

2025 Public Transportation Mobility Report

WSDOT PUBLIC TRANSPORTATION DIVISION





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Front cover: Spokane Transit
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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 2025-2027 State Transportation Budget (ESSB 5161 – 2025 308(2)(a))
- [RCW 47.66.130\(4\)](#)
- [RCW 47.66.120\(4\)](#)
- [RCW 70A.15.4060\(6\)](#)
- [RCW 70A.15.4100\(6\)](#)
- [RCW 47.66.080](#)
- [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.

HIGHLIGHTS

Stories in this edition of the report include:

- WSDOT's Public Transportation Division continues to look at new measures and metrics that talk about the social and environmental benefits of the public transportation system. These include measures for access ([p. 21](#)), frequent transit service ([p. 36](#)), greenhouse gas reduction, and meaningful benefits to vulnerable populations in overburdened communities ([p. 71](#)).
- In the 2025-2027 biennium, the state Special Needs and Rural Mobility competitive grant programs will provide \$48.8 million for 109 new and ongoing projects around the state. These grant programs helped leverage \$34.7 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. 8](#)).
- The Consolidated Grant program—which includes the Special Needs and Rural Mobility grant programs—offers 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 they would have if these projects did not exist. In other words, Consolidated Grant funded projects make it easier for people to access places like work, school, food and fun activities ([p. 20](#)).
- The state Regional Mobility Grant program will provide more than \$62.6 million in the 2025-2027 biennium for 31 projects to explore innovative ways to reduce congestion and improve connectivity between counties and regional population centers. In 2025, Regional Mobility projects in their fourth year of operation reduced over 20.5 million single-occupancy vehicle miles traveled and removed more than 2.1 million single-occupancy vehicle trips from the state's transportation system ([p. 24](#)).
- For the 2025-2027 biennium, the Legislature provided \$38 million for the State Buses and Bus Facilities program to fund nine 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. 30](#)).
- WSDOT continues to measure frequent fixed-route transit service around the state. In 2025, around 42 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. 36](#)).

- With 2025-2027 biennium funding, the state's Green Transportation Capital Grant program will provide \$31.3 million to eight 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. 40](#)).
- With funding from the Legislature for the 2025-2027 biennium, WSDOT awarded just over \$3 million in Zero-emissions Access Program (ZAP) grants to fund 16 projects. ZAP grants expand access to clean-fuel transportation options for people in underserved communities where access to public transportation is less available ([p. 44](#)).
- In the 2023-2025 biennium, 50 public transportation Climate Commitment Act awards reduced more than 101,500 metric tons of carbon dioxide ([p. 50](#)).
- With a moderate state investment of \$6.5 million in the 2025-2027 biennium, local commute trip reduction programs do more than just promote cost-effective methods to help folks get to and from work without using a car – they also deliver environmental benefits to their communities and spur private companies to make large investments in transportation alternatives for their employees ([p. 53](#)).
- Thanks to a 100-percent vanpool subsidy available to state employees through the State Agency Commute Trip Reduction Program, Washington State Department of Corrections staff now represent the majority of vanpool riders at Clallam Transit and Ben Franklin Transit ([p. 61](#)).
- In the 2023-2025 biennium, the Transit Coordination Grant program provided \$2.3 million to transit agency partnerships in the central Puget Sound region and beyond for projects that increase transit ridership and improve transit riders' travel experiences. Transit agencies in the region also engaged in numerous collaborative efforts to jointly make the transit experience better for riders ([p. 65](#)).
- Nearly 95 percent of public transportation Climate Commitment Act awards in the 2023-2025 biennium provided direct and meaningful benefits to vulnerable populations in overburdened communities ([p. 71](#)).
- 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, such as population growth across the state, the effects of the COVID-19 pandemic, and the passage of the Climate Commitment Act and Move Ahead Washington. WSDOT's Public Transportation Division is reaching out to community-based organizations and coalitions representing historically underserved communities and using new tools to conduct accessibility analyses of Washington's public transportation system ([p. 76](#)).
- 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. 79](#)).

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.

Everyone has places they need to go. Whether it's work, school, a medical appointment, the grocery store, or just somewhere for fun, we all need to head out the door and venture away from home from time to time.

For many, transportation to and from all the places we routinely go is something of an afterthought. The ability to get there and then go home again is simple, easy, and virtually effortless: just jump in your car and drive.

Access to all those destinations is as regular and predictable as the routine of coming and going between them. It's a convenient luxury that many sometimes take for granted.

A CONSTANT MOVE IN NEW DIRECTIONS: PUBLIC TRANSPORTATION IS AN ESSENTIAL FUNCTION OF EVERYDAY LIFE IN OUR COMMUNITIES

For many folks in Washington, access to transportation isn't as routine as getting into a car and going – and it certainly isn't so convenient. For them, it's neither simple nor easy. A lack of access is something that keeps far too many people from being able to lead the routine, convenient life that the rest of us have largely come to expect.

It's through the eyes of those who do not have access to mobility that this report shapes its focus – because none of us should forget, for even a moment, just how critical it is for everyone to be able to get where they need to go.

In last year's [Public Transportation Mobility Report \(p. 7\)](#), we stated at the outset that, at its core, public transportation isn't about the number of riders – it's about the riders themselves and the communities they come from. Here's something we can add to that: It's about the very reasons they need access to transportation in the first place.

Snoqualmie Valley Transportation bus driver, Phil, helps Victoria get where she needs to go.

(Read more about Snoqualmie Valley Transportation on [p. 11.](#))



It wasn't so long ago that public transportation was designated as an essential function. Indeed, its universal benefits are both well-known and well-documented:

1. It eases traffic congestion ([p. 24](#)).
2. It cuts down pollution ([p. 50](#)).
3. It preserves natural resources ([p. 40](#)).
4. It promotes healthier lifestyles and cleaner air ([p. 76](#)).
5. It saves money ([p. 54](#)).
6. It creates jobs and boosts the economy ([p. 21](#)).

So why is public transportation sometimes scrutinized? Why isn't it viewed the same way as every other vital resource in each community, such as the fire department? It's probably because its value isn't always as easy to see.

Let's look at it this way: If someone's house catches on fire and they have no means of putting it out, firetrucks and firefighters show up and extinguish the blaze. The fire department has done its job, perhaps even saving lives in the process. That result is fairly easy to see.

Now consider this scenario: If someone needs a ride to a dialysis appointment and has no means of getting there, a public transportation service arrives at their doorstep and the driver takes them there and back. That agency has done its job as well – and helped sustain a life along the way.

So, what's the difference? Of these two examples, one agency's value is more easily apparent to the untrained eye than that of the other. Yet, each performs critical lifeline—and, in some cases, life-saving—services. Each agency provides a public benefit.

The circumstances in which people rely on public transportation to get to lifeline medical appointments happen all around us, on a near-constant basis.

And that's just a fraction of public transportation's critical significance. Every day, people depend on public

transportation to get to work, school, a store, church, dinner with friends, or a ballgame. What's more, many others simply choose to take public transportation because it relieves stress, gives them more free time, encourages healthier living and, best of all, saves them money.

Public transportation exists to serve all people, because it benefits all people. So, whether you choose to utilize the service it provides or not, you still benefit from it. If you were able to choose to drive your car today, you should know:

1. The time it took to get there was shorter because others chose public transportation.
2. The air you breathed along the way was cleaner because others chose public transportation.
3. More natural resources were preserved because others chose public transportation.
4. The roads you drove on were safer and won't need to be repaired as often because others chose public transportation.
5. There were more parking spots available because others chose public transportation.

Unless we look closely, the benefits of public transportation aren't always immediately evident. Their value can be harder to see than the services provided by emergency responders. But just because we might not see them, it does not mean we cannot understand them and appreciate everything they provide for us, our families, our neighbors, our coworkers, and our communities.

In this year's edition of the Washington Public Transportation Mobility Report, we will take a long and comprehensive look at many of the services that benefit people young and old in communities large and small. Whether they live in an urban or remote setting, people of all ages and abilities count on their local transportation providers to grant them the access they need to stay connected to their community.

It's a good thing that public transportation is not an industry that sits still. All of the agencies in our state that you'll read and learn about in this report provide access to high-quality mobility options using cost-effective services and strategies. They are superb stewards of public funding, and they place the highest premiums on safety and innovation.

Without question or exception, they make life better for every single person who calls our state home.

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.

With funding from the Legislature for the 2025-2027 biennium, WSDOT awarded over \$32 million from the competitive Special Needs Grant program and \$16.8 million from the competitive Rural Mobility Grant program to 110 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 (21.8 percent). The Consolidated Grant Program is also supported by funding from the Multimodal Account (10.6 percent), Rural Mobility Account (11.8 percent), and federal sources (64.3 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.

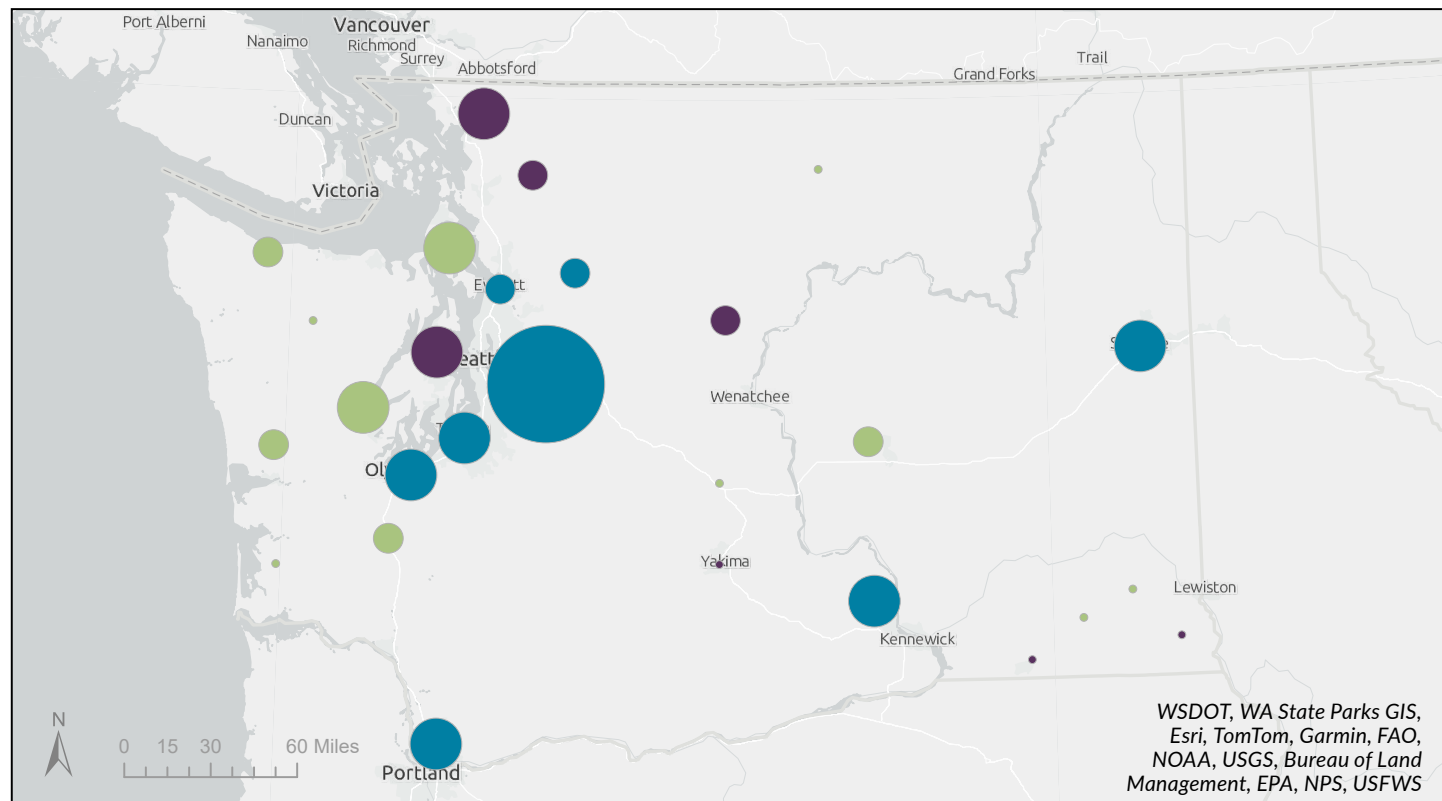
About 80 percent of program funding goes to operations and creating access to medical appointments and jobs for people who couldn't otherwise make these trips.

[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 2025-2027 biennium.

Rural Mobility and Special Needs awards by agency



Agency type

- Transit Agency - Large Urban
- Transit Agency - Small Urban
- Transit Agency - Rural

Funding received

- up to \$1,000,000
- \$1,000,001 - \$5,000,000
- \$5,000,001 - \$10,000,000

- \$10,000,001 - \$20,000,000
- over \$20,000,000

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 2025-2027 biennium, competitive Special Needs and Rural Mobility Grant program funds account for just under 58 percent of the competitive funds awarded through the Consolidated Grant program This is an increase from the 2023-2025 biennium, in which the competitive Special Needs and Rural Mobility Grant program funds accounted for around 50 percent of the competitive funds awarded through the Consolidated Grant program.

Grant program	2025-2027 funds (in millions)	2025-2027 biennium percentage of Consolidated Grant program
Competitive Special Needs	\$32	38%
Competitive Rural Mobility	\$16.8	20%
Other Consolidated Grant sources	\$34.7	42%

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.

Snoqualmie Valley Transportation: Weekend expansion

Whether you're eager to explore Snoqualmie Valley, connect with your community, or run a few errands over the weekend, Snoqualmie Valley Transportation's (SVT) new weekend service is designed to make getting around easier.

This nonprofit agency has operated since 2003 and is meeting the needs of its community by expanding its weekday ADA-accessible demand-response and deviated-route services into the weekend. This new service provides weekend access to seniors, people who don't own a vehicle, people with disabilities, and people with low incomes living in the Snoqualmie Valley area.

The long-awaited service connects riders to every stop from North Bend to Duvall. Now, riders have more access to parks, trails, jobs, healthcare, and community resources across the entire week.

This new effort was made possible through SVT's work in partnership with King County Metro and the Snoqualmie Tribe. Community members now have access to the newly expanded service supported by 17 vehicles, with buses arriving at stops every 90 minutes.

"Launching weekend service means people can take transit to shop, meet for brunch, and explore the beautiful trails and parks in the valley," said Brian Mannion, King County Metro deputy director of mobility.

In 2023, the weekday shuttle service provided 12,000 rides to residents, and SVT expects yearly ridership numbers to increase with the addition of weekend service. It's clear that by answering the needs of their community, SVT will continue to see more people take advantage of their services.

"Expanding weekend bus service is a critical step in enhancing accessibility and promoting sustainable tourism in our valley," said Kelly Coughlin, CEO of the SnoValley Chamber. "This service will not only support local businesses but also ensure that visitors

and residents alike can enjoy our beautiful region while contributing to a greener, more eco-friendly community."

Over the 2023-2025 biennium, the Rural Mobility and Special Needs grant program contributed \$677,088 to Snoqualmie Valley Transit's weekend expansion, 48 percent of the program's funding.

SVT's services provide access to seniors, people who don't own a vehicle, people with disabilities, and people with low incomes living in the Snoqualmie Valley area.



"People have weekend jobs they need to reach, or they ride our little SVT buses to work during the week but need weekend service for grocery shopping and all their errands," said Amy Biggs, director of SVT. "Transportation is a basic need for everyone, and not just on weekdays."

San Juan County: Transportation Voucher Program

The San Juan County Transportation Voucher Program (TVP) helps meet the transportation needs of folks living in San Juan County by paying for rides by taxi, ferry, and nonprofit providers. TVP program participants have low incomes, emergent transportation needs, or ongoing medical travel needs that create a financial burden and limit ability to get where they need go. The program also provides a water taxi service, which has helped many islanders get home during ferry outages when no other transportation option is available.

TVP focuses on special needs populations (i.e., people with low incomes, elders, veterans, people with disabilities) through coordinated efforts with senior services programs and community resource centers on San Juan, Orcas, and Lopez Islands. And TVP recently expanded its program, allowing vouchers to be issued to any disabled persons, regardless of income.

This program has given mobility to many island residents who may otherwise be homebound. It also helps many people who have mainland medical needs, which could have forced them to relocate without the transportation assistance.

San Juan County and numerous human services providers backup the need for TVP. In fact, TVP is the number one priority in the 2018 San Juan County Coordinated Human Services Transportation Plan. TVP is such an asset that, during the COVID-19 pandemic, the program supported another grant funded nonprofit, IslandRides (read more about IslandRides on p. 46), by providing vouchers for IslandRides' services, which allowed riders to access rides at low costs.

TVP also provides voucher support for another nonprofit, Recovery Rides, which escorts people to inpatient treatment on the mainland for substance use disorders. These collaborations have opened many opportunities for the islanders who most need mobility assistance in San Juan County. Support for the TVP is very high among local ride providers.

With a four-year grant over the 2023-2025 and 2025-2027 biennia, the Rural Mobility Grant program will contribute \$831,324 to sustain TVP, about 89 percent of the programs operating cost.

What people are saying about TVP:

"It would have been impossible for me to get the cancer care I have needed on the mainland plus on another island to see doctors. I have more need to travel to the mainland now! I depend on these travel vouchers! I live on very little as it is and these are one of my largest expenses."

– Gretchen

"With the vouchers, I've been able to attend the appointments I need without worrying about how I will get there or whether I can afford care has improved my health, reduced my stress, and allowed me to focus on my recovery and well-being... The security of knowing I can reach my doctors has inspired me to set new goals for myself and continue working toward a better future."

– Joyce

"My family has been part of the ferry transportation program, and I honestly can't put into words how much it has helped us. Without this program there's no way we could stay afloat. It's been an absolute lifesaver: from emergency off-island trips, to countless doctor visits during a high-risk pregnancy with twins. Without TVP, our little "family boat" would've sunk for sure! "

– Megan

"I've been fortunate to qualify for TVP eight years now. With a blessing of a car, and a driver's license, I calculated that, with some donated car and driver tickets, we've saved \$400 in ferry fees in seven months."

– Chet

Provider bio: Entrust Transportation

In the heart of rural Yakima County, where public transportation options are scarce or nonexistent, Entrust Transportation is redefining mobility for individuals with developmental disabilities. Through its innovative door-to-door service model, Entrust is bridging the gap between isolation and opportunity—offering customized transportation that supports employment, social engagement, and community integration.

Unlike traditional fixed-route or dial-a-ride systems, Entrust's approach is deeply personalized. Riders can travel to multiple destinations in a single day, with staff accompanying them to provide on-site support. This not only reduces wait times but also ensures that individuals receive the assistance they need throughout their journey.

Entrust's services span a wide geographic area, including Sunnyside, Mabton, Granger, Grandview, Yakima Nation, Toppenish, Wapato, West Valley, East Valley/Moxee, Yakima, and Selah. For residents in these communities—many of whom lack access to personal vehicles or public transit—Entrust offers a vital lifeline.

Each year, the organization supports over 800 individuals through its employment and community

access programs. On any given day, more than 100 people rely on Entrust to reach workplaces and community sites via its service centers in Yakima and Sunnyside. Without this support, many would be unable to participate in the workforce or engage in social and recreational activities.

Entrust's transportation services complement existing providers like Dial-a-Ride, City Transit, and Med-star, but go further by serving those whose needs fall outside conventional service boundaries. While some individuals can use public transit when schedules and locations align, Entrust fills the critical gaps—ensuring that no one is left behind due to geography or timing.

By working closely with partners such as the City of Yakima, People for People, and Med-star, Entrust continues to expand its reach and impact. Its mission is clear: to make mobility a reality for everyone, regardless of ability or location.

With a four-year grant over the 2025-2027 and 2027-2029 biennia, the Special Needs Grant program will contribute over \$1.35 million (100 percent CCA) to sustain Entrust's door-to-door services, about 70 percent of the program's operating cost.

Entrust bridges the gap between isolation and opportunity by offering customized transportation that supports employment, social engagement, and community integration.



The Legislature established the Tribal Transit Mobility Grant program in 2022 as part of the Move Ahead Washington \$17 billion, 16-year transportation funding package (ESSB 5974 – 2021-22, Sec. 103). The grant program provides financial support for the transportation needs of tribal communities.

With funding from the Legislature for the 2025-2027 biennium, WSDOT awarded \$8.6 million from the Tribal Transit Mobility Program to fund 17 new and ongoing projects across the state.



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

TRIBAL TRANSIT MOBILITY GRANT PROGRAM

Ensuring access to tribal transit isn't just about getting tribal members and the general public to the places they need to go – it's about getting them there safely.

The traffic fatality rate for American Indian/Alaska Native (AI/AN) people is consistently three to five times higher than all other ethnic groups. For AI/AN active transportation users, that figure increases to 5.3 times higher. (Washington Traffic Safety Commission, [AI/AN Traffic Safety](#), Brief No. 8, February 2025)

Many rural roads running through reservations lack sidewalks, requiring pedestrians to walk along the street next to traffic. Intersections on these roads often don't have pedestrian signals, crossings, pavement markings, or sufficient lighting.

Tribal Transit Mobility grants allow flexible, low-barrier (the grant has no match requirement) funding for tribes to address the mobility and safety needs of their members and the general public through a variety of eligible projects:

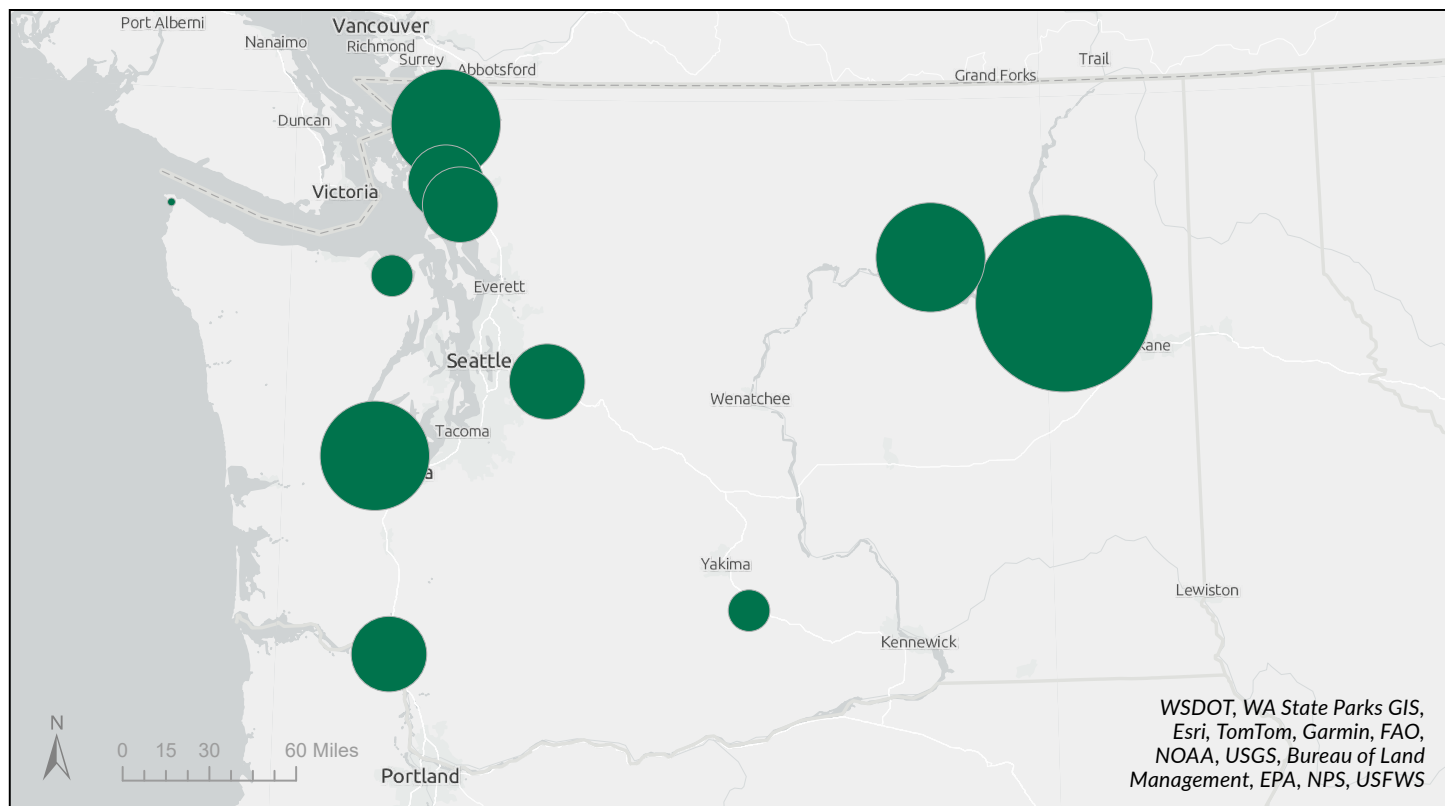
- Vehicles and equipment
- Planning
- Operating
- Mobility management
- Small construction (\$2.5 million or less)

[More about the Tribal Transit Mobility Grant program](#)

2025-2027 Tribal Transit Mobility Grant program investments

This map illustrates investments in the competitive Tribal Transit Mobility Grant programs for the 2025-2027 biennium.

Tribal Transit Mobility Grant awards by agency



Agency type

• Tribe

Funding received



up to \$250,000

\$250,001 - \$500,000

\$500,001 - \$1,000,000

\$1,000,001 - \$2,000,000

over \$2,000,000

Tribal Transit Mobility Grant program project highlights

Below is a selection of Tribal Transit Mobility Grant program projects from around the state that support the transportation needs of tribal communities.

Jamestown S’Klallam Tribe: Healing Clinic vehicle replacement

A Tribal Transit Mobility grant is helping Jamestown S’Klallam Tribe get tribal members and the general public the help they need to overcome substance-use disorder.

This grant allows the tribe to replace two aging light-duty, ADA-accessible vans for patient transportation to the Healing Clinic, a tribal facility that opened in 2022 to, in part, meet the growing opioid-abuse epidemic in Clallam and Jefferson counties.

The clinic provides essential medical services including primary care, dental care, mental health counseling, and substance-use disorder counseling. The clinic tailors its recovery plans to meet the unique needs of each patient.

A critical part of making treatment accessible is providing shuttle services for patients in Jefferson and Clallam counties to get to and from the Healing Clinic. Transportation isn’t always accessible in these rural areas, and patients with special needs can’t always drive, use fixed-route transit, or arrange rideshare services. Some patients own a vehicle but can’t use it due to the cost of fuel, lack of insurance, or lack of a valid driver’s license.

Healing Clinic’s vans are 2012 models, get about nine miles per gallon, and have outlived their useful life. With funding from the grant, Jamestown S’Klallam Tribe will be able to replace two vans with new, ADA-accessible vans equipped with wheelchair access and more maneuverability for narrow streets and driveways. Providing transportation connectivity and access to health services is crucial for rural community members served by the clinic.

These vans allow the clinic to reliably provide critical services to patients with greater needs – particularly vulnerable populations, including community members who face houselessness, struggle with mental health or chronic illness, or are low-income as outlined in the Peninsula Rural Transportation Planning Organization Human Services Transportation Plan.

The Tribal Transit Mobility Grant program is contributing more than \$304,150 (100 percent CCA) in the 2025-2027 biennium for Jamestown S’Klallam Tribe’s Healing Clinic vehicle replacement, 100 percent of the project cost.

Jamestown S’Klallam Tribe’s new ADA-accessible vans allow the tribe’s Healing Clinic to reliably provide critical services to patients with greater needs – particularly vulnerable populations.



Samish Indian Nation: Elder Transportation project

The Samish Indian Nation elders have long expressed the need for reliable and accessible transportation services to help them maintain independence and participate fully in cultural, community, and daily-life activities. Transportation isn't only essential for attending medical appointments and grocery shopping, but also for enabling elders to participate in important gatherings and events.

Multiple transportation studies and plans conducted by the Samish Indian Nation have consistently identified elder transportation as a critical and essential area of focus for meeting the needs of elders, caregivers, and veterans. Through the Samish Nation's Elder Transportation project, two ADA-accessible vehicles and ongoing operational funding are dedicated to serving tribal elders throughout the Puget Sound basin, specifically those who live in Skagit, Island, San Juan, and Whatcom counties. Most services are door-to-door and arrangements are made to accommodate unique situations, with special priority given to homebound and frail individuals to ensure those with the greatest need receive support first.

As just one example of the benefits of the project, an elder living on Guemes Island can now walk onto the ferry, cross to Anacortes, and be picked up by elder transportation services for local medical appointments, shopping, or shared meals. This elder has shared how easy and convenient the service is,

emphasizing how much it improves their access to necessary services and activities.

Without the Elder Transportation project, many Samish elders would face significant barriers to accessing care, community, and daily necessities. The project is a vital step toward reducing transportation challenges that hinder the independence and well-being of tribal elders.

The Tribal Transit Mobility Grant is contributing \$718,279 (100 percent CCA) in the 2025-2027 biennium for Samish Indian Nation Elder Transportation project, 100 percent of the project cost. The grant is also contributing \$343,558 (100 percent CCA) in the 2025-2027 biennium for the tribe to expand its transportation services to youth, 100 percent of the project cost.

An elder living on Guemes island can now walk onto the ferry, cross to Anacortes, and be picked up by elder transportation services for local medical appointments, shopping, or shared meals. This elder has shared how easy and convenient the service is, emphasizing how much it improves their access to necessary services and activities.

The Elder Transportation project helps Samish Indian Nation's elders maintain independence and participate fully in cultural, community, and daily-life activities.



Confederated Tribes and Bands of the Yakama Nation: Pahto Public Passage operating expenses

A Tribal Transit Mobility grant is helping sustain Yakama Nation's Pahto Public Passage fixed-route bus service of more than a dozen routes. The grant also helps fund Pahto's direct door-to-door paratransit service.

Pahto provides safe, fare-free public transportation within the Yakama Reservation and Klickitat County, including Zillah, Granger, Goldendale, Union Gap, White Swan, Brownstown, Harrah, Wapato, and Toppenish. Pahto's broad geographic service also has an expansive daily schedule: year-round service seven days a week from 6 a.m. to 7:30 p.m. Pahto coordinates with neighboring transit schedules to best meet the needs of community members and reduce long service transfer wait times.

Pahto's mission has always been to not only get people where they need to go, but also where they want to go, including employment, shopping, health facilities, family visits, and tribal government offices. But operating across such a large, rural service area is

challenging, particularly with increasing costs like fuel – we're talking a fuel bill of \$6,000 a month!

Pahto will use Tribal Transit Mobility grant funding to cover essential operating expenses including fuel, wages, maintenance, and keeping the fleet in top shape throughout its life expectancy. In combination with other state and federal funding sources, the grant also allows Pahto to employ a program manager (who's also a substitute bus driver!), a scheduler, three full-time bus drivers with commercial driver's licenses (CDL), a full-time non-CDL bus driver, and two part-time non-CDL bus drivers.

The Tribal Transit Mobility Grant is contributing \$286,441 (100 percent CCA) in the 2025-2027 biennium for Pahto Public Passage operating expenses, 100 percent of the project cost. A Rural Mobility Grant is also contributing \$256,500 (100 percent CCA) in the 2025-2027 biennium to sustain Pahto Public Passage's fixed-route weekend services, 90 percent of the project cost.

Pahto Public Passage's mission has always been not only to get people where they need to go – but where they want to go as well, including employment, shopping, health facilities, family visits, and tribal government offices.



Unmet public transportation needs for tribes

Even with the new infusion of state investments and the elimination of barriers to access those investments (such as local match requirements for the Tribal Transit Mobility Grant program), there is over \$3.3 million of known, unfunded tribal transit needs in the 2025-2027 biennium between the Consolidated and Tribal Transit Mobility grant programs. This includes unfunded projects to deliver:

- ADA-accessible transportation
- Services to and from vital healthcare, employment, education, affordable groceries, and more
- Services for rural, isolated communities
- The purchase and replacement of inefficient, outdated vehicles beyond their useful life
- Planning and coordination efforts to align regional services and enhance connectivity and access to vital employment options between rural and urban centers
- Multimodal employee commute options

WSDOT's Public Transportation Division knows about these unmet needs not only because of the applications for projects they were unable to fund, but from the engagement of two employees whose central responsibilities include serving as the division's tribal liaisons.

These staff meet regularly and build relationships with tribes across the state. After more than a year engaging with tribes, these employees have learned the following:

- Tribes typically offer their public transportation services to the general public in addition to tribal members, so the entire community benefits from the services they provide.
- While some tribes have public transportation services or contracts for these services, many tribes have public transportation needs within other departments of the tribal government (e.g., medical programs, environmental programs).
- Many tribes offer or want to offer transportation for elders and youth going to and from vital destinations including healthcare, school, family visits, shared meals, and tribal activities.
- Safety is a primary concern to tribal governments, particularly on roads and pedestrian walkways. Many tribes lack access to roads with sidewalks and curb cuts and often have to deal with fast drivers. Many tribes reported injuries and fatalities even within crosswalks, making tribal transit even more essential.

As the tribal liaisons continue to share information about the Tribal Transit Mobility and WSDOT's public transportation grant programs, the need for funding and resources is only expected to grow.

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

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 a comprehensive network of community connections for everyone.

ACCESS

In 2024, WSDOT Public Transportation Division took a run at measuring 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 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 they would have 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.

Jon uses Entrust's Consolidated Grant-funded transportation services to get to work and to play an active role in his community.

(Read more about Entrust on [p. 14.](#))



Measuring 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 jobs, medical care, grocery stores, and more via 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 their communities. Choosing not to fund these existing services would result in a loss of mobility access to community.

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 this scenario a reality by funding all projects. Unfortunately, this wasn't the case for the 2025-2027 biennium, in which the division was able to fund about 86 percent of 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 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 public transportation rider that weren't available to them before in a 45-minute public transportation trip.

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%

Taking it to the local level

In Grays Harbor County, the Consolidated Grant program helps sustain access to jobs and other non-work locations.

Much of Grays Harbor County (including the cities of Aberdeen, Hoquiam, and Cosmopolis) falls within the definition of an overburdened community. Overburdened communities experience high rates of socioeconomic vulnerability. In Gray's Harbor County specifically, the rate of households without access to a private vehicle is in the [top 10 percent statewide](#). for people living in the county, transportation is expensive and limited.

Grays Harbor Transit's fixed-route services provide access to work opportunities, healthcare, shopping, and other critical resources for folks in the county. With these services, households with or without their own private vehicle experience greater transportation freedom and lower transportation cost burdens.

For residents south of SR 101 in west Aberdeen, Grays Harbor Transit services provide equitable access

to destinations where walking, biking, or rolling may not be an option.

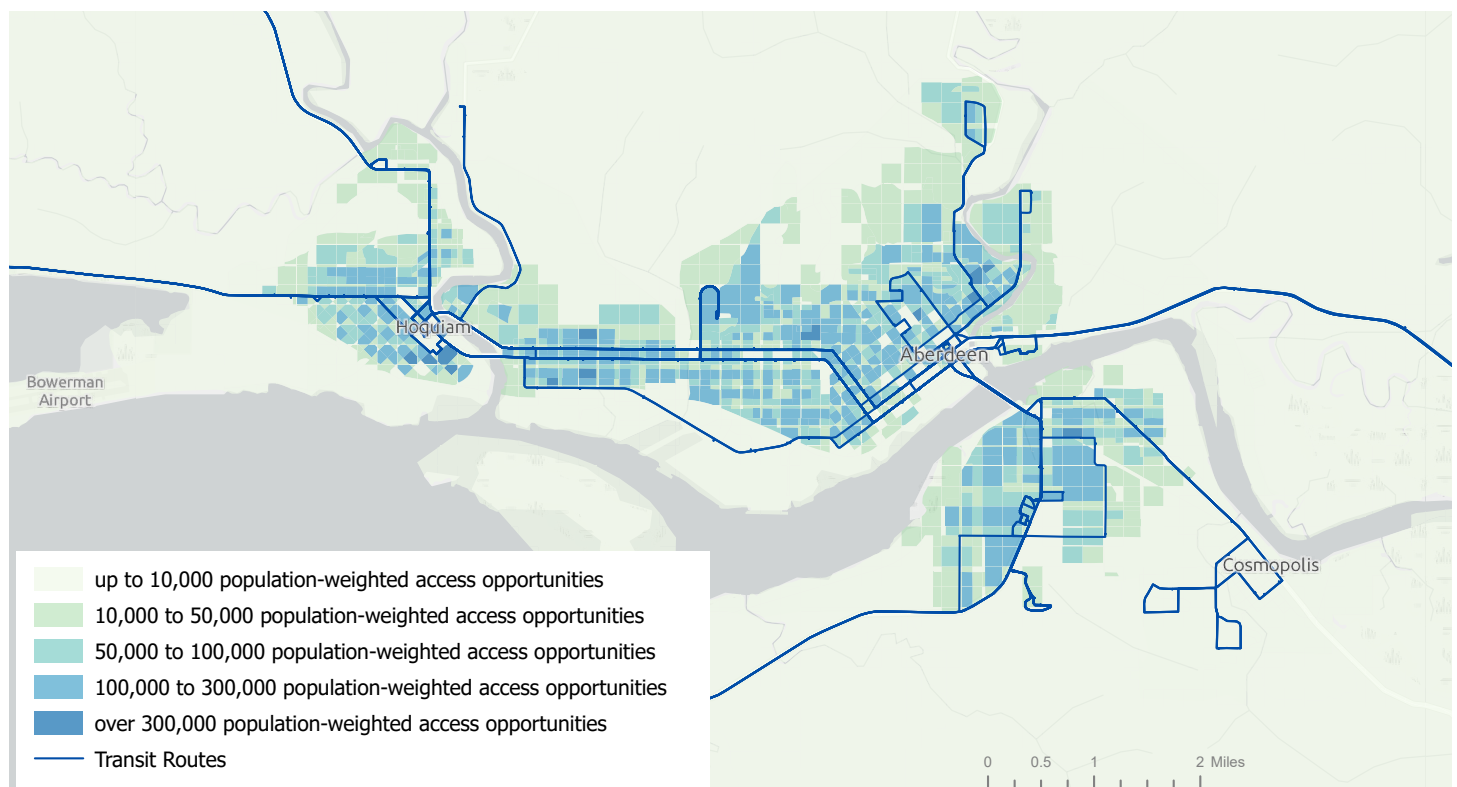
Through a combination of walking and transit, a resident living in this area can currently access an average of 6,683 jobs within a 45-minute transit ride or 20-minute walk.

Without transit services funded through 2023-2025 Consolidated Grant Program operating awards, that same resident would have access to 74 percent less, or nearly 5,000 fewer jobs, as no fixed-route transit service would be available. Without the services, a 20-minute walk would provide access to an estimated 1,750 job opportunities in this mixed residential, commercial, and industrial area.

Sustaining fixed-route transit service through the Consolidated Grant Program means sustaining access to opportunities across Grays Harbor County, as shown in Figure 1 below.

Access to jobs sustained by Consolidated Grant program transit operations projects – Grays Harbor area, including Aberdeen, Hoquiam, and Cosmopolis.

Figure 1



Continued work to analyze access

WSDOT's Public Transportation Division will continue to quantify and understand access (i.e., the ability of folks to reach their desired destinations via the public transportation mode that best suits their needs).

The division is currently using accessibility analysis as it updates the State Public Transportation Plan, providing a data-backed look at access gaps across

Washington. Read more about the State Public Transportation Plan update on [p. 76](#) of this report.

With the analysis in this report and the coming update to the Public Transportation Plan, the division hopes to provide a new way for decision-makers to assess the value and performance of the public transportation system.

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

With funding from the Legislature for the 2025-2027 biennium, WSDOT awarded \$62.6 million from the Regional Mobility Grant program to fund 31 new and ongoing projects.

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:

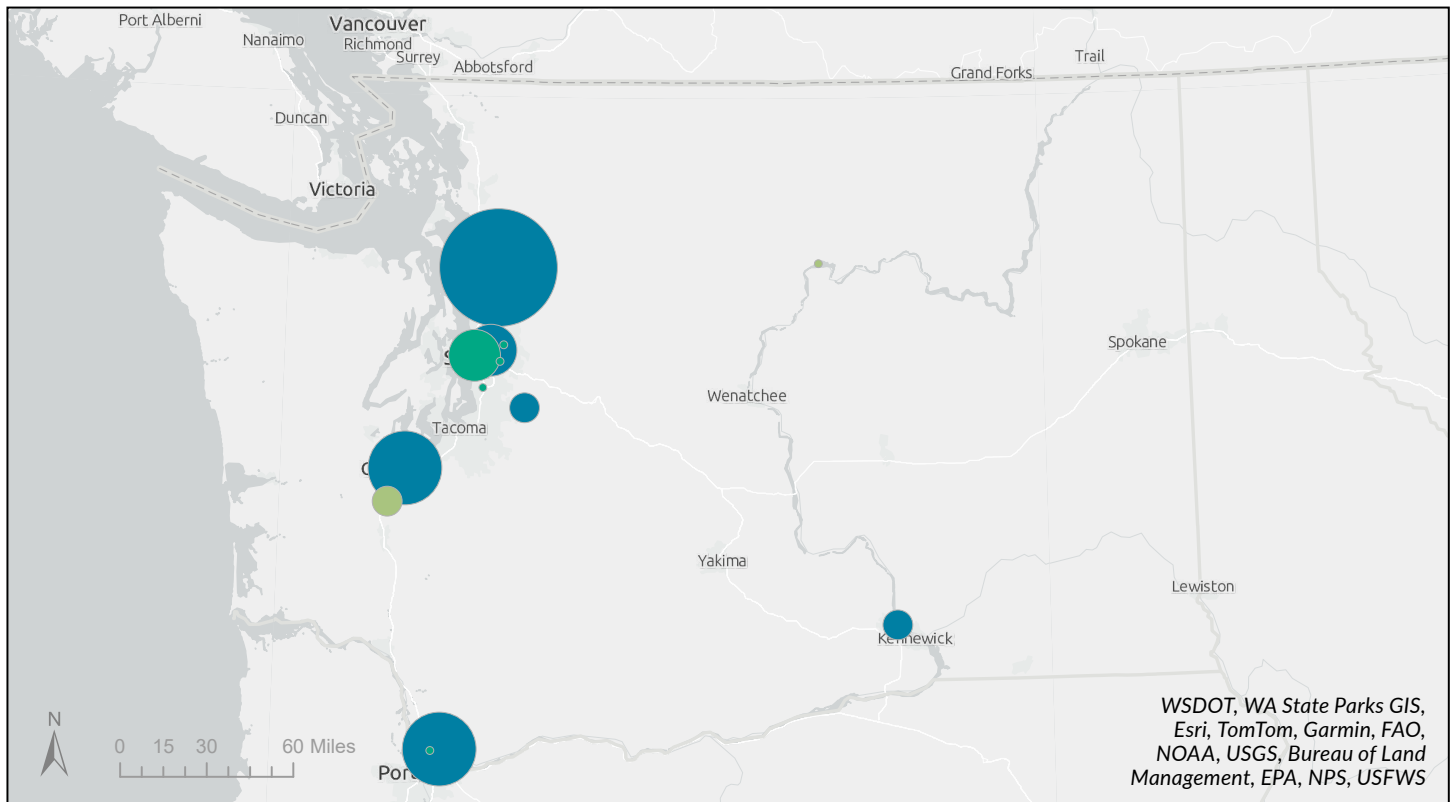
- Purchase vehicles
- Add routes or increase the frequency of service
- Implement innovative ways to reduce transportation congestion

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

2025-2027 Regional Mobility Grant program investments

This map illustrates investments in the Regional Mobility Grant program for the 2025-2027 biennium.

Regional Mobility Grant awards by agency



Agency type

- City Government
- Transit Agency - Large Urban
- Transit Agency - Rural

Funding received

- up to \$1,000,000
- \$1,000,001 - \$5,000,000
- \$5,000,001 - \$10,000,000
- \$10,000,001 - \$15,000,000
- over \$15,000,000

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 2025.

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 reduction in vehicle miles traveled		Actual reduction in vehicle miles traveled	
Year 1	Year 4	Year 1	Year 4
57,287,421	29,122,065	56,550,218 (98.7%)	20,591,317 (70.7%)

Estimated reduction in vehicle trips		Actual reduction in vehicle trips	
Year 1	Year 4	Year 1	Year 4
9,866,619	4,110,547	9,539,023 (96.7%)	2,169,732 (52.8%)

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.

Ben Franklin Transit: Queensgate Transit Center

Ben Franklin Transit (BFT) is making big investments in the Tri-Cities by installing a new transit hub in Richland to support its rapidly growing community. Riders now have better access to their community, jobs, schools, and healthcare through a modern, safe, and accessible transit center.

The new Queensgate Transit Center features a new passenger platform, amenities for travelers and bikers, and a park and ride lot with 150 spaces. The new center also improves fixed-route service in both Richland and West Richland, and it connects riders to rural communities like Prosser and Benton City.

Since opening in September 2024, BFT has seen more than 30,000 boardings and increased park and ride lot use. Now that BFT has made it easier than ever to access the Tri-Cities, they're also seeing more bus commuters and local rideshare program participants use the nearby park and ride lot.

Looking ahead, BFT plans to launch Route 27x in December 2025 that will be funded by a Rural Mobility grant. This express commuter service will provide peak-hour connections from the Queensgate Transit Center to the region's largest employers and educational institutions in north Richland, including Pacific Northwest National Laboratory and Washington State University Tri-Cities. The new route is designed to reduce congestion, shorten travel times, and provide a reliable option for workers and students traveling to one of the fastest-growing employment centers in the state.

The Queensgate Transit Center demonstrates the power of local and state partnership in shaping a stronger, more connected transit system. The site

is already proving its value by expanding access, improving convenience, and supporting economic vitality for the region and its community.

With its new transit center and express commuter service, Ben Franklin Transit is building momentum toward a more sustainable and accessible future for the entire Tri-Cities region.

The Regional Mobility Grant program is contributing a total of \$3,319,000 in the 2025-2027 biennium for the new Queensgate Transit Center, about 80 percent of the project cost.

The new Queensgate Transit Center features a new passenger platform, amenities for travelers and bikers, and a park and ride lot with 150 spaces.



City of Shoreline: SR 523 and I-5 roundabouts

Regional Mobility Grant funding is helping the City of Shoreline increase capacity through two of the most congested intersections along the State Route 523 corridor, improving access to I-5 and light rail, and preparing the area for future bus rapid transit.

Project funding will transform two intersections into multilane roundabouts on both sides of the 145th Street (SR 523)/I-5 overpass. The city is completing this project in conjunction with the first phase of improvements to the North 145th Street corridor west of I-5 to Linden Avenue North.

Before the project began, the 145th Street/I-5 Interchange was a highly congested bottleneck. City of Shoreline and WSDOT staff began work a decade ago to ensure the corridor would meet the region's growing needs, especially with light rail and bus rapid transit on the horizon.

With new transit connections and high-density area growth, the city expects congestion to increase at the intersection. WSDOT crash data showed a large volume of collisions (many with injuries) at the interchange. With help from a Regional Mobility Grant, the city set out to ensure that everyone can walk, bike, bus, access light rail, and drive safely and reliably along and across the corridor.

Roundabouts help keep traffic flowing. Slower speeds at roundabouts also help to reduce crashes and serious injuries. The city designed the crosswalks to sit back from the roundabouts and installed flashing beacons to improve safety for active-transportation users.

As part of the city's broader commitment to ensuring the success of the project, Shoreline also launched a roundabout education program. In addition to traditional outreach strategies, the city developed a "roundabout readiness" simulator: a hands-on, educational tool that allows drivers to practice navigating a geographically accurate, virtual roundabout before it opens. Shoreline is setting the community up for success and making safety a proactive, rather than reactive, priority.

Construction on the project began in April 2024 and is expected to be complete in 2026.

Over the 2021-2023 and 2023-2025 biennia, the Regional Mobility Grant program contributed \$5 million to the City of Shoreline's SR 523 and I-5 roundabouts project, about 20 percent of the total project cost.

City of Shoreline's SR 523 and I-5 roundabouts project will transform two intersections into multilane roundabouts on both sides of the 145th Street (SR 523)/I-5 overpass.



Wahkiakum On The Move: Bus purchases

Wahkiakum On The Move (WOTM) provides vital door-to-door transportation for seniors and non-ambulatory riders of all ages. As the only transit system linking Longview/Kelso to Wahkiakum County, WOTM connects residents to essential destinations such as healthcare facilities, shopping centers, and local services, as well as to regional transportation options including the Longview Transit Center, CAP Services, and Amtrak.

WOTM is also the sole public transportation link between Cowlitz and Pacific counties (via connections with Pacific Transit). Within Wahkiakum County, WOTM offers free local service throughout the East End, enabling residents to access nearby services, connect with the Oscar “B” Ferry, and transfer to routes serving Longview or Naselle.

Recognized in the Southwest Washington Human Services Transportation Plan as a key community asset, WOTM is often the only means of travel for residents needing to reach neighboring counties and transit systems. Since expanding routes in November 2017 to provide more local travel and additional countywide trips, ridership has steadily grown – and that trend is expected to continue.

Riders frequently share their appreciation:

“I save around \$6 in fuel every time I take WOTM to Longview. It adds up. Plus, seniors ride free. Where’s the downside to that? A great service that is begging to be utilized.”

“I love that a small community like ours has transportation and friendly drivers.”

Beyond passenger service, WOTM strengthens the community through partnerships such as its seasonal collaboration with the community garden volunteer group. During the growing season, WOTM delivers containers of fresh produce from Cathlamet to the West End Food Pantry, returning the empty totes on the way back – all with minimal deviation from regular routes.

WOTM is more than transportation – it’s a lifeline that connects people, fosters independence, and supports the well-being of Wahkiakum County and beyond.

In the 2023-2025 biennia, the Regional Mobility Grant program contributed \$200,000 to Wahkiakum On The Move to purchase two buses so they can continue delivering access to their community. The grant made up about 83 percent of the total project cost.

WOTM is more than transportation – it’s a lifeline that connects people, fosters independence, and supports the well-being of Wahkiakum County and beyond.



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.

With funding from the Legislature for the 2025-2027 biennium, WSDOT awarded nearly \$38 million from the State Buses and Bus Facilities Grant program to fund nine new projects.

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](#)

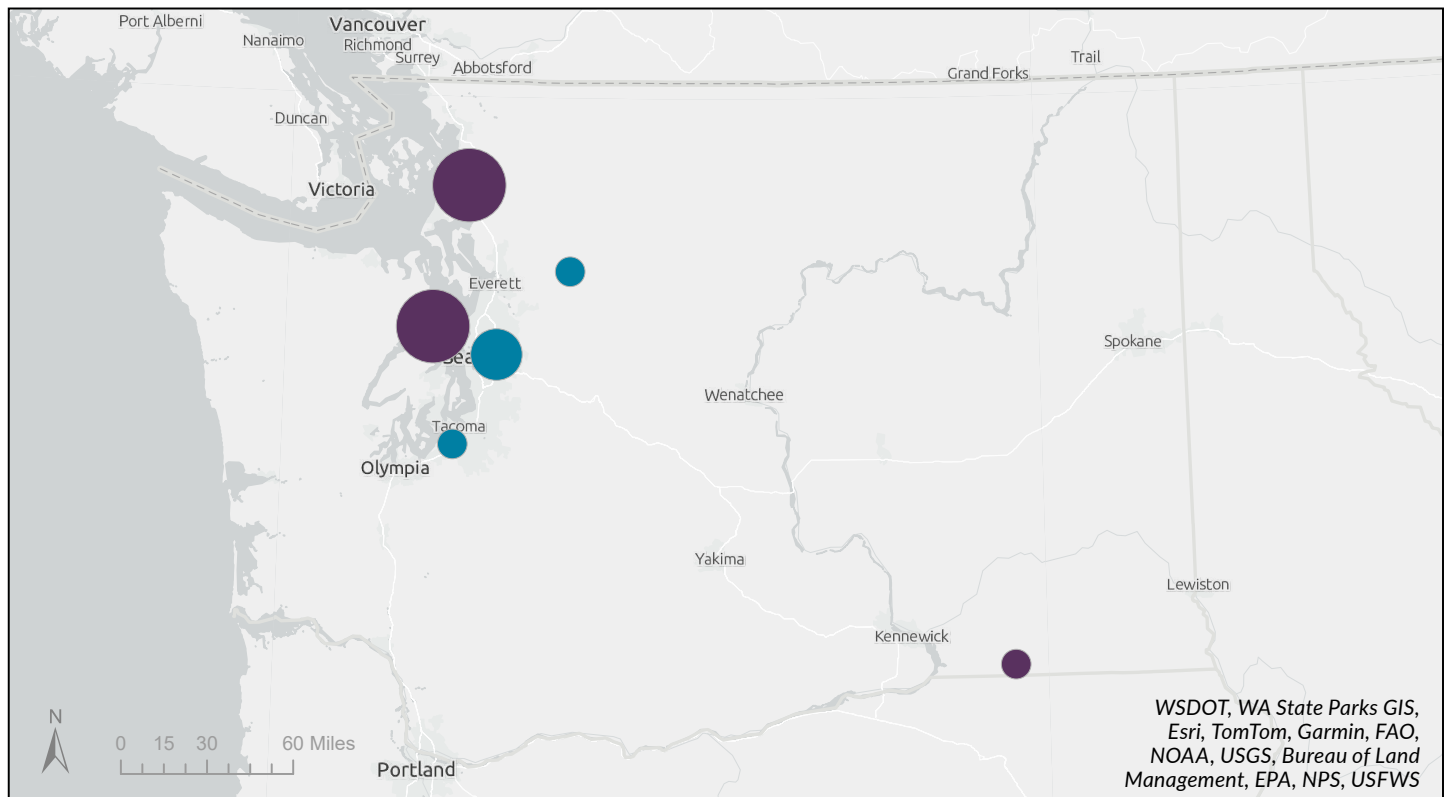


The State Buses and Bus Facilities Grant Program is supported by state funding from CCA (100 percent).

2025-2027 State Buses and Bus Facilities Grant program investments

This map illustrates investments in the State Buses and Bus Facilities Grant program for the 2025-2027 biennium.

State Bus & Bus Facility awards by agency

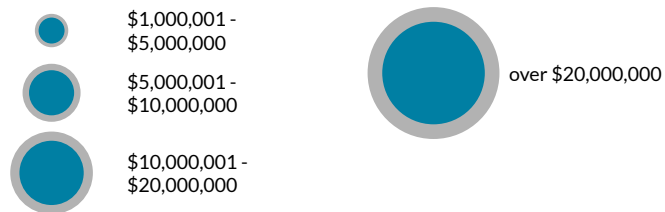


Agency type

- Transit Agency - Large Urban
- Transit Agency - Small Urban

Funding received

- up to \$1,000,000



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.

Community Transit: RideStore remodel

The remodeled Community Transit RideStore customer service center opened in August 2024 at Lynnwood City Center Station in conjunction with the extension of Sound Transit's Link light rail service north to Snohomish County.

The RideStore provides customers with convenient access to transit assistance just steps from Community Transit and Sound Transit buses, Community Transit and King County Metro paratransit service, and on-demand Zip Shuttles, as well as Sound Transit's popular Link light rail.

At the RideStore, riders can interact directly with customer service staff to ask questions, check for an item in the lost-and-found, purchase or reload an ORCA card, learn about reduced fare options, and access a public restroom.

Nearly twice the size of the previous location, the expanded and redesigned RideStore offers improved lighting, sight lines, and video surveillance for greater safety and security.

Upgrades include:

- Accessibility: New ADA pathways and sales counters to reduce barriers
- Space efficiency: Expanded customer service areas and a walk-up window to accommodate more visitors
- Staff capacity: Enlarged employee work areas for increased staffing
- Lost & Found: A larger intake and storage area to handle more items with sanitary separation from workspaces
- Facilities: Improved HVAC and upgraded restroom facilities
- Technology: Enhanced infrastructure for ORCA and upgraded security equipment, as well as customer information digital monitors
- Privacy and safety: Space to protect customers' personal information during transactions, plus better ergonomics and sight lines for staff

Community Transit's RideStore provides customers with convenient access to transit assistance just steps from buses, paratransit service, on-demand shuttles, and light rail.



With the remodel, the RideStore has expanded to nine full-time employees who serve about 2,600 customers visiting each month, and it is now open seven days a week.

"Customers like the fact that we're here at Lynnwood City Center Station because it's easy to get to. They like the convenience of being able to access the Ride Store by both bus and light rail," said Community Transit Assistant Manager of Customer Care Annmarie Gibson.

In the 2023-2025 biennium, the State Buses and Bus Facilities Grant program contributed \$3.84 million for Community Transit's RideStore remodel, approximately 80 percent of the project cost.

King County Metro: Bus replacement for alternative services

King County Metro is using a State Buses and Bus Facilities grant to purchase 21 ADA-compliant minibuses. These minibuses will replace Metro's highest-mileage and most-worn vehicles that the agency uses to deliver its Dial-A-Ride Transit (DART), Water Taxi Shuttle, and Trailhead Direct services.

DART, Water Taxi Shuttle, and Trailhead Direct are all part of Metro's Innovative Services Program. The purpose of the program is to expand transit options for people throughout King County beyond traditional fixed-route bus service. All services are operated under contract for Metro by Hopelink.

Innovative Services brings Metro's essential transit service to areas that don't have the density or land-use patterns to support traditional fixed-route bus service. These underserved communities often have access and mobility gaps along with high cumulative health impacts of environmental risk, especially in central and south King County. In these areas, Innovative Services are a better and more cost-effective alternative for serving a community's transportation needs while reducing single-occupancy-vehicle trips in these communities.

DART provides 14 routes, while Water Taxi Shuttle provides two routes. These services are critical, often connecting riders to both life-sustaining health and human services and the broader transit network. Replacing older minibuses at the end of their useful life with new vehicles that are far less likely to have mechanical failures keeps public access to those services moving.

Trailhead Direct provides two routes between Seattle and North Bend to the areas near Mount Si and the Issaquah Alps. The service delivers riders to hiking destinations along I-90, easing vehicle congestion at trailheads, reducing safety hazards, and expanding access to recreation opportunities.

In the 2023-2025 biennium, the State Buses and Bus Facilities Grant program contributed \$3,045,777 for Metro to replace 21 ADA-compliant minibuses, approximately 75 percent of the vehicles' cost.

King County Metro's Trailhead Direct (part of their Innovative Services Program) delivers riders to hiking destinations along I-90, easing vehicle congestion at trailheads, reducing safety hazards, and expanding access to recreation opportunities.



"We are so appreciative of King County Metro and Washington state's investment in new vehicles for the fleet... the new ramp-equipped buses have tremendously improved accessibility for our passengers... the experience of boarding and deboarding has become safer and faster for passengers and operators... the superior mechanical performance, robust heating and cooling system, and fresh cabin design help our drivers do what they do best: get passengers to their destination quickly and safely while providing excellent customer service."

*– Hopelink General Manager
Dan Walker*

Valley Transit's new vehicle barn: Better building = building better transportation for all

Valley Transit will soon break ground on a new vehicle barn that will improve transportation for seniors, people with disabilities, and vulnerable community members who rely on dial-a-ride services. Thanks to this new facility, Valley Transit is set to transform not just where its buses sleep at night, but how the whole community moves.

At the center of this project is Valley Transit's paratransit fleet, dedicated to helping residents access medical care, work, and critical community resources. Until now, these lifeline vehicles have braved the elements year-round, risking weather-induced wear and tear. The new will barn give them permanent protection – and for vulnerable riders, this means fewer missed trips and more reliable access to daily essentials.

Beyond improving reliability, the facility will help Valley Transit make the most of every dollar. Shielding the vehicles from the elements doesn't just mean fewer flat tires and breakdowns. It means more buses on the road and fewer in the shop – which means more money to improve service and making the system work better for everyone.

But the vehicle barn isn't just a boon for riders and vehicles; it's a win for the environment, too. Storing and maintaining vehicles means less waste from

parts and fewer resources spent on replacing buses. The facility's construction incorporates stormwater-management systems and charging infrastructure for zero-emission vehicles, reflecting Valley Transit's commitment to reducing its environmental footprint and keeping the community's air cleaner.

Efficiency is woven throughout the project. With dedicated space for staff trainings, Valley Transit can save money previously spent on off-site venues. Secure, expanded records storage will also help reduce administrative burdens.

By supporting the backbone of daily transportation for the region's riders who need services the most, Valley Transit is investing in a future where public transit is reliable, efficient, environmentally responsible, and open to everyone. Trips ranging from Virginia's girls' day outing, to Vivian's daily work travel, and beyond remain possible.

From the placement of the first beam, Valley Transit's new vehicle barn stands as a tangible promise that better, more dependable transit—especially for those who need it most—is on the way.

In the 2025-2027 biennium, the State Buses and Bus Facilities Grant program will contribute \$3,275,794 for Valley Transit's new vehicle barn, approximately 95 percent of the project cost.

At the center of their new vehicle barn project is Valley Transit's paratransit fleet, dedicated to helping residents access medical care, work, and critical community resources.



Whatcom Transportation Authority: Backup power supply

Whatcom Transportation Authority (WTA) is installing a new backup power source for its electric buses, ensuring that even during a power outage, WTA will continue to provide uninterrupted service to its community.

Without a backup power source for its fleet of 12 electric buses, WTA could find itself “powerless” in an emergency. In other words, WTA would be unable to charge about 20 percent of its fixed-route fleet during disruptions to the electrical power supply. With a new backup power supply, WTA will be able to continue serving its community uninterrupted.

By enhancing their electric buses’ capabilities, WTA’s fixed-route service will be able to continue providing environmental health benefits throughout Whatcom County, including for vulnerable populations and overburdened communities.

In Whatcom County, 60 percent of people who live at or below the poverty line live within a quarter-mile of a bus route. This includes all 36 of Bellingham’s and Whatcom County’s Housing Authority properties, which house approximately 4,000 people. These residents are low-income, live with a disability, or are over 65. While easy access to transit is an enormous benefit, it also carries a disproportionate environmental burden; the proximity to diesel buses increases exposure to noise and air pollution.

This project also supports the goals behind WTA’s transition to zero-emissions buses: reducing their carbon footprint and keeping the communities they serve noise- and air pollution-free, while also ensuring that folks still have reliable access to transit.

The State Buses and Bus Facilities Grant program contributed a total of \$1,940,000 in the 2023-2025 biennium for the backup power supply, about 80 percent of the project cost.

With a new backup power supply, WTA will be able to continue serving its community uninterrupted in case of emergency.



Measuring frequent transit service means looking at how often and at what times 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.

Ben Franklin Transit delivers a variety of services at their new Queensgate Transit Center, including fixed-route bus service.

(Read more about Ben Franklin Transit and the new Queensgate Transit Center on [p. 29](#).)



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 service is available), span (i.e., when does service take place), and days of service (e.g., weekdays only, seven days a week). 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 (2024)	Percentage of Washingtonians living within a half-mile (2025)
Level 1	8%	9%
Level 2	20%	21%
Level 3	39%	42%
Level 4	54%	54%
Level 5	56%	56%
Level 6	57%	57%
24-hour	9%	9%

Note: WSDOT migrated to a new software system to calculate results for frequent transit service and established a new baseline in 2024. Results are not directly comparable to those published in the 2024 Public Transportation Mobility Report.

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 wide range of diverse 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 the entire state 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 or deviated-fixed-route and demand-response service may be better for dispersed communities who 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 complete a second Frequent Transit Service Study in the 2025-2027 biennium. The updated study will build on findings in the first version with new sidewalk data to give a more realistic picture of access to public transportation. (For more information, see "Accessibility analysis" in Updating the Washington State Public Transportation Plan, [p 78](#).)

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.

With funding from the Legislature for the 2025-2027 biennium, WSDOT awarded around \$31.3 million from the Green Transportation Capital Grant program to fund eight projects.

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:

- The 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](#)

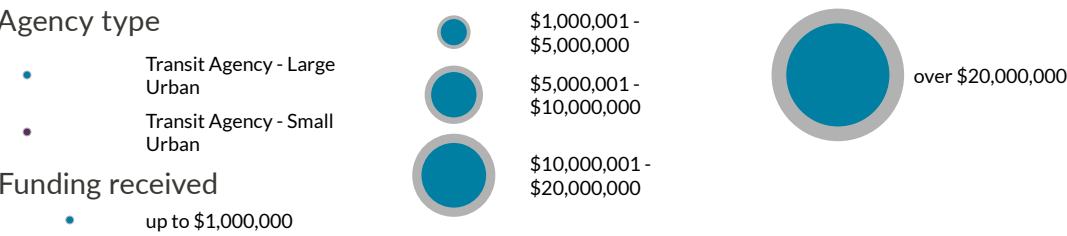
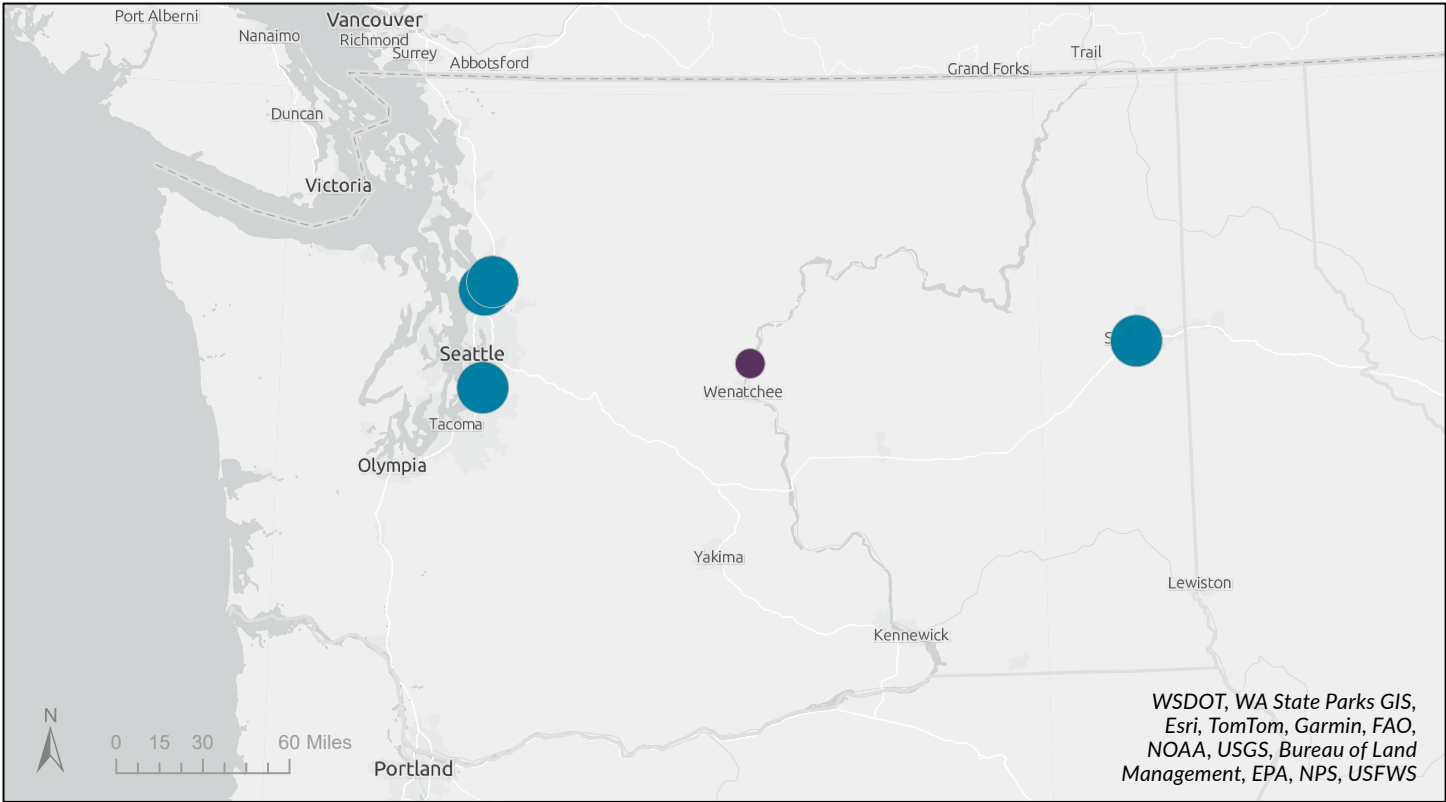


The Green Transportation Capital Grant program supported by state funding from CCA (96.9 percent). The program is also supported by funding from the Multimodal Account (3.1 percent).

2025-2027 Green Transportation Capital Grant program investments

This map illustrates investments in the Green Transportation Capital Grant program for the 2025-2027 biennium.

Green Transportation Grant awards by agency



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.

Kitsap Transit: Inductive charging infrastructure

With help from a Green Transportation Capital grant, Kitsap Transit is adding 16 inductive chargers to their transit centers and maintenance facilities that will charge its fleet of battery-electric buses.

Inductive chargers allow wireless charging between pads underneath a bus and charging pads in the ground. Inductive charging saves Kitsap Transit's operators time and allows buses to receive a high-power charge in just a few minutes.

As commuter culture has shifted since the COVID-19 pandemic, Kitsap Transit has seen an increase in demand for battery-electric buses, fast ferry service, and rural bus connections. Adding inductive chargers at its in-route transit centers helps Kitsap Transit keep its buses charged on routes without delay to its community, including Bremerton, Port Orchard, Poulsbo, Silverdale, Bainbridge Island, Kingston, and Southworth.

The newly installed inductive chargers will also support riders with quick access to Kitsap Transit's fast ferry system, providing service for riders commuting to downtown Seattle. Serving one of the fastest growing commuter communities in Washington, these bus and ferry connections have become an important part of everyday life for many Kitsap County residents. With a higher demand for ferry ridership and limited parking at ferry terminals, commuters increasingly rely on buses to make their ferry connections.

Kitsap Transit's expanding inductive-charging system is a big step toward developing its zero-emissions fleet. With the help of federal and state funding, Kitsap Transit installed four inductive chargers at its Silverdale Transit Center in 2024. By saving nearly 1,000 pounds of carbon pollution monthly, the Silverdale chargers are making the agency's zero-emissions goals a reality.

Passengers and operators alike are excited about the expansion of zero emissions buses. "These chargers allow me to stay on the road for longer and passengers seem to appreciate how clean and quiet the buses are," said one Kitsap Transit operator.

The Green Transportation Capital Grant program contributed more than \$3.8 million (100 percent CCA) in the 2023-2025 biennium for Kitsap Transit's inductive charging infrastructure, about 80 percent of the project cost. Construction for charger installation will commence in Spring 2026.

Transit's inductive chargers allow their battery-electric buses to stay on the road longer.



"These chargers allow me to stay on the road for longer and passengers seem to appreciate how clean and quiet the buses are."

– Kitsap Transit operator

Spokane Transit Authority: Battery-electric buses and infrastructure

In 2019, Spokane Transit Authority (STA) constructed its Boone Northwest Garage, a structure that houses 10 AC level-2 chargers. STA installed them with foresight that allows them to explore replacement of light- or medium-duty vehicles in operation. STA already has experience with electric vehicles with a battery electric bus fleet, which provides knowledge on operational limitations, an experienced maintenance staff that are familiar with EV repair and high-voltage safety practices, and the accompanying equipment required to service these vehicles.

STA is adding five more electric vehicles to support its fixed-route operations. The replacement of gas-powered vehicles will result in reductions in both operating costs and harmful emissions such as carbon, greenhouse gas, and other pollutants. Not only that, but clean and silent emissions will improve the air and sound quality of the neighborhoods through which these vehicles make their rounds along their routes.

STA's overhead chargers give a boost to its all-electric City Line.



Measurable objectives of this project include reductions in harmful emissions such as carbon and greenhouse gas emissions, diesel gallons consumed, and maintenance and associated operational costs. This project is in line with federal objectives included in the recently passed Inflation Reduction Act, the objectives of which are to reduce harmful air pollution, advance environmental justice, and reduce energy bills.

Within the Spokane Public Transportation Benefit Area there are 31 census tracts identified as disadvantaged. Categories of burden include climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

Adding more zero-emission vehicles to STA's growing zero-emission fleet will:

- Reduce environmental burdens and associated risks that contribute significantly to the cumulative impact designation of highly impacted communities
- Meaningfully protect overburdened communities from the impacts of air and noise pollution and/or climate change

The use of electric vehicles to support operations of the fixed-route system will help improve air quality in disadvantaged communities often disproportionately affected by pollution. Transitioning to zero-emission vehicles and infrastructure reduces emissions that contribute to climate change, specifically where its impacts can disproportionately affect vulnerable communities.

The Green Transportation Capital Grant program contributed about \$1.67 million (100 percent CCA) in the 2023-2025 biennium for Spokane Transit's battery-electric bus infrastructure project, about 42 percent of the project cost.

Zero-emissions Access Program (ZAP) grants provide funding for zero-emission carshare pilot programs in underserved and low-to-moderate income communities. With funding from the Legislature for the 2025-2027 biennium, WSDOT awarded just over \$3 million in ZAP grants to fund 18 projects.

ZERO-EMISSIONS ACCESS PROGRAM GRANT

Every community has unique transportation needs. There is no one-size-fits-all solution.

ZAP grants give nonprofits and local governments the flexibility to implement zero-emissions carshare projects tailored to the unique needs of the communities they serve. More specifically, the goal of ZAP grants is to expand access to clean-fuel transportation options by supporting these carshare programs in underserved communities where access to public transportation is less available.

Some of these projects include:

- Leasing, contracting for, or purchasing zero-emission vehicles and charging equipment for carshares
- Constructing or installing zero-emission charging infrastructure for the carshares
- Operating a zero-emission carshare program

[More about the ZAP grant](#)

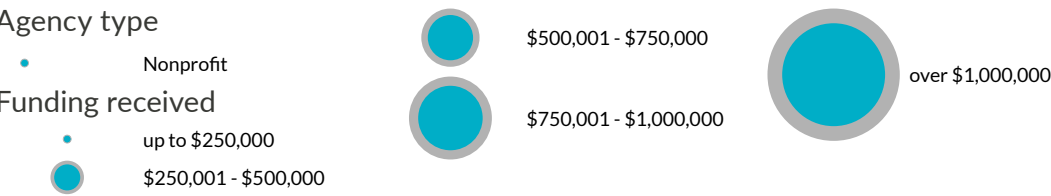
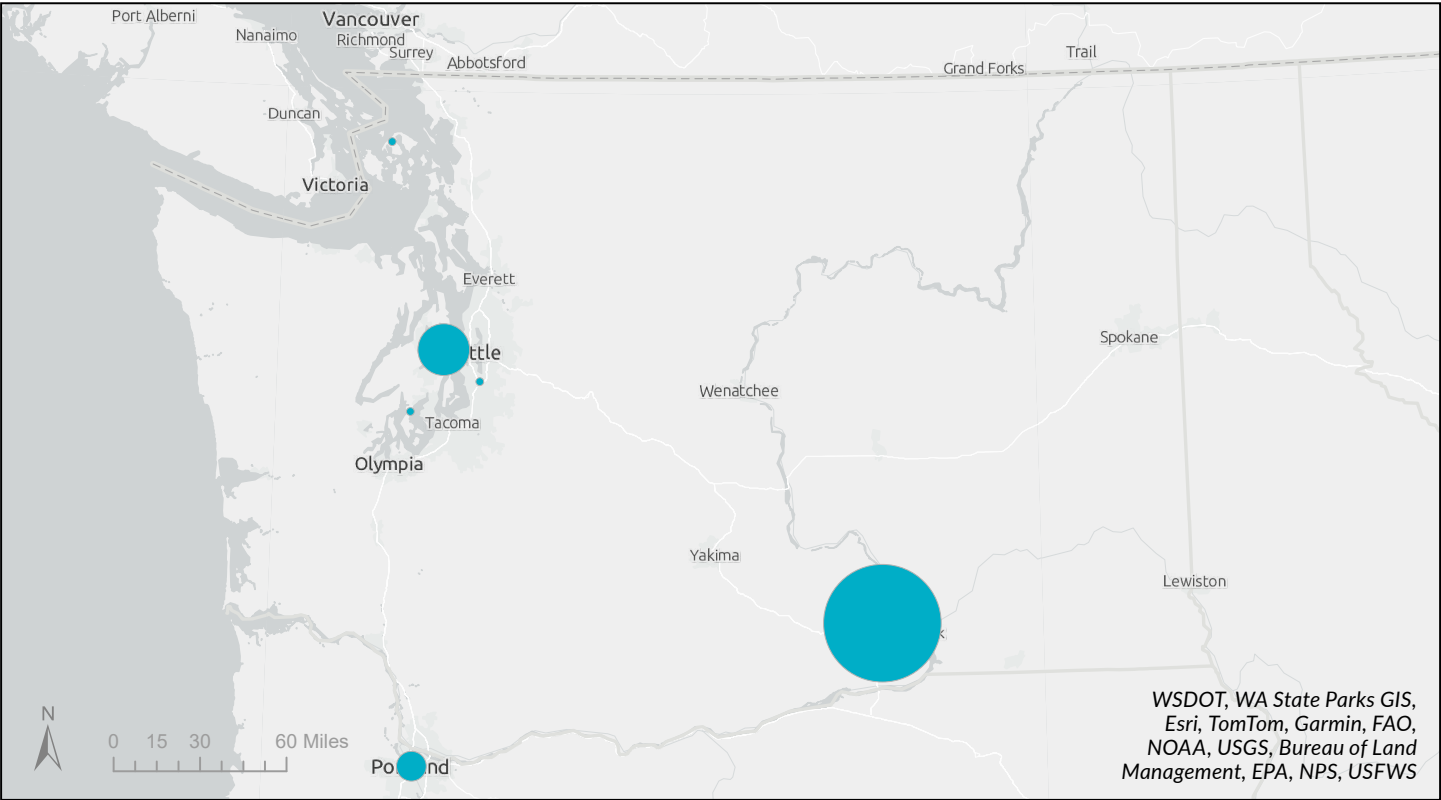


The ZAP grant is supported by state funding from CCA (100 percent).

2025-2027 Zero-emissions Access Program grant investments

This map illustrates investments in the ZAP grant for the 2025-2027 biennium.

Zero-Emission Vehicle Access Program awards by agency



Zero-emissions Access Program grant project highlights

These ZAP grant projects are expanding access to clean-fuel transportation in underserved communities.

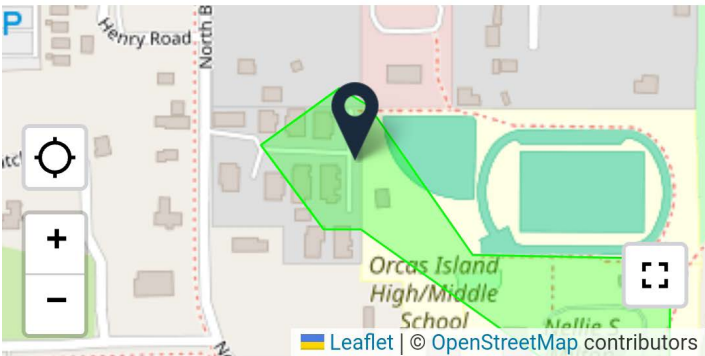
Island Rides: Green CarShare


Island Rides is on a mission to provide free or low-cost, convenient, and environmentally friendly transportation for its community. To serve this mission, Island Rides created the Green CarShare program to provide the community with convenient access to services like medical appointments, childcare, recreational activities, and grocery shopping.


Island Rides board member Bruce Benton initiated the Green CarShare program in 2023 by purchasing two electric vehicles and two charging stations, made possible by the ZAP grant. Initially opened to Of People And Land (OPAL) Community Land Trust renters and homeowners in 2024, the program expanded in 2025 to provide all eligible residents with convenient and low-cost transportation for the Orcas Island community.

Transit's inductive chargers allow their battery-electric buses to stay on the road longer.

14:18







100 %

Zero Chevy Bolt EUV

Orcas Island High/Middle School, School Road, Eastsound, WA 98245, United States of America

Thu, 8 May

12:00 PM

3:00 PM

6:00 PM

9:00 PM

Fri, 9 May

12:00 AM

12:00 PM


Thu 8th May


4:00 PM

Thu 8th May

START & UNLOCK

15:06





98 %

Zero Chevy Bolt EUV

In use

Thu, 8 May

3:00 PM

6:00 PM

9:00 PM

Fri, 9 May

12:00 AM

3:00 AM

12:00 PM





Thu 8th May

4:00 PM

Thu 8th May

FINISH & LOCK

PREVIOUS RESERVATION



46

To make it even easier for the local community to get access to the rideshare program, Bruce worked to establish a convenient and user-friendly app. Now, residents have direct and easy access to get where they need to go.

Thanks to the community's support, the Green CarShare program now boasts 39 drivers who collectively average five trips per day. Since the program's inception, the vehicles have traveled more than 10,000 miles in 1,654 hours of driving.

The Green CarShare program installed two initial car chargers at two of OPAL's local affordable housing developments – and when the program expanded, more charging stations were installed at a local high school and an OPAL apartment complex, helping expand access to further parts of the island.

With a promising future ahead, the Green CarShare program is set to continue its expansion. Recently awarded a ZAP grant for the 2025-2027 biennium, the program will add three more electric vehicles to its fleet, further enhancing its reach and community impact.

The ZAP grant contributed a total of \$188,551 in the 2023-2025 biennium for Green CarShare, about 78 percent of the total project cost.

Island Rides is also a recipient funding from the Special Needs and Rural Mobility grant programs since 2021-2023. To date, the programs have awarded Island Rides nearly \$3 million to build and sustain its program and purchase new vehicles.

With a promising future ahead, the Green CarShare program is set to continue its expansion.



"It's more of a community feeling and a reminder that we don't have to have a car for every adult person," Denise said, a Green CarShare program driver.

WOW Women of Wisdom Tri-Cities: WOW EV Carshare

Women of Wisdom (WOW) began in 2015 as a small group of diverse women passionate about creating a supportive environment where marginalized communities could grow and succeed. Over the years, the organization has touched countless lives through its economic development, leadership and mentorship programs, financial health and wellness workshops, and community outreach initiatives.

Now, with ZAP grant funding, WOW is bringing zero-emissions carshares through their EV Carshare program to overburdened communities from Yakima to Walla Walla.

WOW is driven by the vision of empowering under-represented individuals to thrive in an equitable, prosperous community by promoting holistic wellness: environmental, physical, mental, financial, and social health. They do this by providing access to capital, education, mentorship, and supportive environments.

With ZAP grant funding, WOW is bringing zero-emissions carshares through their EV Carshare program to overburdened communities from Yakima to Walla Walla.



WOW EV Carshare brings this vision to life: their fleet of cutting-edge, electric vehicles isn't just eco-friendly – they're a community conduit, connecting folks to the people and places that matter most.

WOW EV Carshare got started in 2022 with a ZAP grant to purchase two electric vehicles and install two charging stations in the Tri-Cities area. In the 2023-2025 biennium, they added five electric vehicles and eight charging stations in the Tri-Cities. In that biennium alone, WOW EV Carshare reported the following results:

- Over 15,500 miles driven by community members
- Around 675 trips booked through the carshare's community calendar
- About 38 percent of trips for medical or healthcare purposes
- About 26 percent of the trips for employment-related travel (e.g., job interviews, commuting, trainings)
- Roughly five metric tons of carbon-dioxide emissions avoided compared to gas-powered vehicles
- Around 92 percent of riders reported improved access to essential services

Moving into the 2025-2027 biennium, WOW EV Carshare will add another 20 electric vehicles and 16 charging stations in central and eastern Washington:

- Four electric vehicles and six charging stations in Yakima
- Two electric vehicles in Wenatchee
- Two electric vehicles and four charging stations in Sunny Side
- Four electric vehicles and two charging stations in Tri-Cities
- Eight electric vehicles and four charging stations in Walla Walla/College Place

That's a total of 27 electric vehicles and 26 charging stations serving overburdened populations in central and eastern Washington!

WOW sited the EV Carshare and chargers previously designated as "Red Line" areas and areas designated as "minority block groups" – areas with BIPOC populations greater than 37.6 percent. These also correlate to low-income areas, and areas with scarce public transportation coverage and little or no future planned coverage.

What people are saying about WOW EV Carshare:

"I have weekly dialysis appointments, but public transportation isn't always convenient for me. With the WOW carshare, I'm there and back in under an hour or so. It's given me time back with my grandchildren."

– Monica, Benton County resident

"I was able to book a WOW vehicle for the day just for fun. I've never driven an electric vehicle before, and I was thinking of purchasing one in the future. Great introduction and fun to drive!"

– Pascaline, Columbia Basin College student

"I needed to deliver products to a new customer, but my car was in the shop. The WOW Carshare kept my business on track."

– Caleb, Tri-Cities small business owner

"Before WOW's program, getting to my medical appointments was stressful. The bus schedule didn't match my treatment times and rideshares were too expensive. Now I can book a car when I need it, and it's been life-changing."

– WOW carshare user

By providing a shared transportation resource that community members can check out using a community calendar, WOW EV Carshare gives vulnerable residents the ability to manage routine (yet important) activities such as appointments for mental health and preventive care, job interviews, grocery shopping, and community events.

And with the shared electric vehicles, there's added benefits: folks get education and awareness regarding zero-emission vehicle alternatives and the opportunity to play a part in decreasing environmental harms in their own communities.

The ZAP grant contributed more than \$800,000 in the 2023-2025 biennium and will contribute \$1,324,917 in the 2025-2027 biennium to WOW EV Carshare, about 89 percent of the project cost.

More of what people are saying about WOW EV Carshare:

"I used the WOW carshare to attend a job interview while my vehicle was in the shop for a month. I got the job! This program gave me the mobility I needed to change my life."

– WOW carshare user

In the 2023-2025 biennium, WOW added five electric vehicles and eight charging stations in the Tri-Cities. Moving into the 2025-2027 biennium, WOW EV Carshare will add another 20 electric vehicles and 16 charging stations in central and eastern Washington.

"WOW's EV Carshare program fills a crucial gap in our transportation network. It's not just about mobility; it's about economic mobility."

– NAACP Tri-Cities

"Transportation is often the missing link in healthcare access. WOW has made it possible for our patients in wheelchairs to attend regular appointments with their ADA-accessible e-transit van."

– Power Strides, LLC (community health and wellness coordinator)

"Partnering with WOW EV Carshare program gives our members access to clean, safe, reliable, affordable transportation and resources that drive economic growth in our community."

– Washington African American Chamber of Commerce



Carbon dioxide is a greenhouse gas. Greenhouse gases 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

WSDOT uses California Air Resource Board (CARB) tools modified for Washington state and WSDOT's project types. These tools only calculate new greenhouse-gas reductions below the current baseline, and some project types don't have a calculator available yet.

Results

WSDOT estimates that of 187 reported public transportation awards, 50 awards reduced more than 101,500 metric tons of carbon dioxide in the 2023-2025 biennium.

And while the tools WSDOT used only calculate new greenhouse-gas reductions below the current baseline, the remaining 137 awards ensured carbon emissions didn't increase above the current baseline in Washington.

This table demonstrates carbon reductions in the 2023-2025 biennium.

Grant program/funding source	2023-2025 appropriation (100 percent CCA)	Award type	CCA awards reducing greenhouse gas emissions	Total funded awards	Percentage of awards reducing greenhouse gas emissions	Fiscal year 2025 projected quantity of reduced greenhouse gas emissions (carbon dioxide metric tons)
Special Needs reappropriation	\$225,000	Formula grant (reappropriation)	1	2	50%	20.9
Bus and Facility grants	\$35,723,000	Competitive grant	11	16	69%	14,423.2
LEAP Document 2023-2 Transit projects	\$31,544,000		2	11	18%	12,554.3
LEAP Document 2024-2 Tribal Transit grants	\$8,532,000	Competitive grant	7	33	21%	1,254.7
Nonprofit Special Needs Provider grants	\$17,713,000	Competitive grant	4	30	13%	191.7
Transit Agency Special Needs Transport grants	\$59,962,000	Formula grant	4	33	12%	1,181.7
Transit Support grants	\$188,930,000	Formula grant	5	41	12%	690.2
Green Transportation grants	\$28,905,000	Competitive grant	7	9	78%	70,899.6
Zero-Emission Vehicle Access grants	\$2,000,000	Competitive grant	9	12	75%	324.7
Totals	\$373,534,000		50	187		101,541

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 in 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.

Spokane Transit is implementing battery-electric buses and infrastructure to reduce carbon emissions. (Read more about Spokane Transit and their battery-electric buses and infrastructure on [p. 46](#).)



Commute trip reduction grants help local jurisdictions reduce greenhouse gas emissions and keep their busiest commute routes flowing.

Local jurisdictions work with employers, who develop and manage their own commute trip reduction programs based on locally adopted goals.

With funding from the Legislature for the 2025-2027 biennium, WSDOT awarded nearly \$6.5 million to fund commute trip reduction grants for 27 jurisdictions.



Commute trip reduction grants are supported by state funding from CCA (33.7 percent). These grants are also supported by funding from the Multimodal Account (58.3 percent), and the State Vehicle Parking Account (8 percent).

TRANSPORTATION DEMAND MANAGEMENT AND THE STATE COMMUTE TRIP REDUCTION PROGRAM

What is transportation demand management? What is commute trip reduction?

Transportation demand management is a set of policies, programs, and incentives that help folks use our transportation system more efficiently. It's everything from encouraging flexible work schedules and teleworking to planning entire communities that are more walkable and have easy access to public transportation.

Commute trip reduction is a strategy within transportation demand management that uses policies, programs, and incentives that motivate folks to use alternatives to driving alone to work, like using public transportation, carpooling, biking, or just working from home.

The Washington State Commute Trip Reduction Program has a nearly 35-year history of helping people make the switch from their car to cleaner, more sustainable modes of transportation to get to and from work. Implemented after the 1989 Exxon Valdez oil spill, the goal of the program was to reduce carbon emissions and traffic congestion on the state's busiest commute routes.

The Washington of 2025 is very different from the Washington of 1989. There are more people, different jobs, and more ways to get to those jobs. Through all this, the State Commute Trip Reduction Program looks to its history of performance and innovation to address the transportation needs of the future.

In the wake of COVID-19 the pandemic and with the leadership of the Transportation Demand Management Technical Committee and Executive Board, the State Commute Trip Reduction Program and its partners across Washington set out to document and learn from their shared past accomplishments so they could address emerging mobility needs of communities for years to come.

[More about the commute trip reduction grants](#)

Yearly benefits of commute trip reduction:

49 million gallons of gasoline saved

\$162 million consumer dollars saved on gasoline

373,000 metric tons of CO2 emissions avoided

2.18 metric tons of PM2.5 from brake wear avoided

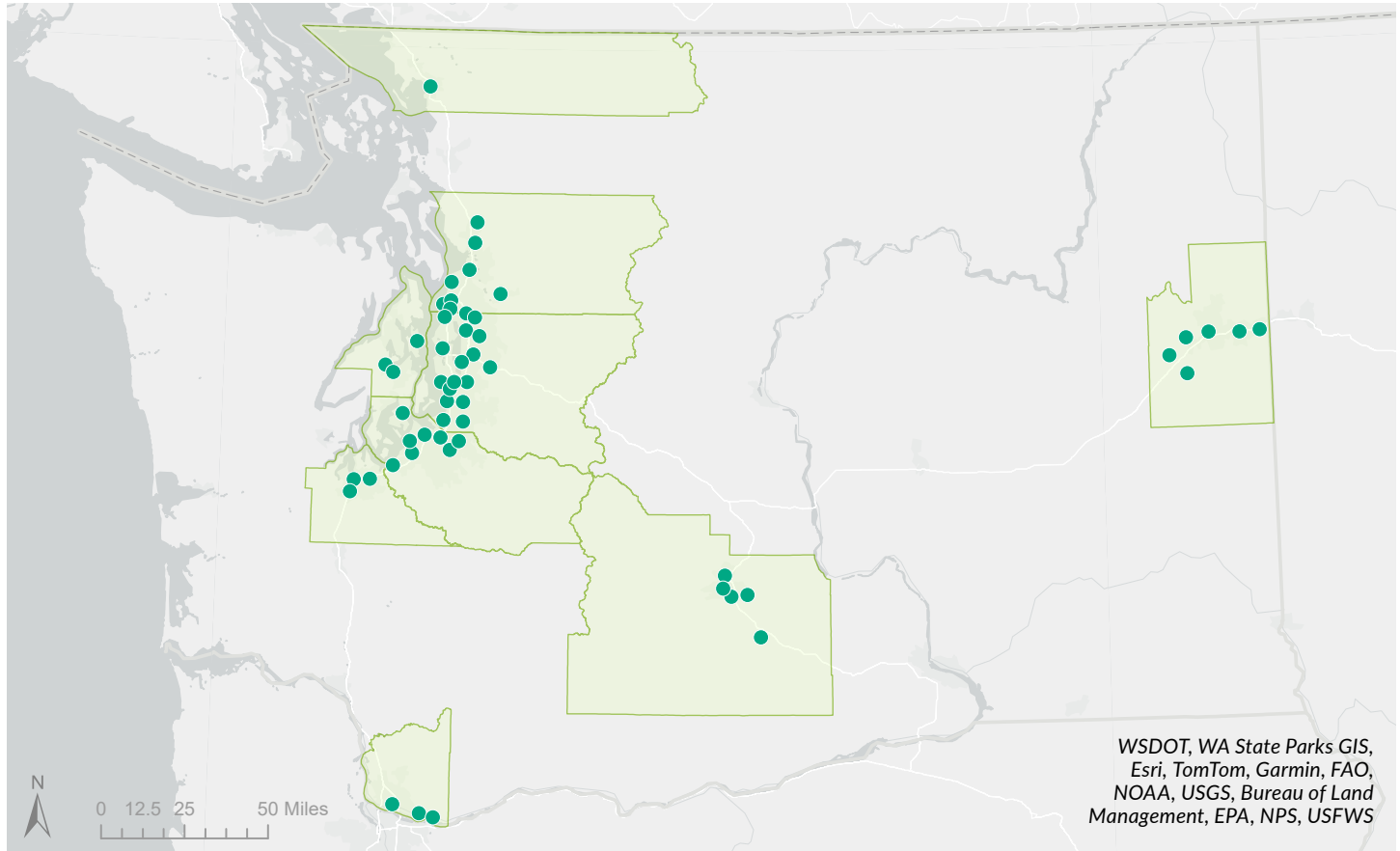
1.09 metric tons of PM2.5 from tire wear avoided

Sources: U.S. Bureau of Transportation Statistics' Estimated U.S. Average Vehicle Emissions Rates per Vehicle by Vehicle Type Using Gasoline, Diesel, and Electric; U.S. Environmental Protection Agency's Tailpipe Greenhouse Gas Emission from a Typical Passenger Vehicle; and U.S. Energy Information Administration's Analysis of U.S. Retail gasoline prices)

2025-2027 State Commute Trip Reduction Program investments

This map illustrates the commute trip reduction-affected jurisdictions where the State Commute Trip Reduction Program implementers make investments in transportation demand management.

Commute Trip Reduction Program-affected jurisdictions



Commute Trip Reduction Program-affected cities



Commute Trip Reduction Program-affected counties



Commute Trip Reduction Program-affected jurisdictions

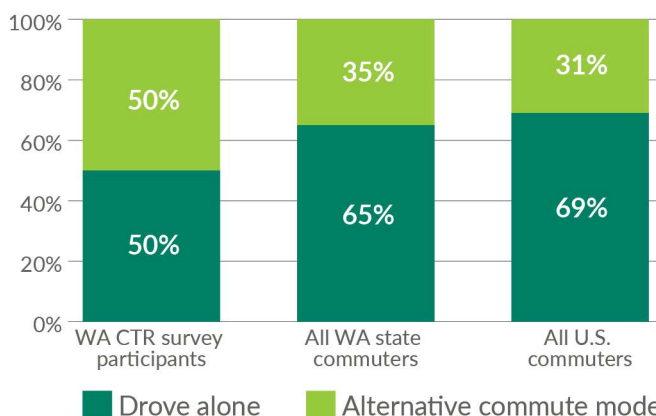
- Clark County and the cities of Camas, Vancouver, and Washougal
- King County and the cities of Algona, Auburn, Beaux Arts, Bellevue, Black Diamond, Bothell, Burien, Clyde Hill, Covington, Des Moines, Federal Way, Hunts Point, Issaquah, Kenmore, Kent, Kirkland, Lake Forest Park, Maple Valley, Medina, Mercer Island, Newcastle, Normandy Park, Pacific, Redmond, Renton, Sammamish, SeaTac, Seattle, Shoreline, Tukwila, Woodinville, and Yarrow Point
- Kitsap County and the cities of Bainbridge Island, Bremerton, and Port Orchard
- Pierce County and the cities of Bonney Lake, DuPont, Edgewood, Fife, Fircrest, Gig Harbor, Lakewood, Milton, Orting, Puyallup, Ruston, Steilacoom, Sumner, Tacoma, and University Place
- Snohomish County and the cities of Arlington, Bothell, Brier, Edmonds, Everett, Lake Stevens, Lynnwood, Marysville, Mill Creek, Monroe, Mountlake Terrace, Mukilteo, Snohomish, and Woodway
- Spokane County and the cities of Airway Heights, Liberty Lake, Millwood, Spokane, and Spokane Valley
- Thurston County and the cities of Lacey, Olympia, and Tumwater
- Whatcom County and the cities of Bellingham and Ferndale
- Yakima County and the cities of Selah, Union Gap, and Yakima

State Commute Trip Reduction Program performance

Washington leads the way in choosing alternatives to driving alone thanks in large part to the State Commute Trip Reduction Program.

In the chart (right), of the nearly 225,000 employees working at commute trip reduction-affected worksites who took the 2023/2024 commute trip reduction survey, 50 percent chose alternatives to driving alone for their commute. For comparison, only 35 percent of commuters statewide and 31 percent of U.S. commuters used alternatives to driving alone.

2023/2024 commuter drive-alone rates



State Commute Trip Reduction Program – implementer highlights

These commute trip reduction implementers and their projects are helping reduce carbon emissions and traffic on the state's busiest commute routes (and beyond!).

Commute Smart NW: Commute Champions

Commute trip reduction-affected employers in Spokane County reduce more than 44 million miles of single-occupancy vehicle travel and more than 40 million tons of greenhouse gas emissions every year. And these employers know commute trip reduction benefits come full circle: commute trip reduction helps reduce the number of vehicles on the road – which allows businesses to transport goods and services more efficiently, in turn making those very businesses more successful and profitable.

Commute Smart NW is Spokane County's commute trip reduction implementer. They know part of increasing the reach of commute trip reduction is celebrating its champions at every level. Commute Smart NW helps emphasize their business partners' role in increasing commute trip reduction benefits by providing Commute Smart Champions Awards to organizations that are leading the way in promoting mobility options to their employees. Last year's champion business leaders included Providence Urban Campuses, Washington State Department of Social and Health Services - Division of Child Support, Eastern Washington University, and Airway Heights Corrections Center.

Commute Smart NW helps emphasize their business partners' role in increasing commute trip reduction benefits by providing Commute Smart Champions awards to organizations that are leading the way in promoting mobility options to their employees.



And awardees are more than happy to champion the benefits of commute trip reduction:

Matt Albright, the executive director of service lines for Providence Urban Campuses: “Many caregivers rely on our commute trip reduction program, as they use their monthly transit benefit as their main form of transportation. Without the benefits we provide it could be an added hardship for their daily commutes in many ways, and we are happy to help alleviate that any way we can as an organization.”

Dr. Shari McMahan, president of Eastern Washington University: “Here at EWU we are proud to be reducing our carbon footprint, easing congestion in Cheney, and demonstrating leadership for environmental stewardship.”

In the 2023-2025 biennium, the State Commute Trip Reduction Program contributed \$651,100 to Spokane County to implement commute trip reduction strategies.

City of Seattle: Flip Your Trip

The City of Seattle developed the Flip Your Trip travel campaign to address changing travel patterns in downtown Seattle. From April to June 2023, the city used lessons learned from the West Seattle Bridge replacement to build a marketing campaign to let workers from non-office employers know about their mobility options, such as people with jobs in the service industry, retail, healthcare, and more.

Participants in Flip Your Trip made pledges to try mobility options other than driving alone to work and received \$25 mobility subsidies (i.e., credits for mobility options or transit cards) and support through email or newsletters to make more sustainable transportation choices.

Flip Your Trip engaged community-based organizations who in turn helped reinforce norms around using mobility options. And the campaign has had lasting success: after distributing more than 1,300 ORCA cards, more than 2,300 participants took more than 13,000 trips on transit!

In the 2023-2025 biennium, the State Commute Trip Reduction Program contributed \$1,459,100 to City of Seattle to implement commute trip reduction strategies.

City of Vancouver: Residential program

The City of Vancouver is expanding beyond its employer commute trip reduction program with a new residential program.

The residential program engages with neighbors across the city to create travel behavior changes during major life transitions, such as moving.

The residential program provides:

- Free transit fare
- Informative resources
- One-on-one support

The program also makes use of experiential learning events to provide community members with opportunities to try new travel options for the first time and build familiarity and confidence with those options.

In the 2023-2025 biennium, the State Commute Trip Reduction Program contributed \$391,900 to City of Vancouver to implement commute trip reduction strategies.

City of Vancouver’s residential program makes use of experiential learning events to provide community members with opportunities to try new travel options for the first time, like the Fourth Plain group transit adventure.



City of Bellevue: Growing smarter

Over nearly 40 years, Bellevue has built one of the state's most comprehensive transportation demand management programs. With more than 150,000 residents and nearly 164,000 workers, the city is preparing for 70,000 more jobs and 35,000 more housing units by 2044. Instead of paving its way through growth, Bellevue is investing in smarter choices.

Transportation Management Program

The City of Bellevue had more than one million square feet of new leases in 2024 alone and relies on its Transportation Management Program to ensure that prosperity doesn't come at the expense of livability. And the city isn't the only beneficiary of its program: With 53 downtown buildings affected by commute trip reduction requirements, Bellevue and its business partners plan and manage nearly 20 million square feet of office space with transportation efficiency in mind.

Commute Trip Reduction Program

At 82 participating companies in Bellevue, employees are saving time, money, and stress. Driving alone has dropped from 74 percent in 1993 to just 43 percent today.

Mackenzie Madsen from FlexPort says, "Our employees have felt supported in their commuting journeys. Often employees don't know what resources are available to them, so it was such a nice perk to have City of Bellevue's [commute trip reduction] assistance onsite."

Choose Your Way Bellevue

From Amazon worksites to local schools, Choose Your Way Bellevue helps residents earn rewards for trying alternatives.

Priya Balan from Amazon says, "The tabling event with [Choose Your Way Bellevue] was a great opportunity for our employees to get to know more about commute options. We more than 150 employees stop by."

In the 2023-2025 biennium, the State Commute Trip Reduction Program contributed \$478,200 to City of Bellevue to implement commute trip reduction strategies.

Bellevue has built one of the state's most comprehensive transportation demand management programs with programs like Choose Your Way Bellevue, which helps residents earn rewards for trying alternatives.



Other transportation demand management - and commute trip reduction-influenced efforts delivering results in Washington communities

Hopelink's Community Transportation Navigator program provides trusted, multilingual guidance to help people connect with resources like Access Paratransit.



King County's Youth Mobility Program gave thousands of students free ORCA cards and trip planning workshops. More than 70 percent of students reported feeling more confident using transit afterward.



King County's Community Mobility Program partners with community-based organizations to train newly immigrated community members as mobility coaches.



South King County Trips helps immigrants, airport workers, and low-income families by removing the upfront cost of transit and providing safety gear.



Sea-Tac Airport Partnerships support more than 26,000 employees with ORCA cards, carpools, and flexible commute solutions tailored for non-traditional work hours.



"Now travel around the region is more accessible and manageable for me."

– Community Transportation Navigator program participant

"I went to Seattle from Kent for the first time and it was fun. My daughter enjoyed the ride, so we probably will go again."

– South King County Trips program participant

"Our community doesn't trust a lot of outside sources of information, but when I explain to them in Somali that something is trustworthy, they listen."

– Community Mobility program participant

Commute trip reduction data affects decision-making for housing, development, and communities across the state

Around half of the folks working at commute trip reduction-affected worksites get to work using a mode other than driving alone on weekdays:

Still, many housing and community development decisions revolve around building infrastructure for cars, rather than infrastructure for public transportation, ride sharing, walking, biking, rolling, and teleworking.

But there's change in the air.

Over time, State Commute Trip Reduction Program data and strategies have been woven into community development, becoming critical to housing policy, land-use planning, community services, and utility development in the process.

Here in Washington, the Department of Commerce used the program's robust travel survey data in a new guidebook for cities to use for reducing greenhouse-gas emissions. The program's data informs the guidebook's housing strategies, transit-oriented development policies, transit programs, and parking planning. By sharing data and strategies, cities and employers that aren't a part of the State Commute Trip Reduction Program can still experience its benefits.

Now, thanks to a new tool to collect and analyze its data, the State Commute Trip Reduction Program plans to offer even more to these efforts by equipping cities and employers with place-based, data-driven strategies to advance outcomes in mobility, housing, human services, and traffic congestion.

Modest public investments can spur private companies to go big on commute trip reduction

The Commute Trip Reduction Tax Preference allowed employers in Washington to claim a business and occupation or public utility tax credit for a portion of the incentives they provided to their employees to use commute options other than driving alone, like ridesharing or taking a bus.

The Commute Trip Reduction Tax Preference was a moderate investment with an outsized benefit. The credit cost the state \$2.75 million annually, but employers using the preference reported providing more than \$143 million to employees through

transportation services and benefits from 2016 to 2022. The credit seeded investment from private industry, increasing transportation options and lowering commuter expenses for almost 1.5 million employees.

The tax preference was an important tool that saved commuters money and time, reduced greenhouse-gas emissions, and improved the efficiency of Washington roadways. Unfortunately, the preference was not renewed in the 2024 legislative session.

Setting the stage to improve equity in the State Commute Trip Reduction Program

The State Commute Trip Reduction Program continues to work at the policy level to ensure that everyone in Washington experiences program benefits, especially vulnerable populations in overburdened communities and tribes.

In 2024, WSDOT commissioned the [Commute Trip Reduction Equity Study](#) to assess the benefits of the State Commute Trip Reduction Program for vulnerable populations. The study found challenges with the way the program was designed that limit its ability to effectively address equity. These challenges go all the way back to 1991 and the original focus of the Commute Trip Reduction Law and program: large employers with employees commuting between 6 and 9 a.m. in counties with populations over 150,000.

The study also found that certain types of jobs are more common in CTR-affected cities. These jobs generally differed from jobs often held by vulnerable populations, which are more likely to employ essential workers, employees with disabilities, or shift workers. Community respondents to the study backed up this finding during public engagement. They noted that vulnerable populations often work in retail, hospitality, manufacturing, and service jobs that are commute trip

reduction exempt due to work hours, employer size, or location.

But the study also found that cities and employers are currently implementing the program in overburdened communities. This likely means that the program's environmental benefits from reducing traffic during commutes and are positively affecting these communities.

The program intends to expand on these benefits while working within the boundaries of the 1991 law: With the study's findings in mind, the Transportation Demand Management Technical Committee and Executive Board set a goal for the State Commute Trip Reduction Program to advance environmental justice in its [2025-2029 State Commute Trip Reduction Plan](#). The plan charges the state Commute Trip Reduction Program to "research, evaluate, and implement strategies that address environmental justice in alignment with [Climate Commitment Act] requirements" (p. 15). The intended outcome of this action is to "expand investment and service to advance equity and environmental justice" within the parameters of the state's commute trip reduction law.

From Bellevue's growing downtown to Spokane's Commute Champions, to a grandmother in Renton who can now reach her medical appointments with ease, transportation demand management and commute trip reduction provide transportation solutions to many – and benefits to all.

These small, nimble, cost-effective policies, programs, and incentives multiplied across thousands of daily trips build stronger communities and a more sustainable Washington.

Transportation demand management and commute trip reduction aren't just about how we get to the office and back; they're about how we connect with our neighbors, with our cities, and with the future we're building together.

In 2009, the Legislature directed state agencies to take the lead in reducing congestion, vehicle miles traveled, and energy consumption (RCW 70A.15.4100).

WSDOT established the State Agency Commute Trip Reduction Program to foster this work.

STATE AGENCY COMMUTE TRIP REDUCTION PROGRAM

The State Agency Commute Trip Reduction Program provides support and technical assistance to state-government worksites required by law to implement commute trip reduction programs. The program's support includes the development and promotion of policies and projects that encourage employees to choose multimodal options other than driving alone to work, such as carpooling, vanpooling, public transit, walking, biking, flexible work hours, and teleworking.

The program—with guidance from the [State Agency Commute Trip Reduction Advisory Board](#)—is implemented with the co-facilitation of WSDOT and Thurston Regional Planning Council, with participation from all commute trip reduction-affected state-agency worksites and many transit agencies across Washington.

Program updates

State Agency Commute Trip Reduction Advisory Board

The State Agency Commute Trip Reduction Advisory Board has evolved, with WSDOT bringing together its key partners at the departments of Enterprise Services, Commerce, and Ecology, along with representatives from more than a dozen other state agencies, Thurston Regional Planning Council, and Intercity Transit.

The primary goal of this group is to reduce single-occupancy-vehicle commutes by supporting efforts to promote multimodal transportation options. This goal aligns with the state's broader commitment to environmental sustainability, employee well-being, and the development of efficient transportation systems.

With an updated website, an expanded advisory group, and a new 2025-27 action plan, the board is set to support commute trip reduction program advances among state agencies.

State Employee Vanpool Program: “The vanpool is a lifesaver for my 120-mile daily commute.”

In 2023, the Legislature made a 100 percent vanpool subsidy available to state employees. Since its launch, the State Employee Vanpool Program has shown steady month-after-month growth, rising demand in rural areas, and improved access to employment for state workers.

Enrollment in the program grew from 462 to 738 commuters in the first 15 months. This means, on average, vanpool ridership has increased by 6 percent each month statewide.

Vanpooling has become an especially vital commute option for employees at the Department of Corrections, one of the state’s largest employers. With many Corrections worksites located in rural areas where public transportation is limited, the agency’s staff now represents the majority of vanpool riders at Clallam Transit and Ben Franklin Transit—two of the state’s top vanpool grantees—accounting for more than 400 subsidized commuters.

As the program grows, so does its reach and effect. The State Employee Vanpool Program now serves at least 10 Washington counties. More state agencies are participating, new vanpool groups are forming and, in areas with limited transportation options, state workers now have a reliable way to get to work together!

While the growth in enrollment shows that this benefit is greatly needed, participation in the program has exceeded expectations and budget projections. For the 2025-2027 biennium, the forecasted cost of vanpool fares is more than the State Transportation Budget has appropriated (\$1.1 million). Supplemental funding is required to sustain the program.

State Employee ORCA Program

The State Employee ORCA Program provides fare-free public transportation access to eligible state workers in King, Pierce, and Snohomish counties. The program supports sustainable commuting and helps save transportation costs for state staff.

Launched in 2017 through a collective bargaining agreement for state employees in King County, the program was expanded by the Legislature in 2019 to include employees in Pierce and Snohomish counties.

What State Employee Vanpool Program participants are saying:

“WOW’s EV Carshare program fills a crucial gap in our transportation network. It’s not just about mobility; it’s about economic mobility.”

– NAACP Tri-Cities

“Transportation is often the missing link in healthcare access. WOW has made it possible for our patients in wheelchairs to attend regular appointments with their ADA-accessible e-transit van.”

– Power Strides, LLC (community health and wellness coordinator)

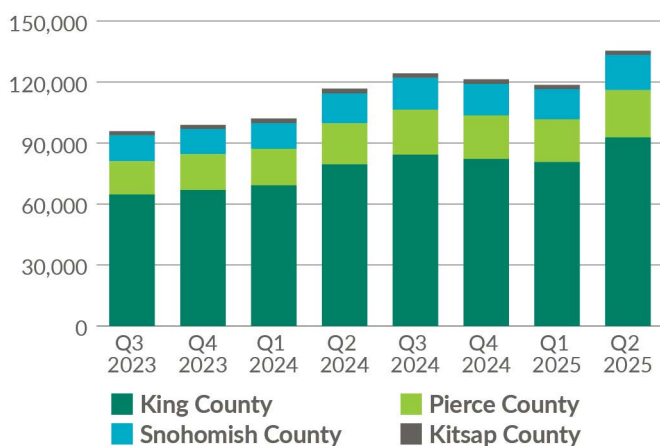
“Partnering with WOW EV Carshare program gives our members access to clean, safe, reliable, affordable transportation and resources that drive economic growth in our community.”

– Washington African American Chamber of Commerce

Today, it serves full-time, part-time, and temporary employees and interns with duty stations in all three counties. (State employees stationed in Kitsap County remain ineligible, despite Kitsap Transit's participation in the ORCA service area.)

In the 2023-2025 biennium, participants in the State Employee ORCA Program made more than 912,000 boardings using their state-issued ORCA cards. Monthly boardings in the same period showed a 37-percent increase, from 30,000 in mid-2023 to more than 41,000 in early 2025. The chart below shows boardings by county and total boardings for participants in the program.

2023/2024 State Employee ORCA Program boardings



New commute trip reduction incentives for WSDOT employees

Until this past spring, WSDOT employees who lived or worked in the Puget Sound region but didn't have an official workstation located in Pierce, King or Snohomish counties couldn't receive free transit passes through the State Employee ORCA Program to get to and from work – unless they went through a cumbersome reimbursement process.

Now, these employees can receive a card just like State Employee ORCA Program-eligible employees. To implement the new incentive, WSDOT staff drew on behavior-change research and existing policy to propose that employees in these circumstances be issued an ORCA card—funded by commute trip reduction incentive dollars—in light of the fact that reducing barriers makes it easier for people to choose options other than driving alone for commuting.

What State Employee ORCA Program participants are saying:

"Using the ORCA card is so easy. Working in downtown Seattle, it enables us to commute into the city without having to take my personal vehicle. Safer for the environment and it enables me to enjoy the ride back to my car. I enjoy the down time before having to switch gears and be there for my family."

– Employee, DSHS

"I love the ORCA pass and consider it one of the major perks of the job. I use the ORCA pass as an access to intermodal transportation consisting of bike, bus, and light rail."

– Tru, Ecology

"I use the ORCA pass to get to the office when I don't end up commuting by bike. The ORCA benefit allows my family to rely on one car for our transportation needs. Often, even on the weekends, I will end up taking public transportation to get into the city or meet with friends, drastically lowering my expenses for parking and gas."

– David, Ecology

In just the first three months of the program, employees took 348 public transportation rides using their incentive, reducing single-occupancy vehicle trips and saving these employees money and time. The chart below shows boardings by county and total boardings for participants in the program.

This spring also saw the launch of the Spokane Transit Authority's Right to Ride incentive program, offering fare-free transit passes to WSDOT employees who live or work in Spokane County. This program responds to a demonstrated need for transit benefits beyond the Puget Sound region.

Sustaining positive aspects of teleworking

The State Human Resources Division hopes to benefit from the growth of teleworking during the pandemic and sustain its positive aspects without reducing services to the public or increasing costs.

The benefits of teleworking include:

- Better work/life balance for employees
- Reduced emissions
- Lower traffic volumes
- Decreased demand for parking
- More operational resilience in the face of emergencies
- Increased employee recruitment and retention

The division will work to integrate these benefits into its guidance for state agencies.

Guaranteed Ride Home

Guaranteed Ride Home ensures that state employees who commute to work using a mode other than by driving alone are able to get a free ride home in case of an emergency.

As state agencies are doing more in-office collaboration, many employees are returning to their pre-pandemic commute patterns. One indicator that State Agency Commute Trip Reduction Program is still active and thriving is the recent uptick in use of the Guaranteed Ride Home program.

The State Agency Commute Trip Reduction Advisory Board will continue to promote and sustain this crucial program.

How WSDOT employees are reacting to the new commute trip reduction incentives for WSDOT employees:

"As a traveler in Washington, multimodal transportation is instrumental in getting to where I need to go. Whether it's to the office or an event, having the option of using reliable public transportation allows for a safer trip. Since getting the ORCA card, I have found myself trying to use my car less and my bike and public transport more. I think this is a valuable benefit to me as an individual that comes with amazing secondary benefits including reducing emissions, reducing traffic, and increasing the longevity of our infrastructure."

"Since I live in Tacoma and commute regularly to Olympia, I am excited for a future where there is an option to commute using public transportation like I can up to Seattle."

"The ORCA incentive card gives me the freedom to access everything Seattle has to offer through public transit. Whether I'm running errands downtown, heading to a concert, or attending an event, I don't have to worry about travel costs or wasting time looking for parking!"

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

With funding from the Legislature for the 2023-2025 biennium, WSDOT awarded nearly \$2.3 million for four projects.

Unfortunately, the grant program was not funded in the 2024 session.

TRANSIT COORDINATION GRANTS AND TRANSIT INTEGRATION IN THE PUGET SOUND REGION

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

This state-funded grant program provided financial assistance for coordinated transit-related projects, encouraging joint planning and collaboration between transit systems to improve the user experience and increase ridership while making the most effective use of tax dollars. These grants helped central Puget Sound transit agencies carry out efforts articulated in RCW 35.58.2796(2)(b) to:

- Integrate marketing efforts
- Align fare structures
- Integrate service planning
- Coordinate long-range planning, including capital projects planning and implementation
- Integrate other administrative functions and internal business processes
- Enhance customer-focused tools and initiatives

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



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

Transit Coordination Grant projects

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

King County Metro: Free Youth Transit Pass regional campaign expansion

Partners: 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 in 2022, it ushered in a new transit era: fare-free rides statewide for youth 18 and under. Agencies recognized early on not only the need to build and sustain a new generation of riders, but that coordinated marketing and branding would best help spread the message that youth ride free. King County Metro's Transit Coordination Grant project builds on a previous regional marketing effort, implementing a campaign that continues to build awareness and encourages use of youth ORCA cards.

The campaign launched in May 2025 and included several strategies to reach both youth and parent audiences. The campaign was built around the "Escape the Scroll" creative concept, which characterizes the free youth ORCA card as a portal to adventure. Metro's pass sales office processed 3,265 youth ORCA card orders in July 2025—which doubled the number compared to the same month the previous year—when there was no active campaign, demonstrating the campaign's effective call to action.

Supported by the campaign's consultant partner, C+C, Metro developed event-in-a-box kits with signage and outreach materials for each partnering agency. They developed new printed materials in 11 languages. Metro also created and shared digital and social media toolkits, with content in both English and Spanish.

"Great program. I told my kid you have to learn to navigate the bus system before you learn to drive."

– Parent at regional event

The campaign included a behavior-change component through tabling at three large regional events, where event staff reached 773 people and distributed 286 youth ORCA cards. Youth who filled out a pledge to confirm that they will tap their cards when riding transit received a free Boop plushy! Across the three events, 200 youth filled out a pledge form.

To share the campaign through trusted voices, Metro partnered with three influencers: one youth, one English-speaking parent, and one Spanish-speaking parent. Their posts earned more than 172,000 views between them, most of which received several hundred likes as well as engagement through comments, replies, shares, and saves.

The paid media portion of the campaign successfully reached youth and parents through social media ads, streaming audio, and streaming video. In all, the campaign brought in nearly 20 million impressions and drove more than 125,000 visits to the campaign landing page. The campaign's geotargeting prioritized the Kitsap, Pierce and Snohomish County areas, and Metro did additional ad-buys targeting King County to increase the campaign's overall reach and impact.

The Transit Coordination Grant program contributed \$500,000 (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

Partners: Community Transit, Everett Transit, Kitsap Transit, King County Metro, and Pierce Transit

Sound Transit is partnering with all six of the 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 that make up 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 out to the people 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.

Jefferson Transit Authority: Strait Shot/Kingston Express connection site plan

Partners: Clallam Transit System and Jefferson County

A Transit Coordination Grant helped Jefferson Transit Authority establish a partnership with Clallam Transit System and Jefferson County to enhance the Olympic Peninsula Gateway Visitors Center to enable a seamless connection between Jefferson Transit's Kingston Express and Clallam Transit's Strait Shot. The enhanced center allows access for riders on both routes to the Washington State Ferry docks in Kingston and on Bainbridge Island.

Jefferson and Clallam counties provide access to a variety of major trailheads across the Olympic Peninsula, all without the need for a car. Many routes on both transit systems include stops at or near these trails, making it easier for visitors to explore the region. Both counties also feature the Olympic Discovery Trail, a 135-mile, multi-use path that is continuously expanding. Both transit systems offer multiple routes and stops designed for easy access to this trail.

In 2017, Clallam Transit launched the Strait Shot, an express route connecting Port Angeles to

the Bainbridge Ferry Terminal. This service has experienced significant growth in ridership, including a remarkable 243-percent increase since the onset of the COVID-19 pandemic.

In 2022, Jefferson Transit introduced the Kingston Express, which provides an express route between Port Townsend and the Kingston Ferry Terminal. This service has also gained traction, with a 65-percent increase in ridership since January 2024 following the elimination of fares.

In response to community feedback, Jefferson Transit and Clallam Transit started discussions about a connection between these two routes to enhance options for riders. After identifying the Olympic Peninsula Gateway Visitors Center as a viable site, the Transit Coordination Grant helped Jefferson Transit, Clallam Transit, and Jefferson County collaborate with county engineers to develop a comprehensive site plan for improving the visitors center, ensuring a safe and efficient connection for passengers.

By establishing a streamlined connection point, the agencies significantly enhanced access to various sections of the trail system, parks, and forests, supporting activities such as hiking, biking, and other outdoor pursuits – all while reducing reliance on personal vehicles.

The improved visitors center and new connections allow people to park, take a ferry to either Kingston or Bainbridge Island, and then use bus services to reach the visitors center. From there, they have convenient access to destinations such as Fort Worden, Hurricane Ridge, Storm King Trailhead, Forks, Olympic National Park, Pacific Beaches, and Kalaloch Lodge, all while enjoying a car-free travel experience on the Olympic Peninsula.

The Transit Coordination Grant program contributed \$90,000 (100 percent CCA) in the 2023-2025 biennium for the Strait Shot/Kingston Express connection site plan, 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 way 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 and service planning, sharpen customer-focused tools and initiatives, and develop other administrative functions.

A few of the highlights for 2025:

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 Sound Transit's Sounder service.
- 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 workplans and securing necessary funding, all while ensuring compliance with WSDOT requirements to enhance the program's reach and effectiveness.
- Everett Transit worked with the ORCA team to highlight their Youth Ride Free campaign, Escape the Scroll. This included displays at events, such as Mariner Fest and long-range plan outreach open houses, as well as social media posts.
- Pierce Transit, King County Metro, Community Transit, Sound Transit, Everett Transit and Kitsap Transit coordinate regional communications with customers and our communities on topics including free-ride days (e.g., New Year's Eve), ORCA card enhancements, and safety messaging.
- Metro collaborated with the City of Seattle on the 2025 Flip Your Trip summertime campaign (see [p. 56](#) for more about Flip Your Trip) to

provide information about Revive I-5 impacts and encourage transit ridership during the closure via a participant pledge and incentive program, leveraging pre-loaded ORCA cards and Transit GO Ticket app rewards. Metro also engaged business districts affected by diverted traffic in collaboration with the U District Partnership. Metro distributed ORCA cards to affected businesses as a means of encouraging their customers to continue patronage during construction. Metro is analyzing preliminary results of the summer 2025 campaign to inform a strategy for the Revive I-5 and FIFA World Cup campaigns in 2026.

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, each of them benefits 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 2024. Concurrently, Metro offered a limited-time, reduced-fare day pass for riders who are seniors, have a disability, or have lower incomes (from \$4 to \$2 for six months) beginning in late August.

Coordinating service planning

- Pierce Transit coordinated with Intercity Transit to share bus stops located in Pierce County that are needed to operate the new Regional Mobility Grant-funded bus service from Olympia to Tacoma. These two agencies are also promoting connections between the new routes and Pierce Transit's Route 206, which serves Joint Base Lewis-McChord.

- Pierce Transit, Sound Transit, and King County Metro meet regularly on transit integration coordination for the future Tacoma Dome Link Extension to Pierce County at Tacoma Dome Station.
- Pierce Transit has ongoing coordination with Sound Transit on scheduling and service adjustments.
- King County Metro, Sound Transit, Community Transit, Pierce Transit, and Everett Transit participate in planning meetings as they prepare to provide service to the more than 750,000 visitors who will be in the Pacific Northwest during FIFA World Cup in 2026. Discussions include regional coordination for marketing, wayfinding, and more.
- The Pierce Transit and Sound Transit 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 to align with 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 overlapping service. Metro staff have also been involved in the planning for design and service operation at future light-rail stations on the Federal Way Link Extension served by Metro, Sound Transit, and Pierce Transit.

Metro is also planning a "Just One Trip" campaign for its South Link Connections project and opening of the Federal Way Link extension, using geotargeted digital advertising, social media, and direct mail. They will provide preloaded ORCA cards to prospective riders, especially BIPOC and multilingual populations in south King County.

- Based on community feedback, 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. The first phase of this project went live in August 2024, and they continue to work on an additional phase of changes for a planned 2026 implementation. Metro also continues to work closely with the Seattle Department of Transportation to develop new transit pathways and upgrade roads that support transit. This work includes installing new bus stops, expanding bus layover zones, and repaving roadways. These improvements support new and upgraded bus service.

- 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 160,000 annual service hours of transit service on routes in Seattle. Additionally, the City of Seattle and Metro partnership in the Seattle Transit Measure funds Metro Flex, Trailhead Direct, Transit Ambassadors, and other marketing activities.
- 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 began in late July 2024.
- Everett Transit is working with Community Transit to better coordinate the upcoming Swift Gold Line, which will run through Everett. Everett Transit will conduct community outreach in September 2025.
- Metro is launching three new Metro Flex pilot projects in coordination with Sound Transit's launch of its new light rail stops and stations. In fall 2025, Metro will launch a new Overlake Metro Flex pilot to complement Link 2 Line service and the wider Eastside transit network. Metro is also planning to launch two new Metro Flex service areas in Auburn and Federal Way in 2026 in coordination with the opening of the Federal Way Link Extension of the 1 Line.

Coordinating long-range planning

- Sound Transit and King County Metro are committed to delivering investments to achieve the vision of an integrated regional transit network that provides an easy and seamless customer experience. Metro staff are 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 in conjunction with station and transit-center construction, with Metro providing partnership payments to reimburse Sound Transit.

Sharpening customer-focused tools and initiatives

- In 2024, Pierce Transit launched a pilot project focused on enhancing accessibility at bus stops using braille and tactile, raised-lettering signage. The goal of this initiative is to help customers, particularly those who are blind or have low vision, connect more easily with local and regional transportation services. Throughout the year, Pierce Transit convened meetings with subject matter experts and representatives from Sound Transit, King County Metro, Community Transit, Snohomish Transit, and Kitsap Transit. These collaborative sessions aimed to ensure that the signage design and implementation would meet the needs of diverse users across the region.
- Pierce Transit posts bus schedules in many locations that serve its 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.
- A wayfinding project at Pierce Transit's Tacoma Dome Station is underway that will help customers connect with other local or regional transportation services at this busy regional transit hub.
- 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 rail disruptions put extra buses on the road, 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's 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, wayfinding, and FIFA World Cup efforts, including agreement on iconography, naming and branding 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 monthly meetings with grants staff from regional transit partners 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 enacted in spring 2024 for the Disadvantaged Business Enterprise program. Agencies have also recently discussed the potential ramifications of presidential executive orders on federal grant programs.
- In 2025, King County Metro joined other transit providers and local governments to form the King County Regional Transit Safety Task Force. This group meets with community organizations, frontline workers, law enforcement, and advocates to take a regional approach for resolving safety and security challenges that can negatively affect transit riders. They are working to reduce operator assaults, speed up emergency response, strengthen cross-agency coordination, improve access to behavioral health services, and rebuild public confidence in transit. The task force held its inaugural meeting in 2025 and is developing an implementation plan to monitor progress and track safety results across the region.

Environmental justice is the fair treatment and meaningful involvement of all people.

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

The Climate Commitment Act requires state agencies to annually report project benefits for vulnerable populations in overburdened communities to the Department of Ecology. And just as we said on page 55, WSDOT's Public Transportation Division is more than ready to report and highlight these benefits.

We believe that investing in public transportation isn't just for cleaner air and water – it's an investment that improves communities most affected by environmental harms.

And the numbers back this belief: around 93 percent of public transportation CCA awards will provide direct and meaningful benefits to vulnerable populations in overburdened communities. That's 187 awards delivering environmental justice to communities across the state.

Environmental justice terms and concepts: Providing direct and meaningful benefits to vulnerable populations in overburdened communities

Funding through the Climate Commitment Act comes with the environmental justice goal of serving vulnerable populations in overburdened communities. WSDOT has a minimum target of 35 percent (and a goal of 40 percent) of its total investments will provide direct and meaningful benefits to vulnerable populations in overburdened communities.

Vulnerable populations are population groups 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 who experience 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 where they reside

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

- Reductions in environmental harm in overburdened communities
- Reductions 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, the 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 the Washington Tracking Network's Environmental Health Disparities map, the Environmental Protection Agency's Environmental Justice Screen, the U.S. Department of Justice Limited English Proficiency Language Map, and other resources that help identify the benefits a project will provide to the community.

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

Results

Around 93 percent of public transportation CCA awards in the 2023-2025 biennium provided direct and meaningful benefits to vulnerable populations in the boundaries of overburdened communities.

The following table illustrates the performance so far of 187 public transportation awards.

Grant program/funding source	2023-2025 appropriation (100 percent CCA)	Award type	CCA-funded awards benefiting vulnerable populations and overburdened communities	Number of CCA awards in 2023-2025 biennium	Percentage of awards benefiting vulnerable populations and overburdened communities	Fiscal year 2025 expenditures benefiting vulnerable populations and overburdened communities	Total fiscal year 2025 expenditures	Percentage fiscal year 2025 expenditures benefiting vulnerable populations and overburdened communities
Special Needs reappropriation	\$225,000	Formula award (reappropriation)	2	2	100%	-	\$61,537	0.0%
LEAP Document 2024-2 reappropriation	\$144,000	Reappropriation	1	1	100%	\$117,065	\$117,065	100.0%
Commute Trip Reduction grants	\$3,300,000	Formula grant	3	3	100%	\$1,659,668	\$1,659,668	100.0%
Bus and Facility grants	\$35,723,000	Competitive grant	15	16	94%	\$25,973,615	\$26,528,901	97.9%
LEAP Document 2023-2 Transit projects	\$31,544,000		9	11	82%	\$16,835,088	\$18,245,711	92.3%
LEAP Document 2024-2 Tribal Transit grants	\$8,532,000	Competitive grant	33	33	100%	\$6,392,298	\$6,392,298	100.0%
OFM, Senate & House approved use of these funds for projects where no funding was previously available	\$1,626,000	Legislative proviso	5	5	100%	\$898,185	\$898,185	100.0%
Nonprofit Special Needs Provider grants	\$17,713,000	Competitive grant	29	30	97%	\$8,800,425	\$8,829,179	99.7%
Transit Agency Special Needs Transport grants	\$59,962,000	Formula grant	31	33	94%	\$31,470,593	\$31,470,593	100.0%
Transit Support grants	\$188,930,000	Formula grant	39	41	95%	\$26,594,742	\$26,594,742	100.0%
Green Transportation grants	\$28,905,000	Competitive grant	10	11	90.9%	\$21,133,401	\$21,435,107	98.6%
Transit Coordination grants	\$2,000,000	Competitive grant	2	2	100%	\$1,700,000	\$1,700,000	100.0%
Zero-Emission Vehicle Access grants	\$2,000,000	Competitive grant	11	12	92%	\$676,082	\$676,082	100.0%
Totals	\$380,604,000				94.5%	\$142,251,168	\$144,609,073	98.4%

Next steps

WSDOT Public Transportation Division will continue to identify CCA award benefits to vulnerable populations in overburdened communities and report these in the Public Transportation Mobility Report.

Since 2005, WSDOT has engaged a diverse group of statewide stakeholders in a biennial evaluation of public transportation grant programs (RCW 47.66.080) called the Grants Program Advisory Consultation.

The purpose of this outreach effort is to advise and inform WSDOT on policy and process improvements for its public transportation grant programs.

GRANTS PROGRAM ADVISORY CONSULTATION

The goals of the Grants Program Advisory Consultation include:

- Identifying opportunities for improvement from partners and grantees and then recommending two or three actionable items to incorporate in Public Transportation Division grants processes.
- Implementing processes related to grants to ensure teams and reviewers are diverse.
- Ensuring that language in grant applications is inclusive and accessible.
- Promoting interaction, trust, and transparency between the division and its partners and grantees.

The Public Transportation Division concluded its 2023-2025 consultation in 2024, implementing the following improvements to its 2025-2027 grant programs based on partner and grantee feedback:

- Developed new form in grant applications to assess transit service to vulnerable populations. This aligns with the implementation of the CCA and Move Ahead Washington.
- Brought all capital applications into alignment with the various requirements, including budget, procurement, spare ratio, and state of good repair.
- Reviewed all grant programs and cut duplicate or unnecessary questions and outdated resources. (This was part of a broader effort to simplify and improve the application experience for applicants.)

The division is in the process of kicking off its 2025-2027 consultation for improvements to 2027-2029 grant programs.

The division's interview roster has doubled in size since last the last grants program advisory consultation, and now includes more than 10 tribes and a broader range of interviewees from across the state

Starting up the 2025-2027 Grants Program Advisory Consultation

The Public Transportation Division is kicking off its 2025-2027 Grants Program Advisory Consultation by engaging its partners and grantees. Here are some of the activities to date:

- Developing a core team and an ad hoc committee to oversee and provide input to the division's grant programs.
- Phone interviews with grantees to review the last grant cycle's improvements and get feedback about how to make the process work even better for the next biennium. (The division's interview roster has doubled in size since last year, including more than 10 tribes and a broader range of interviewees from across the state.)

Next steps

Over the coming biennium, the division plans to analyze the interview outcomes and identify as many as three actionable items to focus on for the next grant cycle. Some keys to that process:

- Conduct a prioritization exercise with the core team and ad hoc committee to review the interview outcomes and identify smaller changes or improvements the division can implement.
- Create an online forum to provide timely grant updates along with the outcomes gathered through community engagement with grantees.

WSDOT published the Washington State Public Transportation Plan in 2016.

The plan established a 20-year vision, central to which is the notion that all transportation partners in Washington will work together to provide a system of diverse and integrated public transportation options.

2016 was close to a decade ago. Washington and the public transportation sector have experienced sweeping changes: from a global pandemic and a seismic shift toward telework, to a renewed focus on environmental justice and equitable access.

With the help of community voices, WSDOT is updating the Public Transportation Plan to account for these changes.

UPDATING THE WASHINGTON STATE PUBLIC TRANSPORTATION PLAN: CENTERING THE NEEDS AND ASPIRATIONS OF NONDRIVERS

Continuing their work to update the 2016 Washington State Public Transportation Plan, WSDOT reached out to community-based organizations in 2025.

By learning more about the transportation priorities in communities represented by these organizations, WSDOT was able to establish a structure for guiding principles and a clearer vision for the plan.

Responses from community-based organizations were clear: access and mobility should be prioritized as the guiding principles for the plan. Simply put, the organizations said that the plan's goals and strategies should be honed by asking:

"Does this improve access for people?"

"Does it help people get to where they want to and need to go in their daily lives?"

With these principles in mind, the community-based organizations coalesced around a vision statement for the plan:

"Washington state has a public transportation system that is easy to use, connected, and centers the needs and aspirations of nondrivers."

Advisory groups

To help inform and guide the plan’s ongoing community engagement, data collection and analysis, and plan alignment, WSDOT convened four advisory groups in 2025:

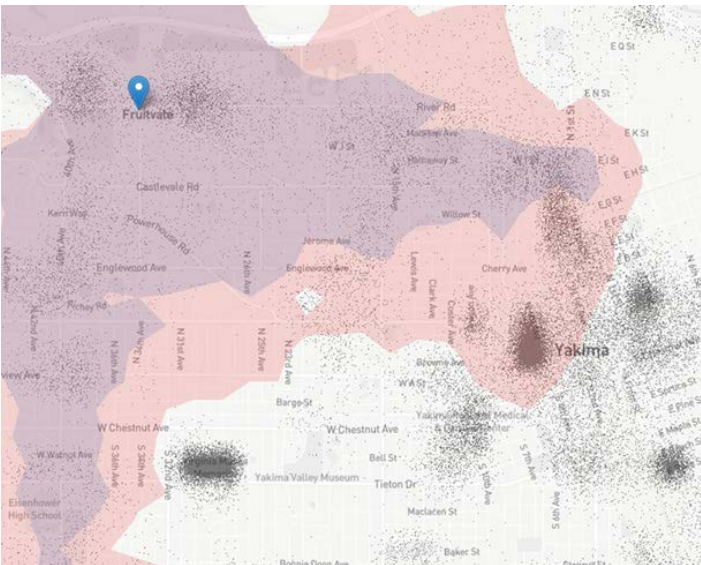
Group name	Community advisory group	Industry advisory group	Technical advisory group	Plan advisory group for executives
Composition and purpose	Representatives of community-based organizations who provide an array of social services ranging from healthcare, education, food security, counseling, housing, and advocacy. This group understands the socioeconomic needs of people in Washington and how public transportation access affects their lives.	Representatives of the public transportation industry who implement and operate public transportation services in Washington.	Community members, transportation advocates, and professionals who can advise on a quantitative analysis of statewide transit access.	Leaders across WSDOT who can help ensure that the Public Transportation Plan fits into other statewide plans.
Level of engagement	Consult: WSDOT will keep this group informed, listen to and acknowledge their concerns and aspirations, and provide feedback on how public input influenced decisions.	Involve: WSDOT will work with this group to ensure that their concerns and aspirations are directly reflected in decisions and provide feedback on how public input influenced those decisions.	Involve: WSDOT will work with this group to ensure that their concerns and aspirations are directly reflected in decisions and provide feedback on how public input influenced those decisions.	Defer: WSDOT will implement what this group decides.
Current members and areas served	<ul style="list-style-type: none">Asian Counseling and Referral Services: King CountyCommunity Health of Central Washington: Yakima and Kittitas countiesKey Peninsula Community Health Services: Kitsap, Mason, and rural Pierce countiesPeople For People: Okanogan, Chelan, Douglas, Lincoln, Kittitas, Grant, Adams, Whitman, Yakima, Benton, Franklin, Walla Walla, Columbia, Garfield, Asotin, Skamania, and Klickitat countiesRural People’s Voice: north central WashingtonSpokane Regional Health District: Spokane CountyUnidos Nueva Alianza: Grant, Adams, Franklin, Benton, Yakima, Chelan, Douglas, and Okanogan countiesUpper Valley MEND: upper Wenatchee ValleyVietnamese Community of Clark County: Clark CountyWenatchee Valley College: WenatcheeWhatcom County Health and Community Services: Whatcom County	<ul style="list-style-type: none">Ben Franklin Transit: Benton and Franklin countiesCentral Transit: EllensburgC-TRAN: Vancouver, Battle Ground, Camas, La Center, Ridgefield, Washougal, and YacoltJefferson Transit: Jefferson CountyKitsap Transit: Kitsap CountyPuget Sound Regional Council: King, Kitsap, Pierce, and Snohomish countiesSpokane Transit Authority: Airway Heights, Cheney, Medical Lake, Millwood, Liberty Lake, Spokane, and Spokane ValleySteve Abernathy, senior planner, David Evans and Associates: Olympia	<ul style="list-style-type: none">Better Health Together: Ferry, Stevens, Pend Orielle, Lincoln, and Adams counties; and the reservations of the Kalispel Tribe of Indians, the Spokane Tribe of Indians, and the Colville Confederated TribesCommunity Health of Central WashingtonFront and Centered: StatewideKitsap TransitLink Transit: Chelan County and portions of Douglas CountyPeople for PeoplePuget Sound Regional CouncilSouth Fork Valley Community Association: Nooksack River’s South Fork Valley and the Mt. Baker FoothillsSpokane Regional Health District: Spokane CountySpokane Regional Transportation Council: Spokane CountySpokane Transit AuthorityTransportation Choices Coalition: StatewideUnidos Nueva AlianzaUniversity of Washington: StatewideValley Transit: Walla Walla and College PlaceVietnamese Community of Clark CountyWashington Department of Commerce: StatewideWashington Department of Health: StatewideWhatcom County Health and Community Services	TBD

Briefing papers

Throughout 2025, WSDOT also analyzed existing studies, plans, and reports focused on public transportation in Washington. Planners documented their analysis in a series of briefing papers:

- [Community benefits](#)
- [How to measure access](#)
- [Needs and gaps](#)
- [Community trends](#)
- [Funding gaps and opportunities](#)
- [Transportation policies](#)

The papers help inform community, industry, and executive partners about WSDOT’s understanding of current statewide public transportation topics, challenges, and opportunities. And through public feedback about the papers gathered through the [Public Transportation Plan Update open house](#), WSDOT gave itself the ideal (crowd) source for checking its work!



In 2022 the legislature passed the Complete Streets requirement for state transportation projects (RCW 47.04.035). When WSDOT constructs projects for more than \$1 million, correcting deficiencies in the walking and bicycling networks is now integral to those projects. This complements Move Ahead Washington, the 16-year, \$17 billion investment in the state's integrated multimodal transportation system.

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.

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)

Since Complete Streets took effect in July 2022, WSDOT has incorporated its requirements into applicable transportation projects, integrating the Complete Streets approach into its 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 more comfortable and accessible options for people walking, bicycling, accessing transit, and driving.

This section focuses broadly on WSDOT's Complete Streets efforts in the central and northern Puget Sound regions. WSDOT frequently updates its Complete Streets webpage with the latest information on the agency's statewide implementation of the Legislature's Complete Streets requirements.

Integrated transit: Connection and coordination to maximize transit

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

1. Facilitate connection and coordination of transit services and planning.
2. 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, as well as the I-405/SR167 Corridor Program work together with WSDOT's regional staff, focusing on multimodal solutions within the agency and with WSDOT's 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 services 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) was affected by the COVID-19 pandemic. Use of transit services and the park and ride facilities they serve are returning to pre-pandemic levels, and WSDOT expects further changes with the opening of additional Sound Transit Link light rail extensions over the next year and in response to significant roadway closures.

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, WSDOT's Regional Transit Coordination 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 surplussed

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 be transferred to Sound Transit in 2026. 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 in the near future.

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, and reduce the oversupply of parking.

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, complete streets projects 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 during all phases of a project's lifecycle from planning to maintenance.



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 projects designated as Significant Agency Actions (denoted with an asterisk below), one project not designated, and one study including the following:

- SR 900/57th Ave S to S 135th Active Transportation Project*
- SR 525 Mukilteo Bridge Over Railroad – Bridge Replacement*
- SR 525 Spur Vic to Mukilteo Ferry Terminal – HMA Paving and ADA Compliance Complete Streets Pre-Design*
- I-90 Judkins Park Station – Reconnecting communities Study and Pre-Design*
- SR 522 Paradise Lake Rd to Snohomish River Bridge Interchange and Widening
- SR 99/S 272nd to SR 516 Vic – Paving and ADA Compliance Project*
- SR 542 Glacier Creek Bridge Replacement*
- I-5/Ship Canal Bridge Stormwater Treatment Facility*
- SR 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study

Additional projects will start in the next year.

Northwest Region Project Community Engagement Program

In support of recent legislative mandates on community engagement, WSDOT's Complete Streets program manager, Management of Mobility Division, and Northwest Region offices have partnered to develop community engagement training focused on project delivery. This training builds on WSDOT-facilitated discussions in 2024 within each region, mode, and mega-program that focused on understanding the agency's overall strengths and weaknesses, as well as what can be implemented in support of community engagement agencywide. The first training was held in September 2025 with project engineer offices and environmental staff focused on NEPA and SEPA issues.

Additionally, WSDOT's Northwest Region Project Community Engagement Program leveraged cross-discipline conversations to identify the educational, resource, and staffing needs of the region and to prioritize 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 collaborates with Sound Transit, King County Metro, Community Transit, Pierce Transit and local partners on projects and studies of major regional significance. The Management of Mobility Division leads an interagency working group focused on forecasting and managing mobility impacts during construction and maintenance work.

Each partnering agency contributes to a shared calendar that forecasts mobility challenges throughout the transportation system. This coordinated approach allows agencies to shift resources to meet the traveling public's needs or shift closures or impacts to better balance the system while also completing necessary work.

In July and August 2025, WSDOT leaned heavily on this interagency collaboration structure to manage the regional transportation system through Revive I-5's month-long, two-lane reduction through downtown Seattle for bridge deck resurfacing. Ahead of the construction work, interagency partners identified which transit routes were most likely to see increases in riders and travel times or decreased reliability during the lane reductions. This allowed transit agencies to increase service as needed and address issues in real time. Agencies also met daily during the reductions to assess the operational state of the transportation system, shift resources as needed, and communicate coordinated messages to the public.

Management of Mobility and Northwest Region/King Area Traffic staff are also supporting the City of Seattle on two studies: the Aurora Avenue project and the Reconnect South Park project.

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 2026, connecting Lynnwood, downtown Seattle, the Eastside, and other destinations with fast and reliable transit. WSDOT is in the process of completing 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 consultants developed and evaluated eight concepts that relocate and/or consolidate the five I-90 ramps. The concepts—and criteria used to evaluate them—were developed using existing conditions, agency and community concerns, and analyses of opportunities and challenges. Based on the evaluations, the four highest-performing concepts were identified and shared with an advisory group composed of community members; representatives from community-based organizations; and public works, engineering, and planning staff from local agencies in July 2025.

A second meeting scheduled in September will provide more opportunities for feedback on the highest-performing concepts and evaluation completed to date and identify priorities for the next round of evaluation. In late fall 2025, WSDOT will launch an online open house and survey focused on engagement with the broader community.

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. WSDOT plans to share results of the Level 2 analysis of the system-level alternatives with the public in early 2026.

SR 99 City of Lynnwood and Unincorporated Snohomish County Pre-design Study

State Route 99 is one of Snohomish County's most important multimodal corridors – but it lacks transit and active-transportation facilities. WSDOT is conducting a study of SR 99 in Lynnwood and unincorporated Snohomish County between Lynnwood and Everett. The study is funded by a \$800,000 grant award from the Sandy Williams Connecting Communities Grant, a state grant; a \$945,918 equity federal grant from the Puget Sound Regional Council; and a WSDOT match of \$147,613. The primary objective of SR 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study is to develop improvement strategies that enhance safety, mobility, and accessibility along the SR 99

corridor between 212th Street Southwest and Airport Road. The study prioritizes active-transportation users (i.e., people walking, biking, rolling, and taking transit) while addressing the mobility needs of overburdened communities and vulnerable populations. The improvements focus on developing a vision that both meets WSDOT Complete Streets criteria and incorporates multimodal safety improvements and a future bus-rapid-transit lane.

In 2025, WSDOT worked with more than 15 focus groups of vulnerable populations with the support of community-based organizations. WSDOT also held numerous community and agency meetings and briefings focused on challenges, opportunities, and priorities for bicycle, pedestrian, transit and safety improvements. In summer 2025, WSDOT launched an online open house and survey to seek broader community feedback on improvement concepts and locations. WSDOT anticipates sharing those recommendations and developing a study report by early 2026.

SR 900/57th Avenue South to South 135th Pedestrian and Safety Improvements

State Route 900/Martin Luther King Jr. Way South in the unincorporated Skyway/West Hill community is a busy roadway serving drivers, freight, public transit, bicycles and pedestrians between Renton and Seattle. This project will construct bicycle and pedestrian facilities on SR 900 that allow vulnerable users to access transit and community destinations. Facilities will include a shared-use path, pedestrian lighting, ADA ramps, bus-stop and intersection improvements, new pedestrian crossings, and roadway treatments that slow traffic and discourage speeding. This project was awarded a Sandy Williams Reconnecting Communities grant and a Puget Sound Regional Council Transportation grant for design and right-of-way but is not funded for construction.

In 2025, WSDOT hosted a series of focus groups with community members and representatives of community-based organizations to provide a project overview, learn about challenges, and seek feedback on roadway alternatives. In summer 2025, an online open house sought broader community feedback on improvement concepts. The project team also participates in community events and attends monthly and quarterly community meetings to provide project updates and build relationships within the community.

Other planning efforts

Local land-use policies and development regulations that shape where jobs and housing are located are core factors in 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, RTPQ, 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 efforts.

The Management of Mobility Division continues to participate in other various regional and modal planning efforts, detailed below.

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

- Comprehensive planning in King and Snohomish counties
- State-level policy discussions that affect local planning
- Sub-area planning studies
- Urban growth area policies and decisions

APPENDIX A: REPORTING REQUIREMENTS MATRICES

The 2025 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 (p. 65) Note: See the matrix on p. 86 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. 79) and other sections throughout the 2025 Public Transportation Mobility Report Note: See the matrix on p. 87 for more information.
RCW 47.06.110(6), Public Transportation Plan	Updating the Washington State Public Transportation Plan: Centering the needs and aspirations of nondrivers (p. 76)
RCW 47.66.030(3), Regional Mobility Grant program	Regional Mobility Grant program (p. 24) and Appendix D (p. 101)
RCW 47.66.080, Grant programs examination	Grants Program Advisory Consultation (p. 74)
RCW 47.66.100(3), Rural Mobility Grant program	Special Needs and Rural Mobility grant programs (p. 8) and Appendix B: Special Needs and Rural Mobility project investments (p. 89)
RCW 47.66.120(4), Green Transportation Capital Grant program	Green Transportation Capital Grant program (p. 40) and Appendix F: Green Transportation Capital Grant program projects (p. 111)
RCW 47.66.130(4), Buses and Bus Facilities Grant program	State Buses and Bus Facilities Grant program (p. 30) and Appendix E: State Buses and Bus Facilities Grant Program projects (p. 110)
RCW 70A.15.4060(6), Commute Trip Reduction Board	Transportation demand management and the State Commute Trip Reduction Program (p. 53) and Appendix H: State Commute Trip Reduction formula grant distributions (p. 113)
RCW 70A.15.4100(6), State agencies commute trip reduction	State Agency Commute Trip Reduction Program (p. 63)
ESSB 5161 – 2025 308(2)(a), 2025-2027 State Transportation Budget	Regional Mobility Grant program (p. 24) and Appendix D: Regional Mobility Grant program performance, prioritized list, and funded projects (p. 101)

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, PSRC handed this reporting requirement over to WSDOT's Public Transportation Division.

The 2025 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. 65)
(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. 68)
(2)(b)(ii), Aligning fare structures	Aligning fare structures (p. 68)
(2)(b)(iii), Integrating service planning	Coordinating service planning (p. 68)
(2)(b)(iv), Coordinating long-range planning, including capital projects planning and implementation	Coordinating long-range planning (p. 70)
(2)(b)(v), Integrating other administrative functions and internal business processes as appropriate	Integrating other administrative functions (p. 70)
(2)(b)(vi) Integrating certain customer-focused tools and initiatives	Sharpening customer-focused tools and initiatives (p. 70)

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:

1. Facilitate connection and coordination of transit services and planning.
2. 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 2025 Public Transportation Mobility Report addresses these requirements in the following sections:

RCW 47.01.330, Office of transit mobility	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 Washington State Public Transportation Plan: Centering the needs and aspirations of nondrivers (p. 76)
(2)(b) Developing a park and ride lot program	Park and ride program (p. 80)
(2)(c) Encouraging long-range transit planning	Updating the Washington State Public Transportation Plan: Centering the needs and aspirations of nondrivers (p. 76), Integrated transit: Connection and coordination to maximize transit (p. 80), and Coordinating long-range planning (p. 70)
(2)(d) Providing public transportation expertise to improve linkages between regional transportation planning organizations and transit agencies	Supporting agency partners to remove barriers and connect communities (p. 82)
(2)(e) Strengthening policies for inclusion of transit and transportation demand management strategies in route development, corridor plan standards, and budget proposals	Integrated transit: Connection and coordination to maximize transit (p. 80) and Healthy Environment for All (HEAL) Act (p. 80)
(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. 82)

Specific requirements in RCW 47.01.330, Office of Transit Mobility (continued)

RCW 47.01.330, Office of transit mobility	Public Transportation Mobility Report
(2)(g) Producing recommendations for the public transportation section of the Washington Transportation Plan	Updating the Washington State Public Transportation Plan: Centering the needs and aspirations of nondrivers (p. 76), Integrated transit: Connection and coordination to maximize transit (p. 80), and Coordinating long-range planning (p. 70)
(2)(h) Participating in all aspects of corridor planning, including freight planning, ferry system planning, and passenger rail planning	Supporting agency partners to remove barriers and connect communities (p. 82)
(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 D: Regional Mobility Grant program performance, prioritized list, and funded projects (p. 106))

APPENDIX B: SPECIAL NEEDS AND RURAL MOBILITY PROJECT INVESTMENTS

This table illustrates the 109 projects awarded over \$32 million from the competitive Special Needs Grant program and \$16.8 million for the competitive Rural Mobility Grant program for the 2025-2027 biennium.

Grantee	Type of organization	Service area	Project title	Special Needs Grant funds (MMA)	Special Needs Grant funds (CCA)	Special Needs Grant total	Special Needs Grant share	Rural Mobility Grant funds	Rural Mobility Grant share	Other Consolidated Grant funds	Other Consolidated Grant share	Total 2025-2027 biennium project cost	Total Consolidated Grant share
Bainbridge Island Senior Community Center	Nonprofit	Kitsap County	Senior/Community Transportation	\$0	\$115,000	\$115,000	92%	\$0	0%	\$0	0%	\$125,000	92%
Benton Franklin Council of Governments	RTPO/MPO	Benton and Franklin counties	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$45,000	100%	\$0	0%	\$45,000	100%
Cancer Can't	Nonprofit	Ferry, Pend Oreille, Spokane, and Stevens counties	Cancer Can't New Operating Project	\$0	\$257,662	\$257,662	66%	\$0	0%	\$0	0%	\$389,445	66%
Catholic Community Services of Western Washington - Snohomish County	Nonprofit	Snohomish County	Disabled Veterans Transportation	\$4,358	\$0	\$4,358	4%	\$0	0%	\$59,904	50%	\$119,808	54%
Chelan Douglas Public Transportation Benefit Area	Transit agency – small urban	Chelan County	Expansion of Greater Chelan Area General Public Dial-a-Ride	\$0	\$0	\$0	0%	\$50,000	6%	\$432,500	50%	\$865,000	56%
Chelan Douglas Public Transportation Benefit Area	Transit agency – small urban	Chelan and Douglas counties	Continuation of Transportation Reimbursement Intercommunity Program (TRIP-Link)	\$0	\$0	\$0	0%	\$85,600	40%	\$0	0%	\$214,000	40%
Chelan-Douglas Transportation Council	RTPO/MPO	Chelan and Douglas counties	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$65,000	100%	\$0	0%	\$65,000	100%
City of Ellensburg	Transit agency – rural	Kittitas County	Sustain and preserve Ellensburg Central Transit's Fixed-Route Service	\$0	\$0	\$0	0%	\$918,000	34%	\$1,352,000	50%	\$2,700,000	84%

Table notes: * An asterisk (*) denotes a four-year continuing project that began in the 2023-2025 biennium.

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Grant funds (MMA)	Special Needs Grant funds (CCA)	Special Needs Grant total	Special Needs Grant share	Rural Mobility Grant funds	Rural Mobility Grant share	Other Consolidated Grant funds	Other Consolidated Grant share	Total 2025-2027 biennium project cost	Total Consolidated Grant share
City of Pullman	Transit agency – rural	Whitman County	Fixed route service in Pullman*	\$0	\$0	\$0	0%	\$1,169,189	18%	\$3,261,310	50%	\$6,522,619	68%
Clallam County Public Transportation Benefit Area	Transit agency – rural	Clallam County	Clallam Transit System Strait Shot Regional Bus Service Operating Assistance	\$0	\$0	\$0	0%	\$425,160	38%	\$564,288	50%	\$1,128,575	88%
Clark County Public Transit Agency	Transit agency – large urban	Clark County	2025-2027 Special Needs & Transit Support	\$0	\$0	\$0	0%	\$0	0%	\$0	0%	\$17,111,385	0%
Clallam County Public Transportation Benefit Area	Transit agency – rural	Clallam County	Clallam Transit System Route 16 Rural and Tribal Access Operating Assistance	\$0	\$0	\$0	0%	\$405,773	40%	\$507,218	50%	\$1,014,435	90%
Coastal Community Action Program	Nonprofit	Pacific County	Driven To Opportunity Grays Harbor/Pacific Counties 2025-2027	\$0	\$1,100,613	\$1,100,613	90%	\$0	0%	\$0	0%	\$1,222,903	90%
Coastal Community Action Program	Nonprofit	Mason and Thurston counties	25-27 Thurston/Mason County Driven to Opportunity	\$0	\$211,927	\$211,927	39%	\$0	0%	\$268,650	50%	\$537,300	89%
Coastal Community Action Program	Nonprofit	Grays Harbor and Pacific counties	Grays Harbor Driven to Opportunity Vehicle Replacement	\$0	\$40,500	\$40,500	94%	\$0	0%	\$0	0%	\$43,000	94%
Coastal Community Action Program	Nonprofit	Mason and Thurston counties	Thurston/Mason County Driven to Opportunity Vehicle replacement	\$0	\$6,100	\$6,100	14%	\$0	0%	\$34,400	80%	\$43,000	94%
Columbia County Public Transportation	Transit agency – rural	Columbia, Garfield, and Walla Walla counties	CCPT Sustain Demand Response Service*	\$0	\$0	\$0	0%	\$895,525	25%	\$1,791,051	50%	\$3,582,101	75%
Confederated Tribes Colville Reservation	Tribe	Ferry and Okanogan counties	Confederated Tribes of the Colville Reservation Assessment of Barriers in Transportation Access	\$0	\$0	\$0	0%	\$134,439	34%	\$0	0%	\$393,418	34%

Table notes: * An asterisk (*) denotes a four-year continuing project that began in the 2023-2025 biennium.

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Grant funds (MMA)	Special Needs Grant funds (CCA)	Special Needs Grant total	Special Needs Grant share	Rural Mobility Grant funds	Rural Mobility Grant share	Other Consolidated Grant funds	Other Consolidated Grant share	Total 2025-2027 biennium project cost	Total Consolidated Grant share
Community Action of Skagit County	Nonprofit	Skagit County	Operating support for Community Action's Special Needs Transportation Program	\$0	\$128,055	\$128,055	21%	\$0	0%	\$302,429	50%	\$609,785	71%
Community in Motion	Nonprofit	Cowlitz and Wahkiakum counties	Reserve-A-Ride (Cowlitz & Wahkiakum Counties)*	\$0	\$307,205	\$307,205	30%	\$0	0%	\$511,811	50%	\$1,024,016	80%
Community in Motion	Nonprofit	Clark County	Reserve-A-Ride (Clark County)*	\$995,462	\$0	\$995,462	80%	\$0	0%	\$0	0%	\$1,244,462	80%
Community in Motion	Nonprofit	Clark County	North County Shuttle Service*	\$520,963	\$0	\$520,963	80%	\$0	0%	\$0	0%	\$651,963	80%
Community in Motion	Nonprofit	Clark County	Community in Motion - Employment Transportation Program	\$0	\$244,158	\$244,158	40%	\$0	0%	\$304,814	50%	\$609,629	90%
Confederated Tribes and Bands of the Yakama Nation	Tribe	Yakima County	Sustaining Pahto Extended Routes 2025-2027	\$0	\$0	\$0	0%	\$256,500	90%	\$0	0%	\$285,000	90%
Council on Aging & Human Services	Nonprofit	Asotin, Garfield, Spokane, and Whitman counties	Demand-Response and Deviated Fixed Route Public Transportation Services*	\$1,058,751	\$0	\$1,058,751	55%	\$0	0%	\$0	0%	\$1,907,841	55%
Cowlitz Indian Tribe	Tribe	Clark, Cowlitz, and Lewis counties	The Cowlitz Tribal Transit Program	\$0	\$765,000	\$765,000	90%	\$0	0%	\$0	0%	\$850,000	90%
Cowlitz-Wahkiakum Council of Governments	RTPO/MPO	Cowlitz, Grays Harbor, Lewis, Pacific, and Wahkiakum counties	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$125,000	100%	\$0	0%	\$125,000	100%
ECHHO Ecumenical Christian Helping Hands Organization	Nonprofit	Jefferson County	ECHHO Volunteer Drivers Transportation Program	\$0	\$231,973	\$231,973	47%	\$0	0%	\$0	0%	\$489,623	47%
Entrust Community Services	Nonprofit	Yakima County	Entrust Transportation Program	\$0	\$662,900	\$662,900	70%	\$0	0%	\$0	0%	\$947,000	70%

Table notes: * An asterisk (*) denotes a four-year continuing project that began in the 2023-2025 biennium.

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Grant funds (MMA)	Special Needs Grant funds (CCA)	Special Needs Grant total	Special Needs Grant share	Rural Mobility Grant funds	Rural Mobility Grant share	Other Consolidated Grant funds	Other Consolidated Grant share	Total 2025-2027 biennium project cost	Total Consolidated Grant share
Garfield County Transportation Authority	Transit agency – rural	Garfield County	Operating Assistance to Sustain Demand Response Service for Garfield County Transportation Authority*	\$0	\$0	\$0	0%	\$291,571	32%	\$451,589	50%	\$911,160	82%
Grays Harbor Transportation Authority	Transit agency – rural	Grays Harbor County	Grays Harbor Transit Capital Vehicle for 35’ Replacement Bus	\$0	\$0	\$0	0%	\$325,000	80%	\$0	0%	\$406,250	80%
Hood River County Transportation District	Nonprofit	Klickitat County	Weekend White Salmon/ Bingen - Hood River Fixed Route Service	\$0	\$0	\$0	0%	\$14,045	80%	\$0	0%	\$17,556	80%
HopeSource	Nonprofit	Kittitas County	Kittitas County Connector Operations	\$0	\$0	\$0	0%	\$346,172	32%	\$549,173	50%	\$1,098,345	82%
HopeSource	Nonprofit	Kittitas County	HopeSource Dial-A-Ride	\$0	\$916,436	\$916,436	37%	\$0	0%	\$1,246,417	50%	\$2,476,853	87%
Island County Public Transportation Benefit Area	Transit agency – rural	Island, Skagit, and Snohomish counties	Sustain Rural Public Transportation Service: North Sound Regional Connector*	\$0	\$0	\$0	0%	\$1,292,748	30%	\$2,154,579	50%	\$4,309,159	80%
Island Regional Transportation Planning Organization	RTPO/MPO	Island County	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$45,000	100%	\$0	0%	\$45,000	100%
Klickitat County Senior Services	County government	Klickitat County	Mt. Adams Express Fixed Route*	\$0	\$0	\$0	0%	\$217,806	29%	\$373,250	50%	\$751,056	79%
Klickitat County Senior Services	County government	Klickitat County	Dial-a-Ride Services*	\$1,027,200	\$0	\$1,027,200	50%	\$0	0%	\$0	0%	\$2,062,200	50%
Klickitat County Senior Services	County government	Klickitat County	Mt. Adams Express Connector Route White Salmon/Bingen/Lyle/ Murdock/Dallesport	\$0	\$0	\$0	0%	\$191,200	45%	\$212,170	50%	\$424,890	95%
Klickitat County Senior Services	County government	Klickitat County	Mt. Adams Express Connector Route Vehicle	\$0	\$0	\$0	0%	\$24,150	15%	\$128,800	80%	\$161,000	95%

Table notes: * An asterisk (*) denotes a four-year continuing project that began in the 2023-2025 biennium.

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Grant funds (MMA)	Special Needs Grant funds (CCA)	Special Needs Grant total	Special Needs Grant share	Rural Mobility Grant funds	Rural Mobility Grant share	Other Consolidated Grant funds	Other Consolidated Grant share	Total 2025-2027 biennium project cost	Total Consolidated Grant share
Lewis Mason Thurston Council of Governments	County government	Lewis, Mason, and Thurston counties	Mobility Management: Connecting Seniors and Adults with Disabilities to Health Care Services	\$0	\$0	\$0	0%	\$122,124	95%	\$0	0%	\$128,552	95%
Lewis Public Transportation Benefit Area	Transit agency – rural	Lewis County	Demand Response & Special Needs Service*	\$0	\$0	\$0	0%	\$606,948	22%	\$1,379,222	50%	\$2,758,443	72%
Lewis Public Transportation Benefit Area	Transit agency – rural	Cowlitz, Lewis, and Thurston counties	Fixed Route & Deviated Service*	\$0	\$0	\$0	0%	\$2,207,732	19%	\$5,592,869	49%	\$11,450,648	68%
Lincoln Hill Retirement Community	Nonprofit	Island and Snohomish counties	Snow Goose Transit Operations	\$0	\$467,906	\$467,906	39%	\$0	0%	\$0	0%	\$1,186,466	39%
Lincoln Hill Retirement Community	Nonprofit	Island and Snohomish counties	Snow Goose Transit Capital	\$0	\$283,028	\$283,028	90%	\$0	0%	\$0	0%	\$313,028	90%
Lummi Indian Business Council	Tribe	Whatcom County	Lummi Tribe Operating Grant 2025-2027	\$0	\$1,067,000	\$1,067,000	61%	\$431,629	24%	\$0	0%	\$1,763,094	85%
Lummi Indian Business Council	Tribe	Whatcom County	Lummi Nation Transit Buses	\$0	\$296,400	\$296,400	95%	\$0	0%	\$0	0%	\$312,000	95%
Lummi Indian Business Council	Tribe	Whatcom County	LUMMI Emergency Transportation and Evacuation Planning	\$0	\$94,156	\$94,156	95%	\$0	0%	\$0	0%	\$99,111	95%
Mason County Public Transportation Benefit Area	Transit agency – rural	Mason County	Sustain Mason County Dial A Ride Service	\$0	\$0	\$0	0%	\$509,092	15%	\$1,803,239	55%	\$3,303,330	70%
Northeast WA Regional Transportation Planning Organization	RTPO/MPO	Ferry, Pend Oreille, and Stevens counties	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$65,000	100%	\$0	0%	\$65,000	100%
Northshore Senior Center	Nonprofit	King and Snohomish counties	Expansion of Deviated Fixed-Route Specialized Transportation in the Mill Creek Area of Snohomish County	\$58,380	\$0	\$58,380	42%	\$0	0%	\$69,620	50%	\$139,000	92%

Table notes: * An asterisk (*) denotes a four-year continuing project that began in the 2023-2025 biennium.

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Grant funds (MMA)	Special Needs Grant funds (CCA)	Special Needs Grant total	Special Needs Grant share	Rural Mobility Grant funds	Rural Mobility Grant share	Other Consolidated Grant funds	Other Consolidated Grant share	Total 2025-2027 biennium project cost	Total Consolidated Grant share
Okanogan Council of Governments	RTPO/MPO	Okanogan County	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$65,000	100%	\$0	0%	\$65,000	100%
Okanogan County Transportation & Nutrition	Nonprofit	Okanogan County	Sustain Okanogan County Demand Response*	\$1,130,074	\$0	\$1,130,074	68%	\$0	0%	\$0	0%	\$1,661,874	68%
Okanogan County Transportation & Nutrition	Nonprofit	Okanogan County	Sustain Commuter Routes*	\$953,860	\$0	\$953,860	88%	\$0	0%	\$0	0%	\$1,083,935	88%
Pacific County Public Transportation Benefit Area	Transit agency – rural	Pacific County	Consolidated Grant - Demand Response Operating*	\$0	\$0	\$0	0%	\$79,268	12%	\$335,384	50%	\$670,767	62%
Palouse Regional Transportation Planning Organization	RTPO/MPO	Whitman, Garfield, Columbia, and Asotin counties	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$105,000	100%	\$0	0%	\$105,000	100%
Peninsula Regional Transportation Planning Organization	RTPO/MPO	Clallam, Jefferson, Kitsap, and Mason counties	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$85,000	100%	\$0	0%	\$85,000	100%
People For People	Nonprofit	Yakima County	Mobility Management Preservation for Yakima County*	\$163,142	\$0	\$163,142	80%	\$0	0%	\$0	0%	\$203,927	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*	\$3,574,664	\$0	\$3,574,664	88%	\$0	0%	\$0	0%	\$4,062,118	88%
People For People	Nonprofit	Yakima County	Yakima County Preservation of Rural Special Needs Transportation*	\$3,706,325	\$0	\$3,706,325	88%	\$0	0%	\$0	0%	\$4,211,733	88%
People For People	Nonprofit	Benton and Franklin counties	Mobility Management Preservation for Benton and Franklin Counties	\$0	\$16,434	\$16,434	10%	\$0	0%	\$131,471	80%	\$164,339	90%

Table notes: * An asterisk (*) denotes a four-year continuing project that began in the 2023-2025 biennium.

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Grant funds (MMA)	Special Needs Grant funds (CCA)	Special Needs Grant total	Special Needs Grant share	Rural Mobility Grant funds	Rural Mobility Grant share	Other Consolidated Grant funds	Other Consolidated Grant share	Total 2025-2027 biennium project cost	Total Consolidated Grant share
People For People	Nonprofit	Yakima County	Yakima County Replacement Vehicles to Sustain Special Needs Transportation	\$0	\$136,511	\$136,511	15%	\$0	0%	\$728,058	80%	\$910,072	95%
People For People	Nonprofit	Adams, Grant, and Lincoln counties	Mobility Management Preservation for Adams, Grant, and Lincoln Counties	\$0	\$21,141	\$21,141	10%	\$0	0%	\$169,128	80%	\$211,410	90%
People For People	Nonprofit	Adams, Grant, Lincoln, and Yakima counties	Transit Technology for Adams, Grant, Lincoln and Yakima Counties	\$16,945	\$0	\$16,945	15%	\$0	0%	\$90,371	80%	\$112,964	95%
People For People	Nonprofit	Adams, Benton, and Franklin counties	Adams, Benton, and Franklin Counties Preservation of Community Connector	\$0	\$267,639	\$267,639	40%	\$0	0%	\$334,550	50%	\$669,099	90%
People For People	Nonprofit	Adams, Benton, Chelan, Douglas, Franklin, Grant, and Lincoln counties	Replacement Vehicles to Sustain Special Needs Transportation in Adams, Grant, and Lincoln Counties	\$0	\$243,826	\$243,826	15%	\$0	0%	\$1,300,422	80%	\$1,625,528	95%
Pierce County Human Services	County government	Pierce County	Beyond the Borders*	\$0	\$1,868,950	\$1,868,950	74%	\$0	0%	\$0	0%	\$2,532,982	74%
Pierce County Human Services	County government	Pierce County	Beyond the Borders-Supplemental for 2025-27	\$0	\$0	\$0	0%	\$260,000	40%	\$322,460	50%	\$650,000	90%
Puget Sound Educational Service District	School district	King and Pierce counties	Road to Independence*	\$89,360	\$0	\$89,360	6%	\$0	0%	\$721,840	50%	\$1,443,680	56%
Quad-County Regional Transportation Planning Organization	RTPO/MPO	Adams, Grant, Lincoln, and Kittitas counties	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$85,000	100%	\$0	0%	\$85,000	100%
Rural Resources Community Action	Nonprofit	Stevens County	Ferry County Deviated Fixed Route - Copy*	\$0	\$92,857	\$92,857	45%	\$0	0%	\$103,171	50%	\$206,348	95%

Table notes: * An asterisk (*) denotes a four-year continuing project that began in the 2023-2025 biennium.

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Grant funds (MMA)	Special Needs Grant funds (CCA)	Special Needs Grant total	Special Needs Grant share	Rural Mobility Grant funds	Rural Mobility Grant share	Other Consolidated Grant funds	Other Consolidated Grant share	Total 2025-2027 biennium project cost	Total Consolidated Grant share
Rural Resources Community Action	Nonprofit	Ferry, Pend Oreille, and Stevens counties	Tri-County Operating DAR*	\$0	\$1,223,018	\$1,223,018	90%	\$0	0%	\$0	0%	\$1,361,394	90%
Rural Resources Community Action	Nonprofit	Ferry, Pend Oreille, and Stevens counties	Commuter Route*	\$0	\$0	\$0	0%	\$509,315	90%	\$0	0%	\$565,906	90%
San Juan County	RTPO/MPO	San Juan County	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$45,000	100%	\$0	0%	\$45,000	100%
San Juan County	County government	San Juan County	2023-2027 San Juan County Transportation Voucher Program*	\$0	\$0	\$0	0%	\$435,456	89%	\$0	0%	\$490,456	89%
San Juan Islands Shuttle System	Nonprofit	San Juan, Whatcom, Skagit, Snohomish, and King counties	Sustaining Operations of San Juan Islands Shuttle System dba/IslandRides*	\$0	\$1,183,561	\$1,183,561	90%	\$0	0%	\$0	0%	\$1,315,017	90%
San Juan Islands Shuttle System	Nonprofit	San Juan County	Installation of Electric Vehicle Charging System @ Mullis Center	\$0	\$0	\$0	0%	\$82,800	90%	\$0	0%	\$92,000	90%
Senior Services of Snohomish County	Nonprofit	Snohomish County	Transportation Assistance Program (TAP) Sustain	\$0	\$1,953,612	\$1,953,612	85%	\$0	0%	\$0	0%	\$2,286,730	85%
Senior Services of Snohomish County	Nonprofit	Snohomish County	Homage Transportation Assistance Program Vehicle Replacement	\$0	\$20,932	\$20,932	6%	\$0	0%	\$277,928	80%	\$348,860	86%
Senior Services of Snohomish County	Nonprofit	Snohomish County	Transportation Assistance Program - Expansion	\$87,225	\$240,000	\$327,225	37%	\$0	0%	\$438,875	50%	\$884,391	87%
Skagit Council of Governments	RTPO/MPO	Skagit County	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$45,000	100%	\$0	0%	\$45,000	100%
Skagit Council of Governments	RTPO/MPO	Skagit County	Regional Mobility Coordination and Outreach SCOG	\$0	\$53,509	\$53,509	15%	\$0	0%	\$285,379	80%	\$356,724	95%
Skagit Transit System	Transit agency – small urban	Skagit County	5 Replacement Paratransit Vehicles - 2 EV/3 Propane	\$0	\$0	\$0	0%	\$181,263	12%	\$1,252,948	80%	\$1,566,185	92%

Table notes: * An asterisk (*) denotes a four-year continuing project that began in the 2023-2025 biennium.

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Grant funds (MMA)	Special Needs Grant funds (CCA)	Special Needs Grant total	Special Needs Grant share	Rural Mobility Grant funds	Rural Mobility Grant share	Other Consolidated Grant funds	Other Consolidated Grant share	Total 2025-2027 biennium project cost	Total Consolidated Grant share
Skamania County	County government	Clark, Klickitat, and Skamania counties	Skamania County Transit	\$0	\$0	\$0	0%	\$844,105	90%	\$0	0%	\$937,895	90%
Skamania County	County government	Clark, Klickitat, and Skamania counties	Skamania County Senior Services Dial A Ride / 4-year - 2025	\$0	\$0	\$0	0%	\$91,833	10%	\$459,168	50%	\$918,334	60%
Snohomish County Transportation Coalition (SnoTRAC)	Nonprofit	Snohomish County	Snohomish County Mobility Management & Navigation	\$82,258	\$0	\$82,258	15%	\$0	0%	\$436,130	80%	\$548,388	95%
Sound Generations	Nonprofit	King County	Hyde Shuttle - Eastside	\$0	\$13,272	\$13,272	1%	\$0	0%	\$711,585	50%	\$1,423,170	51%
Southwest Washington Regional Transportation Council	RTPO/MPO	Clark, Skamania, and Klickitat counties	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$45,000	100%	\$0	0%	\$45,000	100%
Special Mobility Services Inc.	Nonprofit	Spokane County	Newport Community Shuttle*	\$0	\$147,067	\$147,067	40%	\$0	0%	\$183,834	50%	\$367,668	90%
Special Mobility Services Inc.	Nonprofit	Spokane County	Deer Park Dial-A-Ride and Community Shuttle*	\$713,617	\$0	\$713,617	90%	\$0	0%	\$0	0%	\$792,908	90%
Special Mobility Services Inc.	Nonprofit	Adams, Lincoln, and Spokane counties	Davenport and Ritzville Community Shuttles*	\$0	\$214,169	\$214,169	40%	\$0	0%	\$267,712	50%	\$535,423	90%
Special Mobility Services Inc.	Nonprofit	Spokane County	Sustain Spokane Travel Training	\$0	\$91,329	\$91,329	10%	\$0	0%	\$730,638	80%	\$913,297	90%
Special Mobility Services Inc.	Nonprofit	Adams, Lincoln, and Spokane counties	Replace Vehicles to Sustain Community Transportation Services in Lincoln and Adams Counties	\$0	\$48,030	\$48,030	15%	\$0	0%	\$256,160	80%	\$320,200	95%
Spokane Neighborhood Action Partners	Nonprofit	Spokane County	Neighbors on the Go*	\$0	\$369,892	\$369,892	50%	\$0	0%	\$0	0%	\$746,637	50%
Stanwood Community & Senior Center	Nonprofit	Island and Snohomish counties	Snow Goose Transit Operations*	\$0	\$607,560	\$607,560	87%	\$0	0%	\$0	0%	\$694,560	87%

Table notes: * An asterisk (*) denotes a four-year continuing project that began in the 2023-2025 biennium.

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Grant funds (MMA)	Special Needs Grant funds (CCA)	Special Needs Grant total	Special Needs Grant share	Rural Mobility Grant funds	Rural Mobility Grant share	Other Consolidated Grant funds	Other Consolidated Grant share	Total 2025-2027 biennium project cost	Total Consolidated Grant share
Suquamish Indian Tribe of the Port Madison Reservation	Tribe	Kitsap County	Suquamish Elder Electric Passenger Van Project	\$0	\$0	\$0	0%	\$152,000	95%	\$0	0%	\$160,000	95%
The Arc of Tri-Cities	Nonprofit	Benton and Franklin counties	Continuing Operation of Community Van Service	\$0	\$76,267	\$76,267	90%	\$0	0%	\$0	0%	\$84,741	90%
The Arc of Tri-Cities	Nonprofit	Benton and Franklin counties	Continuing Operation of Community Van Service*	\$101,691	\$0	\$101,691	90%	\$0	0%	\$0	0%	\$112,990	90%
Thurston Regional Planning Council	RTPO/MPO	Thurston County	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$45,000	100%	\$0	0%	\$45,000	100%
Thurston Regional Planning Council	RTPO/MPO	Lewis and Thurston counties	Continuation of Expanded Rural Transit Service	\$0	\$1,525,032	\$1,525,032	39%	\$857,013	22%	\$0	0%	\$3,892,791	61%
TranServePNP	Nonprofit	Lewis and Thurston counties	TRPC Replacement Vehicles	\$0	\$45,000	\$45,000	12%	\$0	0%	\$240,000	65%	\$372,000	77%
Volunteers of America Western Washington	Nonprofit	Snohomish County	Snohomish County One Call” 211 Transportation Navigation”	\$81,956	\$0	\$81,956	15%	\$0	0%	\$437,105	80%	\$546,381	95%
Wahkiakum Health & Human Services - Wahkiakum on the Move	County government	Cowlitz, Pacific, and Wahkiakum counties	2025-2029 Sustaining rural route service that allows residents of Wahkiakum County to access local essential businesses and services	\$0	\$0	\$0	0%	\$918,838	90%	\$0	0%	\$1,021,349	90%
Walla Walla Valley Metropolitan Planning Organization	RTPO/MPO	Walla Walla county	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$45,000	100%	\$0	0%	\$45,000	100%
Washington State University	University	N/A	Alternative Fuel Technical Assistance & Education Program	\$0	\$0	\$0	0%	\$500,000	100%	\$0	0%	\$500,000	100%
Whatcom Council of Governments	RTPO/MPO	Whatcom County	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$45,000	100%	\$0	0%	\$45,000	100%
Whatcom Council of Governments	RTPO/MPO	Whatcom County	WCOG Mobility Management IV*	\$29,334	\$0	\$29,334	10%	\$0	0%	\$234,666	80%	\$293,333	90%

Table notes: * An asterisk (*) denotes a four-year continuing project that began in the 2023-2025 biennium.

Special Needs and Rural Mobility project investments (continued)

Grantee	Type of organization	Service area	Project title	Special Needs Grant funds (MMA)	Special Needs Grant funds (CCA)	Special Needs Grant total	Special Needs Grant share	Rural Mobility Grant funds	Rural Mobility Grant share	Other Consolidated Grant funds	Other Consolidated Grant share	Total 2025-2027 biennium project cost	Total Consolidated Grant share
Yakima Transit	Transit agency – small urban	Kittitas and Yakima counties	Yakima-Ellensburg Commuter Continued Operations	\$0	\$0	\$0	0%	\$18,000	1%	\$934,000	50%	\$1,868,000	51%
Yakima Valley Conference of Governments	RTPO/MPO	Yakima County	Human Services Transportation Plan	\$0	\$0	\$0	0%	\$45,000	100%	\$0	0%	\$45,000	100%

Table notes: * An asterisk (*) denotes a four-year continuing project that began in the 2023-2025 biennium.

APPENDIX C: TRIBAL TRANSIT MOBILITY GRANT PROGRAM PROJECTS

This table illustrates the 17 projects awarded \$8.6 million from the Tribal Transit Mobility Grant program for the 2025-2027 biennium.

Organization	County/counties	Project title	Award
Confederated Tribes and Bands of the Colville Reservation	Ferry, Okanogan, Stevens	Sustain transportation for tribal elders and the general public	\$721,459
Confederated Tribes and Bands of the Colville Reservation	Ferry, Okanogan, Stevens	Updates to transit maintenance and storage facilities	\$400,000
Confederated Tribes of the Yakama Nation	Yakima	Sustain the Pahto fixed-route system	\$286,441
Confederated Tribes of the Umatilla Indian Reservation	Walla Walla	Whistler expansion operations and maintenance*	\$449,618
Cowlitz Indian Tribe	Clark, Cowlitz, Lewis	Cowlitz Tribal Transit Service operations assistance	\$450,000
Jamestown S’Klallam Tribe	Clallam, Jefferson	Replacement of two light-duty vans for Jamestown Healing Clinic	\$304,150
Lummi Indian Business Council	Whatcom	Expansion of operations to include weekend service	\$214,310
Lummi Indian Business Council	Whatcom	Development of Lummi Nation transit facility	\$930,150
Makah Tribal Council	Clallam	Construction of four bus stop shelters and upgrade others for ADA accessibility	\$100,000
Samish Nation	Skagit	Youth and elder transportation program	\$154,977
Samish Nation	Island, San Juan, Skagit, Snohomish, Whatcom	Driver funding for elder’s transportation project	\$342,330
Samish Nation	Skagit	Purchase one ADA 14-passenger van to expand service for youth, elders, and veterans demand-response service	\$188,581
Snoqualmie Indian Tribe	King, Snohomish	Support for travel instruction, marketing, education, and training needs	\$333,000
Spokane Tribe of Indians	Stevens	Sustain The Moccasin Express operations	\$2,444,000
Squaxin Island Tribe	Mason	Sustain Tribal program, helping community members, elders, and people with disabilities by providing reliable transportation	\$676,892
Swinomish Indian Tribal Community	Skagit, Snohomish, Whatcom	Swinomish elder and tribal mobility program	\$305,264
Swinomish Indian Tribal Community	Skagit	Purchase two mini vans, one cargo van, and one ADA-accessible lift-equipped 14-passenger van	\$288,000

Table notes: An asterisk (*) denotes a four-year continuing project that began in the 2023-2025 biennium.

APPENDIX D: REGIONAL MOBILITY GRANT PROGRAM PERFORMANCE, PRIORITIZED LIST, AND FUNDED PROJECTS

Regional Mobility Grant project performance

Regional Mobility Grant program projects deliver performance years after grantees complete them. The tables below illustrate 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 2025.

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.

Biennium originally funded	Grantee name	Project name	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
13-15	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	202,820	22,214	47,761	10,857	9,935	10,426	11,931
15-17	Tacoma	Route 1 Connections/Route 4 112th Street Peak Hour Serv	\$5,000,000	\$89,921,278	6%	12/31/21	2,480,360	2,684,500	1,816,052				457,840	492,650	336,306			
17-19	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	2,742,367		21,139	24,944	49,890	267,529	365,649	
17-19	King County Metro	Park and Ride Efficiency and Access Project	\$2,595,000	\$3,255,000	80%	7/1/15	884,353	1,387,091	720,926	82,960	721,753		67,990	105,560	60,927	82,960		
17-19	Spokane Transit	West Plains Transit Center	\$7,049,841	\$9,145,059	77%	9/30/18	945,137	1,146,577	451,183	538,858	630,523	926,417	78,668	94,682	111,878	126,735	148,549	213,754
17-19	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		
17-19	Everett Transit	80 Stall Park and Ride Expansion	\$750,000	\$1,050,000	71%	6/30/20	389,917	734,843	*	*	*	*	13,520	25,480	*	*	*	*
17-19	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
17-19	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
17-19	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

Table notes:

Green cells represent data-collection efforts that were affected by the pandemic-associated delivery schedules and price increases.

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.

Regional Mobility Grant project performance (continued)

Biennium originally funded	Grantee name	Project name	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
17-19	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	3,646,109	3,363,155	2,906,217	3,645,734	1,654,771	2,542,517	419,093	379,673	334,048	419,050
17-19	King County Metro	Transit Speed & Reliability Hot Spot Imp Program	\$75,000	\$275,000	27%	7/1/17	320,548	342,977	806,792	721,753			36,845	39,423	92,735	82,960		
17-19	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	603,686		132,660	141,180	59,220	71,266	79,432	
17-19	Kitsap Transit	Wheaton Way Transit Center	\$6,000,000	\$12,950,000	46%	12/1/19	461,153	485,881	372,798	621,694	721,381	958,207	164,017	172,126	128,551	214,377	248,752	330,416
17-19	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
17-19	Lake Stevens	US2 Trestle HOV/Transit Trestle Congestion Jump	\$1,822,000	\$2,622,475	69%	12/30/00	89,472	92,732	822,230	839,040			22,368	23,183	205,565	209,760		
17-19	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
17-19	Pullman	Increasing Capacity	\$530,000	\$662,502	80%	12/31/19	104,470	104,470	44,784	138,700	110,218		49,296	49,296	11,483	35,564	28,261	
17-19	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		
17-19	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			
17-19	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		
17-19	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
19-21	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		
19-21	City of Zillah	Teapot Dome Park and Ride	\$664,000	\$878,600	76%	6/1/20	562,912	600,439	150,176	225,264	281,580	281,580	15,600	16,640	4,160	4,160	4,160	4,160
19-21	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	*
19-21	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	
19-21	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

Table notes:

Green cells represent data-collection efforts that were affected by the pandemic-associated delivery schedules and price increases.

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.

Regional Mobility Grant project performance (continued)

Biennium originally funded	Grantee name	Project name	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
19-21	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
19-21	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
19-21	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	
19-21	City of Burien	Ambaum Blvd and H Line Transit Pathway Improvements	\$10,000,000	\$15,923,835	63%	7/1/19	1,852,000	1,947,000	430,576	75,731			263,000	276,000	33,508	5,893		
21-23	City of Cle Elum	City of Cle Elum's Park & Ride and Mobility Improvements	\$633,000	\$791,250	80%	7/1/21	827,358	982,713	494,988	*	*	*	4,085	5,419	3,798	*	*	*
21-23	Snohomish County Public Transit Benefit Area Corp.	Swift Bus Rapid Transit	\$3,980,000	\$9,501,000	42%	7/1/21	6,687,032	6,948,193	12,720,339				1,024,690	1,064,869	2,257,871			
21-23	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		
23-25	King County Metro	ORCA Youth Access to Transit	\$1,632,000	\$2,032,000	80%	7/1/23	11,440,000	8,580,000	16,450,258				2,288,000	1,716,000	3,290,052			

Table notes:

Green cells represent data-collection efforts that were affected by the pandemic-associated delivery schedules and price increases.

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.

Regional Mobility Grant program prioritized list

During the 2025-2027 biennium Regional Mobility Grant program application cycle, WSDOT received 38 new grant applications requesting \$74,301,899 for the 2025-2027 biennium and \$51,158,411 for the 2027-2029 biennium.

WSDOT staff performed an initial assessment of the applications for completeness and reasonableness of performance estimates. WSDOT then used an independent evaluation panel that included subject matter experts in the fields of construction, capital investment, transportation demand management (TDM), and operations to review eligible applications.

The panel produced a prioritized project list of projects for WSDOT. WSDOT staff received the prioritized project list and didn't implement the two requirements for the 2025-2027 Regional Mobility Grant Program in [ESHB 2134 Sec. 221\(5\)\(a\)](#) because none of the projects met the criteria:

1. Identify applicants who requested more than 25 percent of the total grant program. Reprioritize the list so that a single applicant cannot be awarded more than 25 percent of the total grant program.

2. Reprioritize the list so that no more than 30 percent of the total grant program directly benefits or supports a single applicant. (A direct benefit or support is tangible assets, such as queue jumps or park and ride lots. Also, an asset has a direct benefit if an entity other than the applicant will use the asset a majority of the time.)

Four-year continuing projects funded by the legislature for the 2025-2027 biennium

This table illustrates the 15 continuing projects from the 2023-2025 biennium to which the Legislature committed \$38,936,914 of 2025-2027 biennium grant program funding.

Applicant	Project title	Legislative district(s)	Project type	Project description	2023-2025 funded	2025-2027 funded	Project total
Sound Transit	Stride Bus Rapid Transit (BRT): Non-motorized Elements and Transit Signal Priority	1, 11, 21, 32, 33, 34, 41, 45, 46, 47, 48	Capital construction	Provide nonmotorized improvements and transit signal prioritization on three new Stride BRT lines, linking two counties and multiple cities along the I-405, SR 522/523, and SR 518 corridors.	\$4,818,281	\$3,771,986	\$8,590,267
Lewis County Transit (formerly Twin Transit)	Lewis County to Cowlitz County Connector Service	20	Operating	Provide direct transit to connect Lewis County residents to Cowlitz County.	\$864,186	\$797,956	\$1,662,142
Whatcom Transportation Authority	Whatcom Smart Trips	40, 42	TDM	Expand the reach of the region's TDM program.	\$439,971	\$408,800	\$848,771
Spokane Transit Authority	Argonne Station Park and Ride	3, 4, 6, 9	Capital construction	Construct a flyer station and park and ride at Argonne Road and I-90.	\$1,400,000	\$9,000,000	\$10,400,000
Spokane County	Commuter Revitalization Project	3, 4, 6, 7	TDM	Educate, bring awareness, and incentivize commuters to use TDM strategies.	\$212,678	\$212,678	\$425,356
King County Metro	ORCA Youth Access to Transit	1, 5, 12, 30, 31, 32, 33, 34, 36, 37, 41, 43, 44, 45, 47, 48	TDM	Implement a TDM youth mobility program by providing outreach and education for youth and their families to encourage greater transit ridership.	\$832,000	\$800,000	\$1,632,000
City of Seattle	N 130th St/Roosevelt Way NE/NE 125th St Multimodal Corridor Improvements	46	Capital construction	Establish a new multimodal corridor by implementing transit speed and reliability, safety, access, and bus stop amenity improvements along NE 130th St., Roosevelt Way NE, and NE 125th.	\$2,300,000	\$7,500,000	\$9,800,000
King County Metro	Southwest King County Transit Signal Priority	11, 33, 34, 37	Capital construction	Install transit signal priority along three frequent transit corridors using the Next-Gen transit-signal-priority system to increase ridership, improve reliability, and decrease travel time on the three routes.	\$399,268	\$1,388,760	\$1,788,028

Four-year continuing projects funded by the legislature for the 2025-2027 biennium (continued)

Applicant	Project title	Legislative district(s)	Project type	Project description	2023-2025 funded	2025-2027 funded	Project total
King County Metro	ORCA Business Passport Ridership-Based Rebate Pilot	1, 5, 12, 30, 31, 32, 33, 34, 36, 37, 41, 43, 44, 45, 47, 48	TDM	Extend existing and create new pilots for employer-based incentive projects, with marketing campaigns to increase transit ridership.	\$2,350,400	\$2,060,000	\$4,410,400
King County Metro	Major Transit Spot Improvements	11, 43, 46	Capital construction	Implement spot improvements along five corridors within Seattle on ten, high ridership routes where service is experiencing high levels of delay to increase reliability and transit ridership.	\$296,180	\$1,030,197	\$1,326,377
Pierce Transit	Puyallup Runner Service	25	Capital equipment, operating	Implement an on-demand transit service scheduled via phone dispatching or app offering shared trips to an estimated 33,000 people and 23,000 jobs in an 8.7 square mile micro transit zone.	\$774,360	\$1,056,737	\$1,831,097
King County Metro	Park-and-Ride Pedestrian and Bicycle Site Improvements	11, 32, 34, 41, 46	Capital equipment, construction, TDM	Improve safety and access for walking, biking, and rolling at five facilities that are on the frequent transit network, have high ridership, and serve equity-priority populations.	\$1,272,000	\$880,000	\$2,152,000
City of Bothell	Bothell Canyon Park Transportation Management Demand Program	1	TDM	Implement a TDM program for the Canyon Park subarea, providing outreach and resources to encourage sustainable travel. Employees, residents, and businesses would be eligible to participate.	\$333,334	\$266,666	\$600,000
City of Seattle	Route 40 Transit Plus Multimodal Corridor	36, 43, 46	Capital construction	Construct transit improvements and multimodal corridor improvements along King County Metro Route 40. Improvements may include bus priority lanes at various locations, traffic signal optimization, bicycle and pedestrian upgrades and other improvements.	\$3,000,000	\$3,000,000	\$6,000,000
				Totals	\$24,840,915	\$38,936,914	\$63,777,829

New projects funded in the 2025-2027 biennium

This table illustrates the 16 new projects that WSDOT prioritized for \$37,844,976 of 2025-2027 biennium grant program funding. The Legislature funded all projects on the list in the 2025- 2027 biennium transportation budget.

Applicant	Project title	Legislative district(s)	Project type	Project description	2023-2025 funded	2025-2027 funded	Project total
City of Seattle	City of Seattle - Harrison and Mercer Transit Access Project	36	Capital construction	Implement a new transit corridor including dedicated lanes, lane markings, pavement restoration, signal optimization for transit, bus stops and bus stop amenities, and improvements to the public realm.	\$7,100,000	\$1,100,000	\$8,200,000
City of Tukwila	City of Tukwila - Tukwila and South King County TDM	11, 30, 33, 34, 37, 47	TDM	Provide TDM services to help people use sustainable transportation options that increase access to opportunity and reduce drive-alone travel and traffic congestion in Tukwila and South King County.	\$416,000	\$416,000	\$832,000
Community Transit	Community Transit - Swift Gold Line BRT Project	10, 38, 39	Capital construction	Establish a new rapid BRT service that connects the cities in Northwest Snohomish County (Everett/Marysville/Arlington) to local and regional transit services.	\$2,000,000	\$13,000,000	\$15,000,000
C-TRAN	C-TRAN - Fourth Plain BRT Extension Project	18, 49	Capital construction	Construct a 9-mile BRT line with new stations and transit priority, connecting Vancouver Mall Transit Center with Fisher's Landing Transit Center along Fourth Plain and 164th Avenue.	\$8,000,000	\$4,000,000	\$12,000,000
King County Metro	King County Metro - Reducing Barriers to Employer Provided Transportation Benefits for Priority Populations	1, 5, 11, 12, 30, 31, 32, 33, 34, 36, 37, 41, 43, 44, 45, 46, 47,48	TDM	Increase the number of workers with employer-provided transportation benefits, focusing on underserved populations, micro-businesses, and employers with low-income and essential workers.	\$1,441,809	\$2,200,209	\$3,642,018
Lewis County Transit	Lewis County Transit Operating - Olympia Route	20, 22, 35	Operating	Expand operations on the Green Route, an express route from Centralia to Olympia adding stops along the I-5 corridor in Grand Mound and Tumwater.	\$719,119	\$0	\$719,119
Intercity Transit	Intercity Transit - Corridor Express: Introducing New Limited-Stop Service from West Olympia to East Lacey	2, 22	Operating, TDM	Provide 15-minute, limited-stop express service between west Olympia and east Lacey via the Harrison Avenue/Martin Way corridor, establishing the east-west spine of Intercity Transit's high-performance urban system.	\$3,373,944	\$3,578,504	\$6,952,448
City of Redmond	City of Redmond TDM Active Parking Management and On-Demand Microtransit Plan	45, 48	Operating, TDM	Provide on-demand microtransit service and a shared parking program to enhance local and regional mobility to Downtown Redmond, which is the future end of the Sound Transit 2 line.	\$975,000	\$0	\$975,000
Ben Franklin Transit	Ben Franklin Transit Regional Peak Express Service Pilot	8, 15, 16	Operating	Implement two express routes during weekday peaks that will significantly reduce travel time between the region's transit centers, large employers, and educational institutions.	\$1,280,000	\$0	\$1,280,000
Community Transit	Community Transit Commute Trip Reduction Program	1, 10, 21, 32, 38, 39, 44	TDM	Provide additional staff resources to enhance the agency Commute Trip Reduction program and provide access to reduced fare programs for disadvantaged or vulnerable populations within Snohomish County.	\$672,000	\$368,000	\$1,040,000

New projects funded in the 2025-2027 biennium (continued)

Applicant	Project title	Legislative district(s)	Project type	Project description	2023-2025 funded	2025-2027 funded	Project total
Intercity Transit	Intercity Transit - Lacey Express: Introducing I-5 Service from Lacey Transit Center to Sounder Station via Hawks Prairie and Joint Base Lewis-McChord	2, 22, 28	Operating, TDM	Introduce new service between Lacey Transit Center and Sounder Station via Hawks Prairie park and ride and Joint Base Lewis-McChord at Madigan Gate.	\$3,307,233	\$3,507,730	\$6,814,963
City of Bellevue	City of Bellevue TDM Program 2025-2027	5, 11, 33, 41, 45, 46, 47, 48	TDM	Implement existing and new methods to increase non-drive-alone travel focused on underserved groups.	\$311,000	\$289,000	\$600,000
City of Vancouver	City of Vancouver - Transportation Wallet	49	TDM	Expand the City of Vancouver TDM program and Clark County Commute Trip Reduction Program by offering transportation subsidies and discounts.	\$160,000	\$160,000	\$320,000
Lewis County Transit (formerly Twin Transit)	Lewis County Transit Operating - Morton Route	20	Operating	Expand fixed-route service from Morton to Packwood and provide service to rural communities along the Highway 12 East corridor.	\$787,111	\$0	\$787,111
Sound Transit	Sound Transit Battery Electric Buses and Charging Infrastructure for Stride BRT and ST Express	1, 11, 21, 32, 33, 34, 41, 45, 46, 47, 48	Capital vehicles and equipment	Buy nine battery electric buses (six double-deckers and three 40 footers) for new Woodinville Connector service and Stride I-405 BRT. The service connects the Stride S2 and S3 lines, light rail and multiple cities.	\$6,750,000	\$2,250,000	\$9,000,000
TRANGO	Okanogan County Transit (TRANGO) - Connection with Link Transit in Chelan	7, 12	Operating, vehicles and equipment	Connect Okanogan County Transit in Okanogan with Link Transit in Chelan six days per week.	\$551,760	\$0	\$551,760
				Totals	\$37,844,976	\$30,869,443	\$68,714,419

2025-2027 contingency projects proposed for the 2025-2027 biennium

This table illustrates the 22 2025-2027 biennium contingency projects in ranked order that WSDOT proposed for partial funding with the remaining program balance of \$897,110. These projects remain unfunded.

Applicant	Project title	Legislative district(s)	Project type	Project description	2023-2025 funded	2025-2027 funded	Project total
Kitsap Transit	West Bremerton Transit Center Restoration and Improvement Project	26	Capital construction	Kitsap Transit is seeking funding for the redevelopment of its West Bremerton Transit Center in Bremerton, Washington. The West Bremerton Transit Center will become a park-and-ride facility, improving multimodal transit.	\$2,500,000	\$0	\$2,500,000
Pierce County Planning and Public Works	Pierce County: Creating Opportunities for Improved Regional Commute Trips	25, 26, 27, 29, 31	TDM	Ease traffic congestion and travel delay by reducing drive-alone commute trips by improving access to first-and-last mile strategies and increasing ridesharing in Parkland, Spanaway, and Lakewood.	\$500,000	\$500,000	\$1,000,000
City of Vancouver	Bike Rack Program	49	Capital equipment, TDM	Create a Bike Rack Program to streamline requests, purchase bike racks, update install standards, and place bike racks in the public right of way on sidewalks and parking spots.	\$73,800	\$6,200	\$80,000
Spokane Transit Authority	Wellesley High Performance Transit	3, 6	Capital construction	Implement High Performance Transit along Route 33 Wellesley to improve transit infrastructure and passenger amenities that accommodate ridership and improve reliability.	\$1,527,200	\$5,932,800	\$7,460,000
Ben Franklin Transit	Ben Franklin Transit Connect Services	8,15,16	Operating	Supplement the CONNECT on-demand service operating budget. This service is open to the general public.	\$3,000,00	\$0	\$3,000,000
Everett Transit	Everett Transit - Microtransit Pilot	21, 38, 44	Operating	Provide a one-year pilot microtransit service to underserved neighborhoods in South Everett with service to the Everett Mall Station, McCollum park and ride, South Everett Freeway Station, and the Eastmont park and ride.	\$1,200,000	\$0	\$1,200,000
Pierce Transit	Pierce Transit - Stream Pacific Avenue Expansion Service	27, 29	Operating, capital vehicles and equipment	Expand Stream Community Line to further develop high-capacity transit service on Pacific Avenue/SR 7 with greater span, frequency, and extended coverage from Tacoma Dome to Commerce Stations.	\$4,693,041	\$8,659,968	\$13,353,009
City of Bingen	City of Bingen Bus Shelters	14	Capital construction	Purchase and install four bus shelters to provide an Americans with Disabilities Act (ADA)-compliant, weather-sheltered place for our residents to wait for public transportation.	\$40,000	\$0	\$40,000
Lewis County Transit (formerly Twin Transit)	Lewis County Transit - The Main Street e-Transit Station at Exit 77	20	Capital construction	Construct the Main Street e-Transit Station at Exit 77, which includes robust intermodal connectivity including zero-emission public transit, electric vehicle charging, parking, pedestrian walkways and a dog park.	\$772,514	\$0	\$772,514
City of Port Orchard	City of Port Orchard – SR 166/Port Orchard Blvd Intersection TDM Improvements	26	Capital construction	Extend the Bay Street Pedestrian Pathway west, expanding non-motorized connectivity to surrounding neighborhoods supporting the planned revitalization of downtown Port Orchard.	\$664,000	\$1,550,000	\$2,214,000
Link Transit	Link Transit - Hay Canyon Park-and-Ride	12	Capital construction	Construct a park-and-ride lot and pedestrian improvements at Hay Canyon Road on US Highway 2/97 in Cashmere to improve transit access to residents in the surrounding area.	\$1,209,892	\$0	\$1,209,892

2025-2027 contingency projects proposed for the 2025-2027 biennium (continued)

Applicant	Project title	Legislative district(s)	Project type	Project description	2023-2025 funded	2025-2027 funded	Project total
Grays Harbor Transit	Grays Harbor Transit - Aberdeen Transit Center Redevelopment Project	2, 19, 20, 22 ,24, 35	Capital construction	Reduce vehicle trips and vehicle miles traveled by expanding a park-and-ride lot, improving bus and passenger circulation, and improving passenger and staff amenities.	\$7,027,452	\$0	\$7,027,452
City of Mountlake Terrace	City of Mountlake Terrace - Main Street Revitalization Phase II	32	Capital construction	Improve a quarter mile of an arterial roadway, 3 intersections with curb ramps and crosswalks, and .5 miles of sidewalks, bike lanes, and illumination.	\$3,500,000	\$3,500,000	\$7,000,000
Thurston Regional Planning Council	Thurston Regional Planning Council -High School TDM Programming	25, 35	TDM	Conduct a TDM program for high schools in the Thurston Region with the purpose of enhancing multimodal connectivity and reducing congestion.	\$140,000	\$140,000	\$280,000
Clallam Transit System	Paratransit Vehicles for Clallam Transit	24	Capital vehicles	Replace five paratransit vehicles that have outlived their useful life. These vehicles are used to provide paratransit services throughout Clallam County.	\$480,000	\$0	\$480,000
Lewis County Transit (formerly Twin Transit)	Lewis County Transit Bus Pullouts and ADA Improvements	20, 35	Capital construction	Design and construct two bus pullouts: one at the southern intersection of Highway 12 and Old Highway 99 and the other at the northern intersection of Highway 12 and Old Highway 99 to accommodate expansion.	\$575,258	\$0	\$ 575,258
Seattle Center	Seattle Center Monorail Elevator	36, 43	Capital construction	Renovate and modernize an elevator at the Westlake multimodal transit hub. Outside of Westlake Center hours, the elevator is the only accessible connection to the Monorail.	\$850,000	\$0	\$850,000
Lewis County Transit (formerly Twin Transit)	Lewis County Transit - Zero-Emission Bus Procurement	19, 20, 35	Capital vehicles	Purchase of two 35-foot, heavy-duty hydrogen fuel cell buses to reduce our carbon footprint and diversify our zero-emission fleet.	\$2,073,704	\$0	\$2,073,704
Lewis County Transit (formerly Twin Transit)	Lewis County Transit - ADA Improvements Boys and Girls Club of Chehalis	20	Capital construction	Design and construct 610 feet of curb, gutter, and sidewalk improvements to provide pedestrians and transit riders with safe, ADA walkways and crosswalks at the Boys and Girls Club in Chehalis.	\$194,625	\$0	\$194,625
City of La Center	City of La Center - Pacific Highway Shared Use Path	20	Capital construction	Construct a shared used, 10-foot-wide concrete path approximately 1,600 lineal feet. The path extends along Pacific Highway.	\$2,780,000	\$0	\$2,780,000
City of Yakima	City of Yakima - Yakima Avenue Signal Synchronization Improvements	14	Capital construction	Synchronize traffic signals along the Yakima Avenue. corridor to improve the flow of vehicular and bicycle traffic and provide transit signal prioritization.	\$800,000	\$0	\$800,000
City of Bellingham	City of Bellingham - Potter Street Roundabout and Pedestrian Improvements at Lincoln Street	40	Capital construction	Construct a roundabout at the intersection of Lincoln Street and Potter Street, which is currently two-way stop controlled.	\$1,855,437	\$0	\$1,855,437
				Totals	\$37,844,976	\$30,869,443	\$68,714,419

APPENDIX E: STATE BUSES AND BUS FACILITIES GRANT PROGRAM PROJECTS

This table illustrates the nine projects awarded \$38 million from the State Buses and Bus Facilities Grant program for the 2025-2027 biennium.

Organization	County/ counties	Project title	Award
Grays Harbor Transportation Authority	Grays Harbor	Headquarters right-of-way, permitting, and final design project	\$6,030,000
Jefferson Transit Authority	Jefferson	Electric dial-a-ride replacement vehicle	\$137,750
King County Metro Transit	King	Bellevue base bus lift systems replacement	\$3,445,786
Kitsap County Public Transportation Benefit Area Authority	Kitsap	Battery electric bus and inductive charging fleet conversion project	\$11,200,000
Pierce County Public Transportation Benefit Area Corp.	Pierce	Maintenance and operations base rehabilitation, including zero-emission infrastructure	\$696,168
Skagit Transit System	Skagit	Maintenance, operations, and administration facility replacement, phase 2 construction and expansion paratransit coach	\$7,771,250
Skagit Transit System	Skagit	Replacement of four heavy-duty coaches	\$3,529,624
Snohomish County Public Transit Benefit Area Corp.	Snohomish	DART paratransit replacement vehicles	\$1,913,600
Valley Transit	Walla Walla	New vehicle barn capital construction project	\$3,275,794

APPENDIX F: GREEN TRANSPORTATION CAPITAL GRANT PROGRAM PROJECTS

This table illustrates the eight projects awarded \$31.3 million from the Green Transportation Capital Grant program for the 2025-2027 biennium.

Organization	County/ counties	Project title	Award
Chelan Douglas Public Transportation Benefit Area (Link Transit)	Chelan, Douglas	Urban bus fleet replacement and electric bus charging infrastructure	\$4,568,750
City of Everett (Everett Transit)	Snohomish	Transit maintenance facility engineering and design	\$1,976,250
City of Everett (Everett Transit)	Snohomish	Inductive charging at Everett Station	\$2,550,000
King County Metro Transit	King	Metro Central Base Campus zero electrification, design	\$2,990,434
King County Metro Transit	King	Metro 40ft transit battery electric bus purchase	\$7,823,200
Snohomish County Public Transit Benefit Area Corp. (Community Transit)	Snohomish	Charging Infrastructure at Hardeson Campus	\$8,000,000
Spokane Transit Authority (STA)	Spokane	Battery Electric Bus (BEB) on-route charging infrastructure	\$3,208,000
Spokane Transit Authority (STA)	Spokane	Electric operations support vehicles	\$210,325

APPENDIX G: ZERO-EMISSIONS ACCESS GRANT PROJECTS

This table illustrates the 18 projects awarded just over \$3 million from ZAP grant for the 2025-2027 biennium.

Organization	County/ counties	Project title	Award
Forth Mobility Fund	King	Seattle Housing Authority carshare	\$148,479
Forth Mobility Fund	Klickitat	White Salmon/Bingen carshare	\$133,887
Key Peninsula Healthy Community	Pierce	Key Peninsula community carshare	\$199,672
Mobility for All	Kitsap	Town Square share	\$199,970
San Juan Islands Shuttle System	San Juan	Green carshare program	\$194,253
Tabor 100	King, Pierce	TABOR 100 carshare	\$198,000
Women of Wisdom Tri-Cities	Columbia	WOW College Place 1	\$200,000
Women of Wisdom Tri-Cities	Walla Walla	WOW College Place 2	\$200,000
Women of Wisdom Tri-Cities	Franklin	WOW Pasco carshare	\$124,917
Women of Wisdom Tri-Cities	Franklin	WOW Grace Kennewick carshare	\$200,000
Women of Wisdom Tri-Cities	Benton	WOW Richland GESA	\$200,000
Women of Wisdom Tri-Cities	Walla Walla	WOW Walla Walla 1	\$200,000
Women of Wisdom Tri-Cities	Yakima	WOW Yakima PNWU	\$200,000
Zero-Emission Vehicle Cooperative	Spokane	Gonzaga share	\$189,785
Zero-Emission Vehicle Cooperative	Pierce	Plaza North share	\$114,455
Zero-Emission Vehicle Cooperative	King	Des Moines share	\$109,705
Zero-Emission Vehicle Cooperative	King	Estelita's share	\$109,930
Zero-Emission Vehicle Cooperative	Jefferson	Port Townsend share	\$126,900

APPENDIX H: STATE COMMUTE TRIP REDUCTION FORMULA GRANT DISTRIBUTIONS

This table illustrates the 27 jurisdictions and planning organizations awarded \$6.5 million in State Commute Trip Reduction formula grant distributions for the 2025-2027 biennium.

Jurisdiction/planning organization	County	Award
City of Auburn	King	\$90,100
City of Bellevue	King	\$515,000
City of Burien	King	\$31,300
City of Des Moines	King	\$31,300
City of Everett	Snohomish	\$204,200
City of Federal Way	King	\$44,300
City of Issaquah	King	\$50,900
City of Kent	King	\$90,100
City of Kirkland	King	\$83,500
City of Mercer Island	King	\$31,300
City of Redmond	King	\$214,300
City of Renton	King	\$50,900
City of SeaTac	King	\$90,100
City of Seattle	King	\$1,528,200
City of Shoreline	King	\$44,300
City of Tacoma	Pierce	\$214,300
City of Tukwila	King	\$103,200
City of Vancouver	Clark	\$360,300
City of Woodinville	King	\$31,300
King County Metro	King	\$37,900
Kitsap Transit	Kitsap	\$215,100
Pierce County Planning and Public Works	Pierce	\$321,900
Snohomish County Public Transit Benefit Area Corp.	Snohomish	\$365,700
Spokane County	Spokane	\$654,200
Thurston Regional Planning Council	Thurston	\$750,000
Whatcom Council of Governments	Whatcom	\$122,800
Yakima Valley Conference of Governments	Yakima	\$187,500

APPENDIX I: TRANSIT COORDINATION GRANT PROGRAM PROJECTS

This table illustrates two projects awarded \$2 million from Transit Coordination Grant program for the 2023-2025 biennium. The 2024 supplemental budget awarded \$290 thousand for two additional projects. (The program wasn't funded for the 2025-2027 biennium.)

Lead organization	Partnering organizations	Project description	Project area	Award
Central Puget Sound Regional Transit Authority	Community Transit, Everett Transit, Kitsap Transit, King County Metro, Pierce Transit	ORCA & ORCA LIFT enhancements	King, Kitsap, Pierce, and Snohomish counties	\$1,700,000
Jefferson Transit	Clallam Transit System, Jefferson County	Facilitating access to the Washington State Ferry docks in Kingston and Bainbridge Island*	Clallam, Jefferson, and Kitsap counties	\$90,000
King County Metro	Community Transit, Everett Transit, Kitsap Transit, Pierce Transit, Sound Transit, Seattle Department of Transportation, Washington State Ferries	Free youth transit pass regional campaign	King, Kitsap, Pierce, and Snohomish counties	\$300,000
King County Metro	Community Transit, Everett Transit, Kitsap Transit, Pierce Transit, City of Seattle, Sound Transit, Washington State Ferries	Expansion of free youth transit pass regional campaign*	King, Kitsap, Pierce, and Snohomish counties	\$200,000

Table notes: An asterisk (*) denotes a project funded with 2024 supplemental funds.

ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act of 1990
AI/AN	American Indian/Alaska Native
BFT	Ben Franklin Transit
CAP	Lower Columbia/Wahkiakum County Community Action Program
CARB	California Air Resource Board
CCA	Washington State Climate Commitment Act
CEO	Chief executive officer
COVID-19	Coronavirus Disease 2019
DART	Dial-A-Ride Transit
ESSB	Engrossed Substitute Senate Bill
EV	Electric Vehicle
FHWA	Federal Highway Administration
GTFS	General Transit Feed Specification
HEAL Act	Washington State Healthy Environment for All Act
I-	Interstate
OECR	WSDOT Office of Equity and Civil Rights
OPAL	Of People And Land Community Land Trust
ORCA	One Regional Card for All
ORCA LIFT	ORCA reduced fare program
RCW	Revised Code of Washington
RAISE	U.S. Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity Discretionary Planning Grant
SR	State Route
STA	Spokane Transit Authority
SVT	Snoqualmie Valley Transportation
TVP	San Juan County Transportation Voucher Program
WOTM	Wahkiakum On The Move
WOW	Women of Wisdom
WSDOT	Washington State Department of Transportation
WTA	Whatcom Transportation Authority
ZAP	Zero-emissions Access Program

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
ESSB 5161 – 2025 308(2)(a)	https://lawfilesext.leg.wa.gov/biennium/2025-26/Pdf/Bills/Session Laws/Senate/5161-S.SL.pdf?q=20250904111357#page=91
RCW 47.66.130(4)	https://app.leg.wa.gov/RCW/default.aspx?cite=47.66&full=true#47.66.130
RCW 47.66.120(4)	https://app.leg.wa.gov/rcw/default.aspx?cite=47.66.120
RCW 70A.15.4060(6)	https://app.leg.wa.gov/rcw/default.aspx?cite=70A.15.4060
RCW 70A.15.4100(6)	https://app.leg.wa.gov/rcw/default.aspx?cite=70A.15.4100
RCW 47.66.080	https://app.leg.wa.gov/rcw/default.aspx?cite=47.66.080
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.	http://www.climate.wa.gov/
Public Transportation Mobility Report (p. 7)	https://wsdot.wa.gov/sites/default/files/2024-12/2024-Public-Transportation-Mobility-Report.pdf#page=7
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
AI/AN Traffic Safety	https://wtsc.wa.gov/wp-content/uploads/dlm_uploads/2025/08/08_AIAN-Traffic-Safety_Feb2025.pdf
More about the Tribal Transit Mobility Grant program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/public-transportation-grant-programs-and-awards/tribal-transit-mobility
More information about the Regional Mobility Grant program	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/regional-mobility
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
30 percent of people in Washington for whom driving isn't an option	https://leg.wa.gov/JTC/Documents/Studies/Nondrivers 2022/NondriversStudyFinalReportSummaryReport.pdf#page=6

Websites featured (continued)

ESSB 5689 – 2022 Sec. 221 (15)(a)	https://lawfilesexternal.wa.gov/biennium/2021-22/Pdf/Bills/Session Laws/Senate/5689-S.SL.pdf?q=20250808110143/#page=74
initial report	https://wsdot.wa.gov/sites/default/files/2023-10/PT-Report-Frequent-Transit-Service-Study-Initial-Report.pdf
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
More about the ZAP grant	https://wsdot.wa.gov/business-wsdot/grants/zero-emission-vehicle-grants/zero-emissions-access-program-grant
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
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 globally	https://ascc.wsu.edu/blog/2023/04/14/carbon-emissions-break-down-what-can-we-do/
More about the commute trip reduction grants	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/public-transportation-grant-programs-and-awards/transportation-demand-management-grants
Commute Trip Reduction Equity Study	https://tdmboard.com/wp-content/uploads/2024/09/WSDOT-CTR-Equity-Final-Report-v4-0-final-OPT.pdf
2025-2029 State Commute Trip Reduction Plan	https://wsdot.wa.gov/sites/default/files/2025-09/PT-Plan-CTR-2025-2029-StateCTRPlan.pdf
p. 15	https://wsdot.wa.gov/sites/default/files/2025-09/PT-Plan-CTR-2025-2029-StateCTRPlan.pdf#page=17
State Agency Commute Trip Reduction Advisory Board	https://www.ctr.wa.gov/state-agency-ctr-advisory-board/

Websites featured (continued)

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	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/public-transit-rideshare
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	https://ecology.wa.gov/about-us/who-we-are/environmental-justice
Community benefits	https://engage.wsdot.wa.gov/30170/widgets/105308/documents/72477
How to measure access	https://engage.wsdot.wa.gov/30170/widgets/105308/documents/72480
Needs and gaps	https://engage.wsdot.wa.gov/30170/widgets/105308/documents/72481nd-gaps.pdf
Community trends	https://engage.wsdot.wa.gov/30170/widgets/105308/documents/72478mmunity-trends.pdf
Funding gaps and opportunities	https://engage.wsdot.wa.gov/30170/widgets/105308/documents/72479
Transportation policies	https://engage.wsdot.wa.gov/30170/widgets/105308/documents/72482
Public Transportation Plan Update open house	https://engage.wsdot.wa.gov/public-transportation-plan-update
RCW 47.04.035	https://app.leg.wa.gov/rcw/default.aspx?cite=47.04.035
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.

العَرَبِيَّة – 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 وأو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى الاتصال بمنسق الباب السادس في مكتب المساواة والحقوق المدنية على الرقم (360) 705-7090.

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: (4232) 855-362-4ADA 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 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 difaaciisa 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 wacayso (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

If you have difficulty understanding English, you may, free of charge, request language assistance services by calling 360-705-7921 or email us at: PubTrans@wsdot.wa.gov

Español - Spanish

Servicios de traducción

Aviso a personas con dominio limitado del idioma inglés: Si usted tiene alguna dificultad en entender el idioma inglés, puede, sin costo alguno, solicitar asistencia lingüística con respecto a esta información llamando al 360-705-7921, o envíe un mensaje de correo electrónico a: PubTrans@wsdot.wa.gov

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

한국어-Korean

번역 서비스 영어로 소통하는 것이 불편하시다면 360-705-7921, 으로 전화하시거나 다음 이메일로 연락하셔서 무료 언어 지원 서비스를 요청하실 수 있습니다: PubTrans@wsdot.wa.gov

русский-Russian

Услуги перевода

Если вам трудно понимать английский язык, вы можете запросить бесплатные языковые услуги, позвонив по телефону 360-705-7921, или написав нам на электронную почту: PubTrans@wsdot.wa.gov

عربي - Arabic

خدمة الترجمة

إذا كنت تواجه صعوبة في فهم اللغة الإنجليزية، يمكنك طلب خدمة الترجمة المجانية عن طريق الاتصال بالرقم 360-705-7921، أو إرسال بريد إلكتروني إلى: 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

翻译服务

如果您难以理解英文，则请致电：360-705-7921，或给我们发送电子邮件：PubTrans@wsdot.wa.gov，请求获取免费语言援助服务。



MORE INFORMATION

Jillian Nordstrom

PUBLIC TRANSPORTATION DIVISION

**Washington State Department
of Transportation**

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