittitas County	HopeSource Dial-A-Ride	\$1,880,367	90%		0%	\$0	0%	\$2,097,525	90%
Klickitat County Senior Services	County government	Klickitat County	Replacement Vehicles for DAR and Fixed Route Service	\$424,800	80%		0%	\$0	0%	\$531,000	80%
Klickitat County Senior Services	County government	Klickitat County	Mt. Adams Express Fixed Route. - Copy	\$0	0%	\$554,768	78%	\$0	0%	\$714,768	78%
Klickitat County Senior Services	County government	Klickitat County	Dial-a-Ride Services- Copy	\$980,756	49%	\$0	0%	\$0	0%	\$1,995,756	49%

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Transportation		Rural Mobility		Other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant share
				Grant funds	Percent grant share	Grant funds	Percent grant share	Grant funds	Percent grant share		
Twin Transit	Transit agency - rural	Lewis County	Demand Response & Special Needs Service	\$0	0%	\$290,884	11%	\$1,601,517	63%	\$2,547,718	74%
Twin Transit	Transit agency - rural	Cowlitz, Lewis and Thurston counties	Fixed Route & Deviated Service	\$0	0%	\$1,374,904	15%	\$4,544,223	50%	\$9,088,447	62%
Lower Columbia CAP	Nonprofit	Clark and Cowlitz counties	Connecting the I-5 Corridor	\$0	0%	\$969,750	90%	\$0	0%	\$1,083,230	90%
Lower Columbia CAP	Nonprofit	Clark and Cowlitz counties	Connecting the I-5 Corridor - Capital Vehicle Replacements	\$200,000	80%		0%	\$0	0%	\$250,000	80%
Mid-Columbia Economic Development District	City government	Klickitat and Skamania counties	Gorge Regional Transit Network: Inclusive Outreach and Education Project	\$0	0%	\$77,000	55%	\$0	0%	\$139,000	55%
Mid-Columbia Economic Development District	City government	Klickitat and Skamania counties	Gorge Regional Transit Network: Implementation Planning	\$0	0%	\$50,000	33%	\$0	0%	\$150,000	33%
Mt. Si Senior Center	Nonprofit	King and Snohomish counties	Mt. Si Senior Center - SVT - Expansion to Weekend Svc.	\$0	0%	\$450,000	32%	\$227,088	16%	\$1,413,408	48%
Mt. Si Senior Center	Nonprofit	King and Snohomish counties	Mt. Si Senior Center - Sustain Snoqualmie Valley Transportation	\$1,110,971	35%	\$0	0%	\$0	0%	\$3,188,971	35%
Northshore Senior Center	Nonprofit	King County	Northshore Senior Center Transportation	\$130,370	14%	\$0	0%	\$0	0%	\$953,370	14%
Okanogan County Transportation & Nutrition	Nonprofit	Okanogan County	Bus Replacements	\$428,624	80%	\$0	0%	\$0	0%	\$535,830	80%
Okanogan County Transportation & Nutrition	Nonprofit	Okanogan County	Sustain Okanogan County Demand Response	\$1,096,874	68%	\$0	0%	\$0	0%	\$1,613,054	68%
Okanogan County Transportation & Nutrition	Nonprofit	Okanogan County	Sustain Commuter Routes	\$0	0%	\$946,890	88%	\$0	0%	\$1,076,015	88%
People For People	Nonprofit	Yakima County	Mobility Management Preservation for Yakima County	\$153,329	80%	\$0	0%	\$0	0%	\$191,661	80%
People For People	Nonprofit	Adams, Benton, Chelan, Douglas, Franklin, Grant, Lincoln and Spokane counties	Adams, Grant, and Lincoln Counties - Preservation of Rural Special Needs Transportation	\$3,308,293	88%	\$0	0%	\$0	0%	\$3,759,424	88%
People For People	Nonprofit	Yakima County	Yakima County Preservation of Rural Special Needs Transportation	\$3,394,974	88%	\$0	0%	\$0	0%	\$3,857,925	88%

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Transportation		Rural Mobility		Other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant share
				Grant funds	Percent grant share	Grant funds	Percent grant share	Grant funds	Percent grant share		
Pierce County Human Services	County government	Pierce County	Beyond the Borders	\$1,746,846	72%	\$0	0%	\$0	0%	\$2,410,878	72%
Puget Sound Educational Service District	School district	King and Pierce counties	Road to Independence	\$0	0%	\$32,861	3%	\$643,139	50%	\$1,286,279	53%
Rural Resources Community Action	Nonprofit	Stevens County	Ferry County Deviated Fixed Route - Copy	\$0	0%	\$182,410	95%	\$0	0%	\$192,015	95%
Rural Resources Community Action	Nonprofit	Ferry, Pend Oreille, and Stevens Counties	Tri-County Operating DAR	\$1,131,569	90%		0%	\$0	0%	\$1,258,069	90%
Rural Resources Community Action	Nonprofit	Ferry, Pend Oreille, and Stevens Counties	Commuter Route	\$0	0%	\$460,438	90%	\$0	0%	\$511,598	90%
San Juan County	County government	San Juan County	2023-2027 San Juan County Transportation Voucher Program	\$0	0%	\$395,868	89%	\$0	0%	\$445,868	89%
San Juan Islands Shuttle System	Nonprofit	San Juan County	Sustaining Operations of San Juan Islands Shuttle System dba/IslandRides	\$934,271	69%		0%	\$0	0%	\$1,363,075	72%
San Juan Islands Shuttle System	Nonprofit	San Juan County	Vehicles, IslandRides -3 Kia EV6+1 Chrysler WAV	\$308,750	95%	\$0	0%	\$0	0%	\$325,000	95%
Homage Senior Services	Nonprofit	Snohomish County	Deviated Fixed Route from Darrington to Smokey Point	\$605,000	95%	\$0	0%		0%	\$637,000	95%
Skagit Transit System	Transit agency - small urban	Skagit County	Community Engagement Coordinator	\$7,917	5%	\$0	0%	\$126,660	80%	\$158,326	85%
Skamania County	County government	Clark, Klickitat and Skamania counties	Skamania County Vehicle Replacement	\$0	0%	\$232,000	80%	\$0	0%	\$290,000	80%
Sound Generations	Nonprofit	King County	Hyde Shuttle	\$1,656,000	23%		0%	\$437,007	6%	\$7,233,631	29%
Sound Generations	Nonprofit	King County	Hyde Shuttle - Eastside	\$577,600	47%		0%		0%	\$1,226,145	47%
Special Mobility Services Inc.	Nonprofit	Spokane County	Newport Community Shuttle		0%	\$104,906	30%	\$209,812	60%	\$349,687	90%
Special Mobility Services Inc.	Nonprofit	Spokane County	Deer Park Dial-A-Ride and Community Shuttle	\$678,965	90%		0%		0%	\$754,406	90%
Special Mobility Services Inc.	Nonprofit	Adams, Lincoln and Spokane Counties	Davenport and Ritzville Community Shuttles	\$0	0%	\$458,503	90%	\$0	0%	\$509,448	90%
Special Mobility Services Inc.	Nonprofit	Spokane County	Spokane County Mobility Management Project - Copy	\$707,324	90%	\$0	0%	\$0	0%	\$785,915	90%
Special Mobility Services Inc.	Nonprofit	Spokane County	Purchase Replacement Buses to Sustain Deer Park Services	\$324,000	90%	\$0	0%	\$0	0%	\$360,000	90%

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Transportation		Rural Mobility		Other Consolidated Grant funding		Total project cost	Percentage Consolidated Grant share
				Grant funds	Percent grant share	Grant funds	Percent grant share	Grant funds	Percent grant share		
Spokane Neighborhood Action Partners	Nonprofit	Spokane County	Neighbors on the Go	\$211,885	51%	\$0	0%	\$0	0%	\$412,917	51%
Stanwood Community & Senior Center	Nonprofit	Island and Snohomish counties	Snow Goose Transit Operations	\$584,986	89%	\$0	0%	\$0	0%	\$660,486	89%
The Arc of Tri-Cities	Nonprofit	Benton and Franklin counties	Continuing Operation of Community Van Service	\$85,689	90%	\$0	0%	\$0	0%	\$95,210	90%
Thurston Regional Planning Council	Planning organization	Grays Harbor, Lewis and Thurston counties	Rural Transit (rT)	\$0	0%	\$942,650	42%	\$1,112,580	50%	\$2,241,589	91%
Thurston Regional Planning Council	Planning organization	Grays Harbor, Lewis and Thurston counties	Expanded Rural Transit (rT)	\$0	0%	\$941,176	94%	\$0	0%	\$997,131	94%
Transportation Choices Coalition	Nonprofit	King, Pierce and Snohomish counties	Regional Mobility Survey for Priority Populations	\$80,000	80%		0%	\$0	0%	\$100,000	80%
Wahkiakum on the Move	County government	Cowlitz, Pacific and Wahkiakum counties	Bus Replacement	\$0	0%	\$160,000	80%	\$0	0%	\$200,000	80%
Whatcom Council of Governments	County government	Whatcom County	WCOG Mobility Management IV	\$0	0%	\$26,111	10%	\$208,889	80%	\$261,111	90%

APPENDIX C: REGIONAL MOBILITY GRANT PROGRAM PERFORMANCE AND PROJECTS

Project performance

Regional Mobility Grant program projects deliver performance years after grantees complete them. The tables below show statewide vehicle miles traveled and vehicle trip reductions for the first and fourth year after projects are operationally complete

(Year 1 and Year 4, respectively). The table includes projects beginning in the 2013-2015 biennium through calendar year 2023.

Projects begin performance reporting in Year 1, after they are operationally complete. To compare the program's performance estimates to the program's

actual performance, the Public Transportation Division has included only the projects that reported results for Year 1 or Year 4 to the program's estimate for performance.

Note that several factors outside of these projects' control affect vehicle miles traveled and vehicle trip

reductions, including gas prices, construction, and population changes. The Public Transportation Division continues to evaluate its underlying assumptions for estimated vehicle miles traveled and vehicle trips reductions considering these and other factors.

Additionally, the performance data in the table below includes effects from the COVID-19 pandemic.

Regional Mobility Grant Program project performance

Biennium originally funded	Grantee name	Project title	Grant amount	Estimated total project cost	Percent total project cost	Completion date	Estimated reduction in vehicle miles traveled		Actual reduction in vehicle miles traveled				Estimated reduction in vehicle trips		Actual reduction in vehicle trips			
							Year 1	Year 4	Year 1	Year 2	Year 3	Year 4	Year 1	Year 4	Year 1	Year 2	Year 3	Year 4
2013-2015	Kitsap Transit	SR 305/Suquamish Way Intersection Improvements	\$2,326,000	\$3,076,000	76%	12/30/19	377,645	811,936	184,568	168,896	177,246		22,214	47,761	10,857	9,935	10,426	
2017-2019	King County Metro	Route 245 Corridor Speed and Reliability Improvement	\$2,192,000	\$2,740,000	80%	7/1/21	88,784	104,766	347,177	2,006,469			21,139	24,944	48,890	267,529		
2017-2019	Spokane Transit	West Plains Transit Center	\$7,049,841	\$9,145,059	77%	9/30/18	945,137	1,146,577	451,183	5,538,858	630,523	926,417	78,668	94,682	111,878	126,735	148,549	213,754
2017-2019	C-Tran	Diesel/Electric Hybrid Vehicle Purchase	\$5,812,993	\$11,346,140	51%	9/30/19	2,692,847	2,877,940	449,943	196,578			472,097	500,993	106,913	47,816		
2017-2019	City of Everett	Wireless Electric Bus Riverfront to Waterfront Connect	\$2,880,000	\$4,046,383	71%	7/23/19	533,715	768,315	176,649	244,810	188,812	175,581	140,760	199,410	45,641	64,424	46,841	45,227
2017-2019	King County Metro	Routes 169 and 180 Renton to Auburn Transit Speed, Reliability and Service Improvements	\$8,193,259	\$12,863,618	64%	7/1/18	2,385,026	2,927,367	2,102,024	1,575,513	1,776,997	2,258,739	278,402	339,552	353,281	264,792	298,655	379,650
2017-2019	King County Metro	Route 101 Service Increase: Downtown Renton to/from Downtown Seattle	\$3,086,251	\$5,448,630	57%	3/1/18	2,250,423	2,704,129	2,177,876	1,499,733	937,600	1,019,951	288,583	345,296	217,931	194,747	124,480	134,774
2017-2019	King County Metro	Northgate Transit Center TOD - Access and Facility Imp	\$5,241,007	\$6,551,259	80%	8/1/21	6,950,039	10,678,559	371,533	107,967			1,654,771	2,542,517	42,705	12,410		
2017-2019	King County Metro	Link Station Integration	\$2,080,000	\$2,600,000	80%	6/20/21	1,008,218	1,072,968	450,072	541,619			132,660	141,180	59,220	71,266		
2017-2019	Kitsap Transit	Wheaton Way Transit Center	\$6,000,000	\$12,950,000	46%	12/1/19	461,153	485,881	372,798	621,694	7,000,000		164,017	172,126	128,551	214,377	500,000	

Table notes:

Blue cells represent performance figures due in the future.

* An asterisk (*) represents a year where a project saw no vehicle miles traveled and vehicle trip reductions.

Regional Mobility Grant Program project performance (continued)

Biennium originally funded	Grantee name	Project title	Grant amount	Estimated total project cost	Percent total project cost	Completion date	Estimated reduction in vehicle miles traveled		Actual reduction in vehicle miles traveled				Estimated reduction in vehicle trips		Actual reduction in vehicle trips			
							Year 1	Year 4	Year 1	Year 2	Year 3	Year 4	Year 1	Year 4	Year 1	Year 2	Year 3	Year 4
2017-2019	Klickitat	Mt. Adams Express	\$800,000	\$1,000,000	80%	10/31/18	122,500	183,300	*	70,375	90,414	22,294	14,300	20,020	*	3,332	6,633	733
2017-2019	Lake Stevens	US2 Trestle HOV/Transit Trestle Congestion Jump	\$1,822,000	\$2,622,475	69%	12/30/00	89,472	92,732	830,649	839,040			22,368	23,183	207,662	209,760		
2017-2019	Link Transit	Park and Ride	\$3,222,000	\$4,246,500	76%	6/30/19	442,435	659,593	*	*	2,697	1,194,208	37,310	54,950	*	*	19,487	55,830
2017-2019	Pullman	Increasing Capacity	\$530,000	\$662,502	80%	12/31/19	104,470	104,470	11,483	35,564	28,261		49,296	49,296	44,784	138,700	110,218	
2017-2019	Spokane Transit	Upriver Transit Center	\$3,000,000	\$5,000,000	60%	12/31/19	1,455,018	1,636,547	757,540	3,738,774			320,754	360,771	178,501	401,531		
2017-2019	Spokane Transit	Monroe/Regal High Performance Transit (HPT) Corridor Imp	\$3,925,000	\$7,215,444	54%	3/30/21	2,596,808	2,755,488	2,923,584				614,611	652,167	672,740			
2017-2019	Spokane Transit	Spokane Falls CC Transit Station	\$2,128,000	\$2,800,052	76%	12/31/19	330,247	350,427	127,197	367,346			77,399	82,129	29,933	84,064		
2017-2019	Yakima Transit	20 Transit Shelters	\$152,000	\$190,000	80%	6/30/19	278,782	295,846	270,419	143,203	124,773	155,579	61,582	65,351	59,735	31,633	27,562	34,367
2019-2021	Ctran	Southbound I-5 Bus on Shoulder	\$4,900,000	\$6,125,000	80%	8/20/20	882,755	1,511,592	1,701,735	1,506,048			41,639	71,302	80,271	71,040		
2019-2021	City of Zillah	Teapot Dome Park and Ride	\$664,000	\$878,600	76%	6/1/20	562,912	600,439	150,176	150,176			15,600	16,640	4,160	4,160		
2019-2021	Intercity Transit	High Performance Corridor Service Implementation - Phase 1	\$3,084,000	\$4,335,000	71%	12/31/19	448,391	645,431	72,363	211,898	21,788	*	135,876	195,585	18,748	53,918	5,544	*
2019-2021	Community Transit	Seaway, Swift, Swift II Green Line	\$37,600,000	\$75,724,000	50%	3/30/19	3,571,500	5,088,120	1,627,190	1,437,976	1,551,372		1,019,775	1,398,930	494,238	425,193	495,353	
2019-2021	Intercity Transit	Regional Business to Business Vanpool Program	\$414,987	\$518,734	80%	7/1/19	1,860,419	7,441,674	783,897	668,379	1,521,874	3,295,035	23,546	94,182	18,672	18,892	40,440	78,558
2019-2021	Tukwila	South King County Regional TDM for Centers & Corridors	\$160,000	\$200,000	80%	1/1/20	167,074	103,888	*	*	6,137	15,173	75,717	93,220	*	*	509	1,267
2019-2021	City of Olympia	I-5/US 101 Practical Solutions: State Capitol Campus Transportation Demand Management - Mobile Work Project	\$160,000	\$200,000	80%	7/1/19	157,280	314,561	2,124,604	9,138,657	6,999,990	6,439,999	12,420	24,840	152,827	761,320	500,015	460,015
2019-2021	Skagit Transit	Commuter Bus Purchase	\$1,625,000	\$2,500,000	65%	4/2/20	2,386,800	2,684,825	927,656	1,306,722	1,747,940		70,200	78,965	27,284	38,433	51,410	
2021-2023	Clallam Transit	Straight Shot 123 Service Expansion	\$486,000	\$607,500	80%	9/30/21	377,929	472,410	418,513	736,730			5,792	7,240	6,414	11,291		

Table notes:

 Blue cells represent performance figures due in the future.

* An asterix (*) represents a year where a project saw no vehicle miles traveled and vehicle trip reductions.

2023-2025 Regional Mobility Grant program projects

This list illustrates 39 projects awarded over \$76 million in Regional Mobility Grant program funding for the 2023-2025 biennium.

Organization	County/ counties	Project title	Award
Central Puget Sound Regional Transit Authority (Sound Transit)	King, Snohomish	Stride bus rapid transit: non-motorized elements and transit signal priority	\$4,818,281
City of Bellevue	King, Pierce, Snohomish	Bellevue transportation demand management of the future*	\$250,000
City of Bothell	Snohomish	Bothell Canyon Park transportation demand management program	\$333,334
City of Grandview	Yakima	Wine Country Road park and ride	\$323,384
City of Kirkland	King	108th Avenue NE transit queue jumps, phases 1 and 2*	\$500,000
City of Seattle (Seattle DOT)	King	N 130th St/Roosevelt Way NE/NE 125th St multimodal corridor improvements	\$2,300,000
City of Seattle (Seattle DOT)	King	RapidRide J Line*	\$3,000,000
City of Seattle (Seattle DOT)	King	Route 40 transit plus multimodal corridor*	\$3,000,000
City of Shoreline	King	State Route 523 and I-5 roundabouts*	\$1,500,000
City of Tukwila	King	Regional transportation demand management for South King County*	\$336,000
City of Vancouver	Clark	Residential transportation demand management program	\$421,434

*Indicates a four-year continuing project that began in the 2021-2023 biennium.

2023-2025 Regional Mobility Grant program projects (continued)

Organization	County/ counties	Project title	Award
Clallam County Public Transportation Benefit Area (Clallam Transit System)	Clallam	Strait Shot 123 service expansion*	\$248,000
Clark County Public Transit Agency (C-TRAN)	Clark	Highway 99 bus-rapid-transit project	\$12,000,000
Intercity Transit	Thurston	Rear-door boarding and real-time passenger information deployments	\$1,211,221
Intercity Transit	Pierce, Thurston	Zero-emission hydrogen demonstration project	\$6,192,557
King County Metro Transit	King	ORCA youth access to transit	\$832,000
King County Metro Transit	King	Southwest King County transit signal priority	\$399,268
King County Metro Transit	King	ORCA business passport ridership-based rebate pilot	\$2,350,400
King County Metro Transit	King	Major transit spot improvements	\$296,180
King County Metro Transit	King	Park-and-ride pedestrian and bicycle site improvements	\$1,272,000
Kitsap County Public Transportation Benefit Area Authority (Kitsap Transit)	Kitsap	SR 305 Day Road park and ride	\$2,355,700
Kitsap County Public Transportation Benefit Area Authority (Kitsap Transit)	Kitsap	SR 16 park and ride*	\$3,125,000
Lewis Public Transportation Benefit Area (Twin Transit)	Cowlitz, Lewis	Lewis County to Cowlitz County connector service	\$864,186

*Indicates a four-year continuing project that began in the 2021-2023 biennium.

2023-2025 Regional Mobility Grant program projects (continued)

Organization	County/ counties	Project title	Award
Lewis Public Transportation Benefit Area (Twin Transit)	Cowlitz, Lewis, Thurston	Lewis County zero-emission transit network initiative	\$2,772,480
Lewis Public Transportation Benefit Area (Twin Transit)	Lewis, Thurston	Southwest Washington e-transit corridor*	\$778,000
Pierce County Planning and Public Works	King, Pierce	Reduce regional commute trips with transportation-demand-management programs	\$292,000
Pierce County Public Transportation Benefit Area Corporation (Pierce Transit)	Pierce	Pacific Avenue S/State Route 7: roundabout at S. 96th Street to support Stream bus-rapid-transit-corridor project	\$3,801,000
Pierce County Public Transportation Benefit Area Corporation (Pierce Transit)	Pierce	Pacific Avenue S/State Route 7 roundabout at 121st Street S to support Stream bus rapid transit	\$2,296,670
Pierce County Public Transportation Benefit Area Corporation (Pierce Transit)	Pierce	Puyallup runner service	\$774,360
Pierce County Public Transportation Benefit Area Corporation (Pierce Transit)	Pierce	Port of Tacoma service*	\$568,000
Pierce County Public Transportation Benefit Area Corporation (Pierce Transit)	Pierce	Spanaway Transit Center, phase 2*	\$5,700,000
Skamania County	Clark, Klickitat, Skamania	Skamania County Senior Services public transportation expansion grant*	\$222,000
Snohomish County Public Transit Benefit Area Corp (Community Transit)	Snohomish	Swift bus rapid transit*	\$300,000
Spokane County	Spokane	Commuter revitalization project	\$212,678

*Indicates a four-year continuing project that began in the 2021-2023 biennium.

2023-2025 Regional Mobility Grant program projects (continued)

Organization	County/ counties	Project title	Award
Spokane Transit Authority (STA)	Spokane	Argonne station park and ride	\$1,400,000
Spokane Transit Authority (STA)	Spokane	I-90/Valley high-performance transit corridor infrastructure*	\$6,486,000
Spokane Transit Authority (STA)	Spokane	Sprague Line high-performance transit improvements*	\$1,980,000
Wahkiakum County Health & Human Services/Wahkiakum on the Move	Clark, Pacific, Wahkiakum	Bus replacement	\$200,000
Whatcom Transportation Authority (WTA)	Whatcom	Whatcom Smart Trips	\$439,971

*Indicates a four-year continuing project that began in the 2021-2023 biennium.

APPENDIX D: GREEN TRANSPORTATION CAPITAL GRANT PROGRAM PROJECTS

This list illustrates 11 projects awarded nearly \$50.5 million in Green Transportation Capital Grant program funding for the 2023-2025 biennium.

Organization	County/counties	Project title	Award
Chelan Douglas Public Transportation Benefit Area (Link Transit)	Chelan, Douglas	Complete urban bus fleet electrification	\$5,942,718
City of Everett (Everett Transit)	Snohomish	Electric buses	\$6,376,000
Intercity Transit	Thurston	Intercity Transit Green Hydrogen Fuel-Cell-Electric Buses Demonstration Project	\$6,857,740
Jefferson Transit Authority	Jefferson	E Bus application	\$1,000,000
King County Metro Transit	King	Burien Transit Center layover charging infrastructure	\$4,974,311
King County Metro Transit	King	Interim base electrification	\$7,000,000
King County Metro Transit	King	South Annex base electrification	\$9,000,000
Kitsap County Public Transportation Benefit Area Authority (Kitsap Transit)	Kitsap	Inductive charging infrastructure	\$3,840,000
Pierce County Public Transportation Benefit Area Corporation (Pierce Transit)	Pierce	Zero-emission grid expansion and resiliency planning implementation	\$450,000
Spokane Transit Authority (STA)	Spokane	2023 fleet electrification	\$4,950,000
Valley Transit	Walla Walla	Zero-emission bus plan	\$80,000

APPENDIX E: STATE BUSES AND BUS FACILITIES GRANT PROGRAM PROJECTS

The table below shows 16 awarded \$38 million in new State Buses and Bus Facilities Grant program funding for the 2023-2025 biennium.

Organization	County/counties	Project description	Award
City of Everett	Snohomish	2023-2025 State Bus and Bus Facilities Grant for electric buses	\$5,120,000
City of Longview	Cowlitz	One low-floor hybrid replacement bus	\$653,600
City of Pullman	Whitman	One battery-electric bus and charger to replace a 1990s diesel coach bus in Pullman	\$555,286
Clallam County Public Transportation Benefit Area	Clallam	Four replacement, heavy-duty, clean-diesel buses	\$2,178,864
Grant County Public Transportation Benefit Area	Grant	Phase II expansion of maintenance facility and added equipment	\$5,768,418
Intercity Transit	Thurston	East Martin Way Gateway Station roundabout project	\$680,000
King County Metro Transit	King	RapidRide G Line bus-rapid-transit bus acquisition	\$4,321,777
King County Metro Transit	King	Interim base chargers and zero emissions fleet conversion	\$5,412,000
King County Metro Transit	King	Metro Alternative Services bus replacement	\$3,045,777
Kitsap County Public Transportation Benefit Area Authority	Kitsap	Inductive charging units for transit centers	\$1,412,558
Lewis Public Transportation Benefit Area	Lewis	Zero-emission vehicle infrastructure and equipment	\$907,720
Snohomish County Public Transit Benefit Area Corp.	Snohomish	RideStore remodel and expansion at Lynnwood Transit Center	\$3,840,000
Spokane Transit Authority	Spokane	Fleck Center bus and van washer replacement	\$764,000
Whatcom Transportation Authority	Whatcom	Retrofitting fixed-route fleet with automatic passenger counters	\$640,000
Whatcom Transportation Authority	Whatcom	Route maintenance building and back-up power supply	\$1,940,000
Yakima Transit	Yakima	Acquisition of new paratransit vehicles	\$760,000

ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act of 1990
BIPOC	Indigenous, People of Color
CARB	California Air Resource Board
CCA	Washington State Climate Commitment Act
COVID-19	Coronavirus Disease 2019
ESHB	Engrossed Substitute House Bill
ESSB	Engrossed Substitute Senate Bill
FHWA	Federal Highway Administration
HEAL Act	Washington State Healthy Environment for All Act
HPT	High Performance Transit
I-	Interstate
OCTN	Okanogan County Transportation and Nutrition
OECR	WSDOT Office of Equity and Civil Rights
ORCA	One Regional Card for All
RCW	Revised Code of Washington
RAISE	U.S. Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity Discretionary Planning Grant
rT	Thurston Regional Planning Council Rural Transit
SR	State Route
TranGO	Transit for Greater Okanogan County
WSDOT	Washington State Department of Transportation

WEBSITES FEATURED

RCW 47.66.100(3)	https://app.leg.wa.gov/rcw/default.aspx?cite=47.66.100
RCW 47.66.030(3)	https://app.leg.wa.gov/RCW/default.aspx?cite=47.66.030
ESHB 2134 – 2024 (5)(a)	https://lawfilesexternal.leg.wa.gov/biennium/2023-24/Pdf/Bills/Session Laws/House/2134-S.SL.pdf?q=20240820094743#page=90
RCW 47.66.120(4)	https://app.leg.wa.gov/rcw/default.aspx?cite=47.66.120
RCW 47.66.130(4)	https://app.leg.wa.gov/RCW/default.aspx?cite=47.66&full=true#47.66.130
RCW 35.58.2796(2)(a)	https://app.leg.wa.gov/rcw/default.aspx?cite=35.58.2796
RCW 47.06.110(6)	https://app.leg.wa.gov/rcw/default.aspx?cite=47.06.110
RCW 47.01.330(5)	https://app.leg.wa.gov/rcw/default.aspx?cite=47.01.330
www.climate.wa.gov.	www.climate.wa.gov
last year's Public Transportation Mobility Report	https://app.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=2023-Public-Transportation-Mobility-Report_cbbe4e7c-6008-41b2-9bcf-3cf01c665e0f.pdf#page=6
More information about the Special Needs and Rural Mobility grant programs as administered through the Consolidated Grant program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/consolidated
Whatcom Transit Authority Gold Card	https://www.ridewta.com/gold-card/
2023 Public Transportation Mobility Report	https://app.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=2023-Public-Transportation-Mobility-Report_cbbe4e7c-6008-41b2-9bcf-3cf01c665e0f.pdf#page=19
TOGETHER!	https://watogether.org/
More information about the Regional Mobility Grant program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/regional-mobility
30 percent of people in Washington for whom driving isn't an option	https://leg.wa.gov/JTC/Documents/Studies/Nondrivers%202022/NondriversStudyFinalReportSummaryReport.pdf#page=6
ESSB 5689 – 2022 Sec. 221 (15)(a)	https://lawfilesexternal.leg.wa.gov/biennium/2021-22/Pdf/Bills/Senate Passed Legislature/5689-S.PL.pdf#page=74
initial report	https://wsdot.wa.gov/sites/default/files/2023-10/PT-Report-Frequent-Transit-Service-Study-Initial-Report.pdf

Websites featured (continued)

final report	https://wsdot.wa.gov/sites/default/files/2023-10/PT-Report-Frequent-Transit-Service-Study-Final-Report.pdf
More about the Green Transportation Capital Grant program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/green-transportation-capital
the primary greenhouse gas contributing to climate change	https://www.epa.gov/climatechange-science/basics-climate-change#:~:text=Carbon%20dioxide%20is%20the%20primary,reactions%2C%20such%20as%20cement%20manufacturing
39 percent of carbon emissions in the state	https://ecology.wa.gov/air-climate/reducing-greenhouse-gas-emissions/tracking-greenhouse-gases/ghg-inventories#inventory
2.2 tons of carbon emissions annually per person	https://www.un.org/en/actnow/transport#:~:text=If%20your%20destination%20is%20too,tons%20of%20carbon%20emissions%20reduced
Washington State Transportation Carbon Reduction Strategy	https://wsdot.wa.gov/construction-planning/statewide-plans/transportation-carbon-reduction-strategy
with residential, commercial, and industrial heating close behind at 25 percent	https://ecology.wa.gov/air-climate/reducing-greenhouse-gas-emissions/tracking-greenhouse-gases/ghg-inventories
the leading contributor to carbon emissions in the state	https://ascc.wsu.edu/blog/2023/04/14/carbon-emissions-break-down-what-can-we-do/
More about the State Buses and Bus Facilities Grant program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/state-buses-and-bus-facilities
2016 Washington State Public Transportation Plan	https://wsdot.wa.gov/sites/default/files/2021-10/PT-Report-Washington-StatePublicTransportationPlan-2016.pdf#page=78
More about the Transit Coordination Grant program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/transit-coordination
Public Transit Rideshare Grant program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/public-transit-rideshare
RCW 47.04.035	https://app.leg.wa.gov/rcw/default.aspx?cite=47.04.035
SR 900/57th Ave S to S 135th Pedestrian and Safety Improvements	https://wsdot.wa.gov/construction-planning/search-projects/sr-900-57th-ave-s-s-135th-pedestrian-and-safety-improvements
SR 525 Mukilteo Bridge Over Railroad – Bridge Replacement	https://wsdot.wa.gov/construction-planning/search-projects/sr-525-mukilteo-bridge-over-railroad-bridge-replacement

Websites featured (continued)

SR 525/ SR 525 Spur Vic to Mukilteo Ferry Terminal – Hot Mix Asphalt Paving and ADA Compliance Complete Streets Pre-Design	https://wsdot.wa.gov/construction-planning/search-projects/sr-525-spur-vic-mukilteo-ferry-terminal-hma-paving-and-ada-compliance
SR 522 Paradise Lake Rd to Snohomish River Bridge Interchange and Widening	https://wsdot.wa.gov/construction-planning/search-projects/sr-522-paradise-lake-rd-snohomish-river-br-interchange-widening
I-90 Judkins Park Station – Reconnecting communities Study and Pre-Design	https://wsdot.wa.gov/construction-planning/search-projects/i-90-judkins-park-station-reconnecting-communities
US 2 Trestle Capacity Improvements and Westbound Trestle Replacement and Planning and Environmental Linkages Study	https://wsdot.wa.gov/construction-planning/search-projects/us-2-trestle-capacity-improvements-westbound-trestle-replacement
SR 900 - Martin Luther King Jr. Way South Corridor Study	https://wsdot.wa.gov/construction-planning/search-studies/sr-900-martin-luther-king-jr-way-south-corridor-study
intersection control evaluation	https://safety.fhwa.dot.gov/intersection/ice/fhwasa20043.pdf
Transit Integration Report	https://wsdot.wa.gov/sites/default/files/2023-11/2023-Transit-Integration-Report-WSDOT.pdf

ADA/TITLE VI

ENGLISH

Title VI Notice to Public

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

Americans with Disabilities Act (ADA) Information

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

ESPAÑOL

Notificación de Título VI al Público

La política del Departamento de Transporte del Estado de Washington (Washington State Department of Transportation, WSDOT) es garantizar que ninguna persona, por motivos de raza, color u origen nacional, según lo dispuesto en el Título VI de la Ley de Derechos Civiles de 1964, sea excluida de la participación, se le nieguen los beneficios o se le discrimine de otro modo en cualquiera de sus programas y actividades. Cualquier persona que considere que se ha violado su protección del Título VI puede presentar una queja ante la Oficina de Equidad y Derechos Civiles (Office of Equity and Civil Rights, OECR) del WSDOT. Para obtener más información sobre los procedimientos de queja del Título VI o información sobre nuestras obligaciones contra la discriminación, comuníquese con el coordinador del Título VI de la OECR al (360) 705-7090.

Información de la Ley sobre Estadounidenses con Discapacidades (ADA, por sus siglas en inglés)

Este material puede estar disponible en un formato alternativo al enviar un correo electrónico a la Oficina de Equidad y Derechos Civiles a wsdotada@wsdot.wa.gov o llamando a la línea sin cargo 855-362-4ADA(4232). Personas sordas o con discapacidad auditiva pueden solicitar la misma información llamando al Washington State Relay al 711.

한국어 – KOREAN

제6조 관련 공지사항

워싱턴 주 교통부(WSDOT)는 1964년 민권법 타이틀 VI 규정에 따라, 누구도 인종, 피부색 또는 출신 국가를 근거로 본 부서의 모든 프로그램 및 활동에 대한 참여가 배제되거나 혜택이 거부되거나, 또는 달리 차별받지 않도록 하는 것을 정책으로 하고 있습니다. 타이틀 VI에 따른 그/그녀에 대한 보호 조항이 위반되었다고 생각된다면 누구든지 WSDOT의 평등 및 민권 사무국(OECR)에 민원을 제기할 수 있습니다. 타이틀 VI에 따른 민원 처리 절차에 관한 보다 자세한 정보 및/또는 본 부서의 차별금지 의무에 관한 정보를 원하신다면, (360) 705-7090으로 OECR의 타이틀 VI 담당자에게 연락해주시십시오.

미국 장애인법(ADA) 정보

본 자료는 또한 평등 및 민권 사무국에 이메일 wsdotada@wsdot.wa.gov 을 보내시거나 무료 전화 855-362-4ADA(4232)로 연락하셔서 대체 형식으로 받아보실 수 있습니다. 청각 장애인은 워싱턴주 중계 711로 전화하여 요청하실 수 있습니다.

русский – RUSSIAN

Раздел VI Общественное заявление

Политика Департамента транспорта штата Вашингтон (WSDOT) заключается в том, чтобы исключить любые случаи дискриминации по признаку расы, цвета кожи или национального происхождения, как это предусмотрено Разделом VI Закона о гражданских правах 1964 года, а также случаи недопущения участия, лишения льгот или другие формы дискриминации в рамках любой из своих программ и мероприятий. Любое лицо, которое считает, что его средства защиты в рамках раздела VI были нарушены, может подать жалобу в Ведомство по вопросам равенства и гражданских прав WSDOT (OECR). Для дополнительной информации о процедуре подачи жалобы на несоблюдение требований раздела VI, а также получения информации о наших обязательствах по борьбе с дискриминацией, пожалуйста, свяжитесь с координатором OECR по разделу VI по телефону (360) 705-7090.

Закон США о защите прав граждан с ограниченными возможностями (ADA)

Эту информацию можно получить в альтернативном формате, отправив электронное письмо в Ведомство по вопросам равенства и гражданских прав по адресу wsdotada@wsdot.wa.gov или позвонив по бесплатному телефону 855-362-4ADA(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.

ADA/Title VI (continued)

tiếng Việt – VIETNAMESE

Thông báo Khoản VI dành cho công chúng

Chính sách của Sở Giao Thông Vận Tải Tiểu Bang Washington (WSDOT) là bảo đảm không để cho ai bị loại khỏi sự tham gia, bị từ khước quyền lợi, hoặc bị kỳ thị trong bất cứ chương trình hay hoạt động nào vì lý do chủng tộc, màu da, hoặc nguồn gốc quốc gia, theo như quy định trong Mục VI của Đạo Luật Dân Quyền năm 1964. Bất cứ ai tin rằng quyền bảo vệ trong Mục VI của họ bị vi phạm, đều có thể nộp đơn khiếu nại cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng (OECR) của WSDOT. Muốn biết thêm chi tiết liên quan đến thủ tục khiếu nại Mục VI và/hoặc chi tiết liên quan đến trách nhiệm không kỳ thị của chúng tôi, xin liên lạc với Phối Trí Viên Mục VI của OECR số (360) 705-7090.

Thông tin về Đạo luật Người Mỹ tàn tật (Americans with Disabilities Act, ADA)

Tài liệu này có thể thực hiện bằng một hình thức khác bằng cách email cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng wsdotada@wsdot.wa.gov hoặc gọi điện thoại miễn phí số, 855-362-4ADA(4232). Người điếc hoặc khiếm thính có thể yêu cầu bằng cách gọi cho Dịch vụ Tiếp âm Tiểu bang Washington theo số 711.

العربية – ARABIC

العنوان 6 إشعار للجمهور

تتمثل سياسة وزارة النقل في ولاية واشنطن (WSDOT) في ضمان عدم استبعاد أي شخص، على أساس العرق أو اللون أو الأصل القومي من المشاركة في أي من برامجها وأنشطتها أو الحرمان من الفوائد المتاحة بموجبها أو التعرض للتمييز فيها بخلاف ذلك، كما هو منصوص عليه في الباب السادس من قانون الحقوق المدنية لعام 1964 ويمكن لأي شخص يعتقد أنه تم انتهاك حقوقه التي يكفلها الباب السادس تقديم شكوى إلى مكتب المساواة والحقوق المدنية (OECR) التابع لوزارة النقل في ولاية واشنطن. للحصول على معلومات إضافية بشأن إجراءات الشكاوى و/أو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى الاتصال بمنسق الباب السادس في مكتب المساواة والحقوق المدنية على الرقم 705-7090 (360).

معلومات قانون الأمريكيين ذوي الإعاقة (ADA)

يمكن توفير هذه المواد في تنسيق بديل عن طريق إرسال رسالة بريد إلكتروني إلى مكتب المساواة والحقوق المدنية على wsdotada@wsdot.wa.gov أو عن طريق الاتصال بالرقم المجاني: 855-362-4ADA (4232) يمكن للأشخاص الصم أو ضعاف السمع تقديم طلب عن طريق الاتصال بخدمة Washington State Relay على الرقم 711.

中文 – CHINESE

《权利法案》Title VI公告

<華盛頓州交通部(WSDOT)政策規定，按照《1964年民權法案》第六篇規定，確保無人因種族、膚色或國籍而被排除在WSDOT任何計畫和活動之外，被剝奪相關權益或以其他方式遭到歧視。如任何人認為其第六篇保護權益遭到侵犯，則可向WSDOT的公平和民權辦公室(OECR)提交投訴。如需關於第六篇投訴程式的更多資訊和/或關於我們非歧視義務的資訊，請聯絡OECR的第六篇協調員，電話(360) 705-7090。

《美国残疾人法案》(ADA)信息

可向公平和民權辦公室發送電子郵件wsdotada@wsdot.wa.gov或撥打免費電話 855-362-4ADA(4232)，以其他格式獲取此資料。听力丧失或听觉障碍人士可拨打711联系Washington州转接站。

Af-soomaaliga – SOMALI

Ciwaanka VI Ogeysiiska Dadweynaha

Waa siyaasada Waaxda Gaadiidka Gobolka Washington (WSDOT) in la xaqiijiyo in aan qofna, ayadoo la cuskanaayo sababo la xariira isir, midab, ama wadanku kasoo jeedo, sida ku qoran Title VI (Qodobka VI) ee Sharciga Xaquuqda Madaniga ah ah oo soo baxay 1964, laga saarin ka qaybgalka, loo diidin faa'iidooyinka, ama si kale loogu takoorin barnaamijyadeeda iyo shaqooyinkeeda. Qof kasta oo aaminsan in difaaciiisa Title VI la jebiyay, ayaa cabasho u gudbin kara Xafiiska Sinaanta iyo Xaquuqda Madaniga ah (OECR) ee WSDOT. Si aad u hesho xog dheeraad ah oo ku saabsan hanaannada cabashada Title VI iyo/ama xogta la xariirta waajibbaadkeena ka caagan takoorka, fadlan la xariir Iskuduwaha Title VI ee OECR oo aad ka wacaysa (360) 705-7090.

Macluumaadka Xeerka Naafada Marykanka (ADA)

Agabkaan ayaad ku heli kartaa qaab kale adoo iimeel u diraa Xafiiska Sinaanta iyo Xaquuqda Madaniga ah oo aad ka helayso wsdotada@wsdot.wa.gov ama adoo wacaaya laynka bilaashka ah, 855-362-4ADA(4232). Dadka naafada maqalka ama maqalku ku adag yahay waxay ku codsan karaan wicitaanka Adeega Gudbinta Gobolka Washington 711.

TRANSLATION SERVICES

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Español - Spanish

Servicios de traducción

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tiếng Việt-Vietnamese

các dịch vụ dịch thuật

Nếu quý vị không hiểu tiếng Anh, quý vị có thể yêu cầu dịch vụ trợ giúp ngôn ngữ, miễn phí, bằng cách gọi số 360-705-7921, hoặc email cho chúng tôi tại: PubTrans@wsdot.wa.gov

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русский-Russian

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أرَبِيَّة - Arabic

دَعْمَةُ اللُّغَاتِ

ديربال ربع انتلسارم وأمقرلاب لاصتالاقى رط (360) 705-7921 نع ةىوغللل ةدعاسملا تامدخ بلط ان اجم كنكمىف، ةىزىلج نإلا ةغلللم هرف يف ةبوعص دجت تنك اذا!!
ي:نورتك لإلإ PubTrans@wsdot.wa.gov

Af-soomaaliga - Somali

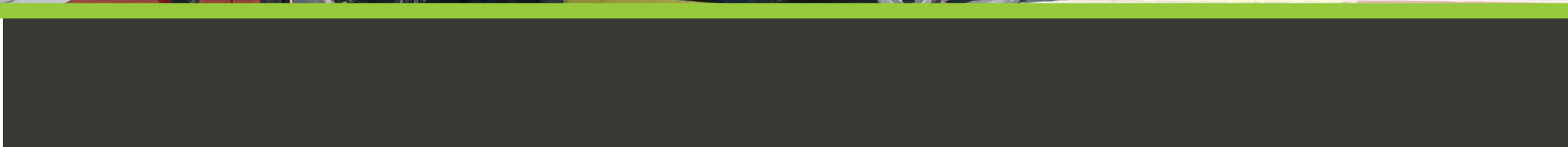
Adeegyada Turjumaada

Haddii ay kugu adag tahay inaad fahamtid Ingiriisida, waxaad, bilaash, ku codsan kartaa adeegyada caawimada luuqada adoo wacaaya 360-705-7921 ama iimayl noogu soo dir: PubTrans@wsdot.wa.gov

中文 - Chinese

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MORE INFORMATION

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**Washington State Department
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