

41508 - Access Pierce Transportation Navigation Center (formerly South Sound 211)

Application Details

Funding Opportunity:	38335-2027-2029 Consolidated Grant Program - Mobility Management
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 8, 2026 12:34 PM
Initially Submitted By:	Shawn Paton
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Active User*:	Yes
Type:	External User
Name:	Salutation Shawn Middle Name Paton First Name Last Name
Title:	VP of Community Impact
Email*:	shawnp@uwpc.org
Address*:	1501 Pacific Ave Suite 400 Tacoma Washington 98402-____ City State/Province Postal Code/Zip
Phone*:	(253) 272-4263
Fax:	
Comments:	

Organization Information

Status*:	Approved
Legal Name*:	United Way of Pierce County
DBA Name*:	United Way of Pierce County
Organization Type*:	Non Profit
Organization Website:	(Please enter http://... for this field)
Vendor ID:	910650669
SAM UEI #:	PZKUMM9MWK73

Physical Address*: 1501 Pacific Ave
Suite 400
Tacoma Washington 98402-3322
City State/Province Postal Code/Zip

Mailing Address*: PO Box 2215

Tacoma Washington 98401-2215
City State/Province Postal Code/Zip

Remit to Address*: PO Box 2215

Tacoma Washington 98401-2215
City State/Province Postal Code/Zip

Phone*: (253) 272-4263 Ext.

Fax: (253) 682-1863

Fiscal Year End Last day of*: June

Indirect Cost Rate: 15.00%

IDR Expiration Date: 06/30/2025

Organization Contact Information

Organization Contact Information

Organization Director*: Dona Ponepinto
First Name Last Name
President/CEO donap@uwpc.org
Title Email Address

Applicant Contact*: Shawn Paton
First Name Last Name
VP of Impact shawnp@uwpc.org
Title Email Address

Project Contact: Audrey Lewis
First Name Last Name
Lead Transportation Navigator audrey1@uwpc.org
Title Email Address

Summary of Project Information

Summary of Project Information

Identify whether the project in this application is sustaining, new, or expansion.

Need for Service: Sustain existing service
Expansion can't be combined with sustaining existing service in the same application for the first biennium.

Capital equipment for a mobility management project includes items that have a useful life of more than one year, exceed your organization's capital cost threshold or \$10,000, and are subject to depreciation and inventory tracking.

Examples for mobility management include information kiosks and technology.

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

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)

10,6,8

Select as many as apply

*:

Legislative District(s)

02,25,26,27,28,29,31

Select as many as apply

*:

County(ies)

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*:

Preserve existing Access Pierce Transportation Navigation Center (formerly South Sound 211 Transportation Resource Center), as the centralized intake service for special needs transportation, providing the access point for this population to learn about and apply for all mobility options available in Pierce County and receive one-on-one support.

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*:

Access Pierce Transportation Navigation Center will sustain 3.0 FTE Transportation Navigators serving as Pierce County's centralized intake and coordination point for special needs transportation. Navigators conduct eligibility screening, provide mobility options education, and complete intakes for multiple transportation providers in a single interaction, reducing contacts a rider must make from four or five to one. Activities include daily call/contact triage, referral coordination with Sound Transit, Pierce Transit, paratransit, rural/intercity, volunteer services, and rideshare partners, and structured follow-up to confirm successful connections. Beyond transportation services, navigators are also able to provide wraparound supports to ensure client wellbeing. Deliverables include ongoing contact and outcome tracking, quarterly reporting on intake volume and approval rates, and continued participation in PSRC's Special Needs Transportation Committee and the Pierce County Coordinated Transportation Coalition. This project directly advances the Consolidated Grant Program's goals of preserving essential transportation access, supporting coordination among providers, and maintaining a sustainable regional transportation network for seniors, people with disabilities, and other vulnerable populations throughout the full grant period.

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*:

Pierce County residents with accessibility and mobility needs (seniors, people with disabilities, low-income residents, and workforce-connected riders) face a fragmented transportation landscape spanning fixed-route, paratransit, rural/intercity, volunteer services, and specialized providers, each with distinct eligibility rules. PSRC's Coordinated Mobility Plan (May 2026) identifies this as a regional need under Need #5, calling for mobility management programs that "help potential riders navigate transportation options and complete their trips" (pp. 68-69), a High Priority strategy under the Mobility Management project type. This need was identified through PSRC's direct engagement with priority populations and community-based organizations, echoing what Access Pierce hears daily through resident calls. Our Navigators provide single-point eligibility screening, education, and coordinated intake across multiple providers, reducing the contacts a rider must make from several down to one. If this project is not funded, residents lose this coordination point and must independently navigate a fragmented system, which is a burden falling hardest on those least able to bear it. Navigators spend whatever time is needed, and have multiple contacts with riders to ensure they are able to get to their intended destination. We also regularly receive transportation requests from hospital/care facility social workers and family members calling on for a rider unable to call for themselves.

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:

Access Pierce's Transportation Navigation Center advances efficiency, accessibility, and coordination of special needs transportation as required under RCW 47.01.450, serving as Pierce County's single point of contact for riders, health/service providers, and family members who would otherwise need to independently identify and contact multiple providers, each with distinct eligibility rules. Navigators provide the eligibility screening, education on available transportation options, and a single intake for five transportation services. Our program is the only place for Pierce County residents to receive this depth of assistance from live, trained Navigators who will spend whatever time and however many follow-up contacts are necessary to ensure a rider successfully reaches their destination.

Efficiency: Navigators complete a structured intake and eligibility screening in one interaction, then route the request directly to the appropriate provider, reducing the number of contacts a rider must make from four or five down to one, and reducing duplicative, ineligible contacts to transportation partners.

Accessibility: Navigators provide education on available mobility options tailored to each rider's specific mobility, income, or ability-related barriers, ensuring riders reach the transportation mode appropriate to their eligibility.

Coordination: Access Pierce maintains active coordination with PSRC's Special Needs Transportation Committee and the Pierce County Coordinated Transportation Coalition (PCCTC), aligning navigation practices with regional priorities and closing gaps between individual provider systems.

Populations served: Seniors, people with disabilities, low-income residents, people with limited English proficiency, and residents facing transportation barriers to employment, training, and workforce services.

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*:

Access Pierce's transportation navigation team includes 3.0 FTE Transportation Navigators. Audrey Lewis, Lead Transportation Navigator, has served in this role since May 2021, bringing prior experience managing the Ride United program (a partnership with Lyft addressing unmet on-demand ride needs in Pierce County). Jordan Patereau, Transportation Navigator, in this role since June 2026. Alicia Formbly, Transportation Navigator, in this role since June 2026. Anita Hacker, Finance Director, has worked with United Ways for 3-1/2 years. Federal dollar management experience of 15 years. Shawn Paton, VP of Impact, has been with UWPC for 30 years. She was the program director for United Way's HelpLine program which became part of the statewide WA211 system in 2006. She worked on the initial 211 WSDOT contract launched in 2007, and she has overseen South Sound 211 and Access Pierce since that time. Sarah Teague, Access Pierce Resource and Operations Manager has been with HelpLine/211/Access Pierce for nearly 20 years. J'nai Starks, Quality, Training & Workforce Supervisor, with 8 years at Access Pierce,

responsible for navigator performance accountability, reporting, and training evaluation.

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?
No Data for Table		

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*:

We coordinate with PSRC by participating in the Special Needs Transportation Committee, including providing information and updates. Our service produces outcomes aligned with PSRC's Coordinated Mobility Plan (May 2026) High Priority Strategy 5, which calls for mobility management programs that help riders navigate transportation options and complete their trips, with tailored support to address language and technology barriers, including coordination in the development of One Call/One Click to provide navigation support to riders with special transportation needs in Pierce County, customized to language, cultural, technological, and accessibility needs. We are supported locally by transportation providers and human service agencies who agree to use Access Pierce as the central intake, information, and referral point for Pierce County. Our local planning organization, the Pierce County Coordinated Transportation Coalition (PCCTC), cited 3 goals, with Access Pierce (then South Sound 211 Transportation Resource Center) at the core of the goal to Connect the Transportation System locally. We helped lead the PCCTC plan update, implementing High Priority Strategy 6 to partner with healthcare and wellness providers to better coordinate transportation scheduling with appointment times, by sharing referrals directly from healthcare offices to our Navigators and offering on-demand rideshare dispatch in addition to connection to partner providers. We continue convening healthcare providers in our planning efforts.

- 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*:

Access Pierce Transportation Navigation Center provides central intake in partnership with a coalition of transportation providers. When a resident calls Access Pierce for a ride, a single intake is completed for multiple transportation services and routed to the appropriate provider to expedite service. If rideshare is appropriate, we can dispatch or schedule free Lyft rides on-demand or for future trips from our internal platform. This blended approach has advanced accessibility to rides, increased dispatching and scheduling efficiency, and decreased the number of calls and applications a rider must make. Our Navigators help riders explore all potential long-term transportation options in full; often the immediate need is filled while the resident applies for and secures permanent transportation, all accessed in a single call. In addition to connections to Non-Emergency Medical Transportation brokers, public transit, and human service providers, our referrals include Sound Transit Sounder Train, Sound Transit Tacoma Link Light Rail, Amtrak, Greyhound, Park & Rides, Vanpool/Carpool, Pierce County Ferries, Travel Training, Bike & Bike Parking, and rideshare programs. We coordinate with the region's One Call/One Click platform, providing the human navigation assistance for residents who need or prefer that support alongside the online tool.

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		\$397,109.00	\$454,026.00	14.33%	\$497,203.00	9.51%
Other	10% Indirect Cost	\$39,761.00	\$45,403.00	14.19%	\$49,720.00	9.51%
		\$436,870.00	\$499,429.00		\$546,923.00	

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: Private Grant		\$91,848.00	\$104,880.00	\$114,854.00

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: 14.32%

Variance between 2027-2029 and 2029-2031: 9.51%

Variances:

Adjustments from 2024 due to increased labor costs as set by WA State Labor & Industries and benefit premium increases. The variance between years 1 and 2 versus years 3 and 4 is also due to predicted labor cost increases from both L&I and insurance premiums.

Other Sources and In-Kind Match

Other Sources*:

United Way of Pierce County has an annual campaign appeal for donations that are unrestricted. Those unrestricted donations are used to help fund the match. We are continuing to match at 21%.

Are you using in-kind match?*: No

Other Support

Other Support:

United Way of Pierce County (UWPC) secures the required local match for this project through its unrestricted annual donor campaign (private,

community-raised dollars UWPC directs) to sustain Access Pierce's Transportation Navigator function. This is a direct financial relationship: UWPC, as the applicant organization, is also the source of match funding, reflecting institutional commitment rather than a third-party funding arrangement. Because this match comes from unrestricted private donations rather than a government grant, it carries no competing eligibility restrictions and provides a stable, renewable funding base UWPC can commit across the full four-year grant period.

Beyond this direct match, Access Pierce leverages non-financial community support through active participation in PSRC's Special Needs Transportation Committee and the Pierce County Coordinated Transportation Coalition (PCCTC), where transportation providers and human service agencies agree to use Access Pierce as Pierce County's central intake and referral point, a form of in-kind community endorsement that extends the project's reach without direct cost. UWPC's broader donor base and community fundraising infrastructure, built over nearly three decades of local giving, further demonstrates sustained community investment in this work beyond any single grant cycle.

Budget Development Methodology

Budget development methodology*:

This budget was developed using historical cost data from Access Pierce's prior WSDOT-funded cycle, adjusted for current staffing, wage, and benefit levels. Staffing remains stable with the same headcount funded in the prior biennium, so the budget reflects continuation and cost escalation of an existing function rather than new positions.

Non-personnel costs (training, project supplies, rent/utilities allocation) are estimated from actual current-year expenditures under the existing UWPC cost structure.

This budget reflects realistic, necessary costs to sustain an operating function with an established track record, rather than projected costs for an unproven or newly launched service.

Summary

July 1, 2027 - June 30, 2029

Total Expenses:	\$499,429.00
Match Total:	\$104,880.00
Requested Amount:	\$394,549.00
	This is the amount of grant funds your organization is requesting from July 1, 2027 - June 30, 2029
Percentage of Match:	21.00%

July 1, 2029 - June 30, 2031

Total Expenses:	\$546,923.00
Match Total:	\$114,854.00
Requested Amount:	\$432,069.00
	This is the amount of grant funds your organization is requesting from July 1, 2029 - June 30, 2031
Percentage of Match:	21.00%

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: 10 %

Expiration Date: 12/31/2031

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

Rate: %

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: the number of trainings conducted, outreach events completed, passengers served, or other measurable outcomes generated by this project.

Identify the data sources and monitoring processes you will use to track these outcomes.

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*:

Number of calls per year - 2800 (5800 for biennium)

Senior/disabled served per year - 1700 (3400 for biennium)

Intakes for rides per year - 250 intakes with 80% approval rate (500 per biennium)

Caller satisfaction rate per year - 85%

Beyond these quantitative measures, Access Pierce tracks qualitative outcomes through caller feedback: whether a caller's full range of needs, not transportation, were identified and addressed in a single interaction, and whether callers report that navigator meaningfully reduced the burden of accessing services.

Data sources and monitoring - Contact volume, intake, and referral data are tracked in Apricot case management and RingCX call routing systems, generating regular reports reviewed by program supervisors. Caller satisfaction is monitored through phone, email, and text-based surveys.

Community-level input is gathered through United Way of Pierce County's broader community engagement work, providing ongoing context for how well the program is meeting resident needs.

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*:

Access Pierce measures success for the Transportation Navigation Center against the quantitative targets above, reviewed monthly, allowing performance shifts to be caught and addressed early. Success also includes the qualitative measure of whether callers' full range of needs was addressed in a single interaction, not transportation alone. If performance targets are not met, Access Pierce will take a structured approach to improvement:

- Review call routing and referral patterns in case management system to identify specific bottlenecks (e.g., declining approval rates tied to a particular provider or service type).
- Provide targeted staff training and cross-training with partner providers to address identified gaps.
- Increase supervisor call monitoring and coaching to support consistent navigation quality.
- Adjust community outreach and promotion strategies if declining contact volume signals reduced awareness of the program.
- Incorporate caller feedback directly into service adjustments, consistent with our broader practice of adapting based on community input.

This approach reflects Access Pierce's ongoing commitment to using both data and direct community feedback to continuously refine how we serve Pierce County residents.

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	06/29

Supplemental Information

Supplemental Information

Supplemental Information:

Since the 2025 Access Pierce transition to a single-county footprint, our Transportation Navigators have continued the same human-centered service delivery model developed during the pandemic. We learned then that a shift toward online and remote service channels created new hardships for people with special needs, a digital divide involving lack of internet or cell service access, and difficulty understanding or completing intake and trip requests independently. Even for callers with access and ability, navigating a fragmented transportation system can be stressful during a time of crisis or urgent need. Our response has remained consistent: trained Transportation Navigators provide unlimited time in conversation, unlimited follow-up contacts to reconnect, check in, and continue navigation, and hands-on assistance completing intakes and online forms on behalf of callers. Clients consistently tell us they value this option for human connection and support alongside our other access channels via online, email, and text.

Importantly, a call to Access Pierce rarely ends with transportation alone. Our Navigators are trained to identify and address the full scope of what a caller needs, not just the ride they asked for. A single interaction often surfaces food insecurity, housing instability, or unmet health and financial needs alongside the transportation request, and our Navigators connect callers directly to those services in the same call, while also ensuring the caller has transportation to access them. This whole-person approach means a ride to a food bank isn't the end of the interaction; it's one piece of a coordinated response to everything the caller is facing.

Scope of Work, Project Description, Measurement of Efficiency & Effectiveness

Some quantitative measures of our program, particularly ride approval and satisfaction rate, are dependent on the availability of transportation resources for very specific rider needs, which are not always within our control. For this reason, we also focus on creative, solution-oriented conversation to support riders in identifying and connecting with their own transportation solutions and other supports. We monitor qualitative measures through client feedback gathered via phone calls, surveys, and email/text contacts, and continue adapting our services to meet emerging rider needs.

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*:

Access Pierce's work addresses the interconnected issues affecting individuals and families experiencing poverty in our community. In Pierce County, 37% of households are ALICE (Asset Limited, Income Constrained, Employed) or below the federal poverty line (2024 data, the most recent available), a burden that falls disproportionately on BIPOC (Black, Indigenous, People of Color) communities. Low-income families remain a critical focus of our work. A call to Access Pierce rarely ends with transportation solution alone. Our Navigators are trained to identify and address the full scope of what a caller needs, not just the ride they asked for. They assess callers to surface food insecurity, housing instability, or unmet health and financial needs alongside the transportation request, and connect callers directly to those services in the same call while also ensuring they have transportation to access them. This whole-person approach reduces vulnerable population characteristics, environmental burdens, and associated risks in several direct ways: providing free rides to food, medical, and other essential services; supporting a high volume of trips for employment and financial stability, including free trips to a new job until a first paycheck secures long-term income; and, through our workforce mobility function, connecting residents to transportation solutions, including on-demand rideshare, that remove a primary barrier to employment and training access. A ride is never the whole interaction; it's one piece of a coordinated response to everything the caller is facing.

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:

Access Pierce draws on United Way of Pierce County's broader community intelligence work, engaging residents directly in the community to understand the issues that matter most to them, including transportation barriers. This engagement, combined with satisfaction surveys and ongoing caller feedback collected via phone, email, and text, gives us honest, direct input on what's working and what isn't. That feedback has shaped our navigation model in concrete ways and informing our whole-person response to calls that surface needs beyond transportation alone. We continue to adapt our services as community input evolves.

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?:

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	✓	Pierce County map indicating population density	sntf2020oct-map-piercetyopdensity.pdf	pdf	469 KB	09/08/2026 12:26 PM
Service area map	✓	Pierce County service area map	sntf2020oct-map-piercetyopdensity.pdf	pdf	469 KB	09/08/2026 12:26 PM
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						
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		Confirmation of commitment for matching funds	UWPC Match Letter FY28 thru FY31.pdf	pdf	108 KB	09/08/2026 12:18 PM
Letter of concurrence (for projects that operate in multiple planning regions)						
Letters of support (combine into one file attachment)		Letters of support	WSDOT Grant Letters of Support - Access Pierce Transportation Navigation.pdf	pdf	258 KB	09/08/2026 12:02 PM
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

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managerial capabilities to implement and manage the project associated with this application:

Certification*:	Yes
Application Authority*:	Shawn Paton First Name Last Name
Title*:	VP of Community Impact
Date*:	09/08/2026

September 8, 2026

RE: 38335-2027-2029 Consolidated Grant Program – Mobility Management

To Whom it May Concern:

United Way of Pierce County supports the Access Pierce Transportation Navigation Center (formerly South Sound 211) program and will earmark \$104,880 for the July 1, 2027, to June 30, 2029 and \$114,854 for the July 1, 2029 to June 30, 2031 biennium's towards the match for this important human service program.

If you have any questions, please contact me directly via email at anitah@uwpc.org.

Sincerely,



Anita Hacker

Director of Finance

United Way of Pierce County



September 8, 2026

Audrey Lewis
United Way of Pierce County
PO Box 2215
Tacoma, WA 98401

RE: 2027-2029 and 2029-2031 WSDOT Consolidation Grant Program

On behalf of Pierce County Coordinated Transportation Coalition (PCCTC), I am pleased to provide this letter of support for the Access Pierce Transportation Navigation Center.

This project is a prime example of the type of coordination that increases the accessibility and efficiency of all Pierce County special needs transportation projects, including Beyond the Borders, Road to Independence, and Volunteer Services sponsored by Catholic Community Services. Transportation Navigators coordinate multiple resources and provide a centralized intake process to assist callers in finding the best solution to meet their transportation needs.

This project supports our mission to develop and coordinate transportation services for those with limited transportation options in Pierce County. The PCCTC, is pleased to have United Way's Access Pierce Transportation Navigation Center as a mobility management partner in Pierce County and strongly encourage continued funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Daeveene J. May". The signature is fluid and cursive, with the first name being the most prominent.

Daeveene May
Program Specialist 3- Transportation
Daeveene.may@piercecountywa.gov
253-281-9490



September 8, 2026

Audrey Lewis
United Way of Pierce County
PO Box 2215
Tacoma, WA 98401

RE: 2027-2029 and 2029-2031 WSDOT Consolidation Grant Program

On behalf of the Puget Sound Educational Service District (PSESd)/ Road to Independence (RTI) program, I am pleased to provide this letter of support for the Access Pierce Transportation Navigation Center.

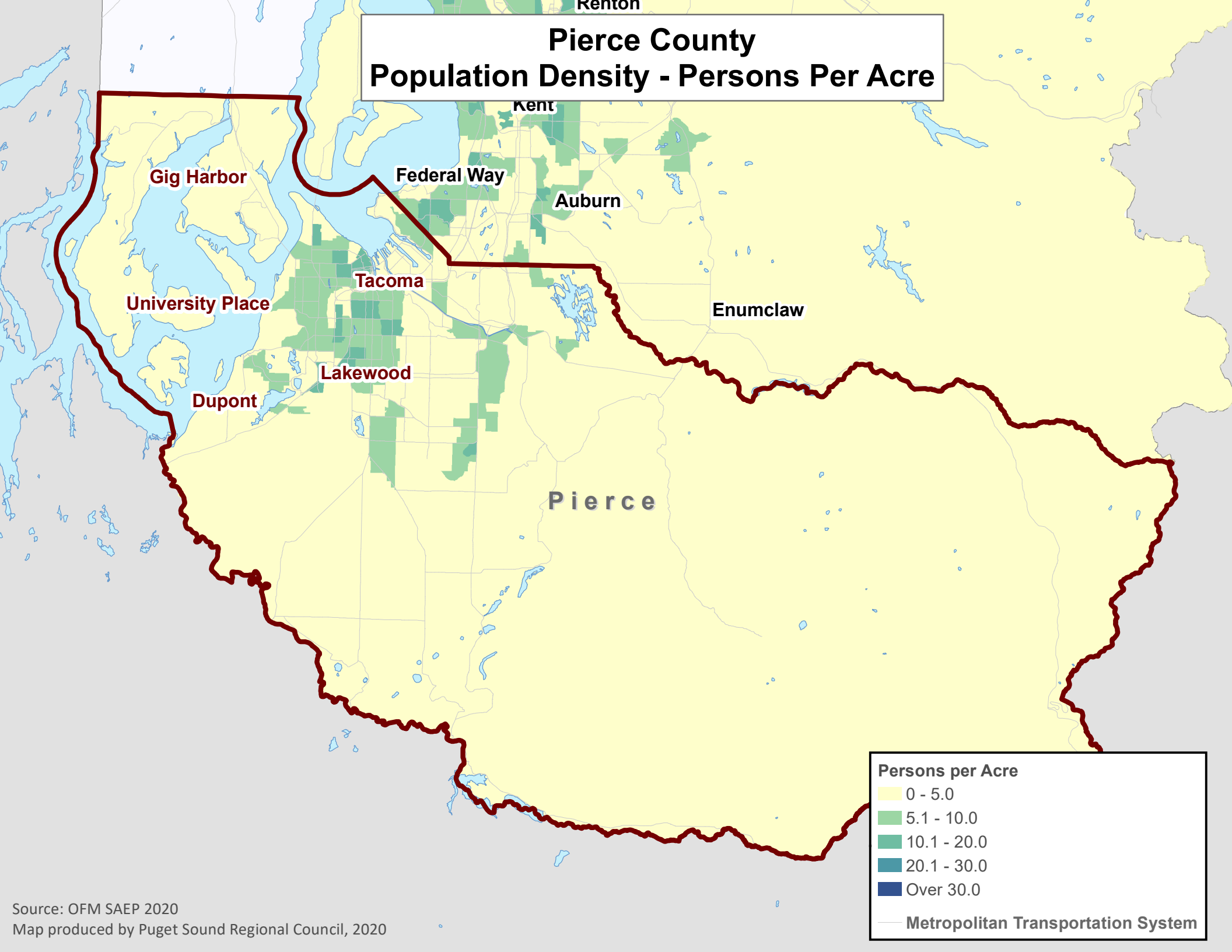
This project is a prime example of the type of coordination that increases the accessibility and efficiency of all Pierce County special needs transportation projects, including Beyond the Borders, Road to Independence, and Volunteer Services sponsored by Catholic Community Services. Transportation Navigators coordinate multiple resources and provide a centralized intake process to assist callers in finding the best solution to meet their transportation needs.

This project supports our mission to develop and coordinate transportation services for those with limited transportation options in Pierce County. PSESd/Road to Independence (RTI) is pleased to have United Way's Access Pierce Transportation Navigation Center as a mobility management partner in Pierce County and strongly encourage continued funding for this project.

Sincerely,

Jacqueline Mann
Director Transportation PSESd
jmann@psed.org
425-917-7886

Pierce County Population Density - Persons Per Acre



Pierce County Population Density - Persons Per Acre

