

40634 - Road to Independence (RTI)

Application Details

Funding Opportunity: 38336-2027-2029 Consolidated Grant Program - Operating
Funding Opportunity Due Date: Sep 9, 2026 3:01 PM
Program Area: Consolidated Grant Program
Status: Under Review
Stage: Final Application

Initial Submit Date: Sep 9, 2026 9:45 AM
Initially Submitted By: Jacqueline Mann
Last Submit Date:
Last Submitted By:

Contact Information

Primary Contact Information

Active User*: Yes
Type: External User
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Salutation First Name Last Name
Title: Director
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Renton Washington 98057-5221
City State/Province Postal Code/Zip
Phone*: (425) 917-7886
Fax:
Comments:

Organization Information

Status*: Approved
Legal Name*: Puget Sound Educational Service District
DBA Name*: Puget Sound Educational Service District
Organization Type*: School District
Organization Website: <https://psesd.org>
(Please enter http://... for this field)
Vendor ID: 910851413
SAM UEI #: M3T2C2UNVYN7
Physical Address*: 800 Oakesdale Ave SW

	Renton Washington 98057-5221
	City State/Province Postal Code/Zip
Mailing Address*:	800 Oakesdale Ave SW
	Renton Washington 98057-5221
	City State/Province Postal Code/Zip
Remit to Address*:	800 Oakesdale Ave SW
	Renton Washington 98057-5221
	City State/Province Postal Code/Zip
Phone*:	(425) 917-7793 Ext.
Fax:	(425) 917-7799
Fiscal Year End	August
Last day of*:	
Indirect Cost Rate:	6.24%
IDR Expiration Date:	08/31/2026

Organization Contact Information

Organization Contact Information

Organization Director*:	Gustavo Balderas
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Project Contact:	Jacqueline Mann
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Summary of Project Information

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

Service Type*:	Commuter service, Demand-response, Volunteer Driver Program
	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
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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
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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?: No

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) 10,6,8,9

Select as many as apply

*:

Legislative District(s) 02,05,11,25,27,28,29,30,31,47

Select as many as apply

*:

County(ies) King,Pierce

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*:

To sustain the Road to Independence (RTI) program in Pierce County and south King County: door-to-door demand-response trips connecting people facing barriers to medical care, jobs, and essential services, paired with tuition-free Class B CDL training and workforce development that moves participants into transportation careers.

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*:

Since 1999, the Road to Independence (RTI) program has delivered door-to-door demand-response and commuter van service to individuals with special transportation needs in rural south King and east Pierce counties. Over the four-year grant period, PSED will sustain that service for the region's most transportation-dependent riders (people with disabilities, older adults, low-income workers, and veterans referred through social service partners) for whom fixed-route transit is inaccessible or unavailable.

Day to day, the RTI Transportation Coordinator takes ride requests and warm referrals from partners, then dispatches PSED vans to jobs, medical appointments, DSHS and WorkSource offices, and connections to Pierce Transit, Sounder, ST Express, and King County Metro. Behind the wheel, participants move through RTI's personalized, small-group Class B CDL training. This creates a lower-barrier path to licensure with passenger and school bus endorsements that opens family-wage careers, gives RTI a steady driver bench, and drives local economic development. Behind the scenes, staff track ridership, report quarterly, and coordinate with the King County Mobility Coalition and Pierce County Coordinated Transportation Coalition.

Over four years, that work keeps transportation-dependent residents connected to jobs, care, and community they'd otherwise lose, while building a local pipeline of credentialed drivers who sustain RTI and strengthen the region's transportation workforce.

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*:

For over 25 years, RTI has existed because a structural failure has never been solved in rural south King and east Pierce counties: fixed-route transit cannot reach the homes, worksites, and medical offices that people with disabilities, older adults, and low-income workers depend on. The gap is not preference, it is the geometry of a rural transit system meeting the daily lives of people who cannot drive.

The problem has been identified through multiple channels. PSRC's 2024-2025 outreach for the 2026 Coordinated Mobility Plan named cross-county coordination and context-appropriate rural service among top priorities of rural residents and priority populations (Appendix B), producing Mobility Need #1 and Need #4. RTI staff hear the same needs through the Pierce and King County coordination coalitions, and rider evaluation confirms them: 100% used RTI to get to work, 92% are people with a disability, and half said that without RTI they "would have no way to get there."

RTI addresses these needs by operating the service the plan describes: demand-response, door-to-door, cross-county, coordinated, filling the Spatial and Institutional Gaps in Chapter 3. It sustains that service through a personalized, small-group Class B CDL pipeline that credentials new drivers with passenger and school bus endorsements, solving for the driver shortage that otherwise limits special needs transit regionally. Without this award, the region loses a service no other provider can replace.

Area Served

Is this project primarily serving a rural area?*

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

Special Needs Transportation

To be eligible for 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:

RTI serves persons with special transportation needs as defined in RCW 81.66.010(3): low-income seniors, young adults with disabilities, and veterans referred through social services who cannot transport themselves or purchase adequate transportation. New requests come daily from riders needing to reach employment, medical care, and quality-of-life services.

RTI advances efficiency, accessibility, and coordination as follows:

Coordination. PSES is an active member of PSRC's Coordinated Mobility and Accessibility Committee (CMAC), giving RTI a seat at the regional table where coordination priorities, gaps, and investment strategies for special needs populations are shaped. PSES also participates in the Pierce County Coordinated Transportation Coalition and King County Mobility Coalition to keep services unduplicated. Access Pierce, operated by United Way of Pierce County, conducts centralized intake and directs callers to the service best matching their needs. RTI coordinates closely with Pierce Transit's Beyond the Borders program to serve rural older adults, low-income riders, and people with disabilities - closing gaps and promoting cost efficiencies.

Accessibility. RTI is the only PSRC special needs program besides Sound Transit that transports riders across the Pierce/King County line - closing an Institutional Gap identified in PSRC's 2026 Coordinated Mobility Plan. Service is door-to-door, includes language translation, and places no cap on trips per rider.

Efficiency. RTI operates the region's only known tuition-free Commercial Driver's License training pathway for low-income individuals and veterans referred by social services. Participants earn their training at no cost by driving PSES agency vans for RTI riders, then graduate into family-wage careers as school bus, transit, and industry drivers - meeting a regional workforce need while sustaining RTI operations. PSES and partners contribute in-kind personnel and supplies to stretch grant dollars.

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*:

Jacqueline Mann, PSES Director of Transportation, is the lead grant manager and founded the RTI Van program in 1999. She has 27 years of experience directing this exact project. Jacque has successfully managed federal, state, and private transportation grants for low-income, special needs, and senior riders funded through PSRC, WSDOT, JARC, FTA, and DSHS, and has led employment and training grants serving low-

income/TANF families. She oversees RTI grant financial management, budget development and monitoring, reporting, and compliance with WSDOT, FTA, and PSESD requirements.

Davina Miller-Leach, PSESD RTI Transportation Manager, has served in this role since 2021 (4+ years). She leads recruitment for the CDL driver training program, assists in training, schedules drivers, monitors ridership and service data, and maintains the program documentation used for quarterly reporting. Davina cultivates new agency partnerships and coordinates with transportation providers and social service agencies to ensure community needs are met.

Mark Turley, PSESD Fiscal Analyst, supports grant financial management, budget oversight, invoicing, and audit compliance. PSESD maintains a federally negotiated indirect cost rate (6.33%, current through August 2027) and established internal controls for grant expenditure tracking, procurement, and documentation retention. He supports Jacque and Davina with ensuring RTI meets all WSDOT and federal reporting and compliance requirements.

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	Page number(s) or TBD	How is the need in the CPT-HSTP met by this project?
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Puget Sound Regional Council	56-57, 64, 68, 115, 121-122	RTI is a no-cost, door-to-door demand-response service that crosses the King-Pierce County line for low-income, disabled, senior, and veteran riders in rural south King and east Pierce counties. It closes the Spatial and Institutional Gaps (Ch. 3) and directly meets Mobility Need #1 (cross-agency/cross-county coordination via coalition participation and warm handoffs) and Mobility Need #4 (context-appropriate rural demand-response), which PSRC recognizes in their Coordinated Mobility Plan.
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Cross-region Project

- Does this project have a service area that crosses RTPO/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*

RTI began in 1999 when Pierce Transit and community agencies convened to address gaps fixed-route transit could not fill in rural Pierce County. That coordinated dialogue continues today, shaped by riders, employers, and cross-county partners.

Regional plan alignment: RTI is reflected in PSRC's 2026 Coordinated Mobility Plan (CMP) - the region's adopted CPT-HSTP - and in Pierce County ADR's 2024-2027 Area Plan, which ranks Transportation as a Level One priority. Sustained RTI service implements three High Priority CMP strategies:

Strategy 1.1 - Strengthen coordination among transit, paratransit, and specialized providers for a seamless cross-agency, cross-county experience.

Strategy 4 - Support context-appropriate demand-response in rural areas not served by fixed-route transit.

Strategy 6 - Expand and optimize service to improve access to healthcare, employment, and other essential destinations.

Defining the problem: sustained pressure on evening, weekend, and cross-county employment trips - trips RTI has served since inception but that current fleet capacity increasingly constrains - was documented through RTI's 2023-2025 rider surveys and input from Pierce Transit / Beyond the Borders, Pierce County ADR, Career Path Services, Connect Pierce, and the King County Mobility Coalition and Pierce County Coordinated Transportation Coalition.

Alternatives considered: (1) existing paratransit - rejected because boundaries and eligibility exclude most rural trips; (2) a volunteer-driver model - rejected due to liability limits at required volumes; (3) fixed-route expansion - infeasible in the low-density communities RTI serves. Sustained demand-response remains most cost-effective.

Implementation: dispatch handoffs with Pierce Transit, warm referrals via Connect Pierce and ADR case managers, joint scheduling with employment partners, and standing coordination through both coalitions and PSRC's CMAC ensure RTI complements rather than duplicates the regional network.

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

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*:

RTI provides the first-mile/last-mile link between rural south King and Pierce County residents and the region's fixed-route multimodal network. Riders originating in Eatonville, Ashford, Roy, and Buckley are connected to Pierce Transit hubs, Sound Transit Sounder stations (Sumner, Puyallup, Lakewood), ST Express stops, King County Metro, and regional park-and-rides - connections riders cannot otherwise make without a personal vehicle.

Coordination partners include Pierce Transit and its Beyond the Borders demand-response service, Sound Transit, King County Metro, and the Pierce County Coordinated Transportation Coalition. Schedules, boundaries, and referral pathways are aligned across providers to avoid duplication from home pickup through the final transfer.

Access to social services: RTI extends the effective reach of employment services (Career Path Services), healthcare providers, DSHS offices, WorkSource centers, and community colleges along fixed-route corridors - destinations fixed-route alone cannot reach in reasonable travel time. The purpose is not only transportation; it is getting rural residents into the wider community where jobs, education, care, and civic life take place.

Efficiencies gained: fewer single-occupancy trips to park-and-rides reduce VMT; consolidated trips replace agency-specific shuttles; pressure on Pierce Transit ADA paratransit is reduced by serving trips outside its boundary; and timed transfers shorten overall trip times.

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
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Contracted Services - Transportation		\$42,898.00	\$51,309.00	19.61%	\$54,964.00	7.12%
Labor & Benefits		\$673,959.00	\$765,639.00	13.60%	\$845,659.00	10.45%
Fuel & Lubricants		\$68,304.00	\$88,166.00	29.08%	\$94,445.00	7.12%
Maintenance Parts & Supplies		\$38,148.00	\$47,828.00	25.37%	\$51,234.00	7.12%
Other	Match	\$686,793.00	\$735,710.00	7.12%	\$788,111.00	7.12%
		\$0.00	\$0.00	0.00%	\$0.00	0.00%
		\$1,510,102.00	\$1,688,652.00		\$1,834,413.00	

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)
State: Regional Mobility Grant		\$706,481.00	\$0.00	\$0.00
Local: In-Kind		\$173,151.00	\$203,122.80	\$203,122.80
Local: Other	Match	\$686,793.00	\$735,710.00	\$788,111.00

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	\$0.00	\$0.00	\$0.00

Variances

Variance between 2025-2027 and 2027-2029: 11.82%

Variance between 2027-2029 and 2029-2031: 8.63%

Variances:

Variances reflect (1) compounded escalation - 5.165% labor (PSESD step/COLA), 3.5% non-labor - and (2) one added vehicle deploying January 2027 to sustain trips against fleet-capacity constraints. That vehicle operates 6 months of 2025-2027 versus 24 months of 2027-2029 (4x operating time for one vehicle), driving the larger biennium-over-biennium variance in miles, hours, and non-labor. 2029-2031 normalizes to escalation only. No new service days, geographies, or eligibility.

Other Sources and In-Kind Match

Other Sources*:

Cash match resources include PSESD-provided salaries, benefits, facility leases, and insurance totaling \$606,793 for the current biennium (escalating to \$655,710 for 2027-2029 and \$708,111 for 2029-2031), along with PSESD Courier Services valued at \$40,000 per year (\$80,000 per biennium, held flat). Combined biennial match totals \$686,793 (2025-2027), \$735,710 (2027-2029), and \$788,111 (2029-2031).

Are you using in-kind match?*: Yes

You must provide an in-kind valuation plan in the Attachments section.

Describe the in-kind match:

PSESD will leverage in-kind and cash resources in cooperation with established and committed partners for the period of July 1, 2027 - June 30, 2031. In-kind resources include: (1) Career Path Services provides staff time for client referrals valued at \$53,445.60 across the four years; (2) PSESD Head Start, ECEAP, and Early Head Start create impactful connections, through direct promotion and events, between the training program and the parents of school children. The staff members' effort and time is valued at \$280,800 across the four years; and (3) PSESD staff provide the CDL Class B training, which is valued at \$18,000 per year (\$72,000 total).

Other Support

Other Support:

Budget Development Methodology

Budget development methodology*:

RTI's budget is built from PSESD's general-ledger records, escalated on transparent, category-specific assumptions and adjusted for one operational change already underway.

Data sources. Line items draw from PSESD's Net Resource Reports for SFY2023-SFY2026, providing GL-level expenditure detail by object code. SFY2026 actuals serve as the anchor year; encumbrance columns supplement where postings are incomplete. Projections align with pressures documented in PSRC's 2026 Coordinated Mobility Plan, including the region-wide driver shortage that has required RTI to backfill hours with paid interns and off-duty school bus drivers.

Escalation. Labor (salaries and benefits across the full fleet) escalates at 5.165% annually, compounded - the 2.5% step and 2.6% COLA embedded in current PSESD staffing agreements. Non-labor - fuel, maintenance and vehicle liability, and contracted services including federally required driver credentialing and dispatch technology - escalates at 3.5% annually, compounded, tracking regional cost trends. Rates apply year over year, preserving auditability.

Operational adjustment. Non-labor and labor lines also reflect phased deployment of an additional vehicle entering service in January 2027 to sustain service against fleet-capacity constraints within the established service area. Incremental costs (fuel, maintenance, driver hours, coordination) apply at half-year in FY 2027, full year FY 2028 forward, then escalate at the standard rate. This yields higher variance in 2027-2029 (full deployment) and moderated variance in 2029-2031 (stabilization).

Scope. The budget sustains current service commitments. No new geographies, service days, or eligibility categories are added. Every line reflects realistic, reasonable, and necessary costs of sustained operation.

Summary

July 1, 2027 - June 30, 2029

Total Expenses:	\$1,688,652.00
Match Total:	\$938,832.80
Requested Amount:	\$749,819.20
	This is the amount of grant funds your organization is requesting from July 1, 2027 - June 30, 2029
Percentage of Match:	55.60%

July 1, 2029 - June 30, 2031

Total Expenses:	\$1,834,413.00
Match Total:	\$991,233.80
Requested Amount:	\$843,179.20
	This is the amount of grant funds your organization is requesting from July 1, 2029 - June 30, 2031
Percentage of Match:	54.04%

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*: Negotiated indirect cost rate

If you selected a negotiated indirect cost rate, what is your current rate and expiration date?

Rate: 6.33 %

Expiration Date: 08/31/2027

If the rate will expire before the grant agreement begins, what rate will you apply until a new rate is approved?

Rate: 6.25 %

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	1630	2080	27.61%	2142	2.98%
Passenger Vehicle Miles	43036	65536	52.28%	67502	3.00%
<i>Passenger trips should be entered as whole numbers only.</i>					
Passenger Trips	5150	5450	5.83%	5614	3.01%
Volunteer Hours	0	0	0.00%	0	0.00%

Project Service Level Description

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

How were service-level estimates developed?*

Methodology. Baseline figures reflect three years of RTI dispatch and trip-log records (FY 2023-24 through FY 2025-26), averaged to a sustained annual baseline of 740 revenue vehicle hours, 17,768 revenue vehicle miles, and 2,525 one-way passenger trips across the south King and east Pierce County service area. Projections reflect deployment of an additional vehicle in January 2027 to sustain service against fleet-capacity constraints: 6 months of that vehicle in 2025-2027, 24 months in 2027-2029, 24 months plus a 3% adjustment in 2029-2031. Baseline fleet operations hold steady across all three biennia.

Data sources. Vehicle hours, miles, and one-way boardings draw from monthly dispatch and trip-log records. The added vehicle's contribution (~4 trips, 300 miles, 6 hours per operating week over 50 weeks) sustains cross-county trips RTI has served since inception, calibrated to sustained partner referral volumes and trip patterns documented in 2023-2025 rider evaluation surveys.

Assumptions. Vehicle productivity remains consistent with current operations. Cross-county runs are longer than in-county runs, so biennium-over-biennium change in miles and hours appears larger than in trip counts even as scope holds steady. No new service days, geographies, or eligibility categories are added.

Monitoring. Dispatch records are reviewed by the Transportation Manager and Director of Transportation, with estimates compared quarterly to actuals and reported in WSDOT quarterly updates.

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:

Quantitative outputs (per biennium):

- 2,080 revenue vehicle hours delivered (2027-2029); 2,142 (2029-2031)
- 65,536 revenue vehicle miles delivered (2027-2029); 67,502 (2029-2031)
- 5,450 one-way passenger trips completed (2027-2029); 5,614 (2029-2031)
- ~8 participants credentialed through PSESD's Class B CDL training pipeline with passenger and school bus endorsements

Qualitative outputs:

- Sustained access to employment, healthcare, pharmacies, and other essential services for people with disabilities, low-income workers, and older adults in south King and east Pierce counties
- Continued cross-county mobility for riders without a viable alternative
- Ongoing job retention and independent living for riders who would otherwise forgo trips
- Strengthened coordination with Pierce Transit / Beyond the Borders, Career Path Services, and county coordinated transportation coalitions

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*:

Success is measured against the quantitative outputs above (vehicle hours, miles, trips, CDL credentials) plus rider-outcome measures from the annual RTI Program Evaluation Survey: job placement/retention, medical appointment adherence, and satisfaction with reliability and coverage.

Across 12 recent surveys, riders rated overall satisfaction 4.83 of 5, driver friendliness 5.0, safety 5.0; 83% (10 of 12) reported RTI helped them get, keep, or work more hours at a job.

Performance is reviewed quarterly by the Transportation Manager and Director of Transportation using dispatch logs, partner referrals, and rider feedback. If a target is off track, corrective steps include: (1) diagnosing whether the shortfall stems from demand, capacity, scheduling, or coordination; (2) adjusting driver schedules and vehicle assignments to peak-demand windows; (3) revisiting partner referral pathways; (4) targeted outreach; and (5) reporting adjustments to WSDOT.

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:

The Road to Independence program operates within the Puget Sound Educational Service District (PSESD), one of nine regional educational agencies established by the Washington State Legislature as an essential regional delivery system for early learning and K-postsecondary services. PSESD serves 35 school districts, 9 charter schools, 2 State-Tribal Education Compact Schools, 267 private schools, 424,562 K-12 public school students, and roughly 5,000 early learners in Head Start, Early Head Start, and ECEAP programs across King and Pierce counties, including Bainbridge Island -- the same geography that RTI serves.

PSESD's Agency End is stated plainly: "We co-create just and humanizing educational communities where every student thrives and succeeds, benefiting future generations." The agency has publicly committed to becoming an Antiracist Multicultural Organization and to eliminating opportunity gaps through partnerships with families, community members, Sovereign Nations, BIPOC communities, and public and private organizations. RTI is one of the ways that commitment reaches beyond the classroom. The riders RTI serves (adults with disabilities, low-income workers, older adults, and veterans in rural south King and east Pierce counties) belong to the same communities PSESD is charged to support through its educational mission, and may include the parents, grandparents, and family members of the Head Start, ECEAP, and K-12 students the agency serves. Transportation is a foundational opportunity-gap issue: a parent who cannot reach work or medical care cannot build the household stability that lets a child thrive at school. Sustaining RTI sustains that upstream condition.

Housing RTI within PSESD is also what makes the program operationally reliable at rural scale. PSESD coordinates more than 100 programs across King and Pierce counties, employs approximately 350 year-round staff plus roughly 130 additional interpreters, instructional assistants, and program interns, and operates a regional student transportation cooperative that districts join to serve students they cannot transport directly. That infrastructure means RTI has access to a professional transportation department, established Class B CDL training capacity, a federally negotiated indirect cost rate, and mature fiscal, procurement, HR, and reporting controls suited to state and federal grant requirements. These are advantages a standalone rural nonprofit would struggle to replicate, and they are a meaningful part of why this project can be sustained reliably and at a defensible cost across a four-year award period.

PSESD is governed by a nine-member board elected by local school directors and led by Superintendent Dr. Gustavo Balderas. Fewer than 2% of the agency's funds come from state allocation; the balance is earned through competitive contracts, grants, and cooperatives. This funding model has shaped a mission-driven agency accustomed to leveraging every dollar (public, private, and in-kind) to serve the region's most underserved communities. Sustaining RTI is fully consistent with that mission and that operating model, and consistent with the coordinated, cross-county, context-appropriate rural service PSRC's 2026 Coordinated Mobility Plan identifies as a regional priority.

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*:

RTI delivers direct, meaningful benefits to vulnerable populations across all three categories.

Meeting a community need identified by vulnerable members of the community. Three years of rider surveys (2023-2025) confirm RTI serves the populations Consolidated Grant funds are designed to reach. Of recent respondents, 92% identified as a person with a disability, 92% reported low or moderate income. Riders are concentrated in rural and suburban ZIP codes across south King and Pierce Counties (Bonney Lake, Puyallup, Orting, Lakewood, Tacoma, and Sumner-adjacent) where fixed-route transit does not connect them to worksites, day programs, medical care, and essential services. Riders identified the gaps this project sustains: cross-county employment trips, shift-work hours outside standard commutes, and reliable access to pharmacies and healthcare.

Protecting overburdened communities from air pollution and climate impacts. RTI's demand-response model consolidates trips that would otherwise be single-occupancy, reducing VMT and tailpipe emissions. The service area includes census tracts identified as overburdened on the Washington Environmental Health Disparities map, where residents face elevated exposure to diesel particulates and freight-corridor emissions. Sustaining RTI keeps these consolidated trips in service, aligning with Climate Commitment Act priorities.

Reducing vulnerable population characteristics and associated risks. RTI enables employment access for people with disabilities (a group whose employment rate is roughly half the general population's) addressing the economic-security dimension of vulnerability. For half of surveyed riders, RTI is the only option; the other half rely on family whose own work and caregiving are affected when RTI is unavailable. RTI also supports preventive healthcare, medication adherence, and access to healthy food, mitigating disparities that compound with environmental exposures. 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:

RTI staff maintain open, ongoing communication with riders, families, and destination partners (employers, employment services, and healthcare providers) a direct feedback channel that surfaces needs in real time and shapes scheduling, routing, and service adjustments. An annual rider evaluation survey, recently enhanced to capture richer demographic and lifestyle data, gives staff clearer visibility into who is being served, what barriers riders face, and where gaps are emerging. Partner input broadens this picture: participation in the Pierce County Coordinated Transportation Coalition, King County Mobility Coalition, and PSRC's Coordinated Mobility and Accessibility Committee surfaces needs raised by providers and community members, and the regional Travel Ambassador program brings lived-experience input from riders themselves. Together, these channels ensure vulnerable riders in overburdened rural communities are not just served by RTI, but actively shape how it operates.

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
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Required for all projects

Population density map	✓	Population density (persons per acre) for King and Pierce counties. Density concentrates in western urban corridors along I-5; the majority of both counties - including south King and east Pierce where RTI operates - fall in the lowest density category (0-5 persons/acre), confirming the rural service context in which fixed-route transit is inaccessible and demand-response is the only viable model.	Population Density Maps.pdf	pdf	996	09/09/2026	KB	08:14 AM
Service area map	✓	Map showing the population density within the service area where the RTI program operates.	RTI Population Density and Service Area Map 1.pdf	pdf	312	09/03/2026	KB	05:29 AM

Required for new nonprofit applicants only

501(c) IRS Letter of Determination

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

OSPI-approved federal and state indirect cost rate agreement for PSESD (ESD 121), effective September 1, 2026 through August 31, 2027. As cognizant agency under 2 CFR Part 200, Appendix V, OSPI authorizes a 6.33% restricted federal rate, a 19.52% unrestricted federal rate (applicable to non-USED federal grants), and an 11% state rate for OSPI pass-through grants.

[OSPI Indirect Rate Letter_ESD 121.pdf](#) pdf 129 09/02/2026 KB 08:21 AM

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

Summary of in-kind match commitments for the 2027-2031 grant period, followed by signed letters of support from each partner.

[In-Kind Matching Funds.pdf](#) pdf 837 09/09/2026 KB 09:06 AM

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

Match letter

[Match Letter.pdf](#) pdf 129 09/03/2026 KB 09:04 AM

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

Letters of support (combine into one file attachment)

Five letters of support: three from riders and rider families (Marion, Gibbons, Glabe) documenting employment access and quality-of-life impact; one from a PSESD CDL-B graduate (Bazan) validating the tuition-free driver training pathway, and an institutional endorsement from the Pierce County Coordinated Transportation Coalition (May) confirming RTI's coordinated role within the regional network.

[RTI Letters of Support.pdf](#) pdf 3 09/09/2026 MB 09:35 AM

Supplemental information

Optional construction attachments

NEPA/SEPA assessment, if available

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

Certification

Certification

I certify, to the best of my knowledge, that the information in this application 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*:	Gustavo Balderas First Name Last Name
Title*:	Superintendent
Date*:	09/09/2026

4030 Blossom Dr. NE
Tacoma, WA 98422
May 15, 2026

Road to Independence

The Road to Independence has been a great help to our family. They pick our son, Andy, up around 9:30 on Tuesdays and Fridays, and bring him back home from his job at Papa John's in Lakewood. That is a 17 mile trip, about 35 minutes each way. Andy is on their schedule and they are on time and with very few "late arrivals." If for some reason, they do not have a driver for him for a day or shift, they let us know ahead of time so we can make different transportation arrangements. They are always polite and kind to Andy and to us. He enjoys riding with them and by Andy's account, they enjoy Andy with them in the vehicle.

Without their support, it is unlikely that Andy would be able to continue in his job. He loves his job and likes the feeling of freedom getting to ride on his own, by himself. When he sees the vehicle arrive, he announces with a smile, "My driver is here."

Road to Independence has been a great asset for us, and we're sure for others who use this service. Thank you for supporting them in their effort to help those who cannot drive or find other transportation.

Bob & Marty Marion

Dear RTI Team,

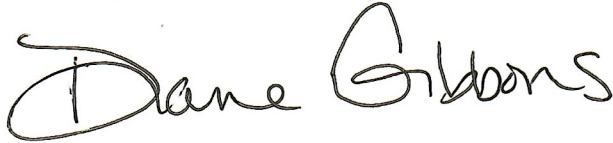
May 15, 2026

I want to sincerely thank RTI for being the vital link in the chain that made it possible for Drew Lehmann to secure his job at MOD Pizza. Your support in his potential has opened the door for an important opportunity, and that means so much to Drew and to all of us who care about his success.

Your efforts have made a real difference, not only in helping Drew with transportation to his employment, but also in building his confidence and independence. We deeply appreciate the role RTI has played in helping him move forward and succeed.

With heartfelt thanks,

Diane Gibbons 253 345 8557

A handwritten signature in black ink that reads "Diane Gibbons". The signature is written in a cursive, flowing style.

Parent/Guardian of Drew Lehmann (RTI Client)

Linda Bazan
6712 296TH ST E
Graham, WA. 98338
Majestyd2004@yahoo.com (206)578-8629

08/11/2026

Washington State Department of Transportation
Public Transportation Division
PO Box 47387
Olympia, WA 98504-7387

Re: Support for the PSESD's Road to Independence Program and CDL-B Driver Training

To Whom It May Concern,

My name is **Linda Bazan**, and I am writing in support of the Puget Sound Educational Service District's application to sustain the Road to Independence (RTI) program and the CDL-B driver training that makes it possible. I completed the CDL-B program through PSESD in **02/2025**, and I want to share what that experience has meant for me and why I believe this program deserves continued investment.

Before I enrolled in PSESD's CDL-B training, earning a commercial driver's license on my own was out of reach. Commercial CDL schools in this region cost thousands of dollars, require weeks of unpaid time away from work, and often demand access to a training vehicle and support system that many working adults simply do not have. PSESD's program removed those barriers. I was definitely in a place in my life where I was lost, working dead end jobs and unsure of my career path. I was broke and had been out of a job for 3 months. I was door dashing to make money. It wasn't until I came across the job post in indeed that I literally felt this over powering nudge from god to apply. A year prior, I had thought about it but I felt like I couldn't do it and definitely didn't have the necessary required funds. What really motivated me this time was this program and how it worked. It literally was the best decision I've ever made. Even though there were many struggles and personal things going on in my life, I powered through and even surprised myself. Being able to have the support and encouragement of the management has been so amazing and a blessing.

The training itself was unlike any classroom experience I had been through before. Learning in a small group meant that instructors could take the time to work with each student individually, answer real questions, and make sure everyone actually understood the material. The continued support from Jamie in the classroom helped me a lot to not give up on myself and over think so much. Also, working with Virginia during the behind the wheel training helped me tremendously. I remember struggling a lot with remembering the terminology and key components of the bus. Virginia's method of training, which involved her breaking down the information really helped me to better understand the importance and significance of said components.

Earning my CDL-B has changed my life. I now have access to work I could not have applied for before. What I really love about this program is that it has allowed me to further grow my career, the benefits are top tier and it has helped me become financially stable.

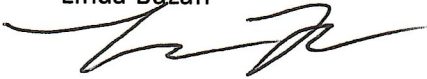
Beyond the personal impact, this program matters to our region. South King County and Pierce County face a real and growing shortage of qualified CDL drivers. Every graduate of this program is someone who can help fill that gap. Sustaining PSESD's ability to run this training is not just an investment in individual careers; it is an investment in the workforce our communities need to function. This job means a lot to me because, it not only makes an impact in my life but in students as well being able to provide transportation to and from school. Also for these young adults and students im able to create a safe space for students to feel comfortable in there safe travels.

I am one of many people whose life and career would look very different without PSESD's CDL-B training. I want other people in our community to have the same chance I had. For these reasons, I strongly encourage WSDOT to fund PSESD's Road to Independence application and to continue supporting the training that sustains it.

Thank you for your consideration.

Sincerely,

Linda Bazan

A handwritten signature in dark ink, appearing to read 'Linda Bazan', with a stylized, flowing script.

Bus Driver, PSESD
Pacific, Washington

May 28, 2026

To Whom It May Concern:

I am pleased to write this letter of support for the Puget Sound Educational School District's (PSESD) Road to Independence (RTI) Van Program for the grant years July 1, 2027 through June 30, 2031. I know that this program has many positive benefits for the community, but it's important for me to share my personal relationship to the RTI program.

My name is Julia Glabe and I am an active client of the Road to Independence program. The RTI program has positively impacted my life because it allows me to work, although my eyesight no longer allows me to drive. I am a para-educator and this job, thanks to RTI, has given me the opportunity to work with many children, who have needed my help. It has positively impacted my family because my job allows me to provide for my family, I am the sole provider for my family.

I am proud to support PSESD's RTI program because it makes the lives of students and staff much better, our family members' lives better, and I know it improves the lives of many other people. I strongly encourage and support continued funding for the transformative work that PSESD is accomplishing through their Road to Independence program. The sustaining of this valuable program has and will continue to benefit me and everyone in this region.

Sincerely,
Julia Glabe
Tacoma, Washington
253-973-8815



August 4, 2026

Re: Letter of Support — Puget Sound Educational Service District, Road to Independence (RTI) program, 2027–2029 Regional Mobility Grant application

To Whom It May Concern:

On behalf of the Pierce County Coordinated Transportation Coalition, I am writing in strong support of the Puget Sound Educational Service District (PSESD) and its application to sustain the Road to Independence (RTI) demand-response van program. Our coalition traces its origins to the same community effort that launched RTI, when Pierce Transit and local agencies first convened to address transportation gaps that fixed-route service could not fill. PSESD remains an active member, and the proposed sustaining is closely coordinated with our members' work.

RTI's role within our coordinated network is both well established and well-integrated:

- **Centralized, unduplicated intake.** The Connect Pierce call center, operated by United Way of Pierce County and a member of our coalition, directs callers to the provider that best fits their need, so RTI trips complement rather than duplicate other services.
- **Provider-to-provider coordination.** RTI works directly with coalition partners (including Pierce Transit's Beyond the Borders) to hand off and fill trips. When a rider reaches the limits of another provider's service, RTI fills the gap so the trip is completed.
- **Connectivity and reduced delay.** Serving north and eastern Pierce County, RTI connects rural residents to employment, regional transit, and essential services, shortening the time it takes them to reach destinations and replacing single-occupancy vehicle trips.

Sustaining the PSESD proposes builds on this coordination and advances the priorities of the Pierce County coordinated transportation plan in which RTI is included. We strongly endorse the application and look forward to continued partnership.

Thank you for your consideration.

Sincerely,

Daeveene May

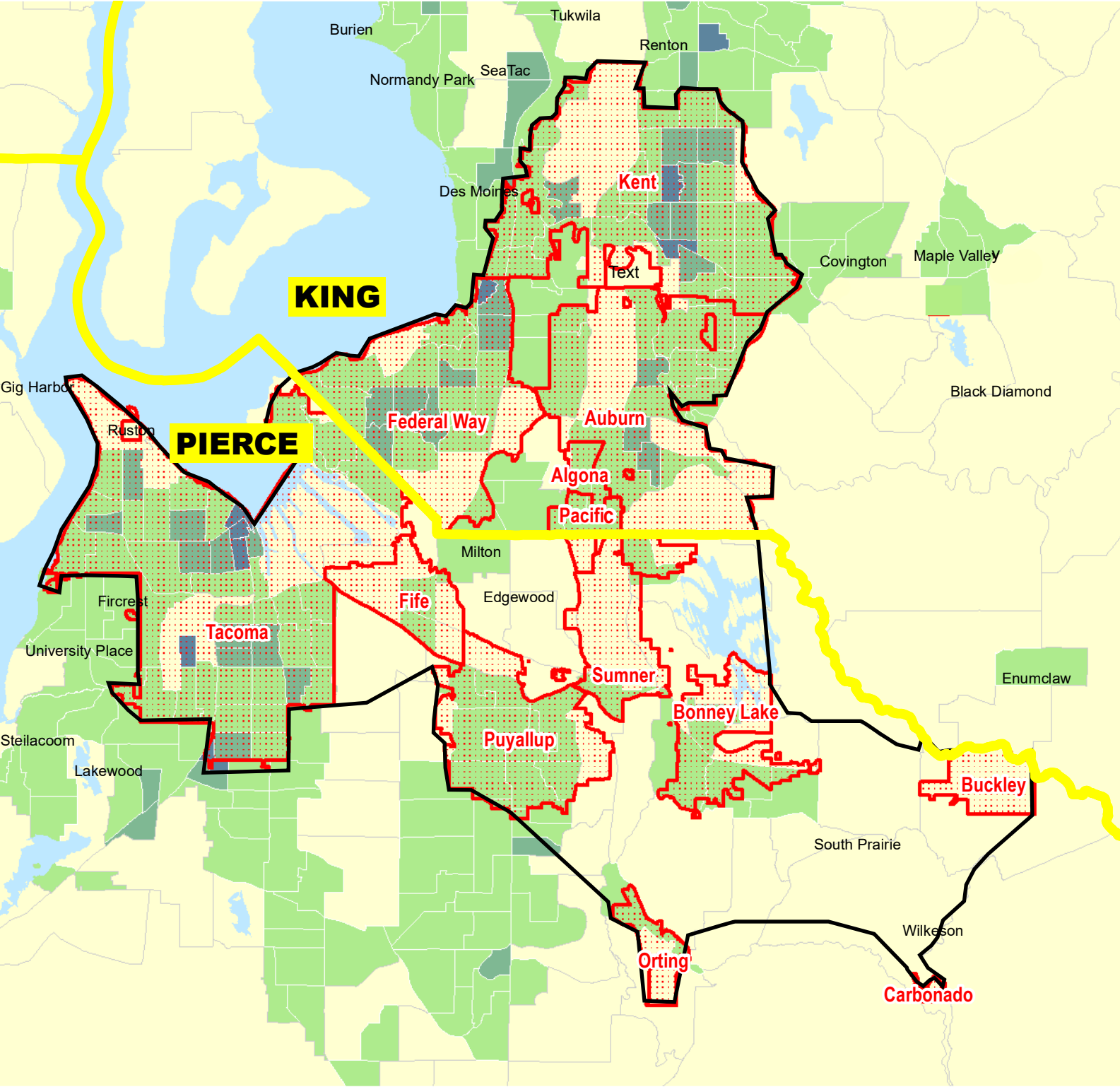
Social Service 3- Transportation

PCCTC / Pierce County Human Services

253-281-9490 daeveene.may@piercecountywa.gov

Road To Independence (RTI) Van Program

Population Density and Service Area Map



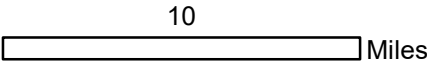
Service Boundary



Cities in the Service Area



People per acre (2020 Census)





August 1, 2026

Dear WSDOT/PSRC Committee,

We are pleased to provide matching funds in the amount of \$40,000 to the RTI program to provide courier services for the Puget Sound Educational Service District for the 2027-2031 grant cycle.

This program mutually benefits the Puget Sound ESD as well as the clients of the RTI program for life-long training skills.

Sincerely,

Andrea Dombroski
Executive Director, Puget Sound WCT and Agency Operations
425-917-7631
adombroski@psed.org

Old Capitol Building
PO Box 47200
Olympia, WA 98504-7200



Washington Office of Superintendent of
PUBLIC INSTRUCTION
Chris Reykdal, Superintendent

k12.wa.us

April 9, 2026

John Welch
Superintendent
Puget Sound ESD 121
800 Oakesdale Ave. SW
Renton, WA 98057

Re: Federal indirect cost rates for the 2026-27 school year

Dear Superintendent Welch:

This letter represents the agreement for indirect cost rates for the 2026-27 school year for Puget Sound Educational Service District (ESD) 121. As the cognizant agency for ESDs, under 2 CFR Part 200, Appendix V, Part F(1), the Office of Superintendent of Public Instruction (OSPI) is authorizing the following agreement with your ESD.

The following rates are for the period of September 1, 2026 to August 31, 2027.

Federal Indirect Cost

Restricted:

A restricted rate of 6.33 percent is allowed to be charged against federal grants from the U.S Department of Education (USED) that contain supplement-not-supplant provisions.

Unrestricted:

An unrestricted rate of 19.52 percent is allowed to be charged against USED federal grants that do not contain supplement-not-supplant provisions. It is also allowed to be charged against federal grants from other federal agencies.

State Indirect Cost

A rate of 11 percent is allowed to be charged against state grants which pass through OSPI.

Administrative charges that are part of cooperative agreements, fee for service programs, and other contracts may be determined by the ESDs and their customers under the terms of these agreements.

Indirect costs exclude all space and occupancy costs which have been charged to programs directly. Space and occupancy costs are allowed to be charged directly to programs per the 90-day letter that the ESDs submitted to the USED in 2006.

Additionally, each ESD is required to submit by February 1st of each year, an indirect cost plan calculating the subsequent year's rate along with the methodology used to calculate the rates.

If you have any questions or need additional information, please contact me by email at amy.harris@k12.wa.us or by phone at (360) 688-0485.

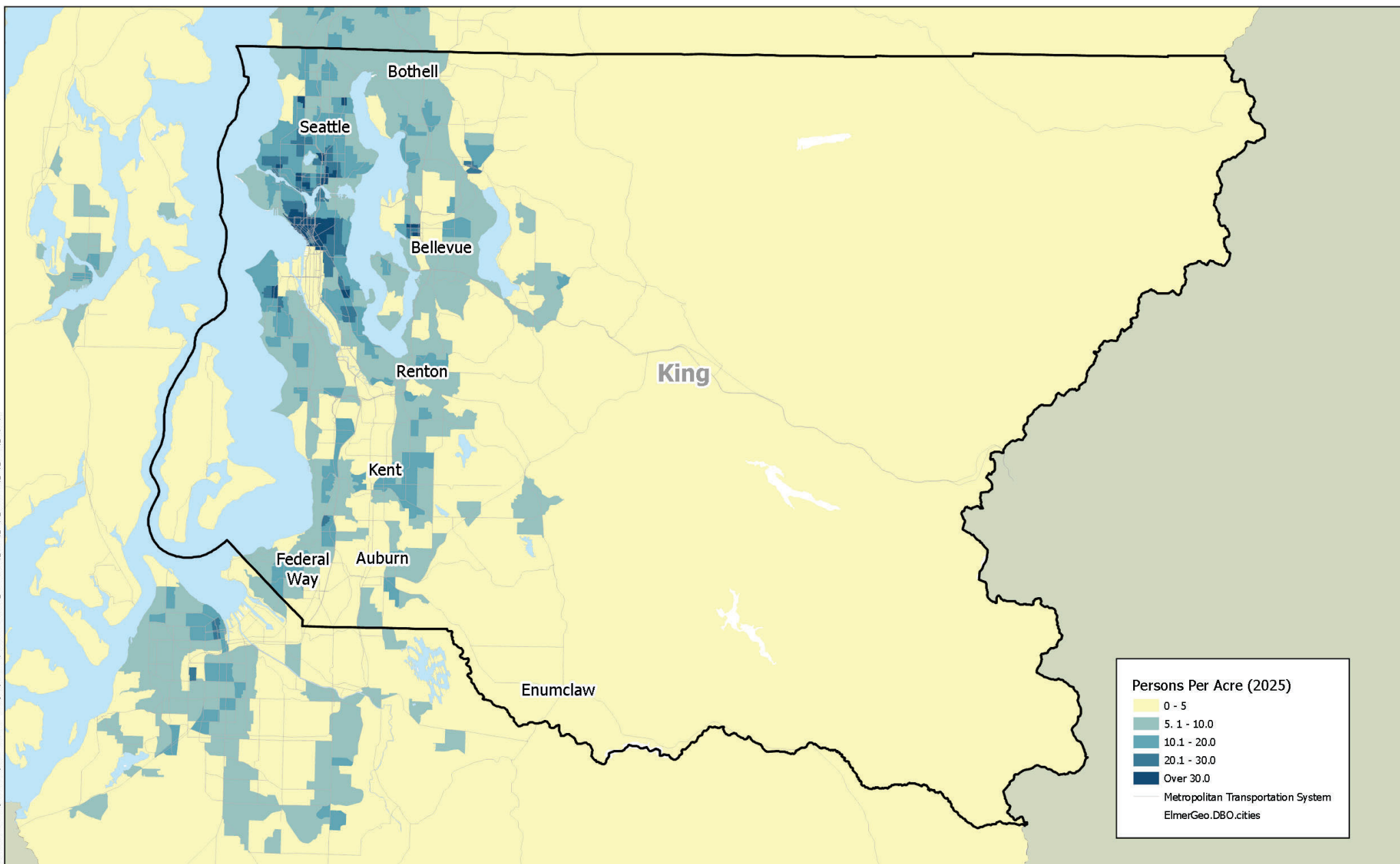
Sincerely,

A handwritten signature in cursive script that reads "Amy Harris".

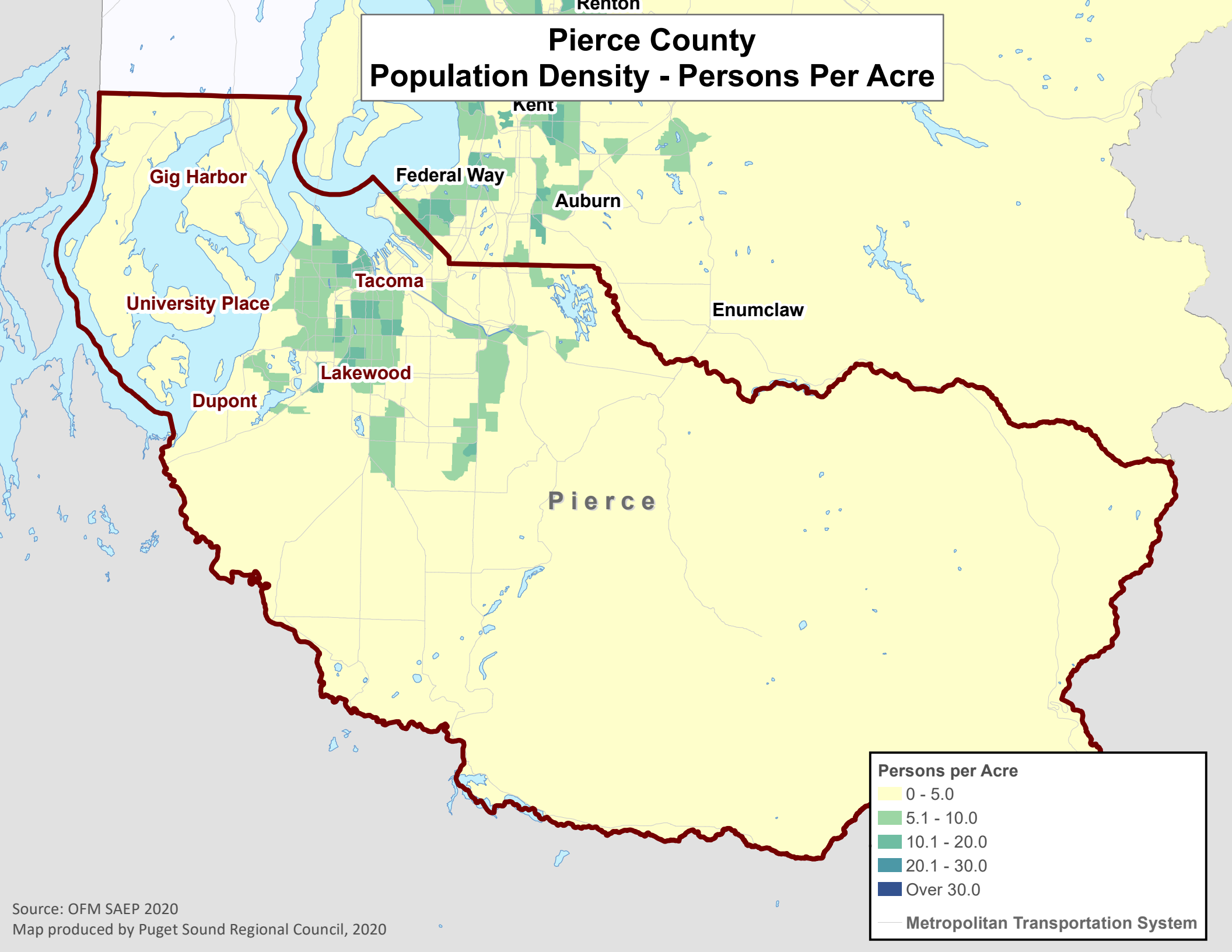
Amy Harris
Director, Federal Fiscal Policy and Grants Management

cc: Joli Valentino, Director of Accounting and School Finance

King County Population Density - Person Per Acre



Pierce County Population Density - Persons Per Acre



PSESD Road to Independence Program

Summary of In-Kind Match Commitments

Grant Period: July 1, 2027 – June 30, 2031

The Puget Sound Educational Service District's Road to Independence (RTI) program leverages the following in-kind contributions across the four-year grant period. Each commitment is documented in a signed letter of support included in the pages that follow.

1. Career Path Services | Workforce Readiness Support

- **Description:** Career coaching, resume and interview assistance, case management collaboration, employment navigation, community outreach and referral coordination, meeting and training space, and staff participation in coordinated service planning — approximately 20 hours per week of staff time delivered during an annual 9-month service window.
- **Annual Value:** \$13,361.40
- **Biennium Value:** \$26,722.80
- **4-Year Total:** \$53,445.60
- **Reference:** Letter from Tanya Cain, Employment Practitioner, Career Path Services (May 21, 2026)

2. PSESD Early Learning | Head Start, ECEAP, and Early Head Start

- **Description:** Family Support Staff (FSS) engagement with parents of enrolled children about RTI's CDL/bus driver training pipeline, delivered through (a) direct 30-minute conversations with approximately 4,600 families per year during intake and family engagement touchpoints (\$62,100/year, valued at \$27/hour), and (b) approximately 300 hours per year of presentations at student orientations and family nights (\$8,100/year).
- **Annual Value:** \$70,200.00
- **Biennium Value:** \$140,400.00
- **4-Year Total:** \$280,800.00
- **Reference:** Letter from Talena Dixon, Director of Program Operations & ECEAP, PSESD Early Learning (August 21, 2026)

3. PSESD Transportation | CDL Class B Training

- **Description:** PSESD Transportation delivers four (4) Commercial Driver's License Class B training classes annually, valued at \$4,500 per class, providing tuition-free credentialed training for RTI participants who commit to driving PSESD agency vans in service to RTI

riders. This training sustains the RTI driver pipeline and produces credentialed drivers who meet regional workforce demand.

- **Annual Value:** \$18,000.00 (4 classes × \$4,500)
- **Biennium Value:** \$36,000.00
- **4-Year Total:** \$72,000.00
- **Reference:** Letter from Lynette Rosin, Transportation Manager, PSESD Transportation (August 17, 2026)

Summary Totals

Commitment	Annual	Biennium	4-Year Total
Career Path Services	\$13,361.40	\$26,722.80	\$53,445.60
PSESD Early Learning	\$70,200.00	\$140,400.00	\$280,800.00
PSESD Transportation (CDL)	\$18,000.00	\$36,000.00	\$72,000.00
Total In-Kind Match	\$101,561.40	\$203,122.80	\$406,245.60



careerpathservices

Breaking the Spirit of Poverty through the Dignity of Work

May 21, 2026

To Whom It May Concern:

Career Path Services is pleased to provide this letter of support for Road to Independence and its efforts to empower individuals and families through education, workforce development, housing stability, and self-sufficiency services. These contributions are intended to strengthen participant outcomes and enhance the organization's capacity to serve underserved and vulnerable populations. During the proposed grant period, Career Path Services anticipates providing approximately 20 hours per week of staff time for a 9-month period of workforce readiness support, employment navigation, referral coordination, and access to community resource networks, with an estimated in-kind value of **\$13,361.40**.

This support is expected to include:

- Career coaching and employment preparation services
- Resume and interview assistance
- Case management collaboration
- Community outreach and referral support
- Meeting and training space, when available
- Staff participation in coordinated service planning

Career Path Services recognizes the importance of Road to Independence's mission and believes this partnership will create meaningful opportunities for participants to achieve long term independence and economic stability.

We appreciate the opportunity to support this important work and look forward to continued collaboration.

Sincerely,
Tanya Cain
Employment Practitioner

Department

Address P: xxx.xxx.xxxx F: xxx.xxx.xxxx careerpathservices.org



August 21, 2026

To Whom It May Concern:

I, on behalf of the PSESD Early Learning program, am pleased to provide this letter of support for the Puget Sound Educational Service District's (PSESD) Road to Independence (RTI) program for the period of July 1, 2027, through June 30, 2031. The PSESD Early Learning program serves low-income families in both King and Pierce counties. The RTI program contributes to our mission and goals through the program's focus on empowerment. One of our program goals is to provide a variety of educational and training opportunities to the parents of the children enrolled in our program. Not only does the RTI program increase access to transportation for Washingtonians with special needs, it also provides Commercial Driver's License (CDL) skills training for individuals who commit to driving vans for those with special needs. This kind of innovative program design needs to be sustained and recognized.

In support of the PSESD RTI proposal, we will provide the following leveraged, in-kind resources over the four-year grant period:

- Family Support Staff (FSS) will share information about the RTI CDL/bus driver training program through a variety of high-impact touchpoints. This will take the form of 85–90% of parents who enter our schools being directly engaged and informed about the program, supplemented by presentations at student orientations and family nights.
- The average salary for a Family Support Staff professional is \$27 per hour. We have determined that each FSS professional spends approximately 30 minutes (0.5 hour) with each family discussing the RTI opportunity and potentially enrolling them in the program. Approximately 5,220 families have in-person contact with our Early Learning program each school year, and approximately 4,600 (88%) of those families learn about the RTI CDL/bus driver training program.
 - $(\$27 \text{ per hour} \times 0.5 \text{ hour}) \$13.5 \times 4,600 \text{ families per year} = \$62,100 \text{ per year} \times 4 \text{ years} = \$248,400$
- FSS professionals involved with student orientations and family nights spend approximately 300 hours per year presenting and sharing information on the RTI CDL/bus driver training program.
 - $(\$27 \text{ per hour} \times 300 \text{ hours} = \$8,100 \text{ per year}) \times 4 \text{ years} = \$32,400$
- $\$248,400 \text{ (direct engagement)} + \$32,400 \text{ (events)} = \$280,800 \text{ total match}$

We in the Early Learning program are thankful for PSESD's continued commitment to empowerment through independence. The transportation barrier prevents too many Washingtonians from realizing their full potential, and the RTI program is lowering that barrier through an innovative and sustainable program design. We look forward to the continuation of this collaboration and training opportunities for our families.

Sincerely,

Talena Dixon
Director, Program Operations & ECEAP
Tdixon@psed.org



August 17, 2026

Dear WSDOT/PSRC Committee,

PSESD Transportation is pleased to provide an in-kind match to the Road to Independence Program for the grant cycle of July 1, 2027-June 30, 2031 in the form of CDL training for their participants. We look forward to this partnership that will provide training to people who are interested in a career that is in high demand.

Four (4) CDL Class B classes x \$4,500 each class to equal \$18,000.00 yearly in kind.

Sincerely,

Lynette Rosin
Transportation Manager
253-778-7957