

# 29180 - Snohomish County Mobility Management & Navigation

## Application Details

**Funding Opportunity:** 27547-2025-2027 Consolidated Grant Program - Mobility Management  
**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 1:09 PM  
**Initially Submitted By:** Brock Howell  
**Last Submit Date:**  
**Last Submitted By:**

## Contact Information

### Primary Contact Information

**Name:** Salutation **Brock** **William** **Howell**  
First Name Middle Name Last Name

**Title:** Executive Director

**Email\*:** [brock@gosnotrac.org](mailto:brock@gosnotrac.org)

**Address\*:** 3201 SMITH AVE

Everett Washington 98103-5943  
City State/Province Postal Code/Zip

**Phone\*:** (425) 339-1388 Ext.  
Phone  
### ### ####

**Fax:** ### ### ####

### Organization Information

**Legal Name\*:** Snohomish County Transportation Coalition (SnoTRAC)

**DBA Name\*:** SnoTRAC

**Organization Type\*:** Non Profit

**Unique Entity Identifier (UEI):** Q5HUGPGMLGC8

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

**Physical Address\*:** 3201 Broadway, Suite E

Everett Washington 98201-4470  
City State/Province Postal Code/Zip

**Mailing Address\*:** 3201 Broadway, Suite 200

Everett Washington 98201-4470  
City State/Province Postal Code/Zip

**Remit to Address\*:**

3201 Broadway, Suite E

Everett Washington 98201-4470  
City State/Province Postal Code/Zip

**Phone\*:**

(206) 856-4788 Ext.  
### ### #####

**Fax:**

### ### #####

**Fiscal Year End**

June

**Last day of\*:**

**Indirect Cost Rate:**

0.00%

**IDR Expiration Date:**

## Organization Contact Information

### Organization Contact Information

Organization Director

**Name\*:**

Brock Howell  
First Name Last Name

Executive Director [brock@gosnotrac.org](mailto:brock@gosnotrac.org)  
Title Email Address

Applicant Contact

**Name\*:**

Brock Howell  
First Name Last Name

Executive Director [brock@gosnotrac.org](mailto:brock@gosnotrac.org)  
Title Email Address

Project Contact

**Name:**

First Name Last Name  
Title Email Address

## Summary of Project Information

### Summary of Project Information

Capital equipment includes items that have a useful life of more than one year, exceed your organization's capital cost threshold or \$5,000, and are subject to depreciation and inventory records.

Examples for mobility management include information kiosks and technology.

**Does your mobility management project include the purchase of capital equipment\*:** No

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, 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\*:

Funds Snohomish County's mobility coalition to coordinate improvements to transportation services and create affordable, age- and ability-friendly communities for all people; and to educate and train community members and local organizational/agency staff in understanding the best transportation options for their needs.

## 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\*:

This project addresses two core functions for Snohomish County: mobility management and mobility navigation.

As the county mobility management organization, Snotrac conducts research into understanding existing mobility gaps and best practice solutions; connects & informs decision-makers; empathizes and advocates on behalf of priority populations - specifically people of color, low income, older age, youth, and disability - to decision-makers; convenes & facilitates conversations among human service and transportation planners and providers to eliminate mobility gaps; designs & plans new services; and assists in launching & sustaining services. Through this work, we increase the efficiency & efficacy of mobility services to the most people possible and improve the baseline level of service for priority populations. Without a robust Snohomish County mobility coalition, services providers, community-based organizations (CBOs), and riders are without a means to collectively collaborate to improve transportation for priority populations.

In the aim for efficiency & efficacy, Snotrac is taking on Homage's previous outreach program. As the convenor of transportation providers, Snotrac is in a central position to educate & train the public and priority populations about how to use the many available transportation services. Snotrac also has strong relationships with the libraries, community & cultural resource centers, and CBOs essential for reaching priority populations.

## 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:

Snotrac brings together multiple partners in the community to improve transportation options for priority populations. In the last year, Snotrac hosted 46 meetings and forums with 746 participants, representing 115 unique agencies/organizations. In addition, Snotrac attended another 450 meetings, many of which with groups representing people of color, low income, disabilities, older age, youth, seniors, LEP, veterans, and homelessness. Through collaboration, our coalition identifies emerging mobility gaps, creates solutions, avoids duplicative efforts, and coordinates

efforts.

Examples of recent efforts to advance efficiencies and coordination of transportation services include:

- Held monthly Snotrac meetings of the Partners and Board. The Board represents the 11 core organizations/entities to Snotrac; Partners meetings averaged 61 people in the last year, an improvement over the approx. 40 people/meeting in the previous biennium.
- Held bimonthly North, East, Mid, & South County committee meetings.
- Updated countywide Mobility Map of all specialized transportation services.
- Created and published a North Snohomish County Transit Guide and a smaller brochure, which communicates how multiple transit services work together.
- Led the establishment of a new flex-route service provided by Homage that connects Darrington and Arlington, a partnership between Sauk-Suiattle Tribe and Homage.
- Organized the Lynnwood City Center Station Celebration for the grand opening of light rail, with more than 10,000 people in attendance. Snotrac was able to talk with and collect emails of thousands of people to discuss the county's mobility issues.
- Published best practice reports for Universal Design and Equitable Community Engagement, and on county commuting patterns to large employers.
- Regularly sent newsletters that include the latest news, trainings, events, and grant opportunities.

## 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\*:

Brock Howell has served as the Executive Director of Snotrac since April 2020.

Brock has 19+ years of land use and transportation law and policy experience, and 8 years of nonprofit executive management experience. He has managed organizations with budgets over \$1 million and over 80,000 members. Brock has worked in Snohomish County since 2018, including with Everett Transit. His experience includes managing staff, issuing RFPs and managing subcontracts, tracking performance metrics and outcomes, compiling grant reports, and documenting compliance with state and federal requirements, including Section 5310 grants. Brock is a graduate of Vermont Law School, and served as a federal judicial extern in the Eastern District Court of Washington and as acting legal director of Futurewise.

With increased funding, the intent is to hire additional staff: a Communications & Outreach Manager; two part-time, bilingual Mobility Navigators; and a contracted bookkeeper. The exact staffing model may evolve based on the talents and skillsets of prospective hires.

## 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?\*: 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	Regional Priorities for implementation	Need 1 (pg 40)	SHORTER TRAVEL TIMES WHEN TAKING REGULAR TRANSIT OR SPECIALIZED TRANSPORTATION. Snotrac Goal 1: The collective transit system is convenient to all people. - Robust urban public transit. - Reliable options for rural non-drivers. - Reliable, well-coordinated paratransit.
Puget Sound Regional Council	Strategies and activities identified to address gaps	Strategy 1.1 (pg 40)	PROMOTE INCREASED COORDINATION BETWEEN TRANSPORTATION PROVIDERS TO PROVIDE CROSS-JURISDICTION AND/OR CROSS-AGENCY TRANSPORTATION THAT REDUCES THE NEED FOR LONG TRANSFER WAIT TIMES. Under Snotrac's Goal 1, we will support a well-coordinated, networked public transit network and well-coordinated inter-county paratransit medical trips. Supportive activities include facilitating information sharing, identifying & solving gaps with partners, providing comments, and a Skykomish Valley initiative.
Puget Sound Regional Council	Regional Priorities for implementation	Need 2 (pg 40)	MORE TRANSPORTATION SERVICES AT TIMES WHEN THEY ARE NEEDED Snotrac Goal 1: The collective transit system is convenient to all people. - Robust urban public transit. - Reliable options for rural non-drivers. - Reliable, well-coordinated paratransit.
Puget Sound Regional Council	Strategies and activities identified to address gaps	Strategy 2.1 (pg 40)	EXPAND SERVICE LEVELS TO PROVIDE REGULAR TRANSIT AND SPECIALIZED SERVICES AT TIMES THEY ARE NEEDED, ESPECIALLY WITHIN EQUITY FOCUS AREAS. Snotrac Goal 1: The collective transit system is convenient to all people. Initiatives: 1.1 Skykomish Valley Transportation Action Planning 1.2 Cathcart/Maltby Fixed Route Service 1.3 Bothell, Brier & Mill Creek Mobility Gaps 1.4 Blended Funding for Rural PTBA Service 1.6 More Transit Together 1.7 Post-2024 Gap Analysis following Community Transit Restructure
Puget Sound Regional Council	Strategies and activities identified to address gaps	Strategy 2.2 (pg 41)	DEVELOP PARTNERSHIPS TO SUPPORT CONTEXT-APPROPRIATE, FLEXIBLE, AND/OR FEEDER-TO-FIXED ROUTE TRANSPORTATION SERVICES IN AREAS NOT WELL SERVED BY REGULAR TRANSIT, LIKE RURAL AREAS. Snotrac Initiatives: 1.1 Skykomish Valley Transportation Action Planning 1.4 Blended Funding for Rural PTBA Service 1.5 Improvements for Nonprofit & Tribal Transportation Providers
Puget Sound Regional Council	Regional Priorities for implementation	Need 3 (pg 41)	MORE INFORMATION ABOUT AVAILABLE SERVICES Snotrac Goal 2: All residents know their available transportation services, can easily plan and schedule trips, and frequently choose non-driving options. - Mobility guidebooks at every resource center & library - Understanding of mobility services by civic leaders and community members. - Find A Ride - Mobility navigation at new apartments/buildings for priority populations.
Puget Sound Regional Council	Strategies and activities identified to address gaps	Strategy 3.1 (pg 41))	CONDUCT & TAILOR MOBILITY MANAGEMENT PROGRAMS, SUCH AS TRAVEL TRAINING, MOBILITY COALITION, AND INFORMATION REFERRAL AND ASSISTANCE, TO MEET THE NEEDS OF POTENTIAL RIDERS, INCLUDING PEOPLE WITH LEP. Snotrac Activities: 2.1 Distribute mobility guides/maps. 2.2 Present at CBOs and table at community events. 2.3 Newsletters 2.4 Information sharing at Partner meetings Snotrac Initiatives: 2.1 Mobility Navigator Program 2.2 Mobility Navigation at New Development
Puget Sound Regional Council	Strategies and activities identified to address gaps	Strategy 3.2 (pg 41)	COORDINATE TO DEVELOP A COMPREHENSIVE TRIP PLANNING TOOL, LIKE A ONE-CALL/ONE-CLICK PLATFORM, TO HELP RIDERS WITH SPECIAL TRANSPORTATION NEEDS NAVIGATE AND USE AVAILABLE SERVICES. Snotrac Activity 2.5: Advocate and support the implementation of a One-Call, One-Click system for mobility services in the Central Puget Sound Region as an innovative technology which makes it easier for individuals with special transportation needs to travel.
Puget Sound Regional Council	Regional Priorities for implementation	Need 4 (pg 42)	BETTER ACCESS TO HEALTH AND WELLNESS DESTINATIONS INCLUDING MEDICAL FACILITIES, PHARMACIES, AND GROCERY STORES CMP STRATEGY 4.1: STRENGTHEN & COORDINATE PARTNERSHIPS BETWEEN HEALTHCARE AND TRANSPORTATION PROVIDERS, ESPECIALLY WITHIN EQUITY FOCUS AREAS, TO BETTER UNDERSTAND AND ADDRESS PATIENTS' UNMET TRANSPORTATION NEEDS AND ENSURE THAT PATIENTS UNDERSTAND THEIR TRANSPORTATION OPTIONS. Snotrac Activity 1.3: Create workgroup for improving mobility services to healthcare and medical centers.
Puget Sound Regional Council	Regional Priorities for implementation	Need 5 (pg 42)	AFFORDABLE TRANSPORTATION SERVICES CMP STRATEGY 5.1: REVIEW AND ADJUST FARE STRUCTURES AND REDUCED FARE PROGRAMS THROUGH REGIONAL COORDINATION TO ENSURE THEY ARE FULLY ACCESSIBLE TO LOW-INCOME COMMUNITIES WITHIN SERVICE AREAS. Snotrac Goal 1 subgoal: The transit systems are affordable to all people. The specific purpose for this subgoal is to align Community Transit's ORCALIFT and RRFP fares with that of Everett Transit, King County Metro, and Sound Transit.
Puget Sound Regional Council	Regional Priorities for implementation	Need 6 (pg 43)	MORE CONNECTED ADA-ACCESSIBLE INFRASTRUCTURE Snotrac: Goal 1 subgoal: Transit buses, stops, and stations are safe, comfortable, and accessible. Goal 3 Policy Priorities: - Eliminate traffic fatalities and serious injuries through the Safe Systems Approach to roadway design. - Create robust & accessible networks of walkway, bikeway, & trail networks, especially to access transit, schools, and parks. - Create affordable age- & ability-friendly communities for all people.

Puget Sound Regional Council	Strategies and activities identified to address gaps	Strategy 6.1 (pg 43)	CMP STRATEGY 6.1: BUILD CONNECTED, ADA-ACCESSIBLE FACILITIES, ESPECIALLY AROUND/WITHIN HEALTH AND WELLNESS DESTINATIONS, TRANSIT STATIONS, AND EQUITY FOCUS AREAS. Snotrac Activities: 1.6 Comments on 6-year city transportation development plans. 3.3 Research & advocate for best practices & policies 3.5 Staff-level conversations with public works departments. Snotrac Initiatives: 3.1 Conduct walk & bike audits. Many activities & initiatives touch on this issue; just a few have been highlighted.
Puget Sound Regional Council	Regional Priorities for implementation	Need 7 (pg 43)	BETTER REGIONAL COORDINATION TO MEET GROWING MOBILITY NEEDS Snotrac Activity 1.5: Continue to assess the mobility needs of priority populations, including by continuing to administer a Regional Mobility Survey for Priority Populations every four years and adding the Transportation Security Index questions to the Snohomish County Council on Aging Survey and Snohomish County Low Income Community Needs Assessment. (at the regional level, this would be funded through a separate grant)
Puget Sound Regional Council	Strategies and activities identified to address gaps	Strategy 7.2 (pg 43)	DEFINE REGIONAL ROLES & RESPONSIBILITIES BEFORE, DURING, AND AFTER EMERGENCIES, ESPECIALLY FOR TRANSPORTATION PROVIDERS, EMERGENCY MANAGEMENT AGENCIES, AND JURISDICTIONS. Snotrac Goal 4: Priority populations will remain safe during public emergencies. Activities: 5.1 Participate in RARET. 5.2 Assist Snohomish County emergency managers. 5.3 Support creation of Transportation Providers Network.

**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\*:**

Snotrac is an active member of the PSRC Coordinated Mobility & Accessibility Committee (CMAC) with three positions represented or appointed by Snotrac and with three other CMAC members who are Snotrac board members or active Snotrac participants. Snotrac staff also frequently attends the PSRC Transportation Operators Committee and Regional Staff Committee meetings. We were active in the most recent update to the PSRC Coordinated Mobility Plan (CMP) and in changes to the regional performance standards for mobility management funding.

The above cross-walk between the PSRC Coordinated Mobility Plan and Snotrac 5-Year Strategic Plan (adopted by Snotrac's Board on Aug. 23, 2024) provides a clear outline of the direct alignment between the two documents.

Snotrac's strategic plan was developed by consulting the CMP, and holding strategic planning sessions at every Snotrac Board and Partners meeting from December 2023 to August 2024, when the Board approved the plan. These Partners meetings averaged an attendance of 64 people with 63 total agencies/organizations represented, including transit agencies, nonprofit service providers, public works departments, CBOs, BIPOC-led organizations, and electeds.

We recently conducted an annual satisfaction survey that included questions about our 5-year strategic plan. The survey found 89% of partners at least "satisfied" with Snotrac's performance for 2023-24, and none dissatisfied.

Our 4 proposed strategic goals were supported by 93% of respondents, with the remainder neutral. All major initiatives proposed in our strategic plan were supported by at least 75% of respondents, with nearly all of the other responses marked as "neutral." Especially well-supported was the new Mobility Navigator program, which was supported by 100% of respondents, with 73% strongly supportive and no neutrals.

A joint letter of support for our work has been signed by 25 agencies and nonprofits, including equity-focused CBOs.

**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\*:**

Snotrac's partners include transit, paratransit, and volunteer driver programs, all of which connect to other transportation options, such as ferries, airlines, light rail, and heavy rail trains.

With the recent opening of Sound Transit Link light rail to Lynnwood in 2024 and continued expansion of Community Transit's Swift bus rapid transit system, Snotrac has set specific, relevant policy priorities under our 5-year Strategic Plan's Goal 3:

- Creating a robust transit network that maximizes ridership in urban areas and serves non-drivers in the rural areas.
- Creating robust and accessible networks of walkway, bikeway, and trail networks, especially to access transit, schools, and parks.
- Creating affordable age- and ability-friendly communities for all people (transit-oriented development).

Through this work, we expect greater efficiencies in land use and transportation that reduce barriers and expand opportunities for people with special needs. Getting to transit centers will be easier, whether by bus, shuttle van, walking, or biking. More destinations and services will be in closer proximity to where people live. The cost to provide transit and other public services per person and per square-mile will be reduced.

**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	\$423,935.71	0.00%	\$0.00	-100.00%
Other	Indirect Cost Rate (15%)	\$0.00	\$0.00	\$0.00	\$71,528.82	0.00%	\$0.00	-100.00%
Other	Program Operational Expenses - Cash	\$0.00	\$0.00	\$0.00	\$52,923.12	0.00%	\$0.00	-100.00%
		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$548,387.65</b>		<b>\$0.00</b>	

**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: Other		\$0.00	\$0.00	\$0.00	\$30,000.00	\$0.00
		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$30,000.00</b>	<b>\$0.00</b>

**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	\$0.00	\$0.00

**Summary for July 1, 2025 - June 30, 2027**

25-27 Requested Amount: \$518,387.65

25-27 Match Amount: \$30,000.00

**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: 0.00%

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

**Variances:**

**Other Sources**

**Other Sources\*:**

Snotrac has received commitments for a total of \$43,500/year in cash contributions and \$17,900/year in in-kind contributions from local partners (a total of \$122,800/biennium, equal to 19.2% of total budget). Of this amount, Snotrac is committing \$15,000/year as match to the Consolidated Grant (\$30,000/biennium; 5% of grant project budget).

**CASH CONTRIBUTIONS:**

Community Transit: \$20,000/year, with \$9,000/year matched to grant.

Everett Transit: \$10,000/year, with \$3,000/year matched to grant.

Sound Transit: \$5,000/year, with \$1,000/year matched to grant.

Homage Senior Services: \$2,500, with \$1,000/year matched to grant.

Lincoln Hill Retirement Community: \$1,000/year, unmatched.

Snohomish County Human Services: \$5,000/year, with \$1,000/year matched to grant.

These are first time cash contributions by Everett Transit, Sound Transit, Lincoln Hill Retirement Community, Snohomish County Human Services. In addition, Community Transit's cash contribution is a substantial increase from the previous \$11,000/year.

**IN-KIND CONTRIBUTIONS:**

Everett Transit: \$8000/yr in conference room use, \$1,500/yr in storage, \$400/yr mailbox

Community Transit: \$8,000/yr in conference room use.

Total value of in-kind contributions = \$17,900/year. We do not plan to match these contributions to the grant.

**Budget development methodology**

**Budget development methodology \*:**

Snotrac has served as Snohomish County's mobility management coalition since our founding in 1999. For 25 years, Snotrac relied on fiscal agents to manage the coalition as a program of their organization. Workforce Snohomish is our most recent. In the last two years, Snotrac incorporated as a nonprofit corporation, obtained its 501(c)(3) determination letter, and began transitioning the existing Consolidated Grant from WFS to Snotrac. Because Snotrac has never directly applied for a grant, we are considering this a new grant application.

The budget will fund the activities listed in Snotrac's 5-Year Strategic Plan, recently adopted by the Snotrac Board. Within the Strategic Plan, there are several new initiatives that are contingent on an increase of funding from our 2023-25 levels to the level proposed in this application. Full implementation of some initiatives may remain subject to additional different funding, such as initiatives 1.5, 2.2, and 3.3.

On the revenue side, the funding request is based on bringing Snotrac's mobility management funding in alignment with the mobility coalition work in King County on a per-capita basis for 2025-2027. In addition, the funding request reflects Snotrac taking over the outreach & travel training program previously conducted by Homage.

On the expense side, the budget is based on funding an executive director, communications & outreach director, and two part-time bilingual mobility navigators. Expenses for trainings, travel, supplies, etc. are likewise increased to reflect an increase in staff. Within the program operational expenses, sub-line-items include: phone/internet, supplies, software, web/email, conferences, training, memberships, subscriptions, materials/printing/publications, and translation services.



Employees will work from home, except for attending weekly team meetings at Everett Transit & Community Transit conference rooms, leading in-person navigation trainings, tabling at community events, etc.

**DBE Goals**

DBE Goals	Percentage	Efforts	No DBE
Yes	3.00%	Approximately 5.7% of the budget could be contracted out to DBE-certified professional service providers for accounting and translation, and there is a limited ability to spend up to 3% for supplies, materials, and publications from DBE-certified vendors. Given the limited opportunities, we will aim for a 3% DBE goal.	

**Summary**

**July 1, 2025 - June 30, 2027**

<b>Total Project :</b>	\$548,387.65
<b>Fares and Donations :</b>	\$0.00
<b>Requested Amount</b>	\$518,387.65
This is the amount of grant funds your organization is requesting from July 1, 2025 - June 30, 2027	
:	

**July 1, 2027 - June 30, 2029**

<b>Total Project :</b>	\$0.00
<b>Fares and Donations :</b>	\$0.00
<b>Requested Amount</b>	\$0.00
This is the amount of grant funds your organization is requesting from July 1, 2027 - June 30, 2029	
:	
<b>4-Year Total Requested Amount:</b>	\$518,387.65

**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

**Measurable Outcomes**

**Measurable Outcomes**

For mobility management, summarize the intended outputs of this project in both quantitative (statistical) and qualitative (narrative) formats.

There may be some projects where traditional performance measures (e.g., revenue vehicle hours/miles, passenger trips) do not apply. In those cases, quantitative 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.

Identify data sources and monitoring processes.

Ensure there is a quantitative output, as this will be the baseline measurement for the following biennium's application. Qualitative measures are optional.

### **Intended Outputs\*:**

Snotrac has developed the following biennial performance targets to report to WSDOT based on: (A) the performance measurements established by PSRC; (B) Snotrac's performance-to-date, which has exceeded its targets; and (C) peer organization's performance targets, including Homage's prior targets for its outreach program. Although Snotrac has not needed to report equity-based performance targets yet, the EFA targets set below reflect Coalition performance in the last year and an expectation of priorities for its new Mobility Navigator Program.

#### Mobility Coalition:

- # of Coalition Meetings: 64 (12 Partner, 12 Board, 35 subcounty & topical meetings).
- Average Meeting Attendance of Partner Meetings: 50
- # of Unique Coalition Meeting Participants: 250
- # of Unique Organizations at Coalition Meetings: 100
- # of EFA Organizations that Participate in Coalition Meetings: 10

#### Mobility Navigation:

- # of Navigation/Training Sessions Provided: 30
- # of Unduplicated Individuals Provided Mobility Navigation/Training: 200
- # of Individuals Reached by Group Presentation: 1000
- # of Trainings to Organization Unduplicated Staff: 100
- # of Trainings Held in Partnership with EFA Organizations: 20

#### Both Coalition & Navigation:

- Percentage of Strategic Plan activities and funded initiatives substantially met: 90%
- Combined Satisfaction Level of Snotrac's Overall Performance: 75%

Snotrac tracks all meeting attendance, as well as performance toward achieving other targets, within a database, which it uses for its quarterly reporting to WSDOT. A summary spreadsheet PDF is uploaded with each quarterly report.

A qualitative, narrative-based assessment is also provided with each quarterly report.

\*Note: EFA is a term-of-art used by PSRC for "Equity Focus Area" geographies with high populations of people of color, LEP, low income, disability, older age, youth, and tribal status. All EFAs will be considered when evaluating performance on the EFA targets listed above.

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\*:**

Snotrac works with PSRC to develop performance metrics for mobility management coalitions and training programs (see "intended Outputs"). To determine project success, we apply these performance measures to our mobility coalition and navigator programs.

Snotrac's 5-year Strategic Plan includes 4 goals: (1) The collective transit system is convenient to all people; (2) All residents know their available transportation services, can easily plan and schedule trips, and frequently choose non-driving options; (3) Snotrac and residents are strong voices for creating better communities and transportation systems; and (4) Priority populations will remain safe during public emergencies. Under these 4 goals, the strategic plan lists 27 activities and 16 initiatives.

Through a 9-month strategic planning process, these goals were identified by Snotrac Partners and Board members as the highest priorities for improving the efficiency and efficacy of transportation services for priority populations within Snohomish County.

For example, under Goal 1, there is a proposed initiative to encourage blending of public transit funding to support nonprofit specialized transportation services within rural PTBA service areas. Because public transit agencies are tasked with serving the most people possible, so they naturally need to focus most of their resources to urbanized areas. Meanwhile nonprofit transportation providers have lower operating costs and can receive Consolidated Grant and community support funding, especially for service in rural areas. This presents an opportunity for public transit agencies to invest a small amount in local nonprofit transportation providers to provide increased service in rural areas of their PTBA, benefiting both urban and rural areas. King County Metro and Snoqualmie Valley Transit already have a similar model. Snotrac will help lead these conversations over the next two years in Snohomish County.

To measure success in achieving our goals, we will use the metrics outlined in the "Measurable Outcomes" section. Performance on each activity and funded initiative will also be given project timeframes and tracked towards percentage completion. Snotrac tracks performance within a database, which is summarized in a spreadsheet PDF reported quarterly to both our Board and WSDOT. If metrics are not accomplished on time, the Board may require staff to rectify delinquency or recommend changes to the strategies or metrics.

## Milestones

## Milestones

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

## Supplemental Information

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### Supplemental Information

#### Supplemental Information:

This proposal references Snotrac's 5-Year Strategic Plan, which provides much greater detail on Snotrac's goals, activities, and initiatives, which is included in the supplemental attachment to this application.

Snotrac's impact and effectiveness has increased substantially over the last four years. In this timeframe, we've managed to take the idea of flex route services between Stanwood & Arlington and Arlington & Darrington from stakeholder ideas to implemented services provided by Lincoln Hill Retirement Community (Snow Goose Transit) and Homage (D'Arling Direct). We've updated and distributed a countywide mobility guide/map, and created and published a 44-page North Snohomish County Transit Guidebook. We've increased our quarterly Partner Meetings to bimonthly meetings, and increased average attendance from 30 people to more than 60. More than 110 agencies/organizations attended our meetings in the last year.

We are focused on being thought-leaders in our county. We've held a Universal Design Forum and published a follow-up white paper. We've published and distributed a thorough best practices guide for equitable community engagement by transit and public works agencies. We regularly host guest speakers from around the country who present on major and emerging issues.

We bring regularly bring a unique focus on nondrivers in Snohomish County. During the inaugural Week Without Driving Challenge in 2021, Snotrac organized more public officials to take the challenge than any other area, and our county continues to have among the most participants. Throughout the year, we use Transportation Demand Management Week, World Day of Remembrance, Transit Equity Day, Bike Month, Ride Transit Month, and Rural Transit Day to raise the profile of nondriver issues.

Although the actual survey is funded by another Consolidated Grant, Snotrac has been a leader in establishing a first-of-its-kind Regional Mobility Survey for Priority Populations. We look forward to continuing the survey longitudinally and embedding the Transportation Security Index into more transportation surveys.

Snotrac has been deeply committed to mobility justice. In addition to publishing the Equitable Community Engagement Guide, we have also presented on HEAL Act interpretation and implementation three times to stakeholders, and frequently attend and provide comments to the state Environmental Justice Council. We helped secure \$10,000 from APTA for a community-based organization (CBO) to conduct in-language outreach in its low income, Latino-dominant neighborhood about the future of light rail. We also presented twice to community stakeholders in this neighborhood, and we frequently provide a platform for CBOs representing equity-focus areas (EFAs) to present on their priorities during Snotrac Partner meetings. Recent presenters include the West African Center, Latino Educational Training Institute, and Connect Casino Road. We also recently partnered with the Asian Service Center, Habesha Cultural Center, Sikh cultural organization, two immigrant & refugee organizations, and SeaMar Health on a community event.

We recently led a partnership grant application with many CBOs focused on EFA populations to increase their knowledge, staff capacity, and community capacity on mobility justice issues. Although the state Department of Health did not award our application, the many letters of support from across Snohomish County CBOs for our joint application speaks to the community's support for Snotrac and our dedication to mobility justice for EFA populations. It's a solid platform we're building from.

On August 30, 2024, Snotrac co-organized the largest evening celebration of light rail arriving to Snohomish County, with more than 10,000 attendees and 210 agencies, organizations, & businesses in attendance. Again, this speaks to our effective organizing and our growing relationships in the county.

## Vulnerable Populations in Overburdened Communities & Tribes

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### 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\*:**

Snotrac focuses on the mobility needs of people of color, LEP, low income, disabilities, older age, and youth. Each of these populations tend to be disproportionately impacted by poor air quality, traffic violence, and poor transit service. Moreover, the top factor for intergenerational socio-economic mobility is zip-code related: the number of job opportunities near one's home.

Snotrac's efforts to improve conditions for vulnerable populations within overburdened communities (and equity-focused areas (EFAs), are both comprehensive and targeted.

For example, Northwest Snohomish County, the North and South Stillaguamish Valleys, and the Skykomish Valley have a high percentage of people with disabilities and are designated as EFAs by PSRC. In these rural areas, Snotrac has been focused on creating new flex route transit services to serve people with disabilities.

In Southwest Snohomish County along the I-5 and SR99 corridors, there are more people of color and concentrations of poverty, and are designated as EFAs for this reason. In addition, the state Environmental Health Disparities Map identifies many of these census tracts as "overburdened communities," primarily due to the transportation-related diesel emissions. In these areas, Snotrac has encouraged safer streets and more frequent transit service.

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

**Inclusive planning:**

Snotrac's Strategic Plan was developed over 9 months of Partners and Board meetings, the Regional Mobility Survey, and outreach to EFA CBOs.

Sample EFA CBO Outreach:

Low-income, Latino Community in South Everett:

Snotrac regularly partners with Connect Casino Road, an EFA CBO, including supporting their community outreach on light rail. Identified issues include gentrification, relatively low transit ridership, and traffic safety. Strategic Plan include multi-prong effort to address issues, including street safety advocacy and in-language mobility navigation trainings.

People with Disabilities, Older Age, & Low Income in Rural North & East County:

Snotrac holds bi-monthly meetings for North and East County, which are attended by representatives of nonprofits serving older adults and people with disabilities, tribes, community resource centers, and jurisdictions are in attendance. We have also surveyed the general population. Priorities for these areas are based on this engagement.

**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:** 4.00%

**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:

**Attachments**

**Attachments**

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
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Required for all projects

Copy of organization's most recent audit report	✓	Note on Audit Documentation	<a href="#">Note on Audit Documentation - 2024 Snotrac Grant App.pdf</a>	pdf	197 KB	09/11/2024 04:51 PM
Population density map	✓	Snotrac Population Density Map	<a href="#">Snotrac - Density Map.pdf</a>	pdf	257 KB	09/11/2024 01:57 PM
Service area map	✓	Snotrac Service Area Map	<a href="#">Snotrac - Location Map.pdf</a>	pdf	274 KB	09/11/2024 01:58 PM

**Required for new non-profit applicants only**

501(c) IRS Letter of Determination (required for new non-profit applicants)	501(c)(3) IRS Letter of Determination	<a href="#">FinalLetter_93-1580217_SNOHOMISHCOUNTYTRANSPORTATIONCOALITION_06022023_00.pdf</a>	pdf	133 KB	09/11/2024 11:27 AM
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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)	Snotrac Indirect Rate Policy	<a href="#">Snotrac Indirect Rate Policy - 2024-08-23 3.pdf</a>	pdf	69 KB	09/11/2024 11:28 AM
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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)	Snotrac In-Kind Contribution Proposal	<a href="#">Snotrac 2024 In-Kind Contribution Valuation Proposal.pdf</a>	pdf	45 KB	09/16/2024 08:58 PM
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Procurement policy (required for new applicants or current grantees without a current policy on file with WSDOT)	Snotrac Procurement Policy	<a href="#">Snotrac Procurement Policy - 2024-08-23 2.pdf</a>	pdf	122 KB	09/11/2024 11:29 AM
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**Optional attachments**

Letters committing matching funds	Snotrac Contribution Letters	<a href="#">2024 Snotrac Contribution Letters.pdf</a>	pdf	1 MB	09/16/2024 08:44 PM
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Letter of concurrence (for projects that operate in multiple planning regions)

Letters of support (combine into one file attachment)	Joint Letter of Support by > 25 Agencies & Organizations	<a href="#">Snotrac 2024 Consolidated Grant App - Joint Letter of Support Sign-on Draft.pdf</a>	pdf	71 KB	09/16/2024 08:25 PM
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Supplemental information	Supplemental: Match Note, Full 2025-27 Budget, 5-Year Strategic Plan, and Satisfaction + Strategic Plan Survey	<a href="#">Supplemental - Match Note Full Budget Strategic Plan.pdf</a>	pdf	4 MB	09/17/2024 12:00 AM
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**Optional construction attachments**

NEPA/SEPA assessment, if available

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

## Certification

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### ***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:

<b>Certification*:</b>	Yes
<b>Application Authority*:</b>	Brock      Howell First Name   Last Name
<b>Title*:</b>	Executive Director
<b>Date*:</b>	09/16/2024

# **Joint Letter of Support: 2025-2027 Consolidated Grant Application for Snotrac**

*September 16, 2024*

To Whom It May Concern:

The undersigned agencies, organizations, and officials strongly support the Snohomish County Transportation Coalition (Snotrac) submission for the Public Transportation Consolidated Grant Application to the Puget Sound Regional Council and the Washington State Department of Transportation for the 2025-2027 biennium.

Snotrac is a diverse partnership. Snotrac's mission of "working with the public and decision-makers in Snohomish County and beyond to create and connect affordable, age- and ability-friendly communities for all people" is in alignment with our shared missions among our organizations. Snotrac is committed to achieving equitable access and improving quality of life for anyone with transportation challenges in, to, and from our county. The primary goal of Snotrac is to collaborate with diverse groups to eliminate transportation gaps and capitalize on opportunities.

We are excited by Snotrac's robust 2025-2029 Strategic Plan that outlines concrete activities and performance measurements that will address many of our challenges for several priority populations, including people, disabilities, low income, older age, youth, race, and language, as well as tribes. In addition, with major changes occurring to fixed-route transit services, Snotrac is focused on improving access for all people to light rail and bus rapid transit.

Snotrac has also been a recent leader in helping facilitate conversations for new mobility services, including the launch of Snow Goose Transit and D'Arling Direct, and for coordinating the Regional Mobility Survey for Priority Populations.

With this grant, Snotrac will also expand its programming to include mobility navigation. This is a needed service to ensure residents understand the many different transportation services across the county. Snotrac is in a unique position to lead this outreach and education of community members as a neutral, central organization to all transportation providers of the county.

As active partners of Snotrac, we rely on a fully funded and staffed Snotrac through the WSDOT Mobility Management Grant Program for our coalition to continue to innovate and effectively achieve our goals and objectives. Snotrac provides necessary increased awareness, helps fill transportation gaps, builds capacity in our region, and increases the availability and effectiveness of transportation options in Snohomish County. As a result, people of Snohomish

County will be able to better move and thrive in their community no matter whether they have special transportation needs.

We collectively and wholeheartedly recommend Snotrac receive Consolidated Grant funding.

Sincerely,

*Ric Ilgenfritz, CEO*  
**Community Transit**

*Tom Hingson, Director*  
**Everett Transit**

*Crystle Stidham, CEO*  
**Skagit Transit**

*Andrew Austin, Exec. Dir. of Gov. & Cmty. Rel.*  
**Sound Transit**

*Steve LaBerta, Transportation Manager*  
**Sauk-Suiattle Indian Tribe**

*M.J. Brell Vujovic, Director*  
**Snohomish County Human Services**

*Don Vanney, Mayor*  
**City of Arlington**

*Mason Thompson, Mayor*  
**City of Bothell**

*Cassie Franklin, Mayor*  
**City of Everett**

*Brent Kirk, City Administrator*  
**City of Granite Falls**

*Christine Frizzell, Mayor*  
**City of Lynnwood**

*Deborah Knight, City Administrator*  
**City of Monroe**

*Matt Nienhuis, Public Works Director*  
**City of Mukilteo**

*Rick Proctor, Advocacy Coordinator*  
**B.I.K.E.S. Club of Snohomish County**

*Christina Robertson, Program Manager*  
**Catholic Community Services**  
**Volunteer Services**

*Leah Velasco, Executive Director*  
**Center For Independence**

*Keith Bell, CEO*  
**Homage Senior Services**

*Staci Sahoo, Director of Mobility Management*  
**Hopelink**

*Rosario Reyes, CEO*  
**Latino Educational Training Institute**

*Deborah Jean Thompson, Executive Director*  
**Lincoln Hill Retirement Community**

*Forrest Baum*  
**North Sound Bicycle Advocates**

*Melissa Johnson, Transportation Director*  
**Snow Goose Transit**

*Phirun Lach, Director of Transportation*  
**Sound Generations**

*Steve Woodard, VP of Community Engagement*  
**Volunteers of America Western Washington**

*Pa Ousman Joof, Executive Director*  
**Washington West African Center**

*Joy Emory, CEO*  
**Workforce Snohomish**

Individuals

**Rep. Carolyn Eslick**  
State Legislative District 39

**Paula Rhyne**, City Councilmember  
City of Everett

**Christine Bekkouri**, HUC/Safety Comm. Chair  
Bethany at Silver Lake

**Corinna Fale**, Administrative Assistant  
People First of Washington



***Joe Kunzler***, Community advocate

***Jill Scott***, Snohomish County resident

***Evalyn Thomas***, Sr. Facilities Op. Specialist  
Partner Therapeutics

***Cary Westerbeck***, Architect & Bothell  
community advocate



September 16, 2024

Brock Howell, Executive Director  
Snohomish County Transportation Coalition  
3201 Smith Ave, Suite 200  
Everett, WA 98201

Re: 2025-2027 Consolidated Grant Application for Snotrac

Dear Mr. Howell,

Everett Transit is pleased to continue to support the Snohomish County Transportation Coalition (Snotrac) submission for the Public Transportation Consolidated Grant Application to the Washington State Department of Transportation for the 2025-2027 biennium.

Our support of this grant application is accompanied by a commitment to a contribution of \$10,000 annually, and in-kind conference room space (valued at \$50/hour, for 160 hours per year), in-kind storage space (valued at \$1,500/year based on comparable private self-storage rates), and an in-kind mailbox (valued at \$400/year based on the cost of similar sized mailbox at the local USPS post office). The total cash + in-kind value is \$19,900 per year.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mike Schmieder'.

Mike Schmieder  
Director (as of Oct. 1, 2024)  
Everett Transit



EVERETT TRANSIT

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

425.257.8910  
425.257.8945 fax

ETmail@everettwa.gov  
EverettTransit.org



Ric Ilgenfritz, Chief Executive Officer

September 16, 2024

Brock Howell, Executive Director  
Snohomish County Transportation Coalition  
3201 Smith Ave, Suite 200  
Everett, WA 98201

Re: 2025-2027 Consolidated Grant Application for Snotrac

Dear Mr. Howell,

Community Transit is pleased to continue to support the Snohomish County Transportation Coalition (Snotrac) submission for the Public Transportation Consolidated Grant Application to the Washington State Department of Transportation for the 2025-2027 biennium.

Our support of this grant application is accompanied by a commitment to a contribution of \$20,000 annually, and in-kind use of conference room space (with a baseline value of \$50/hour, for an opportunity of up to 160 hours per year). Snotrac will provide at least six weeks' notice to gain approval for use and authorization of conference room space (subject to availability) for the 2025-2027 biennium time period.

Sincerely,

A handwritten signature in blue ink that reads "Melissa Cauley". The signature is fluid and cursive.

Melissa Cauley  
Chief Planning & Development Officer  
Community Transit



September 16, 2024

Brock Howell, Executive Director  
Snohomish County Transportation Coalition  
3201 Smith Ave, Suite 200  
Everett, WA 98201

**Subject: Re: 2025-2027 Consolidated Grant Application for Snotrac**

Dear Mr. Howell,

Sound Transit is pleased to support the Snohomish County Transportation Coalition (Snotrac) submission for the Public Transportation Consolidated Grant Application to the Washington State Department of Transportation for the 2025-2027 biennium.

Our support of this grant application is accompanied by a commitment to a contribution of \$5,000 annually.

Sincerely,

A handwritten signature in black ink, appearing to read 'Erik Ashlie-Vinke', written in a cursive style.

Erik Ashlie-Vinke  
Government & Community Relations Director  
Sound Transit



**Snohomish County**

**Human Services**

3000 Rockefeller Ave., M/S 305  
Everett, WA 98201-4046  
(425) 388-7200  
FAX (425) 259-1444  
www.snoco.org

September 16, 2024

**Dave Somers**  
*County Executive*

Mr. Brock Howell, Executive Director  
Snohomish County Transportation Coalition  
3201 Smith Ave, Suite 200  
Everett, WA 98201

**RE: 2025-2027 Consolidated Grant Application for Snotrac**

Dear Mr. Howell:

The Snohomish County Human Services Department is pleased to support Snohomish County Transportation Coalition (Snotrac) in your Washington State Department of Transportation Public Transportation Consolidated Grant Application for the 2025-2027 biennium.

Our support of this grant application is accompanied by a matching contribution of \$5,000 for Snotrac's 2025-2026 Fiscal Year. Potential future yearly contributions will be reviewed on an annual basis.

The Snohomish County Human Services Department has a long history of collaborating with Snotrac in your efforts to improve transportation for low-income individuals, youth, people with disabilities, and older adults. Human Services clients are well-represented among these populations and our department is committed to continuing our work with Snotrac to improve their transportation options.

Sincerely,

Mary Jane Brell Vujovic, Director  
Snohomish County Human Services Department

cc: Stefanie Novacek, LTCA Program Manager



5026 196<sup>th</sup> St SW  
Lynnwood, WA 98036  
[www.homage.org](http://www.homage.org)

September 16, 2024

Brock Howell  
Executive Director  
Snotrac  
3201 Smith Ave Ste 411  
Everett, WA 98201

Dear Mr. Howell,

This letter is to inform you that Homage Senior Services intends to continue to support Snotrac with matching funds in the amount of \$2,500 per year. In addition, Homage will continue to work with Snotrac and all of the area partners to enhance transportation efficiencies, avoid service duplication, and ensure equitable transit access for all.

Snotrac leadership has been instrumental in the delivery plan for TAP's transportation services in Snohomish County. In fact, Snotrac continues to collaborate with us to fill gaps in service where riders who are especially vulnerable and need to cross county lines without the need for a transfer.

Thank you for continuing to plan for the future of transportation in this area. Programs that support older adults and adults with disabilities in getting to medical visits, employment, shopping, and social visits are vital to their independence and wellbeing.

Sincerely,

A handwritten signature in black ink that reads "Juli Rose". The signature is fluid and cursive.

Juli Rose  
Sr. Director, Government Funded Programs  
Homage Senior Services  
425-265-2280

## In-Kind Contribution Valuation Proposal

Everett Transit and Community Transit are providing in-kind contributions. Snotrac is requesting state funding with a 5% match requirement. At this level, we are not planning to use the in-kind contributions as match toward our grant. However, if WSDOT determines that it lacks sufficient state funding, Snotrac is open to having a portion of our project funded by federal funding. If federal funding is used, then our in-kind contributions will need to be used as match. The following provides an outline for how the value of the transit agencies' in-kind contributions were assessed.

### Everett Transit

Conference Room Use. Everett Transit charges \$50/hour to organizations for use of its conference rooms at Everett Station. Everett Transit is willing to provide Snotrac with 160 hours per year of free use of its conference rooms. Based on the rate and hours, the value of use of Everett Station conference rooms has been determined to be \$8,000/year.

Storage Space. Everett Transit is providing storage of Snotrac's supplies and materials at Everett Station. If Snotrac rented a sufficiently sized private self-storage space, it would cost Snotrac \$1,500/year. Based on this analysis, the value of the storage space at Everett Station has been determined to be \$1,500/year.

Mailbox. Everett Transit is providing a mailbox where Snotrac can provide mail. If Snotrac were to pay for a mailbox at USPS's Downtown Everett postal office of similar size, USPS would charge Snotrac \$400/year. Based on this analysis, the value of the mailbox has been determined to be \$400/year.

### Community Transit

Conference Room Use. Community Transit does not rent out its conference rooms, but is willing to provide Snotrac with the free use of its conference rooms at its headquarters for 160 hours per year. If Snotrac was not able to have free use of the Community Transit conference Rooms and instead had to rent conference rooms at Everett Station, it would cost Snotrac \$50/hour. Based on this analysis, the value of the Community Transit conference rooms has been determined to be \$8,000/year.



## Indirect Rate Policy

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<b>Policy Number:</b>	0007	<b>For Potential Adoption:</b>	August 23, 2024
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Snotrac's Indirect Rate for all federal grants shall be equal to the maximum allowable de minimis rate established by Uniform Guidance, 2 CFR 200.414(f).<sup>1</sup>

Examples of indirect costs may include depreciation on buildings and equipment, the costs of operating and maintaining facilities, and general administration and general expenses, such as the salaries and expenses of executive officers, personnel administration, and accounting. Identification with a Federal award rather than the nature of the goods and services involved is the determining factor in distinguishing direct from indirect (F&A) costs of Federal awards. Costs will be consistently charged as either indirect or direct costs, and will not be double charged or inconsistently charged as both.

The Executive Director and Treasurer shall review overhead and administrative costs annually and recommend whether the organization should apply for an approved higher Indirect Cost Rate with the Federal Transit Administration.

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<sup>1</sup> As of October 1, 2024, the maximum de minimis indirect rate allowed by 2 CFR 200.414(f) will be 15 percent of modified total direct costs

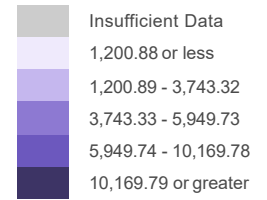


Estimated number of people per square mile, between 2018-2022.

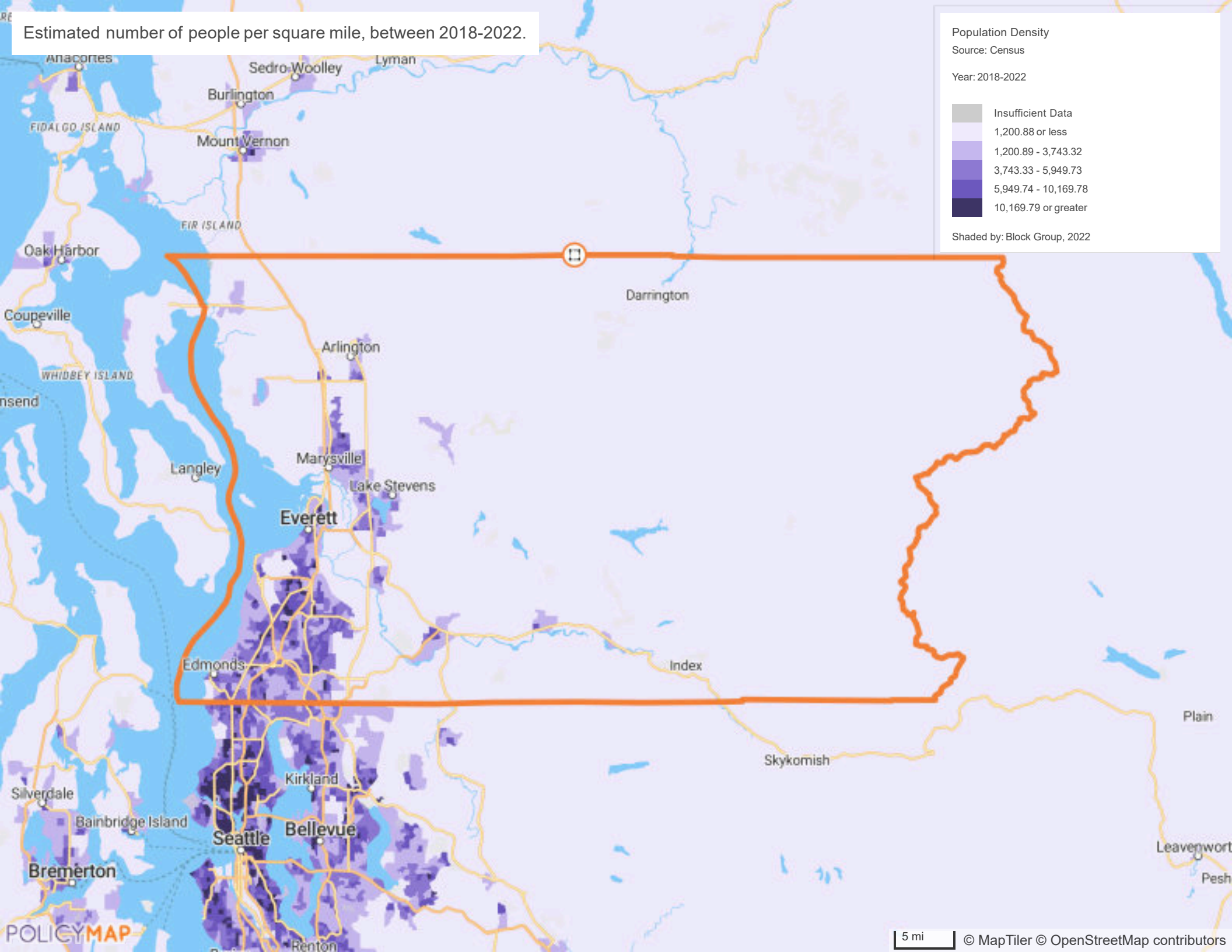
Population Density

Source: Census

Year: 2018-2022



Shaded by: Block Group, 2022

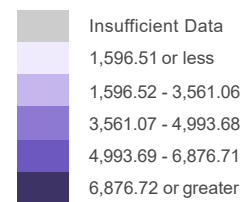


Estimated number of people per square mile, between 2018-2022.

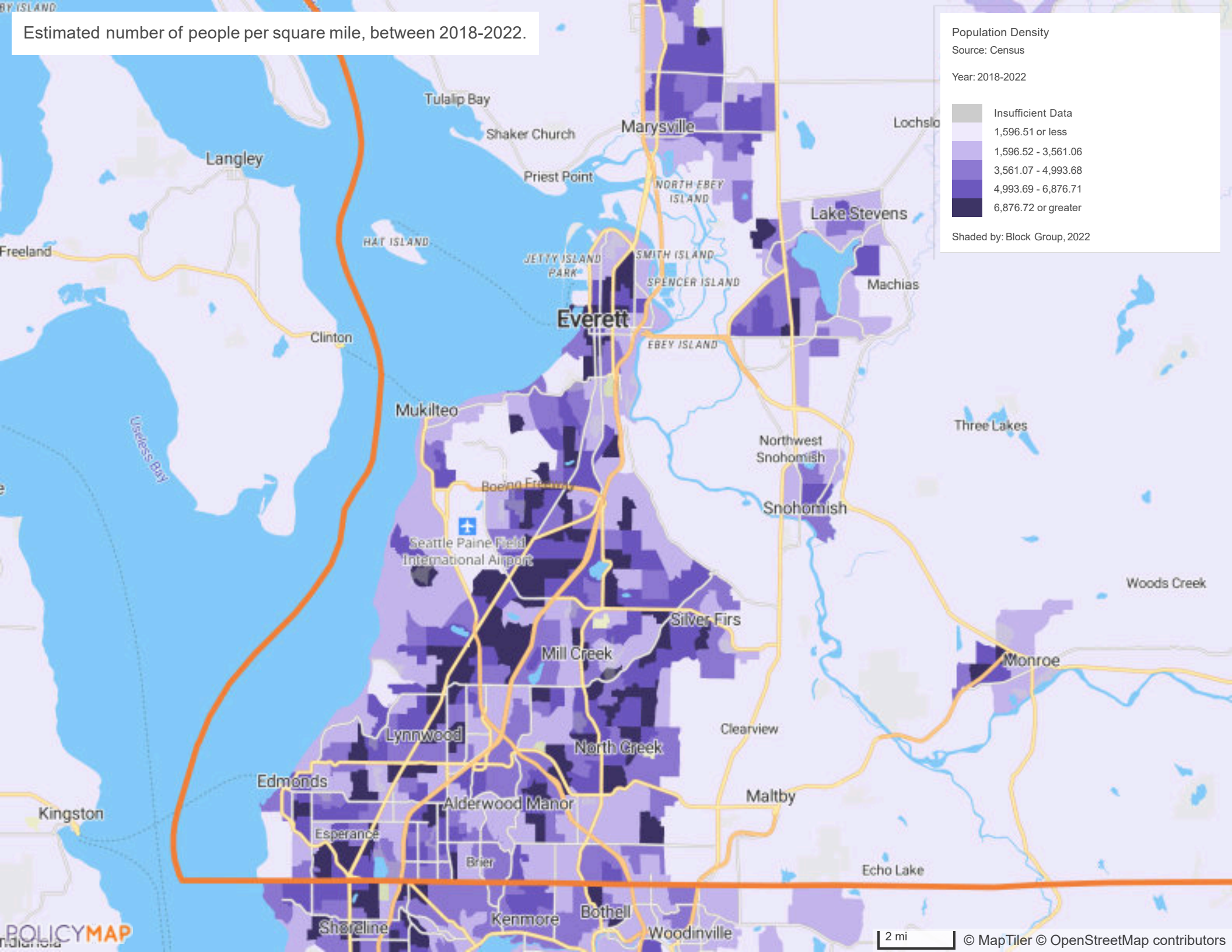
Population Density

Source: Census

Year: 2018-2022



Shaded by: Block Group, 2022





## Procurement Policy

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<b>Policy Number:</b>	0004	<b>Adopted Date:</b>	June 16, 2023
		<b>Amended:</b>	August 23, 2024 <sup>1</sup>

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This policy provides guidance regarding the procurement and purchase methods for allowable costs pursuant to federal and state regulations and the Snohomish County Transportation Coalition (Snotrac) procedures.

### General Procurement Standards (2 CFR 200.318)

All procurement processes shall be consistent with current minimum federal and state regulation and guidance that pertain to the funds being utilized.

Snotrac policy may set forth stricter requirements than provided by federal and state guidance, but in no way will the Snotrac policy fall short of meeting the minimum federal and state policy.

Any discrepancies arising between Snotrac policy with federal and state provisions due to revisions will default to the minimum federal guidance provider.

Snotrac will conduct all procurement transactions in a manner providing full and open competition.

Snotrac's Conflict of Interest Policy provides standards of conduct covering conflicts of interest and governing the actions of its employees engaged in the selection, award and administration of contracts. No employee, officer or agent may participate in the selection, award of administration of a contract supported by a Federal award if he or she has a real perceived or potential conflict of interest. Conflicts of interest must be disclosed in writing when known in advance or announced to the voting body. The party with a potential conflict of interest must excuse themselves from any further discussion and/or vote on the matter in questions.

Snotrac will not discriminate in the procurement and award process against any bidder because of race, color, religion, national origin, political affiliation, sexual preference, gender identity, age, or sex.

Snotrac shall ensure that minority and women-owned businesses are provided the maximum practicable opportunity to compete for contracts.

Snotrac will maintain oversight to ensure that contractors perform in accordance with the terms, conditions, and specification of their contracts.

Snotrac will verify all subrecipient or vendors for contracts over \$25,000 are not disbarred or

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<sup>1</sup> This Procurement Policy was amended by the Snotrac Board of Directors on August 23, 2024 to reflect forthcoming changes to the Uniform Guidance, 2 CFR 200, effective October 1, 2024.



suspended. The procurement officer will use the System for Award Management (SAM) website to complete this prior to approval of procurement.

## **Competition (2 CFR 200.319)**

All procurement transactions must be conducted in a manner providing full and open competition consistent with the standards provided in federal law. In order to ensure objective contractor performance and eliminate unfair competitive advantage, contractors that develop or draft specifications, requirements, statements of work or invitation for bids or requests for proposals must be excluded from competing for such procurements. Snotrac procurement transactions will contain no requirements that unduly restrict competition.

Snotrac procurement transactions will contain no requirements that unduly restrict competition as specified in 2 CFR 200.319(a) and (b).

## **Snotrac will procure goods and services using one of the following methods related to the total anticipated cost of procurement. (2 CFR 200.320)**

### **Micro Purchases**

Procurement by micro purchases is the acquisition of goods or services, whereby the aggregate dollar amount does not exceed the micro purchase threshold.<sup>2</sup> Micro purchases do not require the solicitation of competitive quotations or bids if the costs are determined to be reasonable. Micro purchases will be distributed equitably among qualified suppliers.

### **Small Purchases**

Small purchase procedures are those relatively simple and informal procurement methods for securing services, supplies, or other property that do not cost more than the Simplified Acquisition Threshold.<sup>3</sup> If small purchase procedures are used, price or rate quotations must be obtained from an adequate number of qualified sources.

### **Procurement by Competitive Proposals**

For services, supplies, or other property that exceed the Simplified Acquisition Threshold, procurement by competitive proposal shall be conducted. Using this procurement technique, more than one source shall submit an offer, either based on a fixed price or cost-reimbursement type of contract. It is generally used when conditions are not appropriate for the use of sealed bids. If this method is used, the following requirements apply:

- Procurements for new service providers or modifications of existing contracts over the Simplified Acquisition Threshold must be approved by the Board of Directors.
- Request for Proposals (RFPs) must be either sent to at least five qualified vendors or publicized.
- The RFP must identify all evaluation factors and their relative importance, including a description of required services or components and a clear description of any technical requirements and evaluation factor.
- Proposals should be received from at least three qualified sources.

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<sup>2</sup> As of March 2022, WSDOT set the micro purchase threshold as \$10,000 for Consolidated Grants. If WSDOT increases the micro purchase threshold, Snotrac's threshold will automatically increase to the new threshold.

<sup>3</sup> As of October 1, 2024, the Simplified Acquisition Threshold will be \$500,000.

- Responses will be reviewed and evaluated based on consistent grading methods for each proposal. Review Committees will be established for evaluating delivery of services.
- When selecting contractors and service providers, awards will be made to the responsible firm whose proposal is most advantageous to the program.
- Selection consideration will be given to such matters as:
  - ◆ Fees or costs.
  - ◆ The ability, capacity and skill of the bidder to perform the contract or provide the goods and services within the time specified without delay or interference.
  - ◆ The character, integrity, reputation, experience and efficiency of the bidder.
  - ◆ Previous and existing compliance by the bidder with laws and ordinance relating to contracts, goods, or services.
  - ◆ The sufficiency of the financial resources and ability of the bidder to perform the contract or provide the goods or services.
  - ◆ The quality, availability and adaptability of the goods or services to the particular use required.
  - ◆ The quality of performance of previous contracts, goods, or services.
- Snotrac will maintain records sufficient to detail the history of procurement.
- Bidders will be notified with the results of the procurement. Bidders may file a written appeal within seven (7) business days after the award to the Executive Director. Appeals will be handled according to Snotrac complaint resolution procedures.

**Sealed Bids**

This method is used when procuring the acquisition of services and other property through formal advertising.

- Typically used for construction contracts
- Bids must be publically solicited
- Two or more bidders are willing and able to compete and qualified to do the work.
- Firm fixed-price contract is feasible; a bidder can be selected based on price

**Noncompetitive Proposals (Sole Source).**

Procurement by noncompetitive proposals, or sole source, is procurement through solicitation of a proposal from only one source. Such noncompetitive procurements will be minimized whenever possible. It may be used only when one or more the following conditions apply.

1. The item is available only from a single source.
2. The public exigency or emergency for the requirement will not permit a delay related to the use of a competitive solicitation process.
3. The Federal awarding agency or pass-through entity expressly authorized noncompetitive proposals in response to a written request from the non-Federal entity, or
4. After solicitation of a number of sources, competition is determined inadequate.
5. If purchase is made using Snotrac unrestricted funds, sole source may be approved with an additional approval from the Executive Director and President.

Only the Executive Director or their designee may authorize a waiver and permit sole source procurement.

**Definitions:**

***Conflict of Interest:*** Conflict between the official responsibilities and the private interests of a person or entity that is in a position of trust. A conflict of interest would arise when an individual or organization has a financial or other interest in or participates in the selection or award of funding for an organization.

***Contractor/ vendor:*** A contractor is an entity that is a dealer, distributor, merchant, or other seller providing goods or services that are required for the conduct of a Federal program to which the following characteristics apply:

- Provides the goods and services within normal business operations,
- Provides similar goods or services to many different purchasers,
- Operates in a competitive environment,
- Provides good or services that are ancillary to the operation of the Federal program,
- Is not subject to the Federal compliance requirements of the program

***Sub-Award:*** - A sub-award is provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a federal program. A sub-award may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

***Subrecipient:*** An entity that receives federal assistance passed through from a prime recipient or another subrecipient to carry out or administer a federal program. Distinguishing characteristics of a subrecipient include:

- Determination of eligibility for the Federally funded program,
- Has its performance measured against the objective of the Federal program,
- Has responsibility for programmatic decision-making,
- Has responsibility for adherence to applicable Federal program compliance requirements,
- Uses the Federal funds to carry out a program of the organization as opposed to providing goods or services for a program.

***Procurement:*** For the purposes of this policy, the term procurement includes any action that obligates funds for the purchase of equipment, materials, supplies and services, beginning with the process for determining need and ending with contract completion and closeout.

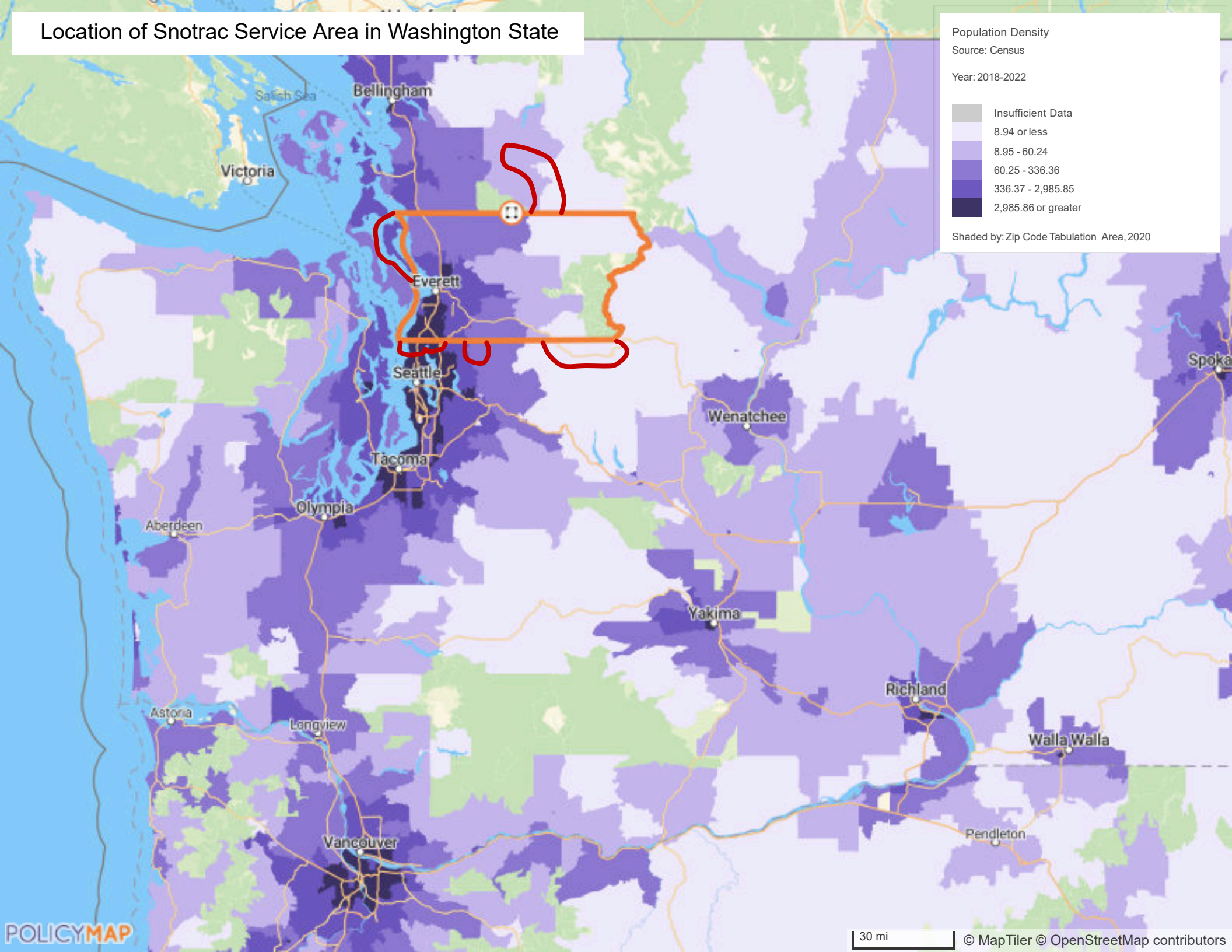
***Request for Quotations (RFQ):*** A RFQ is a process that is used to acquire the price(s) and pertinent information needed from a contractor. Since the quotation is not a formal offer, the awarding agency must reach a bilateral negotiated agreement before a binding agreement exists. A RFQ differs from an RFP in that it simply asks for a proposed price based on standard specifications that are generally known or apply industry-wide.

# Location of Snotrac Service Area in Washington State

Population Density  
Source: Census  
Year: 2018-2022

- Insufficient Data
- 8.94 or less
- 8.95 - 60.24
- 60.25 - 336.36
- 336.37 - 2,985.85
- 2,985.86 or greater

Shaded by: Zip Code Tabulation Area, 2020



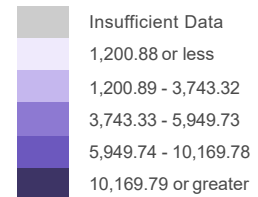


# Location of Snotrac Service Area

Population Density

Source: Census

Year: 2018-2022



Shaded by: Block Group, 2022

The Sauk-Suiattle have a reservation in Skagit County, but is most closely situated to Darrington. The tribe operates the DC Direct from Darrington to Concrete, which Snotrac has helped with planning.

Snotrac helped coordinate conversations with Camano Island CBOs that led to the creation of Snow Goose Transit, which provides service to Camano Island.

The City of Bothell is in both King & Snohomish Counties, Snotrac participates in the North King County Mobility Coalition, Metro provides microtransit service into Brier/LFP, and Community Transit provides fixed-route service into King County.

Snotrac participates in the Snohomish Valley Mobility Coalition, and Snohomish Valley Transportation provides service from Monroe to Duvall.

Skykomish is only accessible via Snohomish County, and therefore Snotrac leads conversations for improving mobility in this area.



## **A Note on Snotrac's Match Dollars**

Although Snotrac is committed to remaining compliant with federal grant requirements under the Uniform Guidelines and 5310/5311, Snotrac strongly prefers to receive state funding for its program.

With the lower 5% match requirement for state funding, Snotrac intends to only “match” a portion of the promised contributions from our partners. The budget on the following page outlines the portions of contributions that will be “matched” and which will be considered “additional support.” By limiting the amount of funding that is matched will allow the excess portions of contributions to still be used toward our strategic plan activities and initiatives, with greater flexibility — helping Snotrac to better achieve its mission.

If all promised contributions from partners were counted toward our application, our application's match would be slightly lower than the federal 20% threshold (19.2%).

If WSDOT finds that there is limited state funding, Snotrac is open to splitting the funding sources for its program work. For example, 80% of our program could be funded using federal funds, and 20% funded using state funding. This would allow for both the federal and state match thresholds to be achieved.

Snotrac is proud of the significant increase and diversification of partners' contributions to our programs in this application. For the first time in years, we have new cash contribution commitments from Everett Transit, Sound Transit, Snohomish County Human Services, and the Lincoln Hill Retirement Community. In addition, Community Transit nearly doubled its cash contribution from previous years.

## Snotrac Annual Budget: 2025-2027

Revenue	Grant+Match	Additional Contribution	Totals	Notes
<b>Consolidated Grant</b>				
Total Consolidated Grant Request	259,194.10	0.00	<b>259,194.10</b>	
<b>Additional Cash Support</b>				
			<i>Sum</i>	
Everett Transit	3,000.00	7,000.00	10,000.00	
Community Transit	9,000.00	11,000.00	20,000.00	
Sound Transit	1,000.00	4,000.00	5,000.00	
Homage Senior Services	1,000.00	1,500.00	2,500.00	
Lincoln Hill Retirement Community	0.00	1,000.00	1,000.00	
Snohomish County Human Services	1,000.00	4,000.00	5,000.00	
Total Additional Cash Support	15,000.00	28,500.00	<b>43,500.00</b>	
<b>Additional Inkind Support</b>				
Everett Transit	0.00	9,900.00		\$8,000 Conference Room Use, \$1,500 Storage, \$400 Mailbox
Community Transit	0.00	8,000.00		\$8,000 Conference Room Use
Total Inkind Support	0.00	17,900.00	<b>17,900.00</b>	
Total Additional Support (CASH+Inkind)	15,000.00	46,400.00	<b>61,400.00</b>	Total Match Percentage = 5.5%; Total Contribution Percentage = 19.2%

<b>Total Revenue without in-kind support</b>	<b>274,194.10</b>	<b>28,500.00</b>	<b>302,694.10</b>
<b>Total Revenue with in-kind support</b>	<b>274,194.10</b>	<b>46,400.00</b>	<b>320,594.10</b>

Expenses	Grant+Match	Additional Contribution	Totals	
<b>Payroll</b>				
Program Staff Payroll	176,639.88	18,360.12		Funds the program time of Executive Director, a Communications/ Outreach Manager, and at least 2 part-time bilingual hourly Mobility Navigators.
Benefits	35,327.98	3,672.02		
Total Payroll Expenses	211,967.86	22,032.14	<b>234,000.00</b>	
<b>Program Cash Expenses</b>				
Telecom & Internet	2,581.66	268.34		
Supplies	1,132.31	117.69		Supplies include items less than < \$10,000
Software	1,358.77	141.23		
Website/Email	1,630.52	169.48		
Conferences, Trainings, Events	4,529.23	470.77		
Travel	1,811.69	188.31		
Memberships	1,087.01	112.99		
Subscriptions	362.34	37.66		
Materials & Publication Costs	7,246.76	753.24		
Translation Services (Meetings & Publications)	2,003.73	208.27		
Speaker Series	2,717.54	282.46		
Total Program Cash Expenses	26,461.56	2,750.44	<b>29,212.00</b>	
<b>Program In-Kind Expenses</b>				
Conference Room Rentals		16,000.00		
Storage		1,500.00		
Mailbox		400.00		
Total Program In-Kind Expenses	0.00	17,900.00	<b>17,900.00</b>	
Subtotal Expenses without In-kind	238,429.42	24,782.58	<b>263,212.00</b>	
Subtotal Expenses with In-Kind	238,429.42	42,682.58	<b>281,112.00</b>	
Indirect Rate	35,764.41	3,717.39	<b>39,481.80</b>	15% De Minimis
<b>Total Cash Expenses</b>	<b>274,193.83</b>	<b>28,499.97</b>	<b>302,693.80</b>	
<b>Total Expenses with In-Kind</b>	<b>274,193.83</b>	<b>46,399.97</b>	<b>320,593.80</b>	
<b>NET</b>	<b>0.27</b>	<b>0.03</b>	<b>0.30</b>	Does not net perfectly to zero due to fractional rounding.



# Strategic Plan

*Adopted August 23, 2024*

This strategic plan sets the course for the Snohomish County Transportation Coalition (Snotrac) out to 2029. Snotrac will use this plan in seeking Consolidated Grant funding for the 2025-2027 biennium.

Snotrac’s prior strategic plan covers the July 1, 2021 to June 30, 2025 time period, and sets the deliverables under Snotrac’s 2021-2025 Consolidated Grant agreement. Both strategic plans help provide strategic direction for the organization for the remainder of 2024 through June 30, 2025.

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# What is Mobility Management?

Snotrac serves as the mobility management coalition for Snohomish County. Through the state Consolidated Grant program, Snotrac's funding originates from the Federal Transit Administration (FTA)'s authorizing code for its Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 CFR § 5310). In addition to § 5310, mobility management also is an eligible capital expense under the FTA programs §§ 5307, 5311, and 5318, and the Fixing America's Surface Transportation Act § 3006(b).

The Statewide Human Services Transportation Plan defines mobility management as:

“A comprehensive and customer-centered approach to designing and delivering transportation services to meet each community's unique transportation needs. Mobility managers coordinate transportation services between public transit, private operators, cycling and walking, volunteer drivers, customers and other key stakeholders.”

## **As described by the National Center for Mobility Management**

Mobility Management:

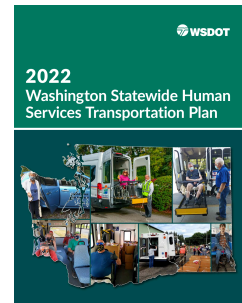
- Encourages innovation and flexibility to reach the “right fit” solution for customers.
- Plans for sustainability.
- Strives for easy information and referral to assist customers in learning about and using services.
- Continually incorporates customer feedback as services are evaluated and adjusted.

Key roles for mobility management professionals are:

- Inform and Connect.
- Empathize and Advocate.
- Convene and Facilitate.
- Design and Plan.
- Launch and Sustain.

# WSDOT Statewide Human Services Transportation Plan

In 2022, the Washington State Department of Transportation updated the Statewide Human Services Transportation Plan (HSTP). Programs and projects funded through the Consolidated Grant should be consistent with the HSTP. Snotrac adopts the HSTP as a first-level foundation to its five-year strategic plan.



## WSDOT HSTP Goals

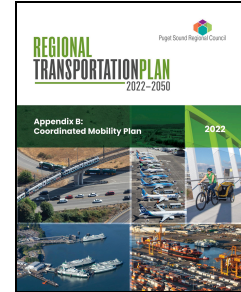
1. Human services transportation is accessible and helps more people get to the places they need to go.
2. People feel safe using human services transportation.
3. Human services transportation is easy to use.

## WSDOT HSTP Strategies

1. Improve services for people with mobility barriers.
2. Ensure an ongoing pool of qualified and trained operators to keep customers safe.
3. Improve the influence of people with mobility barriers in transportation plans and decisions.
4. Make it easier to use technology to plan, book, and pay for public transportation.
5. Improve access to transit and on-demand mobility for people with mobility barriers.
6. Maintain and expand services for people with mobility barriers.

# PSRC Coordinated Mobility Plan

In 2022, the Puget Sound Regional Council (PSRC) General Assembly adopted an update to the regional Coordinated Mobility Plan (CMP), as part of the regional plan, VISION 2050. Snotrac adopts the overarching regional CMP as a second-level foundation to its five-year strategic plan.



## PSRC CMP Vision

Mobility, Quality, and Efficiency through Regional Coordination.

## PSRC CMP Mission

We are multiple organizations working together for shared benefit to gain economies of scale, eliminate duplication, expand service, and improve the quality of service to better address the regional transportation needs of people with special transportation needs in the greater Puget Sound region.

## PSRC CMP Goals

### 1. **Quality: Put People First (Quality)**

People with special transportation needs feel safe and comfortable while traveling.

### 2. **Efficiency: Move People Efficiently (Efficiency)**

Seamless transportation services are provided to people with special transportation needs through regional coordination to reduce possible duplication in services.

### 3. **Mobility: Move More People (Mobility)**

Transportation helps more people with special transportation needs get to the places they want to go.

## **PSRC CMP Strategies**

### **Mobility Need #1: Shorter travel times when taking regular transit or specialized transportation**

Strategy 1.1: Promote increased coordination between transportation providers to provide cross-jurisdiction and/or cross-agency transportation that reduces the need for long transfer wait times.

Strategy 1.2: Improve on-time reliability and timeliness of transportation services for people with special transportation needs.

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.

### **Mobility Need #2: More transportation services at times when they are needed**

Strategy 2.1: Expand service levels to provide regular transit and specialized transportation services at times they are needed, especially within equity focus areas.

Strategy 2.2: Develop partnerships to support context-appropriate, flexible, and/or feeder-to-fixed route transportation services in areas not well served by regular transit, like rural areas.

### **Mobility Need #3: More information about available services**

Strategy 3.1: Conduct and tailor mobility management programs, such as travel training, mobility coalition, and information referral and assistance, to meet the needs of potential riders, including people with limited English proficiency (LEP).

Strategy 3.2: Coordinate to develop a comprehensive trip planning tool, like a One-Call/One-Click platform, to help riders with special transportation needs navigate and use available services, keeping in mind language, cultural, technological, and accessibility needs.

### **Mobility Need #4: Better access to health and wellness destinations including medical facilities, pharmacies, and grocery stores**

Strategy 4.1: Strengthen and coordinate partnerships between healthcare and transportation providers, especially within equity focus areas, to better understand and address patients' unmet transportation needs and ensure that patients understand their transportation options.

### **Mobility Need #5: Affordable transportation services**

Strategy 5.1: Review and adjust fare structures and reduced fare programs through regional coordination to ensure they are fully accessible to low-income communities within service areas. For example, there is a need for more affordable options for families with low

incomes, where households can experience transportation cost burdens when needing to pay for multiple riders.

Strategy 5.2: Simplify processes to apply for and renew reduced fare options like ORCA LIFT, ORCA Youth, the Regional Reduced Fare Permit (RRFP), and subsidized annual passes.

### **Mobility Need #6: More connected ADA-accessible infrastructure**

Strategy 6.1: Build connected, ADA-accessible facilities, especially around/within health and wellness destinations, transit stations, and equity focus areas.

### **Mobility Need #7: Better regional coordination to meet growing mobility needs**

Strategy 7.1: Improve regional coordination based on the federal example of the Coordinating Council on Access and Mobility (CCAM). For example, inclusion of more agencies with transportation programs in regional coordination can identify new opportunities to leverage existing resources and to reduce unnecessary duplication.

Strategy 7.2: Define regional roles and responsibilities before, during, and after emergencies, especially for transportation providers, emergency management agencies, and jurisdictions.

Strategy 7.3: Coordinate with the state to develop a transit asset management (TAM) framework for specialized transportation projects/programs, including those seeking capital grants, and provide technical assistance, as needed.



# Snotrac Purpose, Mission, and Vision

## **Purpose of Snotrac**

All charitable, civic, educational, literary, professional, scientific, and social purposes, including but not limited to:

1. To convene civic leaders, including transportation and human service providers and planners, to identify and solve mobility gaps for residents and workers of Snohomish County, especially the priority populations of people with low incomes, people with disabilities, older adults, youth, tribes, people of color, refugees, immigrants, people who speak English as a second language or not at all, veterans, and other vulnerable and disadvantaged populations.
2. Through research and education, to promote and assist in the development of improvements to the built environment and transportation services, with a special concern for priority populations.
3. To promote walking, biking, rolling, and riding transit, while addressing access, affordability, health, pollution, public emergencies, social injustice, and traffic safety.

## **Snotrac Mission Statement**

Snotrac works with the public and decision-makers in Snohomish County and beyond to create and connect affordable, age- and ability-friendly communities for all people.

## **Snotrac Vision Statement**

By 2050, all people in Snohomish County—no matter their abilities or background—are able to easily access social, health, and economic services with a well-coordinated network of transportation services and infrastructure connecting all communities throughout the region.

# Snotrac Strategies

## Introduction

### Structure to Strategies

The Snotrac Strategies section is structured as follows:

1. **Goal:** statement of the vision we seek; the statement is followed by several bulleted sub-goals to provide greater specificity.
2. **Past Successes:** list of past programs and projects that Snotrac has successfully led in the past within the goal area.
3. **Continuing Activities:** list of activities that Snotrac will continue from the previous strategic plan into the future.
4. **Opportunities:** list of new initiatives that Snotrac will seek to implement in the new strategic plan; because these initiatives are new, longer descriptions are provided; many of the new initiatives are contingent on funding and support.

Goal 3 also includes a Policy Priorities list.

The goals, priorities, activities, and initiatives are cross-referenced to the strategies of the PSRC Coordinated Mobility Plan, and sometimes to VISION 2050, Climate Commitment Act (CCA), and Healthy Environment for All Act (HEAL).

### The Goals

1. The collective transit system is convenient to all people.
2. All residents know their available transportation services, can easily plan and schedule trips, and frequently choose non-driving options.
3. Snotrac and residents are strong voices for creating better communities and transportation systems.
4. Priority populations will remain safe during public emergencies.

## Goal 1. The collective transit system is convenient to all people.

- Within urbanized areas, public transit service maximizes ridership by being robust, fast, frequent, networked, and well-coordinated. (CMP 1, 2.1)
- Within rural areas, with the support of blended funding of grants and partnerships, flex-route and door-to-door service will provide reliable transportation options for people who cannot drive, walk, or bike due to ability or affordability. (CMP 1.2, 2.2)
- Paratransit service is reliable and well-coordinated between providers. Inter-county medical trips either allow for the seamless transfer between providers or are provided by a single provider from origin to destination. (CMP 1.1, 1.2, 1.3)
- The transit systems are affordable to all people. (CMP 5.1, 5.2)
- Transit buses, stops, and stations are safe, comfortable, and accessible. (CMP 6.1)

### Past Successes

- Transportation Assistance Program at Homage Senior Services (2009)
- Pay Your Pal Program at Homage Senior Services (2009)
- Snow Goose Transit at Lincoln Hill Retirement Community (January 2022)
- Zip Alderwood Advisory Committee & Comment Letter (November 2022)
- Route 230 Timing to allow an 8-hour work day in Arlington (March 2023)
- D'Arling Direct at Homage Senior Services (2023/2024)
- DC Direct Timing & Routing (2024)
- 2024 Regional Mobility Survey for Priority Populations (2024)

### Continuing Activities

**Activity 1.1** - Facilitate information sharing for the coordination and integration of fixed-route transit services in the Greater Snohomish County Area, including between Community Transit, Everett Transit, Sound Transit, Skagit Transit, Island Transit, King County Metro, and tribal and community-based transit services, to improve reliability, timeliness, and coverage of connections to and within the interconnected transportation systems. (CMP 1.1, 1.2, 2.1, 2.2)

**Activity 1.2** - Identify gaps in fixed-route, planned, and on-demand transit services to destinations of employment centers, educational institutions, social services, essential shopping, healthcare, and community spaces — and develop innovative mobility service projects among coalitions and partnerships to close the gaps. (CMP 1.1, 1.2, 1.3, 2.1, 2.2)

A. Geographic Focus Areas:

- a. North: Darrington to Camano
- b. Mid: Marysville, Granite Falls, Snohomish, North Everett
- c. East: Monroe to Skykomish
- d. South: Everett to Edmonds/Bothell
- e. Island, Skagit, and Whatcom Counties

B. Population Focus Areas:

- a. Tribes
- b. Rural
- c. Disabled
- d. Older Adults
- e. Youth
- f. Low Income
- g. ESL
- h. People of Color
- i. Veterans
- j. Medicaid

C. Priority Coalitions:

- a. North Sound Transp. Alliance
- b. King County Mobility Coalition
- c. North King County Mobility Coal.
- d. Snoqualmie Valley Mobility Coal.
- e. Regional Alliance for Resilient and Equitable Transportation
- f. Snohomish County Committee for Improved Transportation
- g. SeaShore Transportation Coalition
- h. Agency Advisory Groups

**Activity 1.3** - Create sub-coalition working group for improving mobility services to healthcare and medical centers. (CMP 4.1)

**Activity 1.4** - Participate in and lead community and stakeholder engagement in planning and evaluating microtransit, shared micromobility, and other innovative transportation solutions for connecting people to transit. (CMP 2.2)

**Activity 1.5** - Continue to assess the mobility needs of priority populations, including by continuing to administer a Regional Mobility Survey for Priority Populations every four years and adding the Transportation Security Index questions to the Snohomish County Council on Aging Survey and Snohomish County Low Income Community Needs Assessment.

**Activity 1.6** - Produce best practice white papers and provide official comments during public comment periods on transit routing and service decisions, including the 6-year transit development plans and long-range plans.

## Opportunities

**Initiative 1.1 - Skykomish Valley Transportation Action Planning.** Snotrac has applied for a NADTC Grant to explore how to improve transportation services from Monroe to Skykomish, modeled after our previous work that led to the creation of Snow Goose Transit and the D'Arling Direct. The Skykomish Valley Transportation Action Planning would become the central focus of the East Snohomish County Transportation Committee.

- If Snotrac receives funding, Snotrac will lead a community action planning exercise to identify mobility gaps and solutions for the Monroe to Skykomish area and work to fund and implement the prioritized solution(s).

**Initiative 1.2 - Cathcart/Maltby Fixed Route Service.** Community Transit's 2019 market study found that the area of Cathcart and Maltby, between Monroe and Bothell, presented high potential for ridership growth. However, this area remains outside of the agency's PTBA.

- Snotrac could lead public education and community roundtable conversations with business and nonprofit leaders to build support for expansion of PTBA.

**Initiative 1.3 - Bothell, Brier, and Mill Creek Area Mobility Gaps.** Stakeholders have identified the areas of Brier and greater Bothell as having poor fixed-route transit service. The streets 39th Ave SE and 45th Ave SE are outside of Bothell's city limits to its northeast, and therefore this area is outside of Community Transit's PTBA and does not have fixed route transit. In addition, Northshore Senior Center has funding to operate its on-demand transportation service for seniors out of its Bothell facility but not its Mill Creek facility.

- Snotrac will convene stakeholders to identify priorities for addressing mobility gaps in the Bothell, Brier, and Mill Creek area.

**Initiative 1.4 - Blended Funding for Rural PTBA Service.** As a public entity, public transit agencies have an obligation to ensure they provide the greatest service for the greatest number. Providing fixed-route and paratransit service within the rural context is less cost-effective per rider than in the urban context. Nonprofit transportation agencies, on the other hand, are eligible for federal funding that public transit agencies can't get, especially in rural areas. On the other hand, nonprofits may suffer from more staff turnover, more vehicle maintenance needs, and less transit planning knowledge & experience. This presents an opportunity to blend funding to ensure public transit agency dollars can serve the most people in rural areas, and for public transit agencies to provide other non-monetary institutional support to the nonprofit providers.

- Snotrac could facilitate conversations between leadership at Community Transit and nonprofit transportation providers to pursue a blended funding model for service. Arlington to Darrington and Monroe to Skykomish could be candidates for pilot projects.

**Initiative 1.5 - Improvements for Nonprofit and Tribal Transportation Providers.** With new flex-route transit services provided by nonprofit and tribal transportation providers, there is an opportunity for creating a single software solution for transportation providers to manage trips and for riders to schedule trips. The platform also could, hypothetically, make it easier to move toward day-of on-demand service for deviations. In addition, the flex-routes could use signage enhancements at the designated stops so the public is more aware of the services/routes/stops.

- Snotrac could explore options such as GOIN to serve as a single platform for managing trips and rider trip planning & scheduling.
- Snotrac could create and implement bus stop signage enhancements, in conjunction with the nonprofit and tribal transportation providers, Community Transit, and local jurisdictions.

**Initiative 1.6 - More Transit Together.** A 2021 study by the two transit agencies suggests consolidation would result in significant improvement to transit service within Everett. For example, consolidation would result in 45% more jobs within a 30-minute ride for Everett residents, whereas a smaller increase in the sales tax for transit from six-tenths to nine-tenths would result in an 11% increase in job access. Dubbed “More Transit Together,” Everett administration has indicated that 2025 may be the year the question of whether to consolidate service will be put to voters.

- Snotrac could lead a public education and engagement effort that communicates the benefits of consolidation to Everett residents.

**Initiative 1.7 - Post-2024 Gap Analysis following Community Transit Restructure.** On September 14, 2024, Community Transit will implement its most significant restructure of its fixed-route transit network since the agency began. While the agency’s long-range plan Journey 2050 provides direction for future service changes and improvements, there will likely be unanticipated changes to travel behavior and new service gaps will arise. Community Transit will continue to do its own analysis of emerging gaps, and Snotrac has a unique role of analyzing any emergent mobility needs and opportunities for our priority populations and advocating for solutions.

- Snotrac will conduct a one-year assessment of Community Transit’s 2024 service change by conducting a survey of priority populations in order to identify any emergent mobility needs and opportunities.

## **Goal 2. All residents know their available transportation services, can easily plan and schedule trips, and frequently choose non-driving options.**

- Every library and community resource center has comprehensive and up-to-date guides about available mobility services. (CMP 3)
- Elected officials, agency and departmental staff, and CBO staff have a broad understanding of the available transportation services and recognize Snotrac as a go-to source for more detailed information about transportation options.
- Clients and community members of community resource centers and other CBOs are trained on the available, and most relevant, transportation services for them. (CMP 3)
- People are able to easily plan and schedule trips across public and nonprofit transportation services using a one-stop online tool, which will also be accessible by phone assistance. (CMP 3.2)
- New transit-oriented residential and commercial building managers provide programs to encourage walking, biking, and riding transit instead of building unnecessary off-street parking, especially for people with disabilities, older age, youth, and low income.

### **Past Successes**

- North Sound 2-1-1 (2005)
- Travel Training Program at Homage Senior Services (2009-2017)
- Snohomish County Mobility Map / Brochure (2023)
- North Snohomish County Transit Guide & Brochure (2024)

### **Continuing Activities**

**Activity 2.1** - Produce and distribute mobility brochures and maps to social service providers, libraries, community centers, senior centers, and other institutions. (CMP 3.1)

**Activity 2.2** - Present at community organizations and host informational tables at community events to share information about the existing transportation services, especially as it relates to priority populations. (CMP 3.1)

**Activity 2.3** - Send regular newsletters with important updates about transit services changes, events, and news. (CMP 3.1)

**Activity 2.4** - During Snotrac Community Partners meetings, provide opportunities for public and nonprofit transportation providers to share information about their services. (CMP 3.1)



**Activity 2.5** - Advocate and support the implementation of a One-Call, One-Click system for mobility services in the Central Puget Sound Region as an innovative technology which makes it easier for individuals with special transportation needs to travel. (CMP 3.2)

**Activity 2.6** - Encourage affordable non-motorized transportation options by partnering with other organizations to promote Bike to Work Day, Bike to School Day, Bike Month, Transit Month, and commute challenges. (CMP 3.1)

## Opportunities

### **Initiative 2.1 - Mobility Navigators.**

Each transportation provider provides some travel training to its riders. Community Transit has the most robust program, which focuses on CTR-affected worksites and is expanding to schools and apartment complexes. These efforts prioritize educating riders on how to use the individual agency's services rather than a holistic approach in helping people understand all of the transportation services across Snohomish County, including those transportation options provided by Homage Senior Services, Lincoln Hill Retirement Community, Northshore Senior Center, Monroe Senior Center, Tulalip Tribes, and Sauk-Suiattle Tribes. There is a need to educate community members as well as community-based organization (CBO) staff about all of the transportation services across the county provided by all providers.

- Contingent on additional Consolidated Grant funding and modeled after Hopelink's transportation navigator program, Snotrac will hire staff to conduct mobility navigation within CBOs and at community events. Activities could include providing 1-to-1 consultations, presenting at organizational community meetings, leading transit field trips, and providing 1-month free Orca cards. CBOs may include: Boys & Girls Club, Connect Casino Road, Homage Senior Services, Latino Educational Training Institute, Stilly Valley Health Connections, Sno-Isle Libraries, Volunteers of America, and Village Community Services. (CMP 3.1)

### **Initiative 2.2 - Mobility Navigation at New Development**

Transportation demand management (TDM) and Mobility Management are twin siblings with similar objectives and similar activities but for slightly different purposes. Mobility Management focuses on improving the lives of non-drivers with disability, older age, youth, and low income through improved transportation services and information sharing; TDM focuses on encouraging people to become non-drivers through improved transportation services and education and encouragement programs. Mobility Management prioritizes social equity; TDM prioritizes reducing congestion and addressing climate change.

At the state level within WSDOT, these priorities are beginning to be blended between the state Mobility Management and TDM programs, with the potential to create a new program called the "Mobility Partnership Program." This presents a potential opportunity for funding and programmatic growth.

Commute Trip Reduction (CTR) is one specific type of TDM. CTR is a state-mandated program for large worksites (100+ employees who arrive to work between 6 and 9 a.m.). Everett Transit oversees CTR compliance in Everett, and the other cities and the county contract with Community Transit to oversee CTR compliance in those areas.

Other types of TDM include:

- In exchange for allowing lower off street parking than required, mandating that a developer and successive property owner/manager implement TDM strategies to reduce the drive-alone rate to a residential or commercial building. The Cities of Seattle, Tacoma, Redmond, Bellevue, and Kirkland condition the property deed to include a contract/membership with a nonprofit transportation management organization (TMO) to ensure ongoing compliance to the agreed upon TDM strategies.
- During major roadway construction, a public works department often will encourage people to switch their trips from driving to transit, walking, or biking in order to relieve congestion. For example, during the emergency repairs to the West Seattle Bridge in 2020-2021, the City of Seattle contracted with Alta Planning+Design to run a public education campaign, increase water taxi and bus service, distribute free bus passes, and improve bikeway options.
- During major sports and entertainment events, cities, transit agencies, and event producers frequently partner to encourage event attendees to ride transit. For example, Climate Pledge Arena works closely with season pass holders to create habits for taking transit rather than driving, financially supports the operation of the Seattle Monorail, and often have bike valet options for people to park their bikes.

In 2023, Snotrac contracted with Nelson\Nygaard, which produced a recommendations report on the current state of TDM efforts in Snohomish County and what jurisdictions should do to improve their TDM efforts. The report recommended the creation of a TMO, and that local jurisdictions should require new residential and commercial properties to contract with the TMO for TDM services.

As part of the establishment of Snotrac as a 501(c)(3) organization in 2023, the Board of Directors voted to establish a sibling organization that would serve as a TMO for Snohomish County, modeled after the organization Move Redmond. As a result, the organization Connect Snohomish County (#ConnectSnoCo) has been incorporated.

- Snotrac will continue to stand-up #ConnectSnoCo as a TMO for Snohomish County that will provide TDM programming to new residential and commercial properties, especially near new and future high-capacity transit stations. Snotrac and #ConnectSnoCo will coordinate with Everett Transit and Community Transit and their CTR efforts, but Snotrac and #ConnectSnoCo will not engage in CTR efforts. A unique priority of Snotrac and #ConnectSnoCo will be the intersection of TDM and Mobility Management: supporting the mobility needs of priority populations who are non-drivers. (CMP 3.1)

## Goal 3: Snotrac and residents are strong voices for creating better communities and transportation systems.

- Community leaders, stakeholders, and the general public recognize Snotrac as an effective advocate for better communities and transportation systems.
- A robust network of residents and CBOs are educated on transportation and land use issues and are actively advocating for bettering their communities and transportation systems.
- Snotrac is a partner to public agencies in policy development and community engagement efforts, in alignment with Snotrac’s mission and vision.

### Policy Priorities

Under Goal 3, Snotrac’s top policy priorities are:

- Creating a robust transit network that maximizes ridership in urban areas and serves non-drivers in the rural areas. (CMP 1 & 2)
- Eliminating traffic fatalities and serious injuries through the Safe Systems Approach to roadway design. (VISION 2050)
- Creating robust and accessible networks of walkway, bikeway, and trail networks, especially to access transit, schools, and parks. (CMP 6.1)
- Creating affordable age- and ability-friendly communities for all people.
- Reducing vehicle miles traveled and increasing vehicle electrification to address air pollution and climate change. (CCA, VISION 2050)
- Increasing public understanding of how past racial discrimination in land use and transportation policies has shaped current outcomes and how these outcomes can be redressed. (HEAL, VISION 2050)

#### Safe Systems Approach

Traffic fatalities and serious injuries remain at historic highs in Snohomish County and across the country. Traffic crashes disproportionately impact people of color, low income, older age, and disability. Several cities are participating in a regional Vision Zero and Safe Systems planning process to adopt and implement strategies to address traffic violence.

#### Affordable Age- & Ability-Friendly Communities

Snohomish County and all its cities will update their comprehensive plans in 2024. The new plans will have an increased focus on transit-oriented development, investments in street safety, and abundant housing for people at all income levels. From 2025 through 2034, jurisdictions will be working to implement their new policies through their development regulations and investments.

### Past Successes

- Held many guest speakers on important and current issues as stand-alone webinars and during Partners meetings. (2020-2024)
- Adoption of Connect Lynnwood Plan, a long-range plan for walking, biking, and accessibility projects; and preservation of funding for accessibility, bike, and pedestrian projects in Lynnwood. (2022)

- Earned significant media coverage of the traffic violence crisis. (2022)
- Supported Connect Casino Road in engaging on Everett Link Extension Project, including securing funding from APTA to support community outreach efforts. (2022-2023)
- Significant growth of Snotrac’s newsletter list through the speaker series and the Snow Goose naming contest. (2020-2024)
- State legislature modified the statute for automated traffic enforcement to make it more effective and equitable. Several local cities continue to implement new automated enforcement measures. (2022-2024)
- Provided three presentations on HEAL Act requirements. (2022-2023)
- Published best practice guide for equitable community engagement. (2023)
- Held Universal Design Forum and published white paper summary of the forum. (2023)
- The Department of Licensing changed its interpretation of the gas tax exemption statute, resulting in fair treatment for all nonprofit specialized transportation providers. (2024)

### Continuing Activities

**Activity 3.1** - Host relevant presentations on current topics at bi-monthly Community Partners Meetings.

**Activity 3.2** - Send regular newsletters with information about relevant news, updates, events, webinars, research reports, and calls to action.

**Activity 3.3** - Research and advocate for best practices and policies, including by writing white papers, reports, and comment letters.

**Activity 3.4** - Present at city and community meetings and events.

**Activity 3.5** - Have staff-level conversations department and agency staff, including transit, public works, planning, parks, police, and schools.

**Activity 3.6** - Regularly communicate with elected officials at the municipal, state, and federal levels.

**Activity 3.7** - Serve on relevant community advisory groups.

**Activity 3.8** - Build public awareness through earned media.

**Activity 3.9** - Be a member of, and participate in events and activities organized by, statewide and national organizations focused on transportation issues and the needs of priority populations for situational awareness of the latest state and federal policy issues.

**Activity 3.10** - Promote inclusive engagement strategies and activities among government agencies.

**Activity 3.11** - Host public panel discussions and speakers on important and emerging issues.

**Activity 3.12** - Build a base of informed and active community members who are voices within their jurisdictions and area aligned with Snotrac’s mission, vision, and priorities.

## Opportunities

**Initiative 3.1 - Walk & Bike Audits.** A great way to educate and engage community members in the transportation challenges within their communities is to conduct a walk or bike audit to assess real-world mobility gaps. The audits can help build-up local community leaders who can be forces of change. The audits are also opportunities to partner with the Snohomish County Target Zero Program, schools, and local bike advocacy groups.

- Snotrac will partner with organizations to host walk and bike audits.

**Initiative 3.2 - Groundbreakings & Ribbon Cuttings.** It is often commented how mega projects get built because they come with ribbon cutting events where leaders get recognized. With dozens and dozens of big and small transit, sidewalk, crosswalk, bikeway, and trail projects expected to break ground or be completed within the next five years in Snohomish County, there are plenty of opportunities to draw media and public attention to these important projects while raising the profile of Snotrac.

- On August 30, 2024, Snotrac will co-organize the community celebration of the Lynnwood City Center Light Rail Station grand opening.
- Snotrac can provide public relations support and help organize celebrations for many other groundbreakings and ribbon cuttings, such as for the Stride Line on I-405 in 2028, *Swift* Gold Line, and the many upcoming sidewalk, bikeway, and trail projects.

**Initiative 3.3 - Annual Snotrac Awards Event.** An annual event would provide an opportunity for community building and celebration, while also raising the profile of the organization to key community leaders who would be recognized during the event.

- Snotrac will hold an annual event for Snotrac partners to meet in person, to network, and to give out awards.

**Initiative 3.4 - Mobility Policy & Leadership Program.** Within Snohomish County, there are few individuals who are knowledgeable enough on transportation policy and skilled enough at influencing decision-making to make effective change within their communities to close mobility gaps. In addition, there's an opportunity to train staff within public agencies and CBOs on transportation policy, environmental justice, and the unique challenges of Snotrac's priority populations. WSTA's Transit's Next Leader Institute and Cascade Bicycle Club's leadership development program are two examples of transportation leadership development programs that have been effective in teaching individuals the skills they need to grow as people and make the world a better place.

- Contingent on additional Consolidated Grant funding, Snotrac will develop and facilitate a multi-week program to teach cohorts of community members about transportation policy, decision-making processes, and advocacy. Future cohorts might focus on developing transportation knowledge within the staffs of CBOs and public agencies.

**Initiative 3.5 - Partnerships with Public Agencies for Community Outreach and Stakeholder Engagement.** In 2023, WSDOT began engaging with Snotrac to assist in facilitating community outreach and stakeholder engagement efforts as it relates to WSDOT's efforts to improve the safety of SR99. Such partnerships between public agencies and CBOs is a recommended equitable engagement strategy from Snotrac's best practices guidebook on the subject.

- Snotrac will remain open and ready to support WSDOT and other agencies with equitable community outreach and stakeholder engagement efforts on transportation projects as opportunities arise.

## Goal 4. Priority populations will remain safe during public emergencies.

- In preparing for public emergencies, emergency, transportation, and human service professionals plan with intentionality for the safety of people with disabilities, older age, and low income.
- Public transportation agencies understand that they both can help get people to warming, cooling, and cleaner air shelters and pandemic testing and vaccination centers, they often can also provide space for these facilities.

### Past Successes

- In 2020, maintained an online community resource webpage about the locations for COVID-19 testing and how to get to the sites.

### Continuing Activities

**Activity 5.1** - Participate in the Regional Alliance for Resilient and Equitable Transportation, and maintain regular communication of regional emergency management issues and efforts to Snotrac partners. (CMP 7.2)

**Activity 5.2** - Assist emergency managers in Snohomish County by sharing information and resources about existing transportation services and assist in coordination as requested. (CMP 7.2)

**Activity 5.3** - Support the creation of the Transportation Providers Network to assist in the case of a public emergency. (CMP 7.2)

### Opportunities

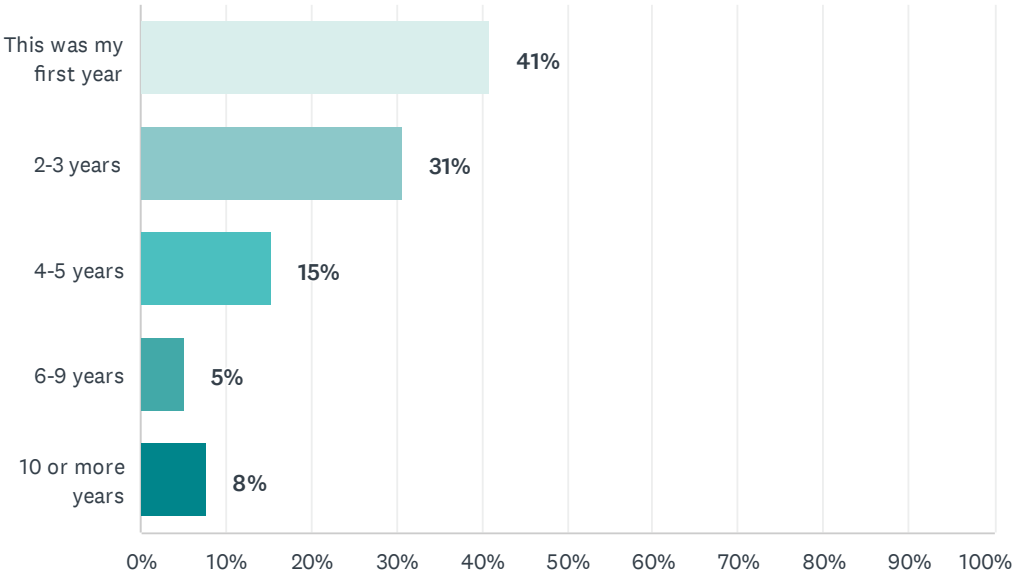
**Initiative 1.1 - Clear Standards for Free Transport to Centers.** Advocate for clear guidelines when public transit agencies will provide free transport of individuals to warming, cooling, cleaner air, and similar centers, with the guidelines clearly published on the agencies' websites and drivers trained.

**Initiative - 1.2 - Public Transit Facilities for Response.** Increase the willingness of public transit agencies to use their facilities as emergency response facilities, such as when Community Transit supported a COVID-19 testing and vaccination site at the Ash Way P&R and Pierce Transit stood-up a cooling tent at one of its park & rides.



# Q1 How long have you been involved with Snotrac?

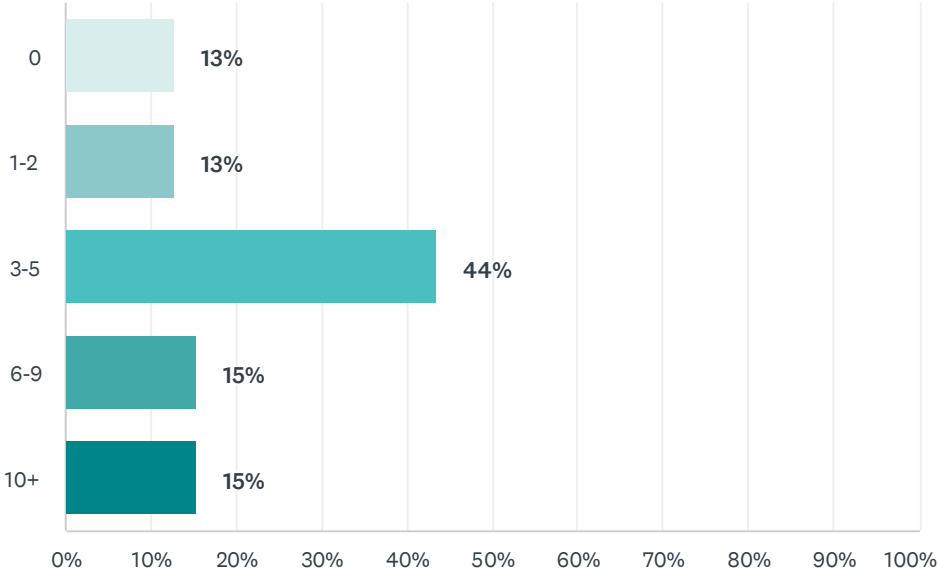
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ANSWER CHOICES	RESPONSES	
This was my first year	41%	16
2-3 years	31%	12
4-5 years	15%	6
6-9 years	5%	2
10 or more years	8%	3
<b>TOTAL</b>		<b>39</b>

## Q2 How many Snotrac meetings and events did you attend in the last year?

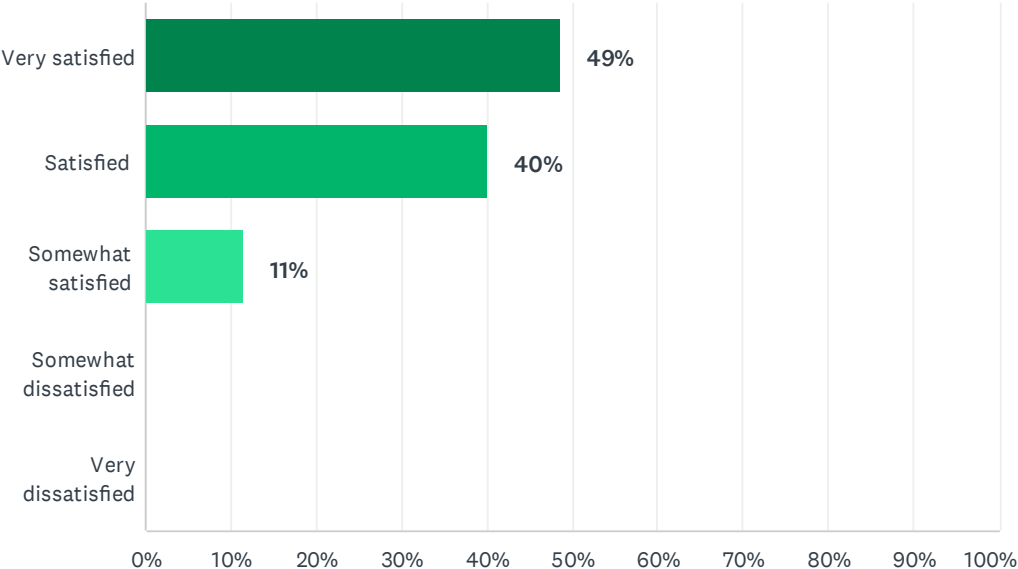
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ANSWER CHOICES	RESPONSES	
0	13%	5
1-2	13%	5
3-5	44%	17
6-9	15%	6
10+	15%	6
<b>TOTAL</b>		<b>39</b>

### Q3 Rate your overall satisfaction with Snotrac's programs and efforts for the period of July 1, 2023 to June 30, 2024:

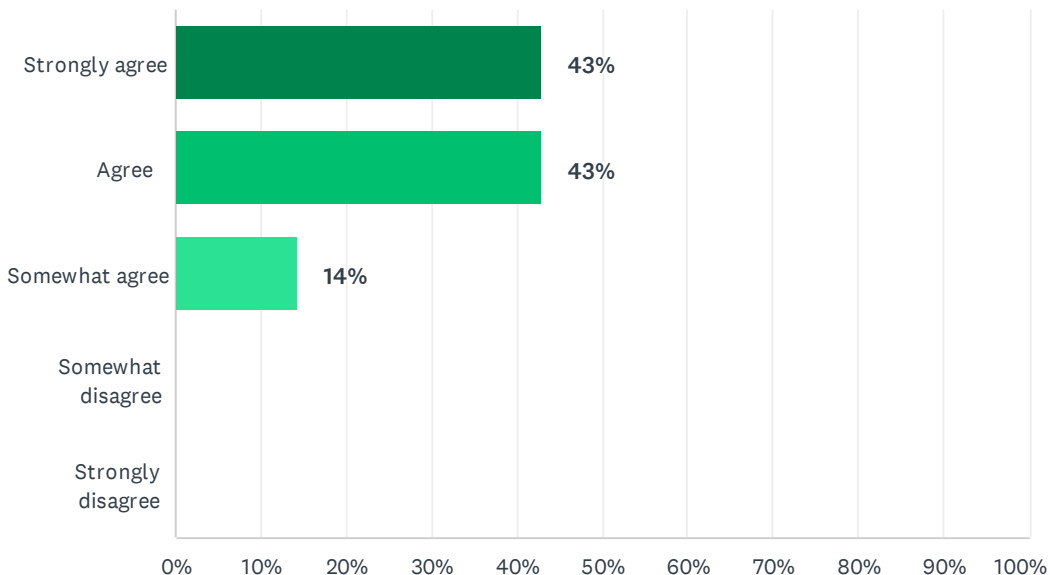
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ANSWER CHOICES	RESPONSES	
Very satisfied	49%	17
Satisfied	40%	14
Somewhat satisfied	11%	4
Somewhat dissatisfied	0%	0
Very dissatisfied	0%	0
<b>TOTAL</b>		<b>35</b>

Q4 Indicate how much you agree with the following statement: "During the period of July 1, 2023 to June 30, 2024, Snotrac improved transportation for people and communities in Snohomish County and beyond to be more safe, equitable, and accessible."

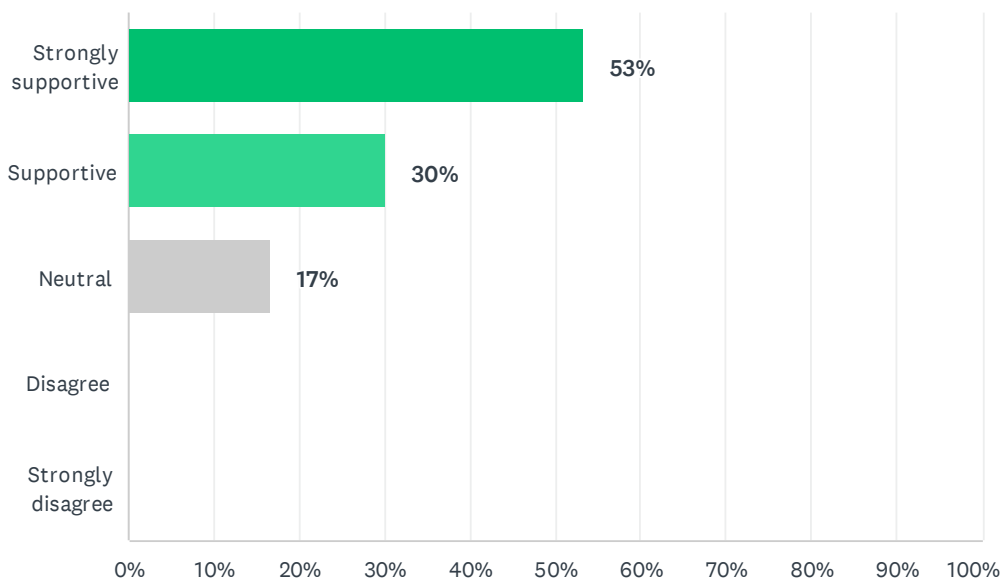
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ANSWER CHOICES	RESPONSES	
Strongly agree	43%	15
Agree	43%	15
Somewhat agree	14%	5
Somewhat disagree	0%	0
Strongly disagree	0%	0
<b>TOTAL</b>		<b>35</b>

Q7 We plan to keep our existing vision statement. Are you supportive?"By 2050, all people in Snohomish County—no matter their abilities or background—are able to easily access social, health, and economic services with a well-coordinated network of transportation services and infrastructure connecting all communities throughout the region."

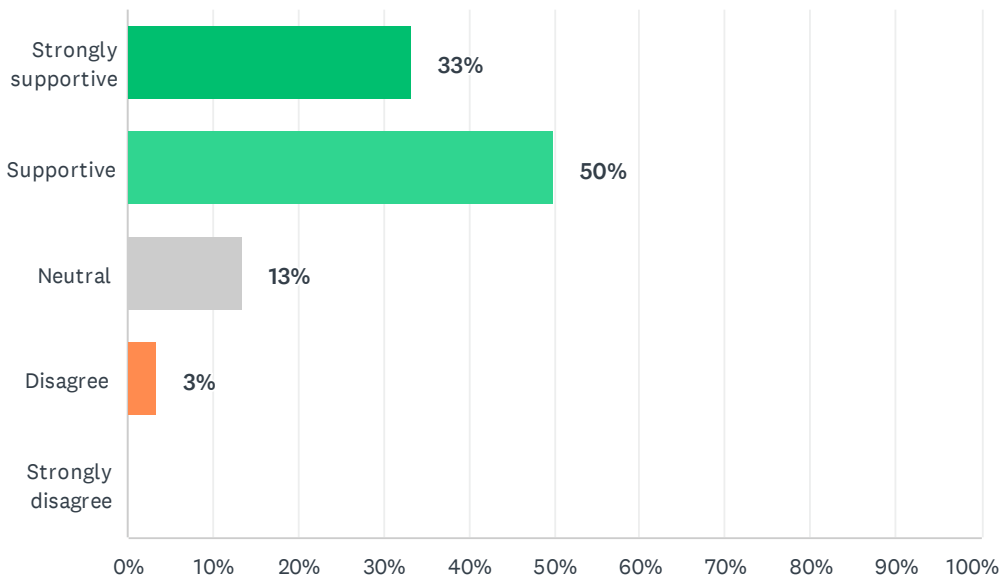
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ANSWER CHOICES	RESPONSES	
Strongly supportive	53%	16
Supportive	30%	9
Neutral	17%	5
Disagree	0%	0
Strongly disagree	0%	0
TOTAL		30

**Q8 We're considering an update to our mission statement. Are you supportive?"Snotrac leads the public and decision-makers in Snohomish County and beyond in creating and connecting affordable, age- and ability-friendly communities for all people."**

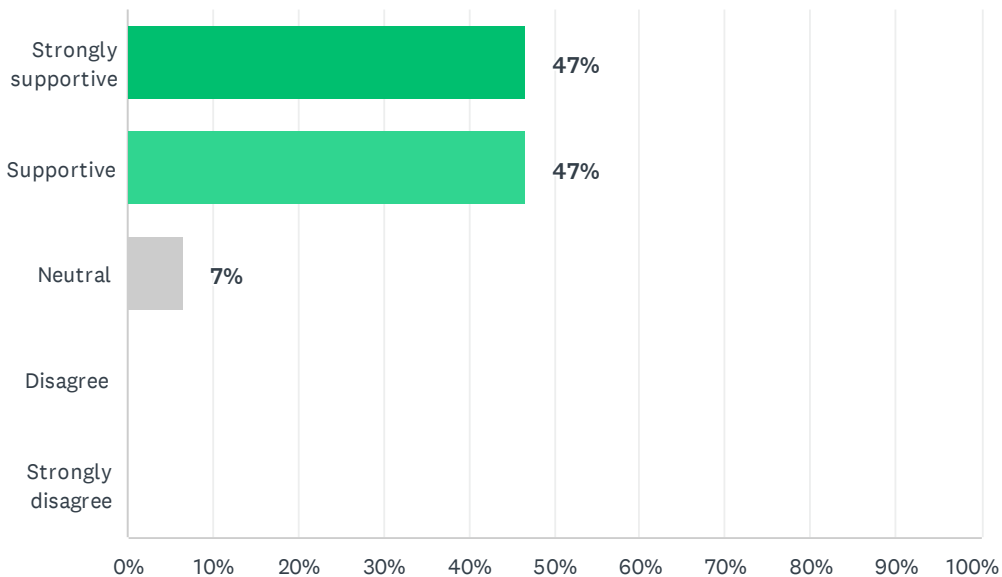
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ANSWER CHOICES	RESPONSES	
Strongly supportive	33%	10
Supportive	50%	15
Neutral	13%	4
Disagree	3%	1
Strongly disagree	0%	0
<b>TOTAL</b>		<b>30</b>

Q9 Our draft strategic goals are the following. Are you supportive? The collective transit system is convenient to all people. All residents know their available transportation services, can easily plan and schedule trips, and frequently choose non-driving options. Snotrac and residents are strong voices for creating better communities and transportation systems. Priority populations will remain safe during public emergencies.

Answered: 30 Skipped: 9

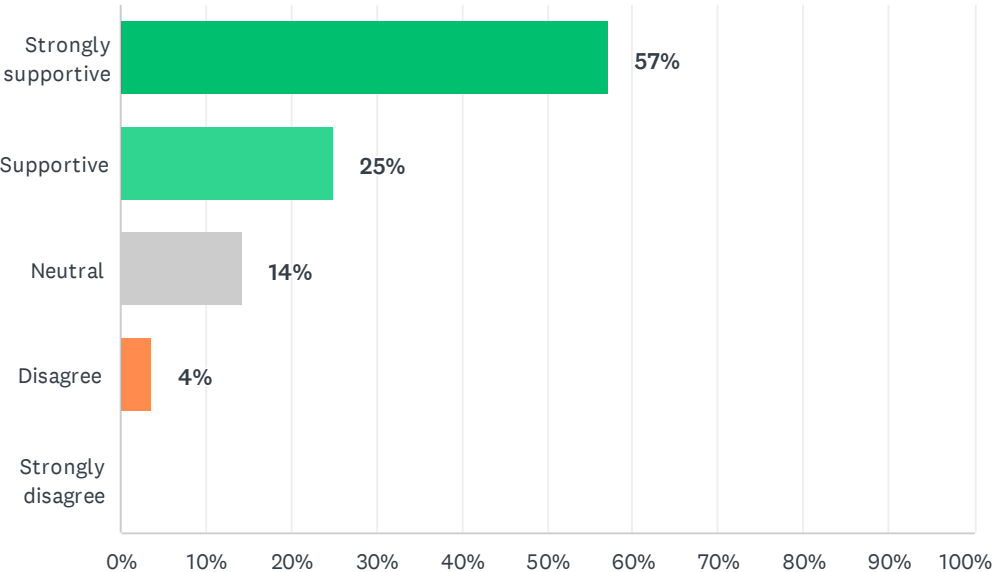


ANSWER CHOICES	RESPONSES	
Strongly supportive	47%	14
Supportive	47%	14
Neutral	7%	2
Disagree	0%	0
Strongly disagree	0%	0
<b>TOTAL</b>		<b>30</b>



### Q13 Blended Funding for Rural Service

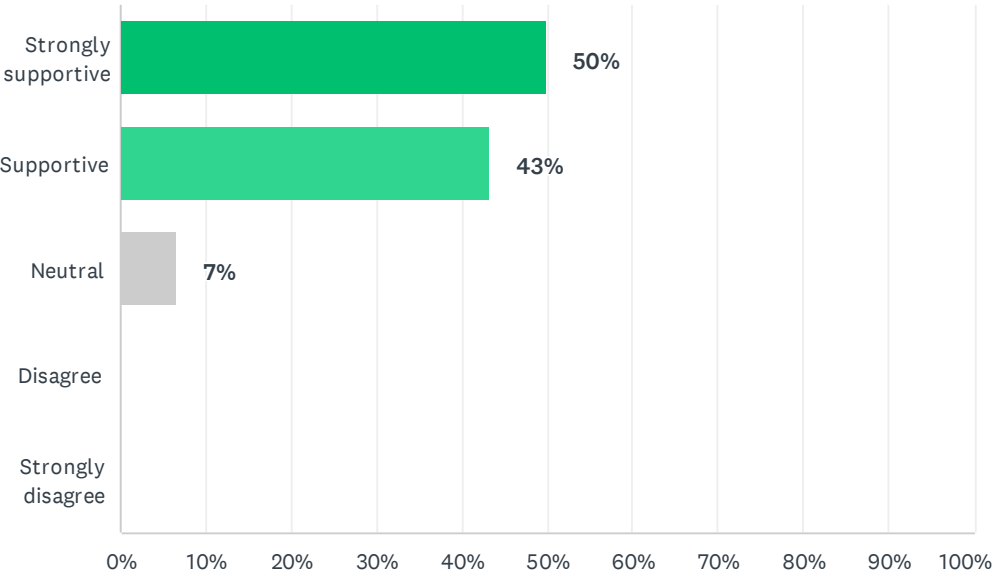
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ANSWER CHOICES	RESPONSES	
Strongly supportive	57%	16
Supportive	25%	7
Neutral	14%	4
Disagree	4%	1
Strongly disagree	0%	0
<b>TOTAL</b>		<b>28</b>

# Q14 Improve Infrastructure for Nonprofit & Tribal Transportation Providers

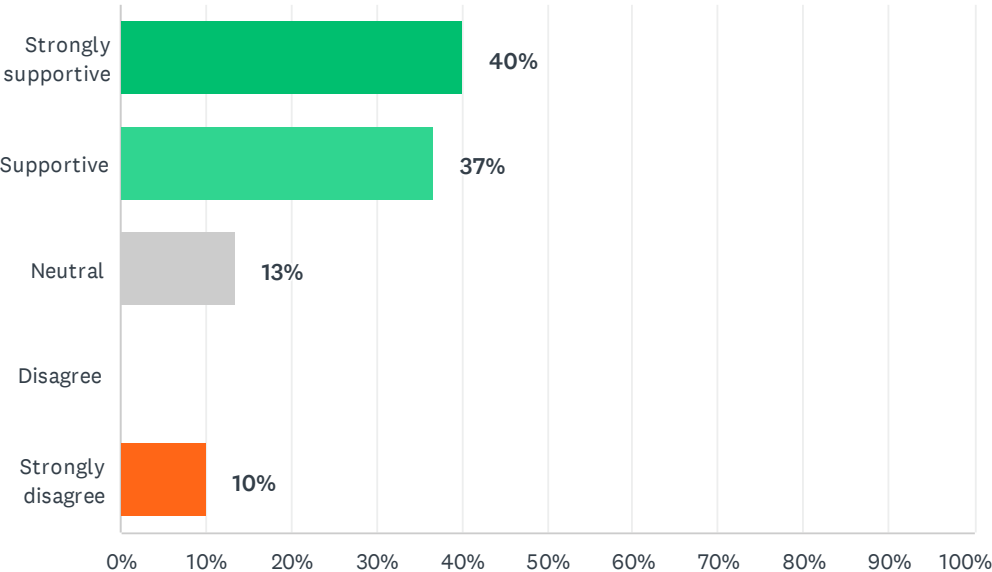
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ANSWER CHOICES	RESPONSES	
Strongly supportive	50%	15
Supportive	43%	13
Neutral	7%	2
Disagree	0%	0
Strongly disagree	0%	0
<b>TOTAL</b>		<b>30</b>

### Q15 More Transit Together

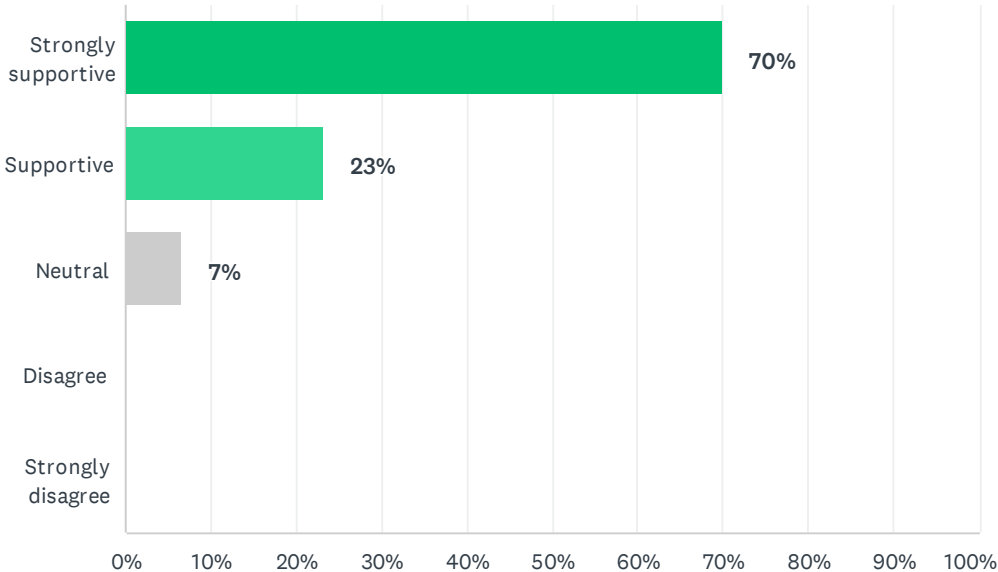
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ANSWER CHOICES	RESPONSES	
Strongly supportive	40%	12
Supportive	37%	11
Neutral	13%	4
Disagree	0%	0
Strongly disagree	10%	3
TOTAL		30

## Q16 Fair Fares

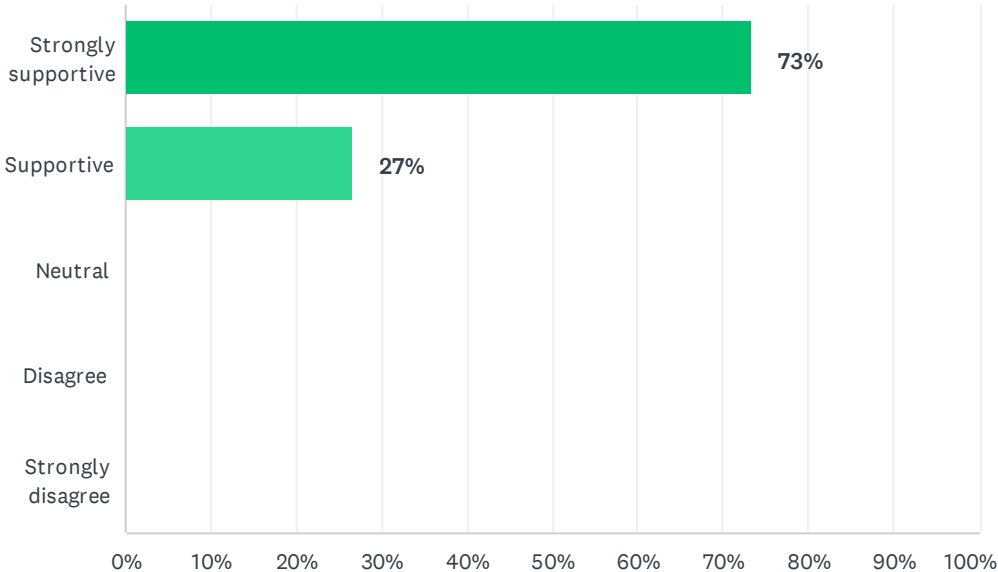
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ANSWER CHOICES	RESPONSES	
Strongly supportive	70%	21
Supportive	23%	7
Neutral	7%	2
Disagree	0%	0
Strongly disagree	0%	0
<b>TOTAL</b>		<b>30</b>

### Q17 Mobility Navigators

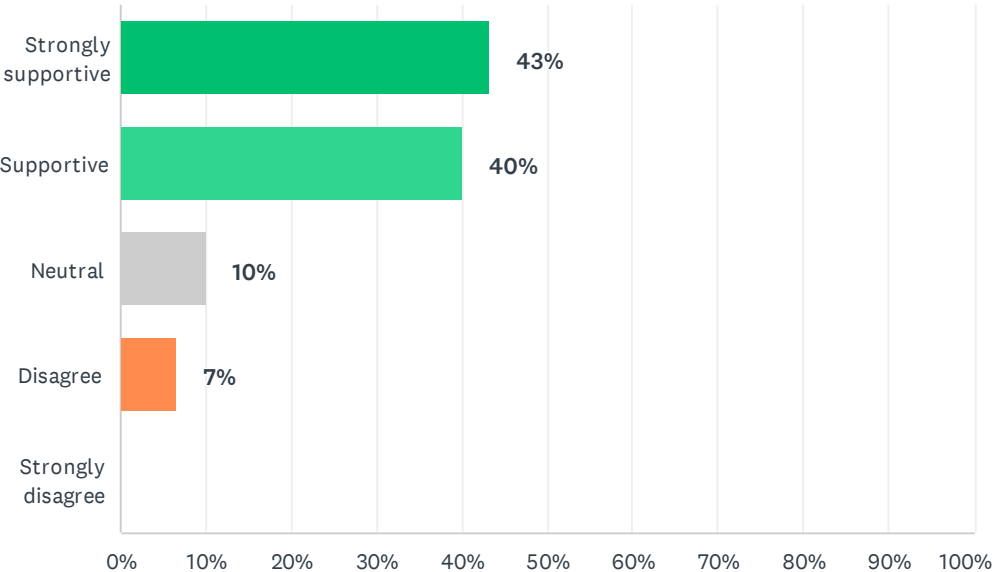
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ANSWER CHOICES	RESPONSES	
Strongly supportive	73%	22
Supportive	27%	8
Neutral	0%	0
Disagree	0%	0
Strongly disagree	0%	0
<b>TOTAL</b>		<b>30</b>

# Q18 Mobility Management to Support Nondrivers at New Development

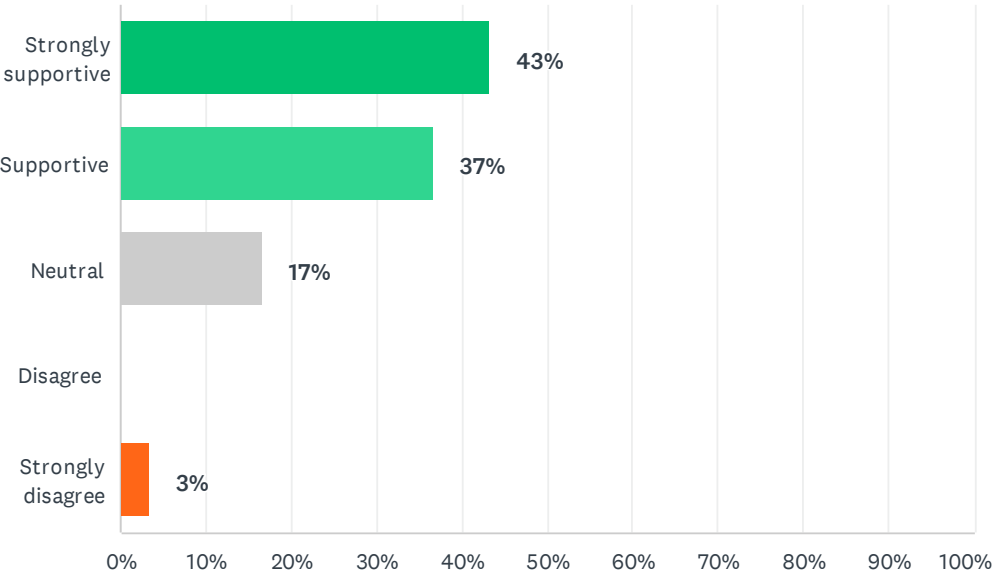
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ANSWER CHOICES	RESPONSES	
Strongly supportive	43%	13
Supportive	40%	12
Neutral	10%	3
Disagree	7%	2
Strongly disagree	0%	0
<b>TOTAL</b>		<b>30</b>

### Q19 2-1-1 Trip Planning

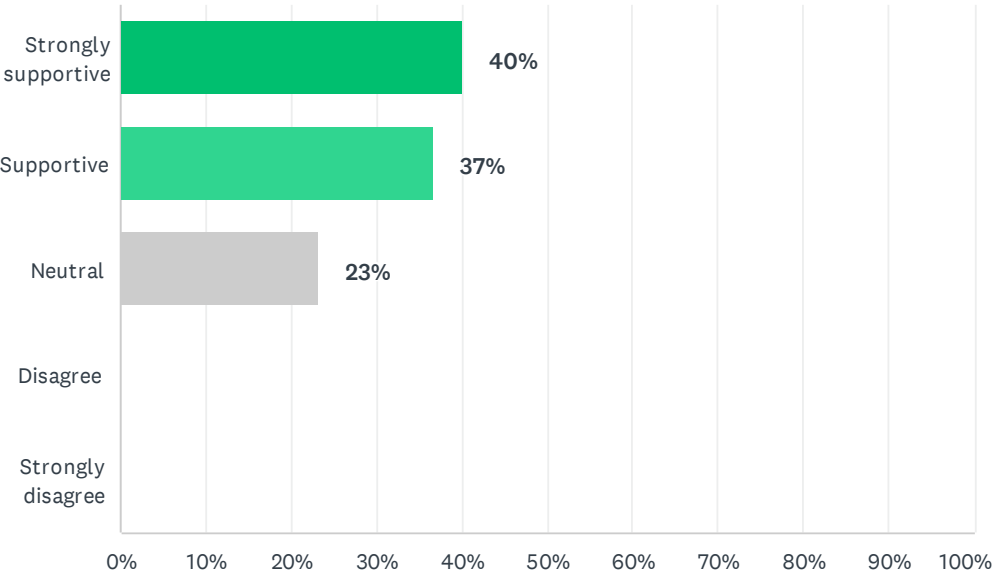
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ANSWER CHOICES	RESPONSES	
Strongly supportive	43%	13
Supportive	37%	11
Neutral	17%	5
Disagree	0%	0
Strongly disagree	3%	1
<b>TOTAL</b>		<b>30</b>

## Q20 Walk & Bike Audits

Answered: 30 Skipped: 9

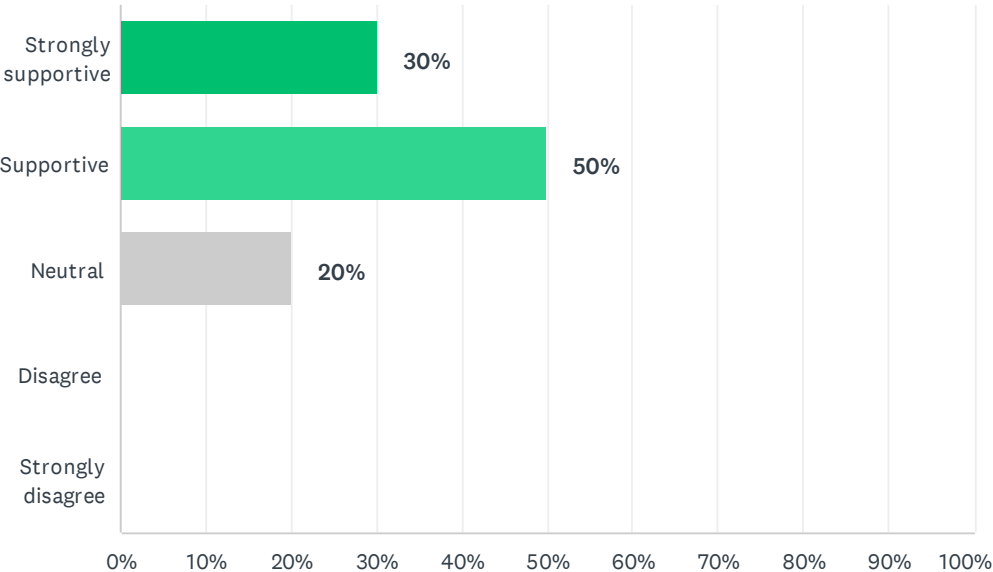


ANSWER CHOICES	RESPONSES	
Strongly supportive	40%	12
Supportive	37%	11
Neutral	23%	7
Disagree	0%	0
Strongly disagree	0%	0
<b>TOTAL</b>		<b>30</b>



## Q21 Groundbreakings & Ribbon Cuttings

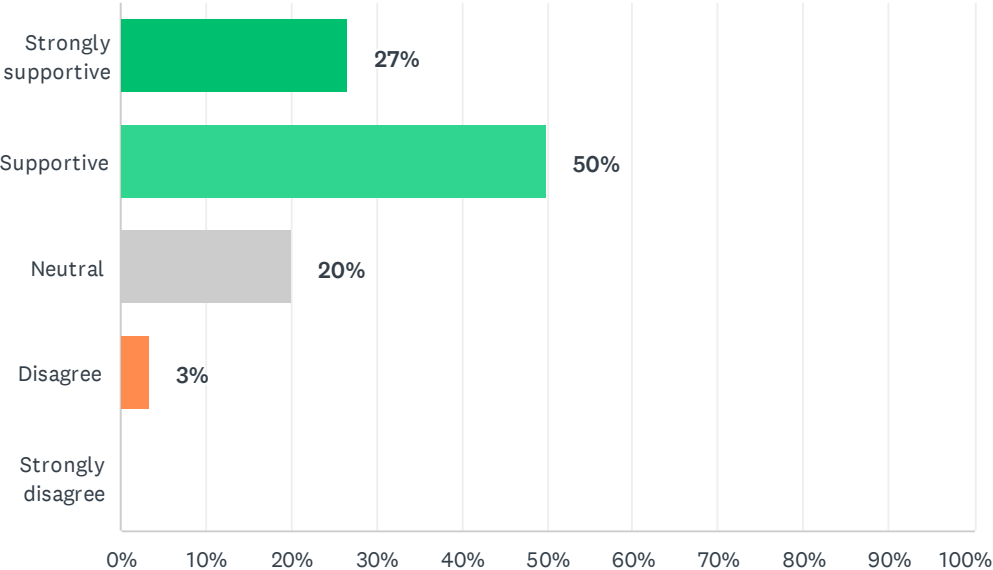
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ANSWER CHOICES	RESPONSES	
Strongly supportive	30%	9
Supportive	50%	15
Neutral	20%	6
Disagree	0%	0
Strongly disagree	0%	0
<b>TOTAL</b>		<b>30</b>

## Q22 Annual Snotrac Awards Event

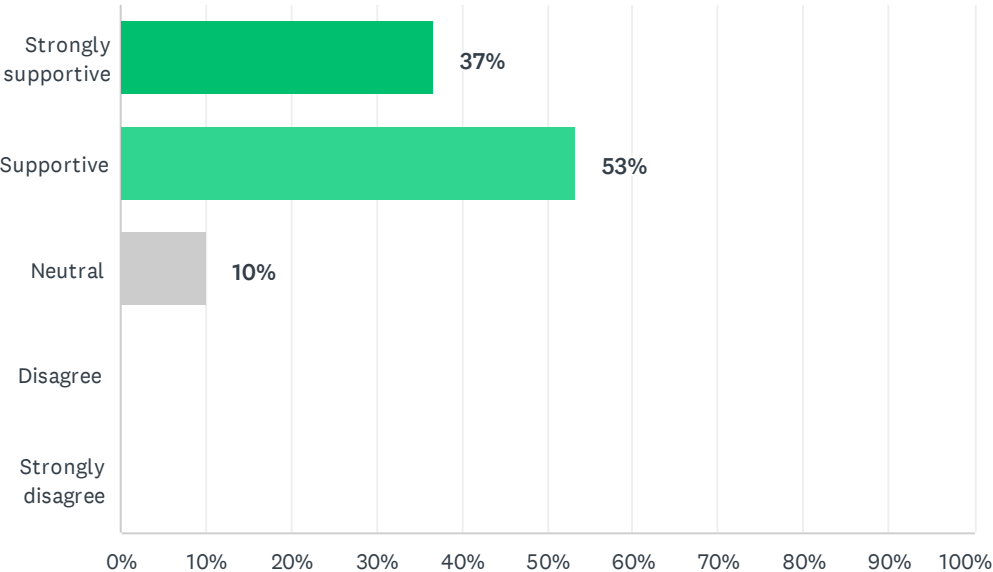
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ANSWER CHOICES	RESPONSES	
Strongly supportive	27%	8
Supportive	50%	15
Neutral	20%	6
Disagree	3%	1
Strongly disagree	0%	0
<b>TOTAL</b>		<b>30</b>

## Q23 Mobility Policy & Leadership Program

Answered: 30 Skipped: 9



ANSWER CHOICES	RESPONSES	
Strongly supportive	37%	11
Supportive	53%	16
Neutral	10%	3
Disagree	0%	0
Strongly disagree	0%	0
<b>TOTAL</b>		<b>30</b>