

28932 - Hyde Shuttle - Eastside

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 17, 2024 10:29 AM
Initially Submitted By: Phirun Lach
Last Submit Date:
Last Submitted By:

Contact Information

Primary Contact Information

Name: Salutation **Phirun** Middle Name **Lach**
First Name Last Name

Title: Director Of Transportation

Email*: phirunl@soundgenerations.org

Address*: 2208 2nd Ave
Suite 100
Seattle Washington 98121-2055
City State/Province Postal Code/Zip

Phone*: (206) 554-1655 Ext.
Phone
####

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

Organization Information

Legal Name*: Sound Generations

DBA Name*: Sound Generations

Organization Type*: Non Profit

Unique Entity Identifier (UEI): LCL9SBLQFUM7

Organization Website: <https://soundgenerations.org>
(Please enter http://... for this field)

Physical Address*: 2208 Second Ave
Suite 100
Seattle Washington 98121-2055
City State/Province Postal Code/Zip

Mailing Address*: 2208 Second Ave, Suite 100

Seattle Washington 98121-2055
 City State/Province Postal Code/Zip

Remit to Address*: Sound Generations, 2208 2nd Avenue Ste 100
 Sound Generations

Seattle Washington 98121-2055
 City State/Province Postal Code/Zip

Phone*: (206) 727-6263 Ext.
 ### ### #####

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

Fiscal Year End December
Last day of*:

Indirect Cost Rate: 12.90%

IDR Expiration Date: 12/31/2023

Organization Contact Information

Organization Contact Information

Organization Director

Name*: Jim Wigfall
 First Name Last Name

CEO jimw@soundgenerations.org
 Title Email Address

Applicant Contact

Name*: Theresa Demeter
 First Name Last Name

CPO theresad@soundgenerations.org
 Title Email Address

Project Contact

Name: Phirun Lach
 First Name Last Name

Transportation Director phirunl@soundgenerations.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*: Sustain existing service

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)*:	1,9
Legislative District(s)*:	45,48
County(ies)*:	King

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*:

To provide operating funds to start a community-based paratransit service for seniors and people with disabilities in Bellevue, Kirkland, and Redmond who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit or too frail to use it.

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*:

Accessible transportation options for older adults and adults with disabilities are limited on the Eastside (Bellevue, Redmond and Kirkland). There is a large number of seniors, especially BIPOC population in need of our service. Out of 321,650 residents, 41% were born in over 90 different foreign countries, 44% speak a language other than English at home. Also 14% of the population are over 65 years old. 56% of respondents surveyed report that transportation is a challenge for participating in social and/or recreational activities. About 13% of all households headed by someone age 65 or older did not have a vehicle and 39% of renter households headed by someone age 65 or older did not have a vehicle. Lack of personal transportation is one of the main reasons older adults miss medical appointments and are less likely to participate in social, family, and/or religious activities which can result in physical fragility and social isolation. PSRC's Coordinated Mobility Plan published in May, 2022 identified the following needs: 1. shorter travel time, 2. more transportation service when needed, 3. accessible information about available services and language support, 4. better access to health and wellness services, 5. affordable transportation, 6. improved ADA infrastructure and 7. regional coordination. Our project is well designed to address needs: 1, 2, 3, 4, 5 and 7. In the next section we describe the strategies we employ to address these needs.

Area Served

Is this project primarily serving a rural area?* No
Any service that supports public transportation in rural areas with populations less than 50,000.

Is this project primarily serving the Seattle, Tacoma, Everett urbanized area?: Yes

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 primary population we serve is older adults, however we also serve people with disabilities. We are anticipating that most of our riders will have

very limited incomes and will be from communities of color. We improve coordination by partnering with eastside transportation providers, such as Hopelink, Northshore Senior Center and Snoqualmie Valley Transportation. We have strong relationships with the cities of Bellevue, Kirkland and Redmond and the senior centers within these three cities and community-based organizations serving people of color, such as CISC, SeaMar, Jewish Family Services and Indian American Community Services. We demonstrate efficiency by providing rides at 83% the cost of Metro's ADA service. We combined our call centers for Volunteer Transportation and Hyde and this has saved money and ensures that we are able to consistently do live calls. We enhance accessibility by not putting our riders through a complicated eligibility determination process. Riders register for service with a single phone call with no application or eligibility evaluation required. Hyde Shuttles do not charge a fare (optional donation), increasing affordability and access for riders who are unable to pay a fare. The service provides customize response times to meet individual needs, offers short pick-up windows and trip lengths, and group rides for people traveling to the same place. Riders can call one day before and request a ride. We are participating in the "Find A Ride" pilot with Hopelink this fall to make it easier for riders to find the best transportation provider to meet their needs.

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*:

1) Theresa Demeter, Chief Programs Officer, brings many years of experience, driving impactful initiatives in healthcare, health equity, and community well-being. She has deep experience in strategic planning, building collaborative partnerships, and driving innovative program development including the design and execution of performance metrics, outcomes measurement, and data-driven analysis. 2) Phirun Lach, Transportation Director has over 10 years of transportation experience. He administers a \$5.5 million budget that includes federal, state, county and city grants and contracts: 3) Kim Christodoulou, the Transportation Manager has over fifteen years' experience managing day-to-day special needs transportation operations that includes grant funded transportation services. Sound Generations has been in operation since 1967 and has extensive financial management experience in implementing social service programs using local, state and federal funds. The agency's 2024 budget is \$24 million and 61.15% of our revenue came from government sources. Our accounting team is versed in non-profit accounting and up to date on federal regulations that must be followed.

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) :

Hyde Shuttle

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?* No

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	34-37	The Hyde Eastside Shuttle meets key needs from the Coordinated Public Transit - Human Services Transportation Plan by providing affordable, door-to-door transportation for seniors and individuals with disabilities. It addresses longer travel times and service gaps (p. 34-35), enhances coordination with local organizations (p. 36), and ensures accessible, user-friendly services (p. 35). Hyde Shuttles focus on equity, efficiency, and inclusivity aligns with the plan's goals.
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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*:

Our project is well designed to address the following prioritized strategies from PSRC's Regional Transportation Plan 2022-2050 Appendix B Coordinated Mobility Plan (pages 40-44): Strategy 1.2 and 1.3: Our shuttles operate in smaller geographical areas that insure on time performance and shorter wait times on return trips. Strategy 2.1: Our population prefers traveling between 10-3 pm during the week and our program is designed to meet that need. Strategy 3.1: Our project is embedded in a larger social service organization that provides information and referral and last year handled 550 transportation related calls. Strategy 3.2: We will be part of a Find A Ride that Hopelink will be initiating. Strategy 4.1: We expect this new service to accommodate the same type of needs that our existing service offers. 29% of our exiting trips are for medical appointments, 35% for access to food/meals and 36% for trips connect people to their community and places like senior centers which offers services and programs that address risk factors, such as isolation. Strategy 5.1: We will not charge for our services; instead we give people the opportunity to make a donation and 7.1. Earlier, we reached out to Hopelink, IACS (Indian American Community Services), CISC (Chinese Information & Service Center), JFS (Jewish Family Services), Redmond Senior Center, and North Bellevue Community Center. Focus groups were conducted at each location and response confirmed the need for a demand response service on the Eastside.

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*:

Hyde Shuttles provide demand-respond service throughout many cities in King County that can provide access to intercity bus, light rail and park & rides that connect riders to destinations outside our service areas. However, most of our riders need door to door service. In providing this service we connect them to health care services, help them access healthy food and senior/community centers that offer fitness, food and social service programs. Hyde Shuttles coordinate with King County Metro, and Hopelink's Mobility Management program to leverage/promote our service and other modes of appropriate transportation for their special needs clients. Hyde Shuttles fill gaps in Metro's paratransit and bus service by targeting a broader audience as well as riders who may need a higher level of service. We operate a single call center for our Transportation Programs which allows for cross referrals. We use LYFT as a backup for both our Volunteer Transportation and Hyde Shuttle Programs. Sound Generations is an active member of the King County Mobility Coalition and PSRC's Special Needs Transportation Committee.

Does this project have a planning or operating service area that crosses RTPO planning boundaries? *: No

Budget

Duration of Project

Planning projects can only choose *Two Years*.

Duration of Project*:

Two 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		\$0.00	\$0.00	\$0.00	\$1,002,625.00	0.00%	\$0.00	-100.00%
Contracted Services - Other		\$0.00	\$0.00	\$0.00	\$2,590.00	0.00%	\$0.00	-100.00%
Other	Telephone	\$0.00	\$0.00	\$0.00	\$14,000.00	0.00%	\$0.00	-100.00%
Other	Travel	\$0.00	\$0.00	\$0.00	\$2,557.00	0.00%	\$0.00	-100.00%
Other	Print, Dues & Marketing	\$0.00	\$0.00	\$0.00	\$1,502.00	0.00%	\$0.00	-100.00%
Other	Administration Shared Costs	\$0.00	\$0.00	\$0.00	\$153,491.00	0.00%	\$0.00	-100.00%
Other	Inkind Buses, Maintenance and fuel	\$0.00	\$0.00	\$0.00	\$248,600.00	0.00%	\$0.00	-100.00%
		\$0.00	\$0.00	\$0.00	\$1,425,365.00		\$0.00	

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)
Federal: FTA via WSDOT		\$288,800.00	\$288,800.00	\$577,600.00	\$0.00	\$0.00
Local: In-Kind		\$121,000.00	\$121,000.00	\$242,000.00	\$248,600.00	\$0.00
State: Area Agency Aging		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State: Other		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local: Other		\$224,856.00	\$224,857.00	\$449,713.00	\$449,713.00	\$0.00
		\$634,656.00	\$634,657.00	\$1,269,313.00	\$698,313.00	\$0.00

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	\$1,137.00	\$998.00	\$2,135.00	\$2,195.00	\$0.00

Summary for July 1, 2025 - June 30, 2027

25-27 Requested Amount: \$724,857.00

25-27 Match Amount: \$698,313.00

Summary for July 1, 2027 - June 30, 2029

27-29 Requested Amount: \$0.00

27-29 Match Amount: \$0.00

Variances

Variance between 2023-2025 and 2025-2027: 0.00%

Variance between 2025-2027 and 2027-2029: -100.00%

Variances:

We are only applying for a 2-year operation grant. We are planning on combining both the Eastside Hyde Shuttle with the existing Hyde Shuttle, into one program application for the 2027-2031 funding period.

Other Sources

Other Sources*:

We expect to receive client donations, and we based our estimate on our current program. The pool of funding available from ADS has not grown over the years, and we actually received less funding than years prior. King County Veterans Seniors and Human Service Levy has not focused on transportation with their investments, they let Metro take the lead on transportation investments for the county.

Budget development methodology

Budget development methodology *:

The budget for the Eastside Hyde Shuttle program has been developed with careful consideration of the resources required to maintain reliable and accessible transportation services. Vehicle Costs: Acquisition and Maintenance: The program requires reliable vehicles to ensure service continuity. Based on consultation with vehicle suppliers and our own experience, we estimated the cost of purchasing four new shuttle vans. Routine maintenance costs were calculated using historical data from our existing fleet, covering expenses such as oil changes, tires, and general vehicle upkeep.

Insurance: Vehicle insurance estimates were derived from current premiums on similar vehicles in our fleet, adjusted for regional market rates.

Driver Salaries and Benefits: To meet the growing demand, we calculated the need for our full-time drivers. Salaries were benchmarked against local market rates for professional drivers and aligned with compensation for similar transportation services.

Fuel Costs:

Fuel expenses were estimated based on the total miles driven in the first year of the program (43,561 miles). Using the fuel efficiency of the shuttle vehicles (approximately 15 miles per gallon) and the current fuel price in the region, we arrived at an annual fuel cost estimate.

Administrative and Operational Costs:

The budget includes a portion of salaries for one Manager and two Supervisors resp for day-to-day operations and coordination of the Eastside Shuttle services. Office space and utility costs were calculated based on current market rates for shared office facilities in the Seattle region.

The budget will be regularly reviewed through monthly monitoring of expenses, including fuel consumption, maintenance costs, and driver hours.

Variations from the budget will be addressed by adjusting allocations where necessary, ensuring the program remains financially sustainable.

Ridership data and feedback from the community will also be analyzed to make data-driven adjustments.

DBE Goals

DBE Goals	Percentage	Efforts	No DBE
Yes	1.00%	We will research vendors who are certified DBEs that can help us with our translation, bodywork and training needs around diversity, equity, and inclusion.	

Summary

July 1, 2025 - June 30, 2027

Total Project : \$1,425,365.00

Fares and Donations : \$2,195.00

Requested Amount \$724,857.00

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 : \$0.00

Fares and Donations : \$0.00

Requested Amount \$0.00

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

:

4-Year Total Requested Amount: \$724,857.00

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	3777	4155	7932	10072	26.98%	0	-100.00%
Revenue Vehicle Miles	43561	47917	91478	116162	26.98%	0	-100.00%
<i>Passenger trips should be entered as whole numbers only.</i>							
Passenger Trips	3141	3455	6596	8376	26.99%	0	-100.00%
Volunteer Hours	0	0	0	0	0.00%	0	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?*

Data Collection and Sources:

Primary Data: We utilized first year ridership data from the Eastside Hyde Shuttle program to estimate future demand, including metrics such as trip volume, ridership growth, miles covered, and rider demographics. Based on this data, we determined that four buses would be required to adequately serve the Eastside community.

The number of buses needed was determined by consulting with Metro and relying on our own experience of what it takes to serve cities of this size. This gave us a solid foundation for our estimates.

Assumptions:

Ridership and Capacity: We are currently operating three full-time buses on the Eastside and have enough demand to support the addition of a fourth bus. Our estimates, however, project that seven buses will ultimately be needed to fully meet demand as the program scales.

Trip Estimates: After estimating the number of required trips, we applied this to the average miles per trip and average service hours based on our current operations. We used our existing service to determine both average miles and average revenue hours per trip.

Monitoring and Tracking:

Monthly Ridership Reporting: As the program expands, we will continue to monitor ridership patterns through trip logs and scheduling software. This will help ensure that we can adjust our estimates based on actual demand.

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:

Our outputs will continue to be trips, revenue hours and revenue miles. Hyde Shuttles are neighborhood based and this model insures on time delivery to the rider's intended destination and shorter wait times for returning home. Therefore, we look at these measures. We review number of denials on a monthly basis and strive to keep those at 10% or lower and we review late cancels and no shows on a monthly basis and our goal is to keep those at 12% or lower. Late cancels and no shows are a cost of doing business with a population that has cognitive loss, is Limited English Speaking and/or suffers from chronic conditions that can impact health and energy level for getting out.

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 *:

Our organization will measure the success of the Eastside Hyde Shuttle program through key performance metrics: Ridership (one-way trips, revenue hours, revenue miles, On-Time Performance (target: 95% or higher), Customer Satisfaction (via annual surveys), Ride Denial Rate (target: below 10%), and Community Impact (access to essential services). We will monitor these metrics monthly.

If the project does not meet performance targets, we will:

Analyze data to identify issues.

Gather feedback from riders and partners.

Adjust routes, increase driver capacity, or upgrade scheduling software.

Improve community outreach to raise awareness.

Conduct quarterly reviews and set adjusted goals as needed.

This proactive approach ensures the program stays on track and adapts to meet community needs effectively.

Milestones

Milestones

Activities	Date (mm/yy)
Project Start	07/25
Project Complete	06/27

Supplemental Information

Supplemental Information

Supplemental Information:

We are still waiting for our 2023 audit. The 2023 audit will be available late November or early December. We will send a copy when we have it hand.

The Eastside Hyde will be able to leverage the staffing and infrastructure that is already in place with the existing service. For example, our depreciation costs are already accounted for in the existing budget, so they are not reflected here. Our occupancy costs will not change as a result of adding additional routes. We won't be hiring a second director, manager or road supervisor for the project. Our only variable or additional costs are personnel: 1 additional driver and 1 call center staff person, telephone, printing to let the community know about the expansion, background checks and more translation services and administrative overhead. In determining how much to budget, we started with our actual costs and assumed some cost increases for driver pay. Our projected indirect rate is 15%.

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*:

Our project meets a need identified by vulnerable members of the community. The need for door-to-door demand response service was identified through a series of focus groups held this past year with older adults from the following communities: Russian, Latinx, Indian and Chinese. Our eastside service will provide door-to-door demand respond service to riders who are not able to use Access in three communities which do not have this service. The DART service operated by Hopelink works well for people who are mobile enough to leave their home and walk to one of the stops on the deviated fix route. It doesn't work well for people who live further away from one of the stops or can't leave their home without assistance.

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

Inclusive planning:

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? : No

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	✓	Sound Generations 2022 Final Audit	SG_2022 Final Consolidated Financial Statements 02.05.24.pdf	pdf	2 MB	09/13/2024 01:43 PM
Population density map	✓	Population density map	Hyde Shutte - Eastside Population Density1.pdf	pdf	817 KB	09/10/2024 01:23 PM

Service area map

✓ Service area map [Hyde Shuttle - Eastside Map.pdf](#) pdf 753 KB 09/10/2024 01:22 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)

Indirect Agreement Letter [2022-2023 Indirect Agreement Letter Sound Generations 1.pdf](#) pdf 111 KB 09/13/2024 01:25 PM

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

King County Metro - Match Letter [22 SG WSDOT Support_.pdf](#) pdf 222 KB 09/13/2024 01:39 PM

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

Optional attachments

Letters committing matching funds

Metro Match Valuation [25-27 Sound Generations Eastside MATCH Valuation.docx](#) docx 16 KB 09/13/2024 01:40 PM

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

Letters of support (combine into one file attachment)

Letters of Support [Letters of Support.pdf](#) pdf 137 KB 09/17/2024 10:14 AM

Supplemental information

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*:	Theresa Demeter First Name Last Name
Title*:	Chief Programs Officer
Date*:	09/17/2024



STATE OF WASHINGTON
DEPARTMENT OF HEALTH
Olympia, Washington 98504

November 2, 2021

Sound Generations
2208 Second Ave., Suite 100
Seattle, WA 98121
Ms. Christina Hannan, Controller

Dear Ms. Hannan,

The original Indirect Cost Rate Agreement is enclosed. This agreement reflects an understanding reached between your organization and the Washington State Department of Health concerning the rate that may be used to support your claim for indirect costs on grants and contracts with Federal funds.

Please have the original signed by a duly authorized representative of your organization and return a signed copy to me via e-mail at subrecipientindirect@doh.wa.gov and retain the original for your files.

Please note the duration given for this rate approval is 1/1/2022 through 12/31/2023.

The proposal for your plan starting 1/1/2024 , will be due no later than 7/1/2023.

Sincerely,

Toni Smith

Toni Smith
Director, Office of Accounting and Grants
Washington State Department of Health

Enclosures

RATE AGREEMENT

LOCAL AGENCIES

LOCAL AGENCY: Sound Generations
2208 Second Ave., Suite 100
Seattle, WA 98121

DATE: November 2, 2021

The indirect cost rates approved in this agreement are for use on subgrants, contracts and other agreements of Federal programs administered by the Washington State Department of Health, and other State Agencies, subject to the conditions contained in Section III.

Section I: RATES

Indirect Cost Rates

Type	Effective Period		Rate	Location	Applicable To
	From	To			
Fixed w/Carryforward	1/1/2022	12/31/2023	12.9%	All	All

BASE:
Total Direct Costs

SECTION II: SPECIAL REMARKS

TREATMENT OF FRINGE BENEFITS:

The fringe benefits are specifically identified to each employee and are charged individually as direct costs. The directly claimed fringe benefits are listed below.

TREATMENT OF PAID ABSENCES

Vacation, holiday, sick leave pay and other paid absences are included in salaries and wages and are claimed on grants, contracts and other agreements as part of the normal cost for salaries and wages. Separate claims are not made for the cost of these paid absences.

DEFINITION OF EQUIPMENT

Equipment means tangible personal property (including information technology systems) having a useful life of more than one year and a per-unit acquisition cost which equals or exceeds \$5,000.

The following fringe benefits are treated as direct costs:

SOCIAL SECURITY, HEALTH INSURANCE, MEDICAL AID PLUS INDUSTRIAL INSURANCE, AND RETIREMENT.

NEXT PROPOSAL DUE DATE

A proposal for your plan starting 1/1/2024 , will be due no later than 7/1/2023.

SECTION III: GENERAL

A. LIMITATIONS:

The rates in this Agreement are subject to any statutory or administrative limitations and apply to a given subgrant, contract or other agreement only to the extent that funds are available. Acceptance of the rate is subject to the following conditions: (1) Only costs incurred by the agency or allocated to the agency by an approved cost allocation plan were included in its indirect cost pool as finally accepted; such costs are legal obligations of the agency and are allowable under the governing cost principles; (2) The same costs that have been treated as indirect costs have not been claimed as direct costs; (3) Similar types of costs have been accorded consistent accounting treatment; and (4) The information provided by the agency which was used to establish the rates is not later found to be materially incomplete or inaccurate.

B. ACCOUNTING CHANGES:

If a fixed or predetermined rate is in this Agreement, it is based on the accounting system purported by the agency to be in effect during the Agreement period. Changes to the method of accounting for costs that affect the amount of reimbursement resulting from the use of this Agreement require prior approval of the authorized representative of the cognizant agency. Such changes include, but are not limited to, changes in the charging of a particular type of cost from indirect to direct. Failure to obtain approval may result in cost disallowances.

C. FIXED RATES:

If a fixed rate is in this Agreement, it is based on an estimate of the costs for the period covered by the rate. When the actual costs for this period are determined, an adjustment will be made to a rate of a future year(s) to compensate for the difference between the costs used to establish the fixed rate and actual costs.

D. USE BY OTHER AGENCIES:

The rates in this Agreement were approved in accordance with the authority in Title 2 of the Code of Federal Regulations, Part 200 (2 CFR 200), and should be applied to grants, contracts and other agreements covered by 2 CFR 200, subject to any limitations in A above. The agency may provide copies of this Agreement to other State Agencies to give them early notification of this Agreement.

E. OTHER:

If any Federal contract, grant or other agreement is reimbursing indirect costs by a means other than the approved rate(s) in this Agreement, the agency should (1) credit such costs to the affected programs and (2) apply the approved rate(s) to the appropriate base to identify the proper amount of indirect costs allocable to the programs.

BY THE ORGANIZATION

BY THE COGNIZANT AGENCY
ON BEHALF OF THE FEDERAL GOVERNMENT

SOUND GENERATIONS

WASHINGTON STATE DEPT OF HEALTH

(ORGANIZATION)

(Agency)

Carlos Rojas
(Signature)

Toni Smith

(Signature)

CARLOS ROJAS

(Name [Please print])

Toni Smith

(Name [Please print])

CFR, 206-727-6211

(Title - Telephone Number)

Director, Office of Accounting and Grants
(360) 236-4535

(Title - Telephone Number)

5/18/2022

(Date)

November 2, 2021

(Date)



Connected Community
Enhanced Livability
Environmental Sustainability

September 16, 2024

To Whom It May Concern,

On behalf of the City of Redmond, I am writing to express our full support for the **Eastside Hyde Shuttle Program**, which provides essential transportation services to older adults and individuals with disabilities in the Eastside region.

In its first year of operation, the program has made a significant impact, serving 457 new riders, driving 43,561 miles, and completing 3,141 one-way trips. The Hyde Shuttle Program plays a vital role in ensuring that vulnerable populations have reliable and accessible transportation to reach medical appointments, grocery stores, community centers, and other essential services. Many in our community rely on this service to maintain their independence and access the resources they need.

Since its inception, the program has shown remarkable success in addressing transportation barriers, enhancing community connections, and improving the quality of life for residents. As a partner organization, we have witnessed firsthand the positive impact the Eastside Hyde Shuttle Program has had on the lives of those it serves.

We strongly support continued funding and expansion of this program to meet the growing demand for transportation services in our area. The Hyde Shuttle Program is essential to creating a more inclusive, equitable, and accessible transportation network for seniors and individuals with disabilities.

Thank you for your consideration of the Eastside Hyde Shuttle Program's ongoing and future efforts. We look forward to the program's continued success and its invaluable contributions to our community.

Sincerely,

A handwritten signature in cursive script that reads "Carol V. Helland".

Carol V. Helland
Director, Planning and Community Development

City Hall

15670 NE 85th Street

PO Box 97010

Redmond, WA

98073-9710

Eastside Easy Rider
COLLABORATIVE

September 12, 2024

To Whom It May Concern,

On behalf of the Eastside Easy Rider Collaborative, I am writing to express our full support for the **Eastside Hyde Shuttle Program**, which provides essential transportation services to older adults and individuals with disabilities in the Eastside region.

In its first year of operation, the program has made a significant impact, serving 457 new riders, driving 43,561 miles, and completing 3,141 one-way trips. The Hyde Shuttle Program plays a vital role in ensuring that vulnerable populations have reliable and accessible transportation to reach medical appointments, grocery stores, community centers, and other essential services. Many in our community rely on this service to maintain their independence and access the resources they need.

Since its inception, the program has shown remarkable success in addressing transportation barriers, enhancing community connections, and improving the quality of life for residents. As a partner organization, we have witnessed firsthand the positive impact the Eastside Hyde Shuttle Program has had on the lives of those it serves.

We strongly support continued funding and expansion of this program to meet the growing demand for transportation services in our area. The Hyde Shuttle Program is essential to creating a more inclusive, equitable, and accessible transportation network for seniors and individuals with disabilities.

Thank you for your consideration of the Eastside Hyde Shuttle Program's ongoing and future efforts. We look forward to the program's continued success and its invaluable contributions to our community.

Sincerely,



Bree Boyce

Senior Manager of Coalitions

Hopelink



BRIDGING CULTURES
COMMUNITIES & GENERATIONS

611 S Lane St
Seattle WA 98104

T 206.624.5633
F 206.624.5634
cisc-seattle.org

September 12, 2024

To Whom It May Concern,

On behalf of CISC, I am writing to express our full support for the **Eastside Hyde Shuttle Program**, which provides essential transportation services to older adults and individuals with disabilities in the Eastside region.

In its first year of operation, the program has made a significant impact, serving 457 new riders, driving 43,561 miles, and completing 3,141 one-way trips. The Hyde Shuttle Program plays a vital role in ensuring that vulnerable populations have reliable and accessible transportation to reach medical appointments, grocery stores, community centers, and other essential services. Many in our community rely on this service to maintain their independence and access the resources they need.

Since its inception, the program has shown remarkable success in addressing transportation barriers, enhancing community connections, and improving the quality of life for residents. As a partner organization, we have witnessed firsthand the positive impact the Eastside Hyde Shuttle Program has had on the lives of those it serves.

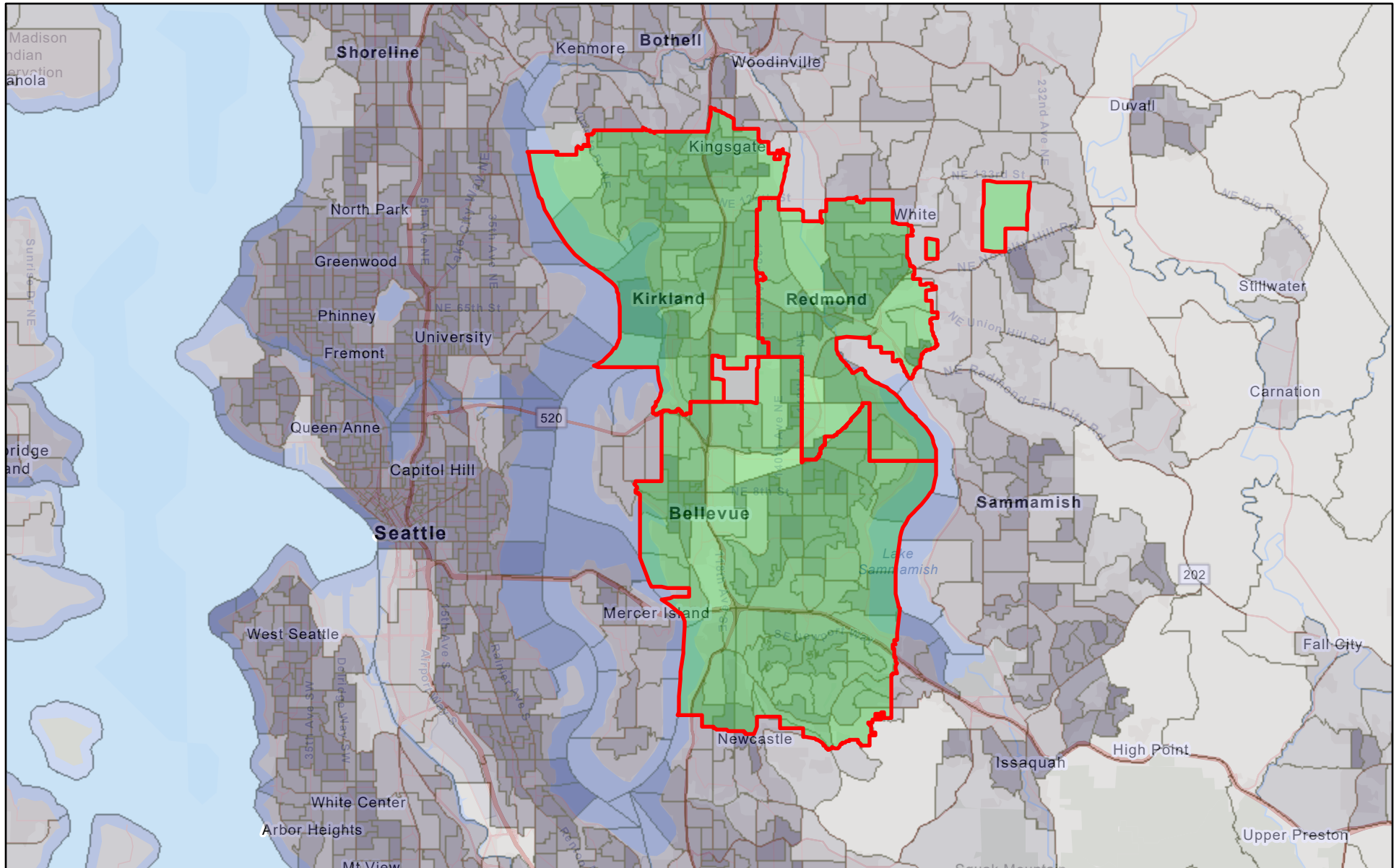
We strongly support continued funding and expansion of this program to meet the growing demand for transportation services in our area. The Hyde Shuttle Program is essential to creating a more inclusive, equitable, and accessible transportation network for seniors and individuals with disabilities.

Thank you for your consideration of the Eastside Hyde Shuttle Program's ongoing and future efforts. We look forward to the program's continued success and its invaluable contributions to our community.

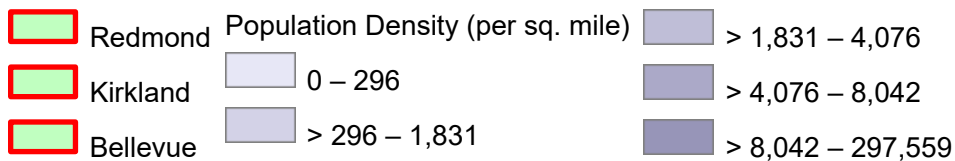
Sincerely,

Michael Itti
Executive Director
CISC

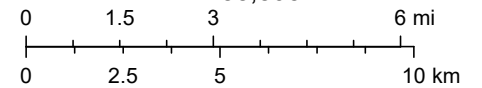
Hyde Shuttle - Eastside Population Density



10/19/2022

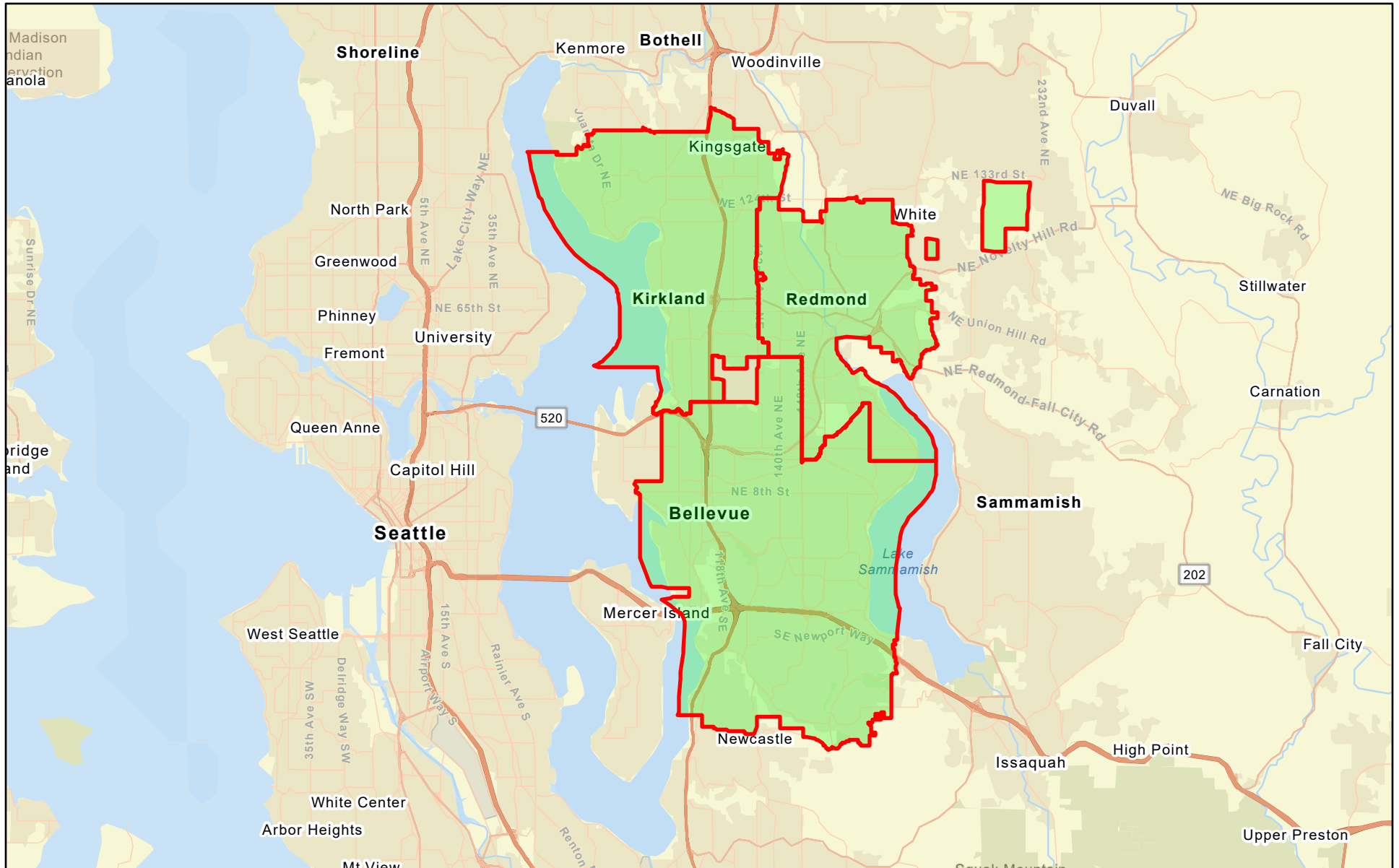


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EPA, City of Bellevue, WA, King County, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA,

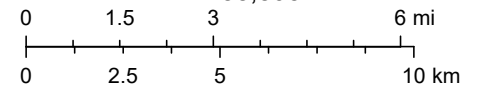
Hyde Shuttle - Eastside



10/19/2022

 Redmond  Kirkland  Bellevue

1:288,895



City of Bellevue, WA, King County, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS,