

**DON CHARTOCK:** I'm Don Chartock. I'm the Rural and Coordinated Transportation Administrator for the Public Transportation Division at WSDOT. I am going to fly through some of this basic information about the Washington State vanpools. Washington does have the largest vanpool fleet in the country and with our main goal of basically doubling through 10 years to about 3,200 operating vans by 2013. Currently, we're at about 2,300. And one vanpool can take as many as 14 vehicles off the road. A lot of this—and this is one of the reasons I'll go fast here is because it's some of the same stuff that Chris gave you.

We currently—Washington is a little bit different from most of the other states in the country, where we both provide state funding for the vanpools and the vanpools are run by the transit systems in Washington State. And one of the interesting things that happened when we started to set that up is at first many of the transit systems said, "No, we're not really interested in doing this." But it's become their best friend over time because of the great ridership and the cost per passenger. Chris mentioned that this is cheap for the rider. It's not only cheap for the rider. It's cheap for the provider too. And that's actually one of the reasons that I wanted to get into some other aspects today. Vanpool was really kind of brought up originally as a congestion tool. Let's—you know, let's use vanpools in areas where there's a lot of congestion, people are making those long trips. But those of us, many of the people in this room are on the access side, the side that are providing trips for people who can't get other places, started kind of scratching our chin and saying, "Well, wait a second, if this is—vanpooling isn't a philosophy in itself. Vanpooling is a tool. And it's a tool you can use in—for many other modes of transportation as well." And that kind of leads us to that transition in terms of using vans as an access tool. I'm going to talk about a couple of different programs in Washington State where they've done some partnerships. Many of these use JARC, Jobs Access funding, to accomplish their goals and have been very successful both in terms of providing ridership, limiting the burden on the different transit systems, ADA, paratransit services, and as well in providing more access.

First one is the Job Lift program that's on the west coast of Washington's Olympic Peninsula. And it focuses on—the main part is Kalaloch Lodge, and you can see I kind of made the letters a little bit bigger. It's about half-way down on the coast. And Kalaloch Lodge is in the middle of nowhere. There is no real dwelling, no residences around there, and really, where most of the people are coming from who work at Kalaloch Lodge is in Forks. And Forks, does anybody know what the special thing about Forks is? It's vampire country. That's where all the *Twilight* books are based. And the—and then, so anyway, most of the people are coming down all the way from Forks. It is primarily a low-income support for the Lodge, kind of the Florida example that Chris was giving. And with not a lot of transportation options out there on the coast, this is a very under-populated area. And one of the—what happened in this case is a local Olympic—the community action program partnered with the transit system, and they said, "Well, we realize that these riders are going to need a little bit more assistance than maybe your traditional vanpool rider. And transit, you're very good at maintaining these vehicles. You know the right kind of training that needs to happen. And so why don't we partner?" And so, in this case, OlyCAP manages the day-to-day operations of the vanpool where—and the transit system does a lot of the traditional things that they work on in terms of maintaining the vehicles, doing the training, and things like that. And one of the great things that we saw in this situation is—so these are all very low-income workers. First thing you can see on there is that vanpool—the drivers that were trained for this vanpool were—did a good enough job that they were eventually hired by the transit system. And so this was a good kind of workforce vision of get a job, get a higher paying job, get a career

type sequence. The other thing is the Kalaloch Lodge became—was very pleased with the on-time performance of their employees and even extended their seasonal employment because they were much more efficient about their job attendance and things like that than they had been in the past. And it is one of the few services that is out on that very rural part of the state.

The next one I wanted to talk about is called Many Roads to Work. And this is a partnership between ARC and Ben Franklin Transit. And this is in the southeast portion of Washington State. This has also been highlighted in CTAA magazine, and so there's a lot more information about it, not in this most recent version, but in about—it was about a year ago that that one came out, right? Yeah. And in this case, Ben Franklin Transit basically said to the local ARC, "Go ahead, we're going to do a low-income lease with—a low-cost lease to you on these vehicles, and as part of the understanding here is we want you not only to provide service to your own clients, but also to additional folks." And we—and they were able then, as I mentioned before, to kind of take some of that load off of the local ADA system, and which is—you know, those ADA trips are the most expensive trips that are out there. And then these trips, not only are they now going on vanpools, but they're also much higher customer satisfaction as well. And you can see on there it saves Ben Franklin Transit about \$800,000 in their projected operational cost for their ADA service. Let me see, was there anything else? And again, there's been a big—Ben Franklin, they split up the work load there. And with the transit doing the transit part, and in this case, ARC doing kind of the non-profit, social service side of the work.

One of the projects where I live in Olympia, Washington, is the Village Vans, and this one is done by Inner City Transit. And they focus on a lot more of the traditional JARC employment-type projects. And they really also focus on the training element for the drivers and not only for driving, but also finding other work and going on beyond that. This is one of my favorite projects and it has a lot of the same kind of initial pieces.

But—and I want to focus on the next page a little bit more. And this is the Puget Sound Educational Service district. And so this is primarily a educational support system for the local K-12 education. But they really saw their role in taking this on. And they've coordinated a number of low-income vanpools. But the thing that I think is really neat about this one is leveraging. And they—and through this partnership they've really been able to bring down their per-passenger cost by—through all of these partnerships in terms of working with King County Metro, who does, again, low-cost leases as well as half of the fuel and maintenance. And then they have a number of people who are—been contracting to get on here in terms of providing for mileage, providing for that CDL training. Again, in this case we had a number of people, drivers who were trained who were subsequently hired to be in—to provide service in the transit system. And so they went from being a volunteer driver to actually being an employee of the different transit systems. And you can basically just see from the list here about all of the different leveraging. And this makes a huge difference, especially if you're applying for JARC, 5311, any of those other buckets of money because it really makes your project more competitive if you're able to show the value to the local social service agencies, and to the point where they said, "Oh, well if you do your part, I'll do my part." And it really is a win-win situation for folks.

I'm going to switch gears a little bit also because I wanted to talk a little bit about Washington State's new rideshare online. Many of you may know we've had our ride-matching service up for many years now, but we're just finally getting to the point now where we're going into our next generation.

This is primarily led by King County Metro and a partnership with the Washington State DOT, but it's available for the whole state. And we've even looked into partnerships with some of our neighboring states as well. As many—you guys are probably aware of a lot of the advantages of ride-matching. Let's see. And so this is the new interface that people will be able to use. Sorry it's a little bit blurry. Either that or it's just the fact that I don't have my glasses on. And you can see a lot of the—you get to put in your information. And one of the things that I really like about the new ride matching software is it allows people to self-select the different groups that they want to be matched with. And so that has a lot of potential benefit for the groups that we typically work with in that if it's your local church community, they're able to work with just the other people within that church, or ride-match in—with that group. If it is a number of low-income people, whatever that different group is that you want, you can self-select and you can actually create your own branding. You can have different folks—basically make it your own online ride matching program. In this case, this is an example of a different—a specific employment center creating their own online ride matching tool.

Sorry I'm rushing, 10 minutes is not a lot of time. Oh, let me go back one. Okay, and then one of the other things that I think is really neat about the latest version is the report that you can generate. And so this could potentially have a lot of benefit if you are getting a grant in terms of being able to track that information and easily then report that information that then gets rolled up into the various reports we have to do for the different FTA and state programs. My contact information is at the end. Shamus Misek is actually our rideshare program manager and he's also available if people have any questions.