

Application Details

Contact Information

Status*:	Approved
Legal Name*:	Northshore Senior Center
DBA Name*:	Northshore Senior Center
Organization Type*:	Non Profit
Organization Website:	http://www.northshoreseniorcenter.org (Please enter http://... for this field)
Vendor ID:	911184432
SAM UEI #:	S1KLRDVR5EN7
Physical Address*:	10201 E Riverside Dr

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

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

Phone*: Bothell Washington 98011-3708
City State/Province Postal Code/Zip
(425) 286-1023 Ext.

Fax:

Fiscal Year End December

Last day of*:

Indirect Cost Rate: 10.00%

IDR Expiration Date:

Organization Contact Information

Organization Contact Information

Organization Director*: Nathan Phillips
First Name Last Name
CEO nathanp@mynorthshore.org
Title Email Address

Applicant Contact*: Cliff Perry
First Name Last Name
Transportation Manager cliffp@mynorthshore.org
Title Email Address

Project Contact: Cliff Perry
First Name Last Name
Transportation Manager cliffp@mynorthshore.org
Title Email Address

Summary of Project Information

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

Service Type*: Demand-response
Select all that apply

Need for Service*: Sustain existing service
Expansion can't be combined with sustaining existing service within the same application for the first biennium.
NOTE: Sustain existing service is the only project type eligible for a 4-year term.

Checking "Yes" for 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 federal small business enterprise (FSBE) requirements. For examples of federal requirements from last biennium, refer to the [Public Transportation Grant Guidebook](#).

Willing to Accept FTA funds for the biennium*: Yes

If project is a purchase-of-service type, the eligible funding source and match rate may be affected.

Is this a purchase-of-service project?: No

If your organization has proof of 501(c) nonprofit status, the project may be eligible for state paratransit special needs competitive funds.

Does your organization have 501(c) nonprofit status?: Yes

Choose the congressional district(s), legislative district(s), and county(ies) this project will serve (include the entire project area).

[Congressional & Legislative District map](#)

Congressional District(s) 2

Select as many as apply

*:

Legislative District(s) 01

Select as many as apply

*:

County(ies) King, Snohomish

Select as many as apply

*:

Scope of Work

Scope of Work

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

RTPO/MPO*: Puget Sound Regional Council

Project Summary (Scope)

Provide a brief, high-level description of what your project proposes to do (address what the project is, whom it serves, and where the service occurs).

WSDOT will use this information to develop the project scope for the grant agreement and may also use it to describe the project to the Legislature.

Proposed summary/scope of work*:

The Northshore Senior Center Transportation Program provides demand-response mobility services to seniors and persons with disabilities in the Northshore region with trained drivers operating lift-equipped vehicles.

Project Description

Provide a detailed description of the tasks, activities, and deliverables your project will complete. Your narrative should reflect the full life of the project and demonstrate how the proposed activities align with the grant program's goals.

Description of project*:

For over 20 years, the transportation program at the Northshore Senior Center (NSC) has provided critical mobility services to older adults and persons with disabilities in the Northshore region (Bothell, Kirkland, Woodinville, Kenmore, Mill Creek, and unincorporated King and Snohomish Counties). Most trips help disabled adults access food resources, medical appointments, and services related to NSC's social, recreational, and adult day health programs. NSC provides door-to-door, on-demand service to riders with a fleet of lift-equipped vehicles and trained drivers. NSC's transportation program has continued to grow as the aging population expands, and older adults increasingly seek help to combat social isolation, address health needs, and connect with resources in their community. Working across multiple jurisdictions, NSC meets complex mobility needs that are not readily addressed by other transportation systems. This project also sustains services provided under a prior expansion grant in Mill Creek; based on learnings from that project, those deviated fixed-route services will be converted to demand-response services under this application.

Project Need

Why is this project needed, and how does this proposal address the need? How would the community be affected if the grant is not awarded?

Include a description of the transportation problem that aligns with the need identified in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP). Explain how the problem was identified and describe how the proposed project will address it.

Need*:

The largest share of NSC's transportation services (18,398 one-way trips July 2025 - June 2026) are provided for disabled adult day health clients attending the Northshore Adult Day Center. Other service needs addressed by the program include: access to NSC's senior center locations, local medical appointments including dialysis and chemotherapy, and meeting basic needs such as obtaining food, accessing navigation resources, and maintaining community connections. NSC seeks to extend life, decrease isolation and increase a sense of belonging for all its participants. NSC

also provide feeder connection service to fixed route transit and trip plans for individuals traveling outside our service area. NSC uses its transportation resources to also assist riders who are not currently served by ADA paratransit.

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

Does this project advance efficiencies in, accessibility to, or coordination of special needs transportation?:

Yes

Describe how your project advances these areas, and the approach you are using to achieve these improvements. Additionally, identify the special needs population(s) to be served by this project.

Special Needs Transportation:

This project sustains our existing service for seniors and those with disabilities in North King County and South Snohomish County. NSC has seen the demand for special needs mobility services grow consistently (increasing by 2,000 rides from 2024/2025 to 2025/2026), a trend that is expected to continue. As a trusted resourced in the special needs community, NSC is often the resource of both first and last resort as individuals and their families struggle to navigate multiple jurisdictions and increasingly complex mobility needs. NSC's friendly and reliable special needs mobility services have become a life-saver for many vulnerable individuals needing a trusted partner to maintain independence and health. By both providing accessible rides, and helping individuals craft efficient mobility plans, NSC helps coordinate and amplify other transportation resources in our region. Without NSC, many local residents would be likely to remain isolated, lose quality of life, and/or suffer increasing mental and physical health issues.

Project Staff

Provide the names of the key staff who will be working on this project, along with their years of experience and relevant qualifications. Include their experience managing similar projects, with specific attention to responsibilities for grant financial management, budget oversight, documentation, and compliance.

Project Staff*:

Transportation Manager Cliff Perry has helped lead the program for over a decade, but is in the process of retiring. NSC is currently seeking a qualified successor for Cliff who can continue the departments critical work, and lead its expansion as cross-county mobility service needs continue to expand.

Nathan Phillips, CEO for Northshore Senior Center has over 20 years experience managing large non-profit program and agency contracts and has years of experience in grants management and compliance.

The NSC board is comprised of individuals both from the public and private sectors. The board consists of those who have experience in fiduciary responsibility of government contracting. All contracts are regularly reviewed at the board level by the CEO and finance committee.

Relationship to Other Projects

Relationship to Other Projects

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

No

Did you, or will you, apply for this project in another grant program this biennium?:

No

Have you applied for the same project in a prior biennium and did not receive funding?:

No

Are you applying for other projects within this funding opportunity?:

Yes

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

Northshore Senior Center Replace Four Transit Vehicles - Capital

Planning and Coordination

Coordinated Public Transit - Human Services Transportation Plan

Coordinated Public Transit - Human Services Transportation Plan	Page number(s) or TBD	How is the need in the CPT-HSTP met by this project?
Puget Sound Regional Council	89	Northshore Senior Center provides on-demand, door-to-door accessible transportation services for older adults and people with disabilities living in the North King County/South Snohomish County region. Particular attention is paid to the need for mobility services to access services addressing health, nutritional, recreational, and social/emotional needs.

Cross-region Project

Does this project have a service area that crosses RTP/MPO planning boundaries?*: No

Project Coordination

Describe coordination efforts. Include details such as:

- How is the project reflected in regional plans?
- Which prioritized strategies are being addressed?
- Who was involved in defining the transportation problem?
- Other alternatives considered for addressing the problem.
- Demonstrations of local/regional coordination in implementing the proposed project.

Coordination Efforts*:

NSC maintains active participation in planning, outreach and public education efforts of the PSRC Special Needs Transportation Committee, SNOTRAC (Snohomish County Coalition), King County Mobility Coalition, and North King County Mobility Coalition. NSC participates in RARET to ensure vital transportation needs in the event of an emergency situations. Active participation includes ensuring we are working towards the guiding principles for regional transit access including equity, local context, collaboration, innovation and prioritization.

By selecting yes, 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 (e.g., aviation, intercity bus or rail, park-and-rides, bicycle/pedestrian)?

In your response, include 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*:

NCS provides quality service to those who can't access fixed route services. We maintain close coordination efforts and communication with Metro Transit, Hopelink, Sound Generations, Hyde Shuttle, Community Transit, Snoqualmie Valley Transportation, and volunteer services at Homage and Catholic Community Services.

Budget

Duration of Project

Duration of Project*: Four Years

Expenses

Expenses	If Other, List the Expense	** July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	Variance Between Biennia	** July 1, 2029 - June 30, 2031 (Projected)	Variance Between Biennia
Labor & Benefits		\$1,106,447.00	\$1,194,962.00	8.00%	\$1,290,559.00	8.00%
Maintenance		\$383,892.00	\$403,086.00	5.00%	\$423,240.00	5.00%
Parts & Supplies						
Rent & Utilities		\$19,811.00	\$20,802.00	5.00%	\$21,842.00	5.00%
Project Supplies		\$19,965.00	\$20,564.00	3.00%	\$21,181.00	3.00%
Training		\$4,981.00	\$5,230.00	5.00%	\$5,492.00	5.01%
Other	Staff Screening, Telephones, Volunteer Mileage	\$32,912.00	\$34,557.00	5.00%	\$36,285.00	5.00%
		\$1,568,008.00	\$1,679,201.00		\$1,798,599.00	

Sources of Revenue/Match

Revenue/Match Source	If Other, List the Source	** July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	** July 1, 2029 - June 30, 2031 (Projected)
Local: Contract Revenue		\$160,802.00	\$165,626.00	\$165,626.00
Local: Contract Revenue		\$830,663.00	\$800,000.00	\$900,000.00
Local: Contract Revenue		\$16,987.00	\$14,400.00	\$16,000.00
Local: Contract Revenue		\$0.00	\$0.00	\$150,000.00

Fares and Donations

Row	July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	July 1, 2029 - June 30, 2031 (Projected)
Fares and rides donations	\$24,170.00	\$24,895.00	\$26,000.00

Variances

Variance between 2025-2027 and 2027-2029: 7.09%

Variance between 2027-2029 and 2029-2031: 7.11%

Variances:

Transportation expenses have risen in all categories year over year. That is especially true in wages and compensation as NSC has begun a multi-year effort to bring Transportation staff compensation up, closer to market rates.

Other Sources and In-Kind Match

Other Sources*:

N/A

Are you using in-kind match?*

No

Other Support

Other Support:

NSC's Transportation Program is supported by contracts from the cities of Kirkland, Bothell, Kenmore, and Woodinville. In addition, the transportation program is part of King County's CAT program, currently contracted at up to \$400,000 per year. Finally, King County's Veterans, Seniors, and Human Services Levy also supports NSC's transportation program. Each of these contracts is expected to increase their level of support over the next four years.

Budget Development Methodology

Budget development methodology*:

With a 20-year track record to build from, NSC's budget projections are based on extrapolated expense data with inflation rates of 2%-5% (with particularly significant increases of about 8% in compensation/benefits). Revenue projections are based on expected contract renewals from local contracts, as well as new contract review (ADS) projected for the 2029-2031 biennium.

Summary

July 1, 2027 - June 30, 2029

Total Expenses:	\$1,679,201.00
Match Total:	\$980,026.00
Requested Amount:	\$699,175.00
	This is the amount of grant funds your organization is requesting from July 1, 2027 - June 30, 2029
Percentage of Match:	58.36%

July 1, 2029 - June 30, 2031

Total Expenses:	\$1,798,599.00
Match Total:	\$1,231,626.00
Requested Amount:	\$566,973.00
	This is the amount of grant funds your organization is requesting from July 1, 2029 - June 30, 2031
Percentage of Match:	68.48%

Indirect Costs

Indirect Costs

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

Select the method your organization uses to apply indirect costs to this project.

Method*: De minimis rate self-certification

Service Level

Project Service Level Information

Project Specific Information	July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	Percent of Change	July 1, 2029 - June 30, 2031 (Projected)	Percent of Change
Passenger Vehicle Hours	28000	29400	5.00%	30870	5.00%
Passenger Vehicle Miles	265000	278250	5.00%	292162	5.00%
Passenger trips should be entered as whole numbers only.					
Passenger Trips	38000	39900	5.00%	41895	5.00%
Volunteer Hours	250	800	220.00%	1000	25.00%

Project Service Level Description

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

How were service-level estimates developed?*

NSC assumed a 5% growth in hours, miles, and trips for each biennium. Volunteer trips have declined recently, but are expected to rebound as new volunteer drivers are recruited.
For demand-response or deviated fixed-route projects, summarize the intended outputs of this project in both qualitative (narrative) and quantitative (statistical) formats. Some projects may not align with traditional performance measures (e.g., revenue vehicle hours/miles, passenger trips). In such cases, quantifiable objectives can be

reported instead, such as: the number of trainings conducted, outreach events completed, passengers served, or other measurable outcomes generated by this project. Be sure to include a quantitative output, as this will serve as the baseline measurement for your next biennium application. Qualitative measures are optional.

Intended Outputs:

NSC has demonstrated an ability to grow mobility services across the complex Northshore region, successfully executing an expansion grant recently to meet the critical needs for transportation services in South Snohomish County. Since Bothell is in both King and Snohomish Counties, and Mill Creek is in Snohomish County, NSC is in a unique position to serve seniors and disabled persons who cannot be served by exclusively by Community Transit or King County Metro. NSC’s demand-response system has grown in all metrics: number of riders served, number of trips completed, and number of miles traveled.

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

Project Success Measurement*:

In the transportation program, NSC uses the same service unit adopted by its transit and mobility partners in the public transportation sector, that is, the number of one-way trips completed. NSC uses CTS TripMaster software to track the number of rides completed by each program participant. NSC assesses the number of completed one-way rides each month, and constantly seeks to improve efficiency without sacrificing quality of service. NSC has demonstrated tremendous capacity for growth, increasing the number of completed rides from 25,000 in the 2021-2023 biennium to about 38,000 in the current biennium.

Milestones

Readiness to Proceed

Will your project be ready to proceed at the start of the biennium?* Yes

Milestones

Activities	Date (mm/yy)
Project Start	07/27
Project Complete	06/31

Supplemental Information

Supplemental Information

Supplemental Information:

Vulnerable Populations in Overburdened Communities & Tribes

Vulnerable Populations in Overburdened Communities

Identify the type of direct and meaningful benefits your project provides to vulnerable populations using the descriptions above, if applicable. Explain how your project delivers these benefits and the impact it will have on the populations served.

Vulnerable Populations in Overburdened Communities*:

NSC is committed to serving the broad diversity of older adults and people with disabilities in the community, and ensuring services are both accessible and welcoming. The center has made diversity and inclusion efforts a priority by committing resources and staff time to community outreach with a focus on engaging racial and ethnic communities underrepresented in current NSC demographics. NSC has also continued the development of programs, services, and events of special interest to under-represented communities including increased food offerings (vegetarian and dietary), Diwali celebrations, LGBTQ awareness, and Black History Month activities. Along with these, NSC has diversified its Board of Directors and leadership staff to better reflect the community, and continues to train staff and volunteers on creating a welcoming environment.

If these populations were engaged by you or your representatives in developing or maintaining the project, describe the outreach efforts and results. Include details such as methods used to engage the community, feedback received, and how the input influenced the project’s design or implementation.

Inclusive outreach in planning:

NSC Transportation has coordinated on several cultural outreach activities, including close collaborations with local Indian-American organizations

to arrange transportation to NSC events, sponsorship and shuttle services for local LGBTQ+ events, and explorations of new cultural partnerships that will expand both senior center programming and mobility services to new cultural communities.

Tribal Support

Is this project directly operated by a tribe?: No

Is your project serving and is it supported by a tribal nation in Washington?: No

Environmental Justice

Environmental Justice Assessment (EJA)

You must conduct an Environmental Justice Assessment (EJA) if you apply for \$15 million or more in grant funds.

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

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Required for all projects						
Population density map	✓	Northshore Population Density Map (Census 2020 viewer)	Northshore Population Density Map - 2020 Census data.pdf	pdf	275 KB	09/09/2026 01:42 PM
Service area map	✓	Northshore Approximate Service Area Map 2026	Northshore service area map.pdf	pdf	166 KB	09/09/2026 01:49 PM
Required for new nonprofit applicants only						
501(c) IRS Letter of Determination		NSC 501c3 status letter	NSC 501c3020.pdf	pdf	60 KB	09/09/2026 01:23 PM
WA Utilities & Transportation Commission (UTC) Certification (required for new nonprofit applicants that are direct service providers)						
Conditionally required						
Indirect costs documentation - de minimis rate self-certification; negotiated indirect cost rate letter from cognizant agency; or a cost allocation plan		NSC Cost Allocation	Cost Allocation for NSC Transportation Department - Sept 2026.pdf	pdf	86 KB	09/09/2026 01:35 PM
In-kind match valuation proposal (required for operating & mobility management projects that are proposing to use in-kind as matching funds)						
Procurement policy (required for new applicants or existing grantees without a current policy on file with WSDOT if this project includes the procurement of services or capital assets)						
Correspondence from a tribe in support of your project (if project is serving and supported by tribe(s). Not required if the applicant is a tribe.)						
Optional attachments						
Letters committing matching funds						
Letter of concurrence (for projects that operate in multiple planning regions)						
Letters of support (combine into one file attachment)						
Supplemental information						
Optional construction attachments						
NEPA/SEPA assessment, if available						
Supplemental construction project information (building or site designs, site plans, location exhibits, etc.), if available						

Certification

Certification

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

Certification*:	Yes
Application Authority*:	Nathan Phillips First Name Last Name
Title*:	CEO
Date*:	09/09/2026

Northshore Transportation

Approximate Service Area Map



United States[®]
Census Bureau

2020 Census Demographic Data Map Viewer

Population

Population Density
This map shows the population density—expressed as persons per square mile—from the 2020 Census at the state, county, and census tract levels.

Population Change

Population Aged 18 and Over

Population Aged 65 and Over

Race alone, not Hispanic or Latino

Race alone, Hispanic or Latino

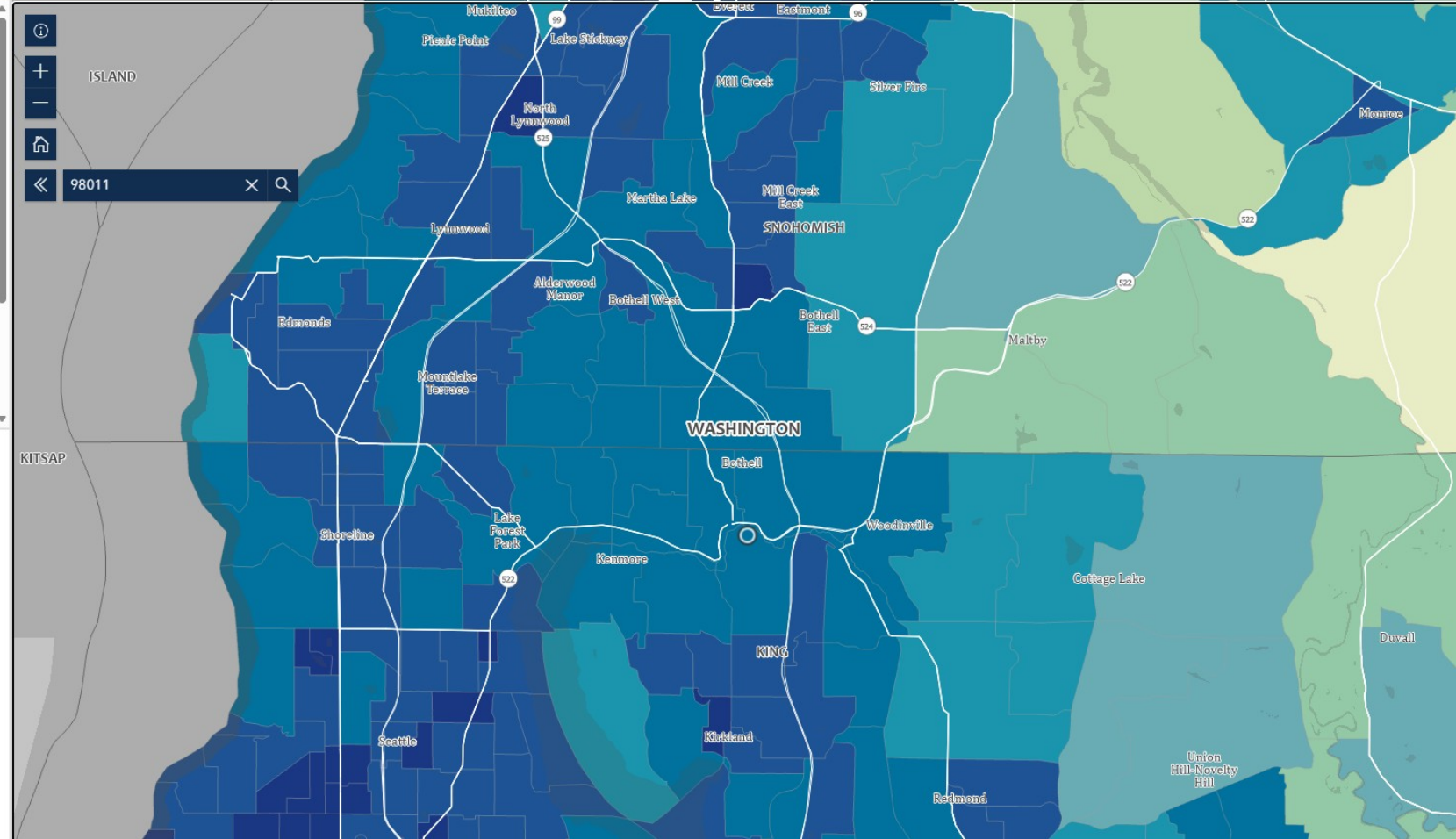
Race alone or in combination, not Hispanic or Latino

Legend

Persons per square mile by census tract

- 10,000.0 or more
- 5,000.0 to 9,999.9
- 2,000.0 to 4,999.9
- 1,000.0 to 1,999.9
- 500.0 to 999.9
- 100.0 to 499.9
- 50.0 to 99.9
- Less than 50.0
- Water only

U.S. density = 93.8





Cost Allocation for NSC Transportation Department

- 1) NSC's Transportation Program is funded by a variety of public agencies and private donations. The primary public funders include King County Metro CAT Program, WSDOT, and the cities of Woodinville, Bothell, Kirkland, and Kenmore.
- 2) The Transportation Program at NSC runs on a deficit. Direct costs typically exceed public revenues by about \$50,000 per year.
- 3) In addition to Direct Costs, NSC charges an Occupancy Allocation to the Transportation Program, based on a formula that allocates facility costs to each program based on the proportional amount of square footage used by that program in our Bothell campus. NSC also allocates a percentage of Indirect/Admin costs to each program based on a combination of headcount and the program's proportion of agency expenses.
- 4) For service contracts that allow it, NSC charges a 10% de minimis (indirect) rate to services provided to partially offset the administrative costs of the program (e.g., IT services, accounting services, agency leadership, etc.).

Approved: 

Nathan Phillips, CEO
Northshore Senior Center

8/22/2026

