

28678 - Transportation Assistance Program - Expansion

Application Details

Funding Opportunity: 27548-2025-2027 Consolidated Grant Program - Operating
Funding Opportunity Due Date: Sep 17, 2024 3:01 PM
Program Area: Consolidated Grant Program
Status: Submitted
Stage: Final Application

Initial Submit Date: Sep 13, 2024 10:34 AM
Initially Submitted By: Keith Bell
Last Submit Date:
Last Submitted By:

Contact Information

Primary Contact Information

Name: Salutation **Juli** Middle Name **Rose**
First Name Last Name

Title: Senior Director of Government Funded Programs

Email*: jrose@homage.org

Address*: Homage Senior Services
5026 196th ST SW
Lynnwood Washington 98036-6102
City State/Province Postal Code/Zip

Phone*: (425) 265-2280 Ext.
Phone
####

Fax: ### ### ####

Organization Information

Legal Name*: Senior Services of Snohomish County

DBA Name*: Homage Senior Services

Organization Type*: Non Profit

Unique Entity Identifier (UEI): FV3PNPMJB534

Organization Website: (Please enter http://... for this field)

Physical Address*: 5026 196th St. SW
Lynnwood Washington 98036-6102
City State/Province Postal Code/Zip

Mailing Address*: 5026 196th St. SW

Lynnwood Washington 98036-6102
City State/Province Postal Code/Zip

Remit to Address*:

5026 196th St. SW

Lynnwood Washington 98036-6102
City State/Province Postal Code/Zip

Phone*:

(425) 583-9709 Ext.
####

Fax:

####

Fiscal Year End

December

Last day of*:

Indirect Cost Rate:

0.00%

IDR Expiration Date:

Organization Contact Information

Organization Contact Information

Organization Director

Name*:

Keith Bell
First Name Last Name

CEO kbell@homage.org
Title Email Address

Applicant Contact

Name*:

Juli Rose
First Name Last Name

Sr Director, Govt Funded Programs jrose@homage.org
Title Email Address

Project Contact

Name:

Ian Watson
First Name Last Name

Senior Manager, Transportation iwatson@homage.org
Title Email Address

Summary of Project Information

Summary of Project Information

NOTE:

OPERATING- General operating assistance: Select this option if your organization is a transit agency and you are submitting an application for only one operating project that includes all of the transportation services your organization provides (maximum grant request of \$ 1.5 million).

OPERATING- Operating assistance for a specific service: Select this option if your organization is submitting an application for specific services you provide.

Operating Type*:

Operating assistance for a specific service

Refer to the glossary in the [Consolidated Grant Guidebook](#) for service-type definitions.

Service Type*:

Demand-response

Need for Service*:

Expand service

Select item(s) from the list below that best describes the nature of the expansion.

If Expand Service:

Establish new service area, Extend hours of service, Increase budget
Select all that apply

Checking yes to federal funds means that your organization is willing and able to comply with the associated federal requirements such as federal drug and alcohol testing procedures or Title VI activities and disadvantaged business enterprise (DBE). For an example of last biennium's federal requirements see the [Consolidated Grant Guidebook](#).

Willing to Accept FTA funds for the biennium?*: Yes

Select all of the Congressional District(s), Legislative District(s), and County(ies) the project will serve (include entire project area).

[Congressional & Legislative District map](#)

Congressional District(s)*: 1,2,7

Legislative District(s)*: 01,10,21,32,38,39,44

County(ies)*: Snohomish

Scope of Work

Scope of Work

Select the [Regional Transportation Planning Organization / Metropolitan Planning Organization \(RTPO/MPO\)](#) that will be ranking this project from the drop-down menu.

RTPO/MPO*: Puget Sound Regional Council

Project Description

Provide a brief, high-level description of what your project proposes to do (address who, what, when, and where).

This may be used to describe your project to the Legislature.

Proposed scope/description of the work*

Expand capacity for paratransit service to disabled and older adults living in rural areas of Snohomish County by increasing the number of trips with 1) Saturday availability, 2) non-emergency medical trips to Skagit or King County 3) volunteer driver trips and 4) coordination with Snow Goose Transit to provide trips for gap coverage

Project Need

Why is this project needed, and how does this proposal address the need?

Include a description of the transportation problem that matches the need expressed in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP), how the problem was identified, and how the proposed project will address the problem.

Need*

We know from rider feedback and the PSRC CPT-HSTP that there is an unmet need for rural paratransit service with more weekend availability and also the ability to make trips originating in Snohomish county across county lines (for example to medical facilities in Skagit County or north Seattle.) We propose to address that need by 1) increasing availability on Saturday by scheduling two drivers, a dispatcher and a supervisor and 2) by allowing for limited trips out-of-county with small TAP buses when ADA accommodations are necessary. Additionally, we will engage a part-time coordinator for an expanded volunteer driver program. Volunteer drivers with more flexible schedules provide a nimble, efficient and cost-effective way to address both available hours and the need for transportation over the county line.

Area Served

Is this project primarily serving a rural area?*: Yes

Any service that supports public transportation in rural areas with populations less than 50,000.

Special Needs Transportation

To be eligible for funding for special needs transportation, applicants must address how their project advances the efficiency in, accessibility to, or coordination of transportation services provided to persons with special transportation needs, defined in [RCW 81.66.010\(3\)](#)

Advance efficiencies in, accessibility to, or coordination of special needs transportation *: Yes

Describe how your project advances these areas, and how you are going about developing these advancements. Additionally, identify the special needs population(s) to be served by this project.

Special Needs Transportation:

The special needs population served by this project include older adults and adults with disabilities (and their personal attendants) in Snohomish County. Without TAP, many of these riders have no access to transportation services that enable them to maintain their independence. Regular riders include kidney dialysis patients and adult day program participants. Some special needs population riders are needing transportation to medical facilities outside of Snohomish County in King or Skagit Counties.

Project Staff

Provide the names and experience of the key staff who will be working on this project, including their experience managing projects similar to the proposed project.

Project Staff:

Ian Watson, Senior Manager, Transportation, has more than a decade of management experience in transportation with two regional transit providers and has relevant expertise in transportation operations and dispatch.

Juli Rose, Senior Director of Government-Funded Programs, will hold overall responsibility for project oversight and contract administration. She has held a leadership role within Homage for 15 years and is very experienced with government-funded program contracts. She is currently responsible for negotiating terms and conditions for all government contracts with local and state level officials and provides oversight of funded programs.

Chi Okafor, Homage Director of Finance, oversees all fiscal matters and metric measures for Homage. Ms. Okafor monitors all spending to safeguard that it is on track each month and is compliant with contract requirements, standard fiscal operating practices and federal rules and regulations governing spending.

Keith Bell, CEO, has a strong senior management background in healthcare and Medicare Advantage plans.

Relationship to Other Projects

Relationship to Other Projects

Is this project dependent on any other projects submitted by your organization?* Yes

List dependent project applications by title and funding opportunity.

Describe the relationship between the projects in both applications.

Identify the priority for funding (if applicable).

Dependent Project(s) :

Title: Transportation Assistance Program (TAP) Sustain.

Funding Opportunity: 27548-2025-27 Consolidated Grant Program Operating.

Expanding is entirely dependent on the ability to maintain current service levels with TAP Sustain funds. The Sustain request is a higher priority.

Did you, or will you, apply for this project in another grant program this biennium?* No

Have you applied for the same project in a prior biennium and did not receive funding?* No

Are you applying for other projects within this funding opportunity?* Yes

List all project applications for this funding opportunity in order of priority :

Transportation Assistance Program (TAP) Sustain

Homage Transportation Assistance Program Vehicle Replacement

Transportation Assistance Program Expansion

Planning and Coordination

Coordinated Public Transit - Human Services Transportation Plan

Coordinated Public Transit - Human Services Transportation Plan	Element	Page number(s) or TBD	How is the need in the CPT-HSTP met by this project?
Puget Sound Regional Council	Strategies and activities identified to address gaps	40	Strategy 1.1 Promote increased coordination between transportation providers to provide cross-agency transportation that reduces the need for long transfer wait times. Homage will provide limited direct service to riders originating in Snohomish County to necessary medical appointments in Skagit or north King County, either utilizing small TAP buses or volunteer drivers in personal vehicles, thus eliminating the need to coordinate a transfer. Other transportation agencies will be consulted.

Puget Sound Regional Council	Strategies and activities identified to address gaps	40	Strategy 2.1. Expand service levels to provide specialized transportation services at times they are needed. By adding a supervisor, dispatcher and two drivers on Saturdays, we will increase our hours of availability for TAP buses to transport clients. Additionally, the expansion of our volunteer driver program will enable us to provide weekend hours for appropriate riders who do not need accessible wheelchair lifts.
Puget Sound Regional Council	Strategies and activities identified to address gaps	41	Strategy 2.2 Develop partnerships to support context-appropriate feeder-to-fixed route transportation in service area not well served by regular transit, like rural areas. By improving communication and coordination with a memorandum of understanding between TAP and Snow Goose Transit, we intend to improve transportation options for paratransit riders in the greater Stanwood/Lake Goodwin service area.
Puget Sound Regional Council	Strategies and activities identified to address gaps	40	Strategy 1.3 Continue to identify and implement ways to increase flexibility in scheduling return trips for ADA paratransit and other demand response service trips. By expanding our volunteer driver program, we are positioned to offer volunteer drivers who are more flexible to stay nearby while clients are at their medical appointments and errands and to take them to destinations for medical appointments across county lines.
Skagit Council of Governments	Regional Priorities for implementation	33	Need 5: Improve Access to Healthcare Destinations and Need 6: Improve Regional Coordination. By extending destination service into Skagit County for Snohomish County special populations needing to get to medical appointments, Homage's TAP program would be addressing the regional need, in cooperation with SCOG, to improve access to healthcare destinations.
Skagit Council of Governments	Strategies and activities identified to address gaps	42	Strategy 5.A: Improve transportation services for nonemergency medical appointments Strategy 6.A: Improve regional coordination among transit providers and volunteer agencies TAP service extending into Skagit County medical destinations implement both of the above strategies.

Project Coordination

Describe coordination efforts. Include details such as:

- o Inclusion in regional plans.
- o What prioritized strategies are being addressed?
- o Who was involved in defining the problem?
- o Other alternatives that were/are being considered for solving the problem.
- o Demonstrations of local/regional coordination for implementing the proposed project.

Coordination Efforts*:

As noted in the PSRC RTP, "73% of the oldest age cohort at 85 and older has a disability...and is projected to be the fastest growing demographic group in the region." TAP addresses the transportation needs of older adults and adults with disabilities that reside in large portions of Snohomish County outside of urban transit cores. TAP addresses the following prioritized strategies: 1) Shorter travel times: with curb-to-curb service, older and disabled riders can wait in the comfort of their own home and then be transported straight to their destination and 2) transportation services at times when they are needed: expanding our Saturday availability with TAP buses and every day availability with volunteer drivers means more people will be able to travel when they need it. 3) Better access to health and wellness destinations: for frail and elderly riders, especially those who live alone in rural areas of the county, TAP may be their only option to get to healthcare facilities or the grocery store. TAP has a long history of collaborating within the transit community and with community-based organizations including the Snohomish County Special Needs Transportation Coalition (SNOTRAC), Puget Sound Kidney Centers, Full Life Adult Day Health Care (serving seniors with Dementia and Adults with Developmental Disabilities) and regional public transit agencies Skagit Transit, Everett Transit and Community Transit (DART). For this expansion project, we have coordinated with both Snow Goose Transit and Skagit Council of Govt for additional service. By coordinating services, we are able to improve efficiency and effectiveness across the transit network while avoiding duplication of services.

Homage also participates in SNOTRAC, with Sr. Director of Govt-funded program Juli Rose on the Board of Directors, and the North Counties Transportation Coalition. Both are dedicated to assessing the transportation needs in the region and align with PSRC's strategic plan.

By checking this box, you acknowledge that you coordinated or will coordinate this project with the planning organization(s) within the region(s) this project serves.*: Yes

How does your project connect to, coordinate with, leverage, or enhance other modes of transportation in your service area (i.e., aviation, intercity bus or rail, park and rides, bicycle/pedestrian)?

Include in your response how the multimodal partnerships for this project will improve or enhance access to social services.

What efficiencies will be gained within the service area as a result of this project?

Multimodal Partnerships*:

We will be coordinating efforts with Snow Goose Transit deviated fixed route to most efficiently (for both entities) serve riders in the greater Stanwood/Lake Goodwin area and have developed a Memorandum of Understanding. In addition, Homage has consulted with Skagit Council of Governments (SCOG) regarding direct TAP or volunteer driver transport into medical destinations in Skagit county, which will significantly reduce the need for transfers and enhance access to social services in a overall time-saving and cost-effective way.

Does this project have a planning or operating service area that crosses RTPO planning boundaries? *: Yes

Budget

Duration of Project

Planning projects can only choose *Two Years*.

Duration of Project*: Four Years

Expenses

Expenses	If Other, Please List	** July 1, 2023 - June 30, 2024 (Actual)	** July 1, 2024 - June 30, 2025 (Budgeted)	July 1, 2023 - June 30, 2025 (Total of Actual and Budgeted)	July 1, 2025 - June 30, 2027 (Projected)	Variance Between Biennia	** July 1, 2027 - June 30, 2029 (Projected)	Variance Between Biennia
Labor & Benefits		\$122,337.97	\$138,003.03	\$260,341.00	\$503,261.00	93.31%	\$533,909.00	6.09%
Overhead		\$36,953.87	\$-4,953.87	\$32,000.00	\$83,636.00	161.36%	\$88,729.00	6.09%
Fuel & Lubricants		\$13,353.13	\$34,146.87	\$47,500.00	\$60,727.00	27.85%	\$64,426.00	6.09%
Insurance		\$0.00	\$0.00	\$0.00	\$33,630.00	0.00%	\$35,678.00	6.09%
Rent & Utilities (if not included in overhead, above)		\$3,053.37	\$9,306.63	\$12,360.00	\$27,226.00	120.28%	\$28,884.00	6.09%
Other	Printing, Postage, Prof Services, Training, etc.	\$3,094.17	\$12,355.83	\$15,450.00	\$38,216.00	147.35%	\$40,543.00	6.09%
Maintenance Parts & Supplies		\$8,333.95	\$29,064.05	\$37,398.00	\$89,664.00	139.76%	\$95,125.00	6.09%
Other	In-kind	\$0.00	\$0.00	\$0.00	\$62,031.00	0.00%	\$65,808.00	6.09%
Depreciation		\$0.00	\$13,334.00	\$13,334.00	\$0.00	-100.00%	\$0.00	0.00%
		\$187,126.46	\$231,256.54	\$418,383.00	\$898,391.00		\$953,102.00	

Sources of Match

Match Source	If Other, Please List	** July 1, 2023 - June 30, 2024 (Actual)	** July 1, 2024 - June 30, 2025 (Budgeted)	July 1, 2023 - June 30, 2025 (Total of Actual and Budgeted)	July 1, 2025 - June 30, 2027 (Projected)	** July 1, 2027 - June 30, 2029 (Projected)
Local: In-Kind		\$0.00	\$0.00	\$0.00	\$62,091.00	\$65,808.00
State: Other		\$0.00	\$0.00	\$0.00	\$26,200.00	\$0.00
Local: Other		\$0.00	\$13,154.00	\$13,154.00	\$30,000.00	\$30,000.00
Local: Reserves		\$21,436.00	\$11,564.00	\$33,000.00	\$0.00	\$0.00
		\$21,436.00	\$24,718.00	\$46,154.00	\$118,291.00	\$95,808.00

Fares and Ride Donations

	** July 1, 2023 - June 30, 2024 (Actual)	** July 1, 2024 - June 30, 2025 (Budgeted)	July 1, 2023 - June 30, 2025 (Total of Actual and Budgeted)	July 1, 2025 - June 30, 2027 (Projected)	** July 1, 2027 - June 30, 2029 (Projected)
.					

Fares and ride donations	\$0.00	\$0.00	\$0.00	\$14,000.00	\$14,000.00
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Summary for July 1, 2025 - June 30, 2027

25-27 Requested Amount:	\$766,100.00
25-27 Match Amount:	\$118,291.00

Summary for July 1, 2027 - June 30, 2029

27-29 Requested Amount:	\$843,294.00
27-29 Match Amount:	\$95,808.00

Variances

Variance between 2023-2025 and 2025-2027:	114.73%
Variance between 2025-2027 and 2027-2029:	6.09%

Variances:

This Expansion application is different than anything TAP has done before with Expansion funding. We have listened to demand, run pilot programs with additional grant funding, and increased flexibility to eliminate gaps, better serve the Sauk-Suiattle Indian Reservations & that partnership, and provide rides without the need to transfer. The cost per trip is more than Sustain trips due to Saturday service with drivers/dispatch/supervisor & cross county trips will more than double the miles/time.

Other Sources

Other Sources*:

As part of planning for the 2025-27 Biennium, we have contacted rural municipalities in Snohomish County, where clients are transported into and out of their towns, to establish better communication and request funding to support the TAP program and the need for match requirements. also, as detailed in the Match section:

- WSDOL Fuel Tax Reimbursement
- Donations Corporate and Private

Budget development methodology

Budget development methodology *:

Using our new TAP Expand NW contract's budget as a starting basis. Then added in 3% inflation cost year over year, as well as 3% increase in salaries and benefits year over year. Then increased the amount budgeted for travel eight times to account or the increase in mile reimbursement for volunteers. Removed Depreciation as a category and added Insurance as a category. Calculated In-Kind rates using \$19.14 per hour at an estimated 1550 hours for the first year with a 3% increase year over year.

DBE Goals

DBE Goals	Percentage	Efforts	No DBE
Yes	0.00%	We have several vendors that are DBE businesses including "Mr. Truck Wash," "Alexander Printing" and "Fast Signs" in Lynnwood, but these expenditures are negligible in the budget. Our goal is to seek and consider DBE businesses for the few transactions we complete.	

Summary

July 1, 2025 - June 30, 2027

Total Project :	\$898,391.00
Fares and Donations :	\$14,000.00

Requested Amount \$766,100.00

This is the amount of grant funds your organization is requesting from July 1, 2025 - June 30, 2027

:

July 1, 2027 - June 30, 2029

Total Project : \$953,102.00

Fares and Donations : \$14,000.00

Requested Amount \$843,294.00

This is the amount of grant funds your organization is requesting from July 1, 2027 - June 30, 2029

:

4-Year Total Requested Amount: \$1,609,394.00

Indirect Costs

Indirect Costs

To charge indirect costs to a grant/project, your organization must have an approved indirect cost rate or cost allocation plan. Indirect costs must be included in the application budget.

If you plan to charge indirect costs, you must upload documentation of an approved indirect cost rate or cost allocation plan in the *Attachments* section.

Are you charging indirect costs to this grant/project? *: Yes

Service Level

Project Service Level Information

Project Specific Information	July 1, 2023 - June 30, 2024 (Actual)	July 1, 2024 - June 30, 2025 (Budgeted)	July 1, 2023 - June 30, 2025 (Total of Actual and Budgeted)	July 1, 2025 - June 30, 2027 (Projected)	Percent of Change	July 1, 2027 - June 30, 2029 (Projected)	Percent of Change
Revenue Vehicle Hours	0	0	0	5670	0.00%	5670	0.00%
Revenue Vehicle Miles	0	0	0	93800	0.00%	93800	0.00%
<i>Passenger trips should be entered as whole numbers only.</i>							
Passenger Trips	0	0	0	7000	0.00%	7000	0.00%
Volunteer Hours	0	0	0	1552	0.00%	1552	0.00%

Project Service Level Description

Describe the methodology used to develop these estimates, including any assumptions used in their development. Identify data sources and monitoring processes.

How were service-level estimates developed?*

Homage has a volunteer driver program, not based in our transportation dept. We used the success of their 2023 trips and volunteer hours as a base line to grow this program. TAP used the PYP challenges and opened volunteer drivers and buses up to cross county medical visits. New \$400k funding June 2024 is currently being used as a pilot program for Saturday service and service in the greater Lake Goodwin area alongside Snow Goose. We estimate 10 trips per bus for two buses each Saturday. Fifty out-of-county trips provided by Homage ADA vans, and 2,077 trips provided by Volunteer Drivers (in Snohomish County and over County lines) over four years.

For demand-response or deviated fixed-route projects, summarize the intended outputs of this project in both qualitative (narrative) and quantitative (statistical) formats. There may be some projects where traditional performance measures (e.g., revenue vehicle hours/miles, passenger trips) do not apply. In those cases, quantifiable objectives can be used instead by submitting the following information: number of trainings or outreach, or number of passengers served, or other measurable outcomes produced by this project. Ensure there is a quantitative output, as these will be the baseline measurement for the following biennium's application. Qualitative measures

are optional.

Intended Outputs:

- 5,670 Revenue Vehicle Hours
- 93,800 Revenue Vehicle Miles
- 7,000 Passenger Trips
- 1,552 Volunteer Hours

We estimate 10 trips per bus for two buses each Saturday. Fifty out-of-county trips provided by Homage ADA vans, and 2,077 trips provided by Volunteer Drivers (in Snohomish County and over County lines) over four years.

How will your organization measure whether the project is successful? Describe the steps you will take to improve performance if your project does not meet the identified performance targets.

Project Success Measurement *:

Ridership is tracked by unduplicated trips. On-time performance is tracked to ensure customer satisfaction. People per revenue hour is tracked as a secondary performance metric to highlight efficiency of the routes. Enrollment in the program is also tracked. People per revenue hour and total ride requests will be tracked by time of day. These metrics are collected and tracked with the use of Ecolane software. The Senior Manager will review data on a weekly basis. If the data does not meet projected performance criteria, the following steps will be taken: Upon finding any criteria not being met, the Senior Manager will meet with the Supervisor of the program to determine the contributing factors. After completing the analysis, a list of possible steps to correcting the negative outcomes will be compiled with a timeline for completion and measurable outcome.

Milestones

Milestones

Activities	Date (mm/yy)
Project Start	07/25
Project Complete	06/29

Supplemental Information

Supplemental Information

Supplemental Information:

Additional funding from Congresswoman DelBene helped us to increase ridership, this pilot allowed us to see the demand and meet it. When that funding ran out we knew that we had the demand, just not the funding to carry out the trips. We were awarded \$400k in June 2024 based on our need to carry more riders and are using this as a pilot for Saturday service and time to ramp up ridership for the new biennium.

Vulnerable Populations in Overburdened Communities & Tribes

Vulnerable Populations in Overburdened Communities

Identify the type of direct and meaningful benefits to vulnerable populations your project provides using the descriptions above, if any. Explain how your project provides these benefits. Your response may include suggestions about how WSDOT should evaluate project(s) against Climate Commitment Act requirements in the future.

Vulnerable Populations in Overburdened Communities*:

TAP serves small geographic pockets classified as "overburdened communities" in Snohomish County including Sultan, Darrington, and several areas north of Arlington. In addition, we are seek to collaborate to pick up and drop off riders who live on the Sauk-Suiattle Reservation in Skagit County when the DC Direct bus cannot schedule a connection. This ensures Tribal Members do not fall in a gap in service and are offered seamless service. The vulnerable populations we serve within these communities are low-income and a very high proportion of older adults or adults with disabilities. For many of these riders, TAP is their only viable source of transportation to necessary services. TAP enables these clients to address social determinants of health factors by making sure they can get to medical appointments, grocery stores and more.

If these populations were engaged by you or your representatives in developing or maintaining the project, describe the outreach efforts and results.

Inclusive planning:

N/A

Tribal Support

Is this project directly operated by a tribe?* No

Is your project serving and is it supported by a tribal nation in Washington? : Yes

Estimate the percentage of your project that serves the tribe: 1.00%

By checking this box, you are confirming your outreach to the tribe in pursuit of a resolution formally supporting your project : Yes

Attachments

Tribal support correspondence/resolution:

Environmental Justice

Environmental Justice Assessment

Are you requesting \$15 million or more in WSDOT funds for your proposed project?: No

Environmental Justice Assessment (EJA) Map

EJA Map:

Environmental Justice Assessment (EJA) Completion

Enter the names of other agencies or governments (including affected tribes) that are involved with the project and their role:

Have you begun or have you completed the EJA?:

Environmental Justice Assessment (EJA) Reporting

Did you report the results of EJA to WSDOT Public Transportation Division staff? :

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Required for all projects						
Copy of organization?s most recent audit report	✓	2023 Audited Financial Statement	2023 SSSC Homage Audited Financial Statement.pdf	pdf	271 KB	08/26/2024 11:34 AM
Population density map	✓	Snohomish County Population Density Map	Population Density Map 2020.pdf	pdf	455 KB	08/27/2024 04:34 PM
Service area map	✓	Homage TAP service area map	Snotrac Map Homage TAP service area.pdf	pdf	1 MB	08/26/2024 04:28 PM

Required for new non-profit applicants only

501(c) IRS Letter of Determination (required for new non-profit applicants)

WA Utilities & Transportation Commission (UTC) Certification (required for new non-profit applicants who are direct service providers)

Conditionally required

Indirect costs documentation (required if you are charging indirect costs to the project)

Homage Indirect Cost Allocation Plan 2023-28

[SSSC Homage Indirect Cost Valuation.docx](#)

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In-kind match valuation proposal (required for operating & mobility management projects that are proposing to use in-kind as matching funds)

Homage In Kind Match Valuation

[SSSC Homage In Kind Match Valuation.pdf](#)

pdf 26 09/11/2024
KB 03:34 PM

Procurement policy (required for new applicants or current grantees without a current policy on file with WSDOT)

Optional attachments

Letters committing matching funds

Letter of concurrence (for projects that operate in multiple planning regions)

SCOG Letter supporting TAP offering rides for Snohomish County residents into Skagit County for medical appointments and indicating need in their regional transit plan.

[SCOG Letter of Concurrence-HomageSeniorServices.pdf](#)

pdf 247 09/06/2024
KB 03:54 PM

Letters of support (combine into one file attachment)

Letters of Support from Community Transit and Everett Transit

[SSSC Homage Letters of Support.pdf](#)

pdf 297 09/11/2024
KB 02:49 PM

Supplemental information

MOU between Snow Goose Transit and Homage regarding referrals

[MOU Snow Goose and Homage TAP.pdf](#)

pdf 65 09/11/2024
KB 02:49 PM

Optional construction attachments

NEPA/SEPA assessment, if available

Supplemental construction project information (building or site designs, site plans, location exhibits, etc.), if available

Certification

Certification

I certify, to the best of my knowledge, that the information in this application packet is true and accurate and that this organization has the necessary fiscal, data collection, and managerial capabilities to implement and manage the project associated with this application:

Certification*: Yes

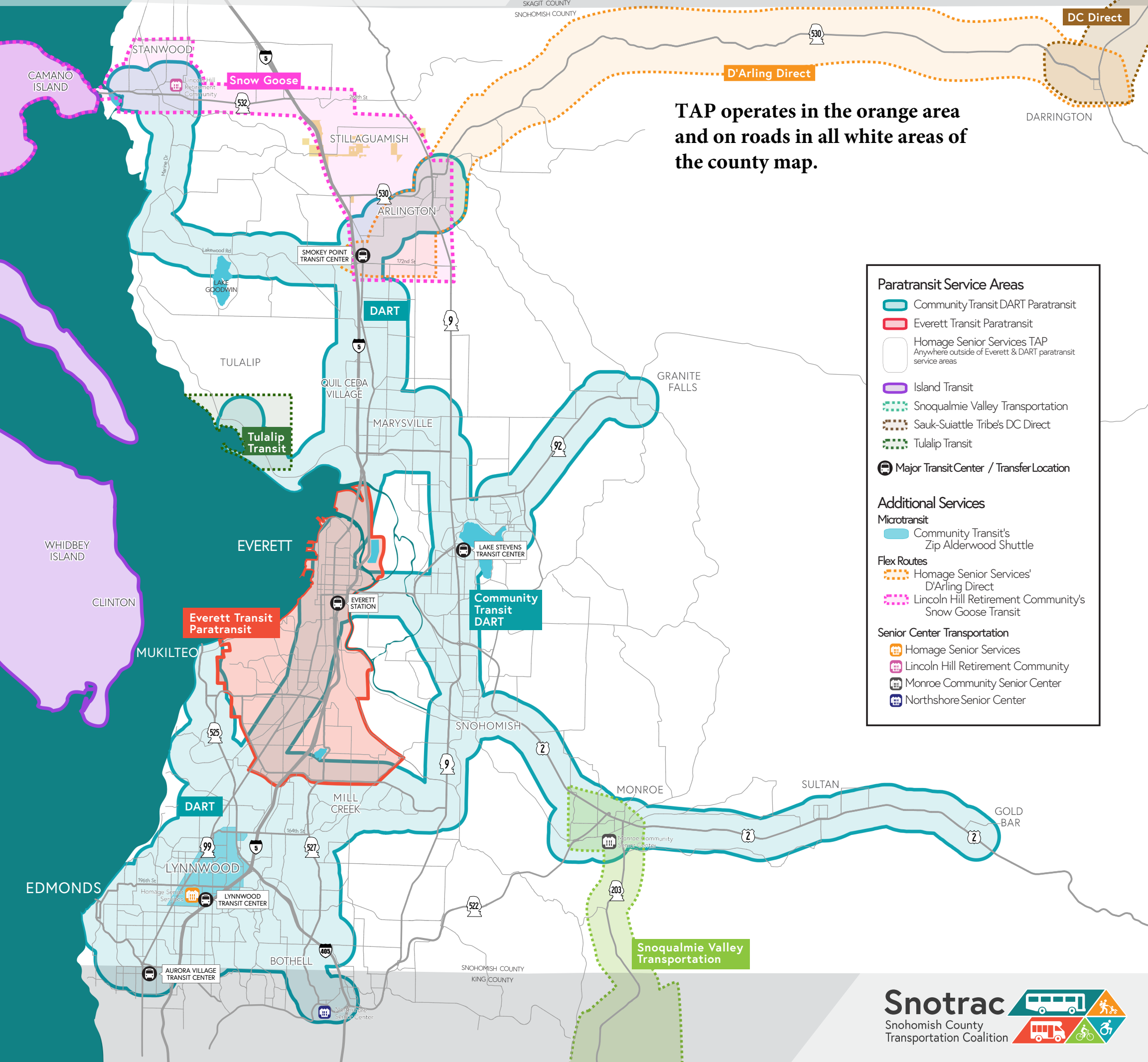
Application Authority*: Keith Bell
First Name Last Name

Title*: CEO

Date*: 09/13/2024

Door-to-Door Services in Snohomish County

Services shown as of July 2024.
Contact transportation providers for latest information.



TAP operates in the orange area and on roads in all white areas of the county map.

Paratransit Service Areas

- Community Transit DART Paratransit
- Everett Transit Paratransit
- Homage Senior Services TAP
Anywhere outside of Everett & DART paratransit service areas
- Island Transit
- Snoqualmie Valley Transportation
- Sauk-Suiattle Tribe's DC Direct
- Tulip Transit

Major Transit Center / Transfer Location

Additional Services

Microtransit

- Community Transit's Zip Alderwood Shuttle

Flex Routes

- Homage Senior Services' D'Arling Direct
- Lincoln Hill Retirement Community's Snow Goose Transit

Senior Center Transportation

- Homage Senior Services
- Lincoln Hill Retirement Community
- Monroe Community Senior Center
- Northshore Senior Center

September 10, 2024

Mr. Brian Nielsen
WSDOT Northwest Regional Administrator
15700 Dayton Avenue N.
Seattle, Washington 98133

RE: WSDOT Consolidated Grant Program for Transportation Assistance Program (TAP)

Dear Mr. Nielsen,

Community Transit supports Senior Services of Snohomish County DBA Homage Senior Services' grant application to the WSDOT Consolidated Grant Program for its Transportation Assistance Program (TAP). Homage Senior Services has long been a trusted regional partner in providing reliable essential transit service to the people of Snohomish County. This request is consistent with our collective efforts to continue providing service to meet the changing needs of a growing region.

As travel patterns have evolved, Community Transit has adapted by incorporating diverse services we offer to our customers. Our partnership with Homage enhances accessibility, provides more transit options, and improves overall quality of life. We view our partners as a crucial link to our existing transit services, bringing access closer to people's homes and destinations while expanding transit availability to more communities. As such, Community Transit enthusiastically supports Homage's efforts to further develop these mobility options in the Snohomish County region.

The Transportation Assistance Program (TAP) provides door-to-door demand response transportation for older adults and adults with disabilities who live outside the $\frac{3}{4}$ mile ADA corridor of our fixed bus route service and thus outside of the DART paratransit service area. This program plays a unique role in its ability to serve seniors and adult with disabilities in more rural areas and some urban areas where there are gaps in public transportation availability. Community Transit provides transportation options to the Snohomish County Public Transportation Benefit Area, including bus and paratransit service, vanpool, rideshare and microtransit. This grant request will help ensure that paratransit services are available for special needs populations in *all* areas of Snohomish County.

TAP service is consistent with Community Transit's efforts to provide mobility solutions that safely, efficiently, and effectively connect Snohomish County residents. Community Transit supports Homage's grant application as it will serve our shared customers and further provide a vital public transportation link within our region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ric Ilgenfritz".

Ric Ilgenfritz
Chief Executive Officer
Community Transit



August 30, 2024

Keith Bell, CEO
Homage Senior Services
5026 196th St SW
Lynnwood, WA 98036

Dear Mr. Bell,

Everett Transit is pleased to support Senior Services of Snohomish County DBA Homage Senior Services' grant application to the WSDOT Consolidated Grant Program for its Transportation Assistance Program (TAP).

TAP provides curb-to-curb demand response transportation for older adults and adults with disabilities who live outside the ADA corridor of our fixed bus route service and outside of Everett's paratransit service area. This program plays a unique role in its ability to serve seniors and adult with disabilities in more rural areas and some closer to urban areas where there are gaps in public transportation availability.

Everett Transit provides transportation options within the City of Everett including bus and paratransit service.

TAP's grant requests will help ensure that paratransit services are available for special needs populations in *all* areas of Snohomish County.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tom Hingson', written over a white background.

Tom Hingson


Director of Transportation Services

Everett Transit



EVERETT TRANSIT

 3201 Smith Ave., Ste. 200
Everett, WA 98201

 425.257.8910
425.257.8945 fax

 ETmail@everettwa.gov
EverettTransit.org

Memorandum of Understanding (MOU)

Between Homage's **Transportation Assistance Program** and **Snow Goose Transit**

Purpose:

This MOU establishes a collaborative partnership between Homage's Transportation Assistance Program (TAP) and Snow Goose Transit (SGT) to enhance transportation services for community members. The collaboration aims to create transportation efficiencies, avoid service duplication, and ensure equitable transit access for all.

Coordination of Services:

Snow Goose Transportation agrees to inform prospective community members residing outside its service area about their option to apply for transportation assistance through the Homage Senior Services Transportation Assistance Program (TAP).

Homage agrees to refer clients within ¼ of a mile of Snow Goose Transit routes to Snow Goose Transit for services.

Equitable Transit Commitment:

Both parties are dedicated to ensuring equitable transit for all individuals, regardless of their location or circumstances.

Transportation Efficiencies:

Both programs are committed to reducing redundancy, filling transportation gaps in underserved areas, and ensuring efficient service delivery.

Shared Goals:

Work together to fill transportation gaps in underserved areas, enhancing transit access and reliability for all community members.

Duration and Termination:

This MOU is effective upon the date of signing and will remain in effect for four years. It may be reviewed and renewed annually. Either party may terminate this agreement with 30 days' written notice to the other party.



Transportation Assistance Program

Signature: *Juli Rose*

Name: Juli Rose

Title: Sr. Director

Date: 9/9/24



Snow Goose Transit

Signature: *Melissa Johnson*

Name: Melissa Johnson

Title: Manager

Date: 9/9/24



SKAGIT COUNCIL OF GOVERNMENTS

315 South Third Street, Suite 100 • Mount Vernon • WA • 98273

www.scog.net

September 6, 2024

Brian Lagerberg
Director, Public Transportation Division
Washington State Department of Transportation
310 Maple Park Avenue Southeast
Olympia, WA 98501

Re: Letter in Agreement of Operating Funds for the Homage Senior Services 2025–2027
WSDOT Consolidated Grant Application

Dear Mr. Lagerberg:

The Homage Senior Services project proposes to provide transportation to medical appointments for seniors living in Snohomish County through their Transportation Assistance Program (TAP). Their proposal includes transporting seniors that live within Snohomish County to medical appointments at destinations within the Skagit region.

This project addresses needs identified on Page 33 of the *2022 Skagit Coordinated Public Transit-Human Services Transportation Plan* for the Skagit region, including *Need 5: Improve Access to Healthcare Destinations* and *Need 6: Improve Regional Coordination*. Additionally, strategies from Page 42 of the 2022 plan are consistent with this project:

- **Strategy 5.A: Improve transportation services for nonemergency medical appointments**
- **Strategy 6.A: Improve regional coordination among transit providers and volunteer agencies**

This project is a specialized transportation service which would supplement the transit and paratransit services already offered by Skagit Transit, Community Transit and other public transportation providers in the service area.

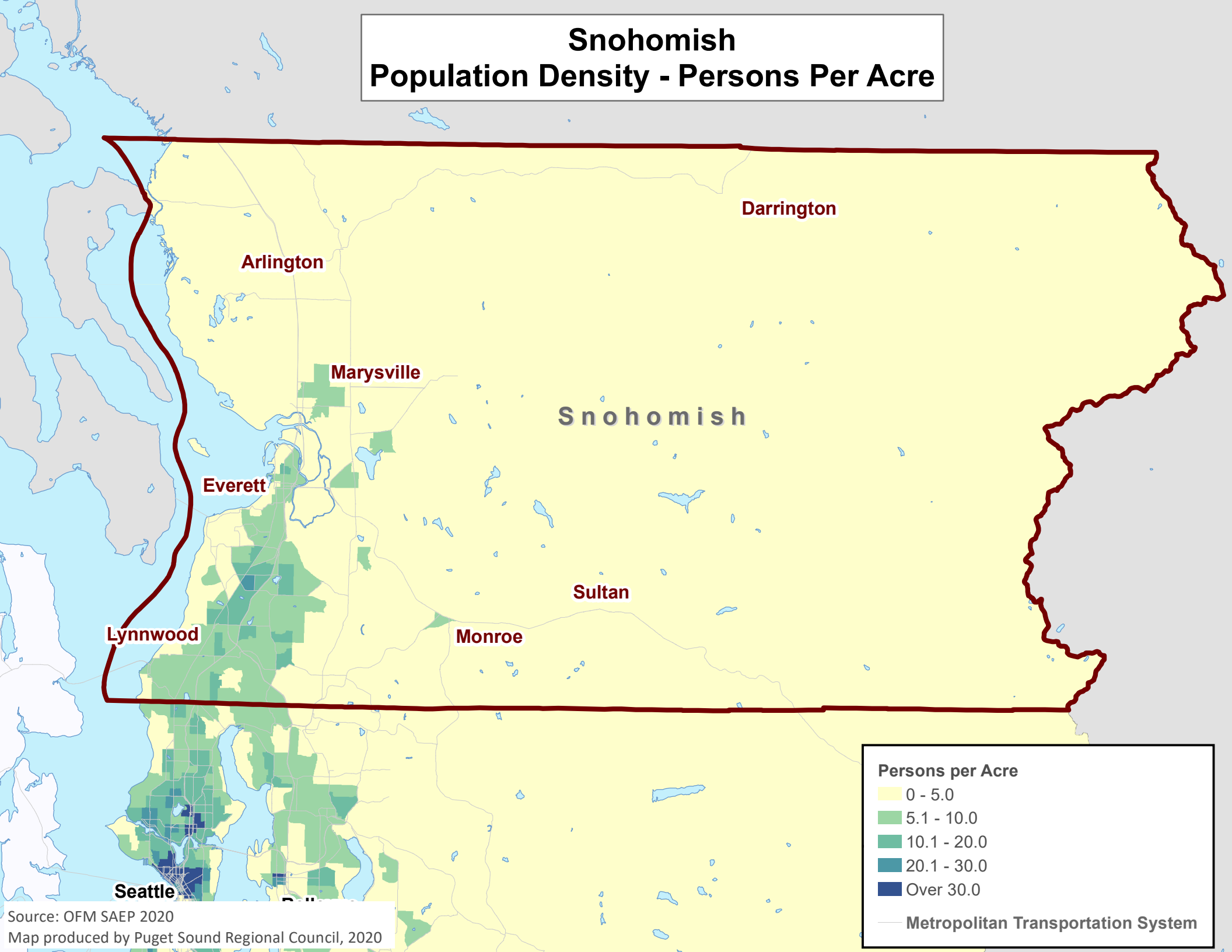
The Homage Senior Services project is consistent with the *2022 Skagit Coordinated Public Transit-Human Services Transportation Plan* – which was adopted by the Transportation Policy Board on November 16, 2022.

Sincerely,

DocuSigned by:
A blue ink signature of Kevin Murphy, written in a cursive style, is placed over a white rectangular background.

Kevin Murphy
Executive Director
Skagit Council of Governments

Snohomish Population Density - Persons Per Acre



Source: OFM SAEP 2020
Map produced by Puget Sound Regional Council, 2020

Persons per Acre

- 0 - 5.0
- 5.1 - 10.0
- 10.1 - 20.0
- 20.1 - 30.0
- Over 30.0

— Metropolitan Transportation System