

29299 - Expansion of Deviated Fixed-Route Specialized Transportation in the Mill Creek Area of Snohomish County

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 2:30 PM
Initially Submitted By: Cliff Perry
Last Submit Date:
Last Submitted By:

Contact Information

Primary Contact Information

Name: Salutation **Nathan** Middle Name **Phillips**
First Name Last Name

Title: CEO

Email*: nathanp@mynorthshore.org

Address*: 10201 E Riverside Dr.

Bothell Washington 98011-3708
City State/Province Postal Code/Zip

Phone*: (425) 286-1023 Ext.
Phone
#####

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

Organization Information

Legal Name*: Northshore Senior Center

DBA Name*: Northshore Senior Center

Organization Type*: Non Profit

Unique Entity Identifier (UEI): S1KLRDVR5EN7

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

Physical Address*: 10201 E. Riverside Drive

Bothell Washington 98011-3708
City State/Province Postal Code/Zip

Mailing Address*: 10201 E. Riverside Drive
 Bothell Washington 98011-3708
 City State/Province Postal Code/Zip

Remit to Address*: 10201 E. Riverside Drive
 Bothell Washington 98011-3708
 City State/Province Postal Code/Zip

Phone*: (425) 286-1023 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*: Nathan Phillips
 First Name Last Name

Chief Executive Officer nathanp@mynorthshore.org
 Title Email Address

Applicant Contact

Name*: Cliff Perry
 First Name Last Name

Transportation Manager cliffp@mynorthshore.org
 Title Email Address

Project Contact

Name: Cliff Perry
 First Name Last Name

Transportation Manager cliffp@mynorthshore.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*: Route-deviated

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

Legislative District(s)*: 01,44

County(ies)*: King, 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*

Northshore Senior Center will expand access to mobility services for seniors and people with disabilities between Mill Creek (Snohomish County) and Bothell (King/Snohomish Counties).

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*

Northshore Senior Center (NSC) currently provides ADA-accessible demand-response transit services to seniors and people with disabilities in the communities of Lake Forest Park, Kenmore, Bothell, Woodinville, Kirkland, Mill Creek, and surrounding unincorporated areas. Within the Northshore region, the corridor extending south from Mill Creek to Bothell includes some of the region's highest concentrations of seniors and people with disabilities, who have relatively less access to transportation (source: [EJScreen.epa.gov](#)). Many of our riders who live along this corridor, which spans the Snohomish/King County border struggle to access nearby health, social, and recreational opportunities. With support from Snohomish County's Human Services Department, NSC has launched a pilot project to run a deviated fixed route transit option one day a week in this corridor to connect socially isolated older adults with local programs and services. Support from WSDOT would help expand the project to meet growing demand, and sustain it beyond its current 18-month pilot phase.

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:

Northshore Senior Center provides special needs transportation serving older adults and people of all ages who have disabilities. Unlike other providers who are linked specifically to one county, we are able to be nimble and provide transportation across county lines. With added funding

we will expand the ability of these vulnerable populations in South Snohomish County to secure needed transportation to critical services and supports including medical appointments, grocery stores, food pantries, and Adult Day Health services. This funding will allow NSC to double the current number of hours of operation in the Mill Creek area through June 2027

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*:

Transportation Manager, Cliff Perry will take a lead role in working with the WSDOT staff. He has over 20 years of experience working with federal, state, city and private funding sources. Nathan Phillips, CEO for Northshore Senior Center has over 20 years experience managing large non-profit program and agency contracts and has years of experience in grants management and compliance.- Celeste Virago Lowe has supervised operations at Mill Creek Senior Center for 3 years and conducts community outreach activities. The NSC Board is comprised of individuals both from the public and private sectors, and includes representation from local BIPOC communities. The board consists of those who have experience in fiduciary responsibility of government contracting. All contracts are regularly reviewed at the board level by the CEO and finance committee.

Relationship to Other Projects

Relationship to Other Projects

Is this project dependent on any other projects submitted by your organization?*: No

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 :

Replace 4 Gas Powered Medium-Duty Cutaway Vehicles

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 | Page 42 | Mobility Need #4 - NSC's expansion of service will increase the ability of older adults and those with disabilities in the Mill Creek area to access healthcare and wellness destinations. Our service will provide information needed by those vulnerable populations about transportation options. Mobility Need #5 - NSC's expansion of service will offer donation based rides requiring no fare for all riders ensuring rides for those with low income. We can also offer reduced fare transit passes. |

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*:

NSC maintains active participation in planning, outreach and public education efforts of the PSRC Special Needs Transportation Committee,

SNOTRAC (Snohomish County Coalition), King County Mobility Coalition, and North King County Mobility Coalition. NSC participates in RARET to ensure vital transportation needs in the event of an emergency situations. Active participation includes ensuring we are working towards the guiding principles for regional transit access including equity, local context, collaboration, innovation and prioritization. NCS provides quality service to those who can't access fixed route services. We maintain close coordination efforts and communication with Metro Transit, Hopelink, Sound Generations, Hyde Shuttle, Community Transit, Snoqualmie Valley Transportation, and Volunteer services Homage and Catholic Community Services.

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*:

NSC works with King County Metro to identify customers and trips we can best transport without duplicating service. We serve primarily in King County, but also within our service area in Snohomish County not covered by any current funding source. If unable to serve a rider NSC will contact, or refer them to, other providers like Hopelink, DART. Homage, Catholic Community Services volunteers, and Community Transit to ensure we inform them of all available options. NSC works with mobility coalitions to provide travel training and listening sessions to potential riders to build awareness of transportation options.

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 | \$8,000.00 | \$8,000.00 | \$78,000.00 | 875.00% | \$0.00 | -100.00% |
| Project Supplies | | \$0.00 | \$1,000.00 | \$1,000.00 | \$8,000.00 | 700.00% | \$0.00 | -100.00% |
| Maintenance | | \$0.00 | \$1,000.00 | \$1,000.00 | \$26,000.00 | 2500.00% | \$0.00 | -100.00% |
| Parts & Supplies | | | | | | | | |
| Overhead | | \$0.00 | \$2,000.00 | \$2,000.00 | \$12,500.00 | 525.00% | \$0.00 | -100.00% |
| Other | Ridership Promotion & Outreach | \$0.00 | \$0.00 | \$0.00 | \$15,000.00 | 0.00% | \$0.00 | -100.00% |
| | | \$0.00 | \$12,000.00 | \$12,000.00 | \$139,500.00 | | \$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) |
|--------------|-----------------------|--|--|---|--|---|
| | | | | | | |

| | | | | | |
|-------------------------|---------------|--------------------|--------------------|--------------------|---------------|
| Local: Contract Revenue | \$0.00 | \$12,000.00 | \$12,000.00 | \$6,000.00 | \$0.00 |
| Local: Contract Revenue | \$0.00 | \$0.00 | \$0.00 | \$5,000.00 | \$0.00 |
| | \$0.00 | \$12,000.00 | \$12,000.00 | \$11,000.00 | \$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 | \$0.00 | \$200.00 | \$200.00 | \$500.00 | \$0.00 |

Summary for July 1, 2025 - June 30, 2027

| | |
|-------------------------|--------------|
| 25-27 Requested Amount: | \$128,000.00 |
| 25-27 Match Amount: | \$11,000.00 |

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: | 1062.50% |
| Variance between 2025-2027 and 2027-2029: | -100.00% |

Variances:

The funds being requested are to scale up a current pilot project that launched 7/1/2024 with limited funding. Given current demand, the project has the potential to expand considerably.

Other Sources

Other Sources*:

The current pilot project is funded by Snohomish County's Human Services Department (using ARPA funding) from 7/1/2024 to 12/31/25. The transportation portion of this grant is \$16,000 for the 18-monther contract period.

NSC will also dedicate \$5,000 in funding (expected) from the City of Bothell in 2025-2026 for this project.

Budget development methodology

Budget development methodology *:

Because this is a pilot project with little track record to base expenses on, NSC projected current costs for NSC's transportation programs, and extrapolated them to an expected expansion of new services under this project.

DBE Goals

| DBE Goals | Percentage | Efforts | No DBE |
|-----------|------------|---------|--------|
|-----------|------------|---------|--------|

Yes 5.00% Please see our Disadvantaged Business Enterprise Policy attached in the last section of the application. In addition, NSC will make the following good faith efforts despite being below the threshold needed for compliance adherence: 1. NSC will review all its current procurement practices for opportunities. 2. NSC will identify vendors that are MBE/DBE. 3. Establish procurement practices that include DBE. 4. Request a list of business already identified as DBE. 5. Encourage and support those vendors who aren't currently designated DBE in obtaining the certification.

Summary

July 1, 2025 - June 30, 2027

Total Project : \$139,500.00
Fares and Donations : \$500.00
Requested Amount \$128,000.00

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: \$128,000.00

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 | 300 | 300 | 750 | 150.00% | 0 | -100.00% |
| Revenue Vehicle Miles | 0 | 2100 | 2100 | 3700 | 76.19% | 0 | -100.00% |
| <i>Passenger trips should be entered as whole numbers only.</i> | | | | | | | |
| Passenger Trips | 0 | 250 | 250 | 825 | 230.00% | 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?*

Service levels were estimated based on our current miles and hours of service and our expected ridership in the new area. The new funding will allow us to increase the time and miles we can devote to the service. Hence the estimate in the 2025-2027 biennium is more than double the expected level for the single year 2024-2025. We also expect to promote our service in the Mill Creek area and generate a significant increase in ridership .

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:

NSC will grow its transportation program to provide 300 more one-way trips prior to the first year of this grant and will continue to grow the number of trips every year after that to an estimated 850 new trips in the contract period. Using outreach and promotion by Mill Creek Senior Center and local outlets, we expect much greater use of our services. We expect senior riders and disabled people to be excited to use our service to access healthcare and food resources, to reduce social isolation, and to enhance their quality of life. This is based on the significant increases we currently see in demand for our established service.

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 *:

In Transportation programs, Northshore Senior Center uses the same service unit adopted by its transit and mobility partners in the public transportation sector, that is, the number of one-way trips completed. NSC uses CTS TripMaster software to track the number of rides completed by each program participant, and tracks riders by factors like location, program, and demographics. Since Bothell is in both King and Snohomish Counties, we are in a unique position to serve seniors and disabled persons who live in our service area of Snohomish County but cannot be served by Community Transit.

Milestones

Milestones

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

Supplemental Information

Supplemental Information

Supplemental Information:

Over 20% of all NSC riders live in Snohomish County.

Over 90% of Snohomish Co. NSC riders are seniors over 55 years.

Northshore Senior Center Transportation is designed to serve people with specialized needs as defined due to age, income, or ability.

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*:

According to the Environmental Disparities map, the Mill Creek area shows a Social Vulnerability Index of 6 with surrounding areas showing indices between 4 and 8. Northshore Transportation will provide a viable option for vulnerable populations to access healthcare and food resources in the Mill Creek area. Northshore Senior Center offers transportation to older adults and people with disabilities throughout the North King County and South Snohomish County region, allowing access to critical services and supports including medical appointments, grocery stores, food pantries, and Adult Day Health services. With additional funding, Northshore's transportation program will be able to provide more transportation options in South Snohomish County to older adult and people with disabilities

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?: No

Enter the name of WSDOT staff (e.g., your assigned community transportation planner, tribal liaison, or project manager) you consulted, or will consult, about the expected EJA work and the required report:

Kristin Belcher

Environmental Justice Assessment (EJA) Reporting

Did you report the results of EJA to WSDOT Public Transportation Division staff? : No

When do you plan to submit the results of your EJA?:

As soon as possible after consultation with WSDOT 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 | ✓ | Audit of NSC's 2023 Financials | Northshore Senior Center - Final 2023 Audit.pdf | pdf | 336 KB | 09/14/2024 03:37 PM |
| Population density map | ✓ | Northshore Senior Center Transportation Service Boundary - Population Density Map | NSC Service Area Density Map Ops 1.pdf | pdf | 375 KB | 09/14/2024 04:53 PM |
| Service area map | ✓ | Northshore Senior Center Service Area Map including demographics on Language, Race, Age, Poverty level, and Veteran status. | Map of service area.pdf | pdf | 318 KB | 09/14/2024 04:59 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) | | NSC Cost Allocation Plan | Northshore Senior Center WSDOT Cost Allocation Plan - 2022 .pdf | pdf | 231 KB | 09/17/2024 02:29 PM |
| In-kind match valuation proposal (required for operating & mobility management projects that are proposing to use in-kind as matching funds) | | | | | | |
| 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) | | | | | | |
| Letters of support (combine into one file attachment) | | Letter of Support - Joni Earl | Joni Earl - letter of support for WSDOT.pdf | pdf | 129 KB | 09/17/2024 02:14 PM |
| Supplemental information | | Northshore Senior Center Disadvantaged Business Enterprise Policy | Disadvantaged Business Enterprise Policy.docx | docx | 33 KB | 09/16/2024 03:05 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*: Nathan Phillips
First Name Last Name

Title*: Chief Executive Officer

Date*: 09/17/2024

Nathan Phillips

From: Joan Earl <joniearl@comcast.net>
Sent: Tuesday, September 17, 2024 11:01 AM
To: Nathan Phillips
Subject: Letter to WSDOT

[You don't often get email from joniearl@comcast.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear WSDOT

My name is Joni Earl and I am the retired former CEO of Sound Transit and I am writing this letter in support of the grant application from the Mill Creek Senior Center for \$100,000. I am disabled and spend the majority of my time in a wheelchair and am an active member of the Mill Creek Senior Center.

Many of the members at the Center cannot drive and those with cars don't want to drive the distance to the Northshore Senior Center. My driver's license was taken away by the DMV when I showed up in my wheelchair to renew my driver's license in 2014 and I still don't have it at this point. Mill Creek center is part of Northshore yet many of us can't participate due to the lack of transportation. It is a larger Senior center with more programs which would improve activity options for me and the other seniors from Mill Creek if we had transportation.

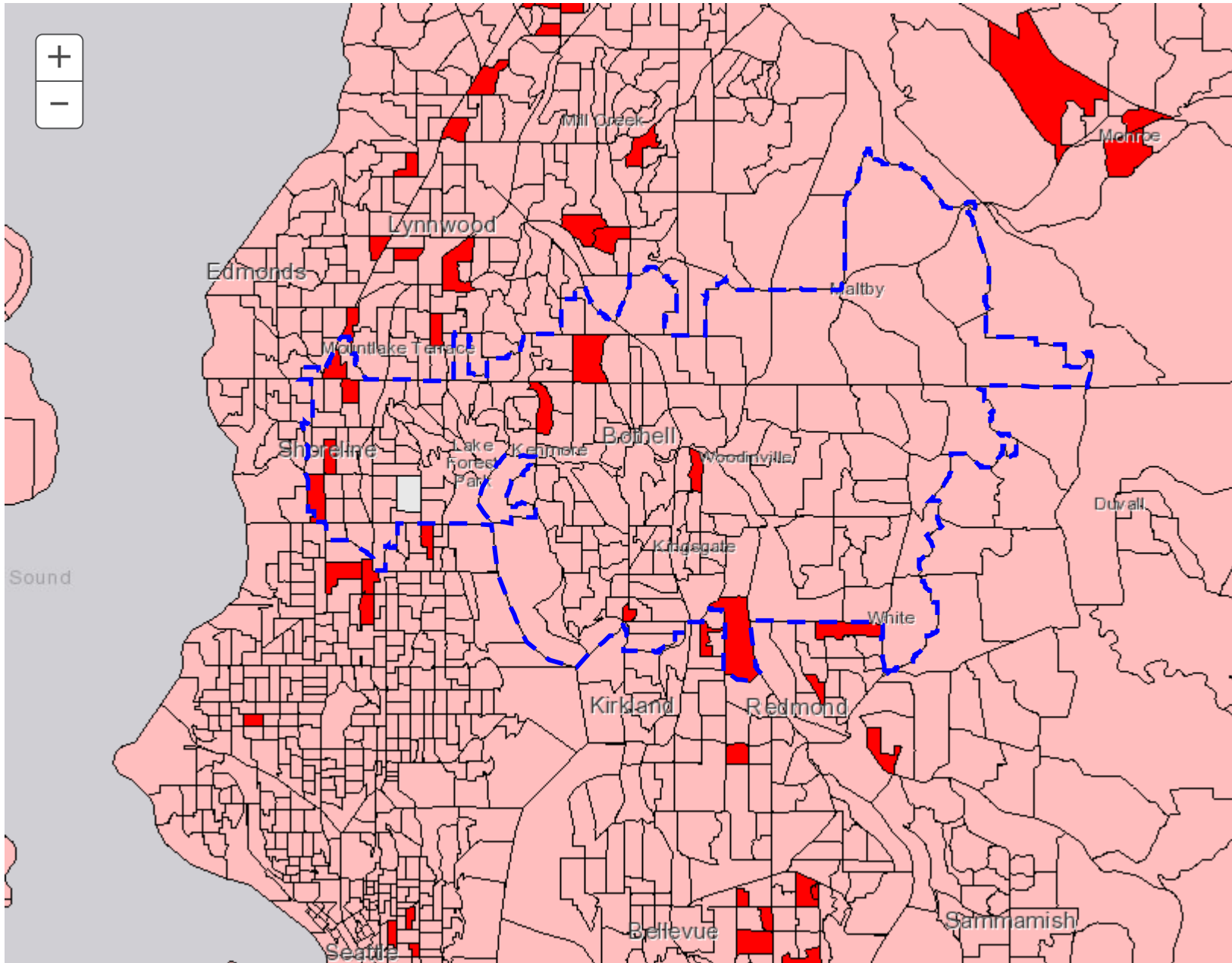
Last week Northshore sponsored an impressive health fair which my caregiver and I volunteered representing the Mill Creek Senior Center. We met many members from Northshore but not one member from Mill Creek. It was well attended and I am sure, had there been transportation between the two centers, we would have seen many members from Mill Creek.

Transportation, or the lack thereof, is a major topic of conversation at the Thursday morning women's coffee, which I always attend. There is a thirst for transportation options for sure and they are always asking why Mill Creek doesn't have any.

I also serve on the Advisory Council where transportation needs are always discussed. Having spent the last 15 years of my career in the world of transportation alternatives, I know this grant request will make a huge positive difference in many lives. Thank you for considering our grant request.

Sincerely,

Joni Earl



Limited English Proficiency

| Language | Count | % |
|-------------------------------|--------------|--------------|
| | 204,454 | 96.79% |
| Spanish | 2,063 | 0.98% |
| Indo / European | 1,409 | 0.67% |
| Asian / Pacific Island | 2,960 | 1.40% |
| Other | 343 | 0.16% |

Race

| Race | Count | % |
|------------------|---------|--------|
| White | 171,838 | 76.22% |
| Black | 5,923 | 2.63% |
| American Indian | 1,422 | 0.63% |
| Asian | 28,153 | 12.49% |
| N.HI / Pac. Isl. | 701 | 0.31% |
| Other | 5,683 | 2.52% |

Age

| Age | Count | % |
|---------|---------|--------|
| Under 5 | 14,229 | 6.31% |
| 5-17 | 34,570 | 15.33% |
| 18-64 | 147,179 | 65.28% |
| 65-84 | 25,477 | 11.30% |
| 85+ | 4,003 | 1.78% |

Poverty

| Status | Count | % |
|-------------------|---------|--------|
| Poverty (Federal) | 16,055 | 7.17% |
| Non-poverty | 207,728 | 92.83% |

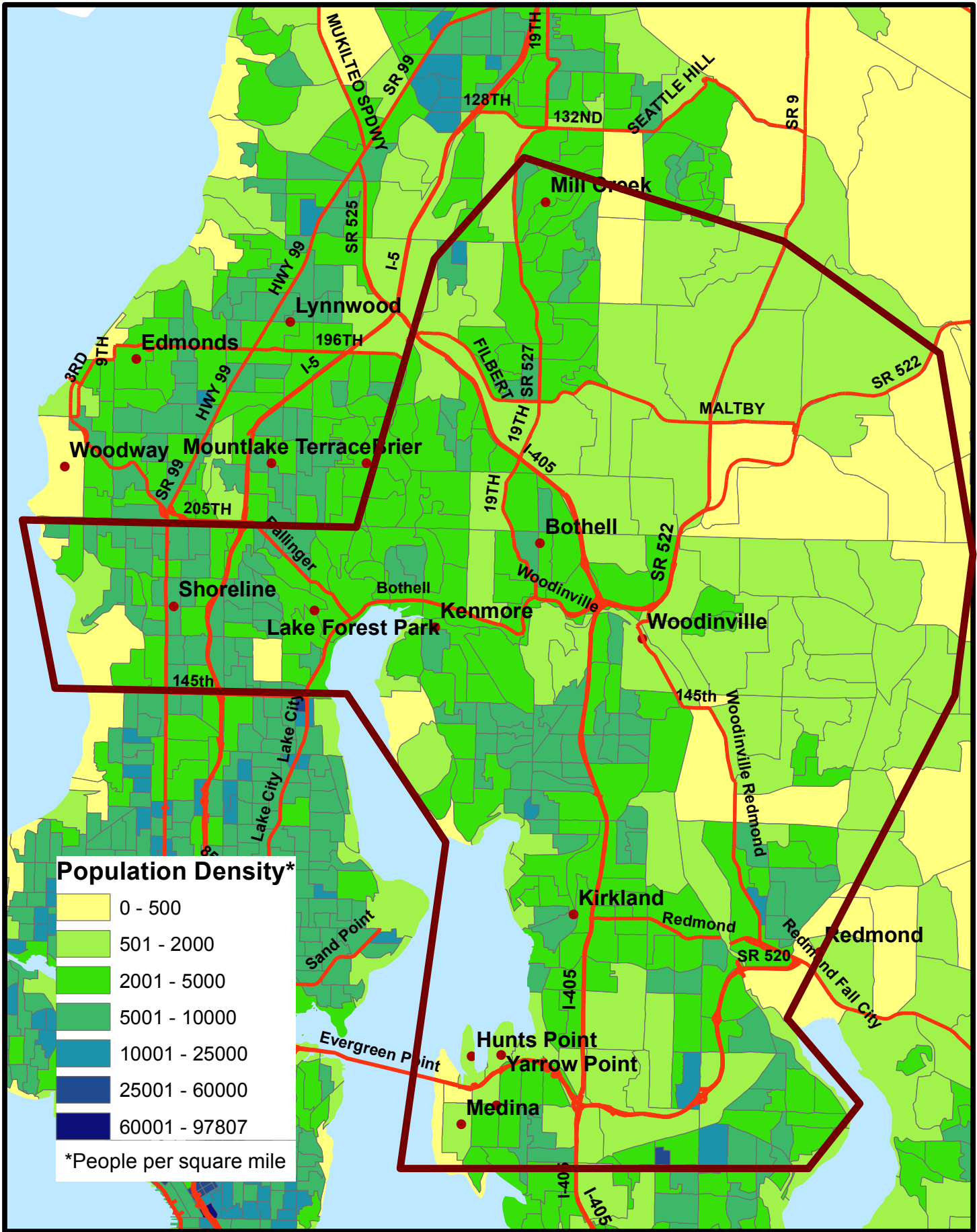
Veteran Status

| Group | Count | % |
|-----------------|--------|--------|
| Male Vet. | 11,582 | 6.56% |
| Male Non-Vet. | 75,240 | 42.62% |
| Female Vet. | 1,165 | 0.66% |
| Female Non-Vet. | 88,535 | 50.16% |

Disability

| Type | Count | % |
|-----------------------------|-------|---|
| Hearing Disabled | 0 | % |
| Visual Disabled | 0 | % |
| Cognitive Disabled | 0 | % |
| Ambulatory Disabled | 0 | % |
| Self Care Disabled | 0 | % |
| Independent Living Disabled | 0 | % |

Northshore Senior Center Transportation Service Boundary - Population Density



WS DOT 2022 Cost Allocation Plan
Effective January 1, 2022
np 06-23-2022

NSC utilizes its WS DOT operations grant as a “top-up” grant to fund allowable departmental operations that aren’t paid for by other funding sources. In calculating the invoice amount for the grant each quarter, NSC utilizes the following cost allocation formulas:

Total Department Direct Expenses for the quarter
 Salaries & Benefits for department staff
 Program Supplies
 Fleet maintenance & repairs
 Staff training
 Other allowable costs
Plus Allocated Occupancy costs (determined by square footage formula)
Plus Funds Reserved for capital fleet costs

Minus Department Revenues for the quarter
 Municipal Funding
 King County Metro
 King County HUB (VSHS Levy)
 Right Ride Seattle
 Fare contributions
 Other direct funding sources

NSC subtracts the departmental revenues from expenses to get the departmental deficit for the quarter, then invoices WS DOT for that amount, plus an additional 10% de minimis indirect cost.