

# 16357 - Regional Alliance for Resilient and Equitable Transportation (RARET)

## Application Details

**Funding Opportunity:** 15644-2023-2025 Consolidated Grant Program - Mobility Management  
**Funding Opportunity Due Date:** Oct 27, 2022 3:01 PM  
**Program Area:** Consolidated Grant Program  
**Status:** Submitted  
**Stage:** Final Application

**Initial Submit Date:** Oct 11, 2022 6:14 PM  
**Initially Submitted By:** Staci Sahoo  
**Last Submit Date:**  
**Last Submitted By:**

## Contact Information

### Primary Contact Information

**Name:** Ms. Staci Allegra Sahoo  
Salutation First Name Middle Name Last Name

**Title:** Director, Mobility Management

**Email\*:** [SSahoo@hopelink.org](mailto:SSahoo@hopelink.org)

**Address\*:** 14812 Main Street

Bellevue Washington 98007-5245  
City State/Province Postal Code/Zip

**Phone\*:** (425) 943-6769 Ext.  
Phone  
### ###-####

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

### Organization Information

**Legal Name\*:** Hopelink

**DBA Name\*:** Hopelink

**Organization Type\*:** Non Profit

**DUNS #:** 096772090  
#####

**Unique Entity Identifier (UEI):** CPGMVDJWLLY3

**Organization Website:** (Please enter http://... for this field)

**Physical Address\*:** 14812 Main St # 5245

Bellevue Washington 98007-5245  
City State/Province Postal Code/Zip

<b>Mailing Address*:</b>	P.O. Box 3577
	Redmond Washington 98073-3577
	City State/Province Postal Code/Zip
<b>Remit to Address*:</b>	P.O. Box 3577
	Redmond Washington 98073-3577
	City State/Province Postal Code/Zip
<b>Phone*:</b>	(425) 943-6769 Ext.
	###-###-####
<b>Fax:</b>	###-###-####
<b>Fiscal Year End</b>	June
<b>Last day of*:</b>	

## Organization Contact Information

### Organization Contact Information

#### Organization Director

<b>Name*:</b>	Dr. Catherine Cushinberry
	First Name Last Name
	CEO <a href="mailto:ccushinberry@hopelink.org">ccushinberry@hopelink.org</a>
	Title Email Address

#### Applicant Contact

<b>Name*:</b>	Staci Sahoo
	First Name Last Name
	Director, Mobility Management <a href="mailto:ssahoo@hopelink.org">ssahoo@hopelink.org</a>
	Title Email Address

#### Project Contact

<b>Name*:</b>	Staci Sahoo
	First Name Last Name
	Director, Mobility Management <a href="mailto:ssahoo@hopelink.org">ssahoo@hopelink.org</a>
	Title Email Address

## Summary of Project Information

### Summary of Project Information

<b>Does your mobility management project include the purchase of capital equipment*:</b>	No
	Capital equipment includes items that have a useful life of more than one year, exceed your organization's capital cost threshold or \$5,000, and are subject to depreciation and inventory records.

<b>Willing to Accept FTA funds for the biennium</b>	Yes
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Checking yes to federal funds means that your organization is willing and able to comply with the associated federal requirements. For an example of last biennium's federal requirements see the [Consolidated Grants Program Guidebook](#).

\*:

Select all of the Congressional District(s), Legislative District(s) and County(ies) the project will serve.

[Congressional & Legislative District map](#)

<b>Congressional District(s)*:</b>	1,10,2,6,7,8,9
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<b>Legislative District(s)*:</b>	01,02,05,10,11,12,21,25,26,27,28,29,30,31,32,33,34,36,37,38,39,41,43,44,45,46,47,48
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County(ies)\*: King, Pierce, Snohomish

Duration of Project\*: Four Years

#### Dependency on Other Projects

Is this project dependent on any other projects submitted by your organization?	Project Title
Yes	Mobility Management in King County

## Scope of Work

### Project Description

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

RTPO/MPO\*: Puget Sound Regional Council

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

Provide a brief, high-level description of what your project proposes to do (address who, what and where). This description may be used to describe your project to the Legislature.

#### Proposed scope/description of the work.\*:

This grant is to provide the staffing, short- and long-term planning, and operational support for the Regional Alliance for Resilient and Equitable Transportation (RARET) workgroup whose goal is to increase life-sustaining transportation services available to specialized populations during an emergency in the Central Puget Sound region.

Why is this project needed, and how does this proposal address the need?

Describe why you are pursuing the proposed project. Include a description of the transportation problem that needs to be addressed, how the problem was identified, and how the proposed project will address the problem.

#### Need\*:

RARET was formed in 2013 following an Urban Area Security Initiative conference where transportation for vulnerable populations was identified as a significant regional need. There has continued to be an identified need for RARET to support regional stakeholders during emergencies by coordinating with transportation providers, emergency managers, human service providers, and mobility managers to increase the availability of services. We have seen an increased need for transportation services and coordination for vulnerable populations during COVID and significant weather events; gaps in available services increase the tragic impacts of these events. This project focuses on transportation access for vulnerable populations to critical services in an emergency, including dialysis, methadone clinics, and chemotherapy. The need is imperative in rural areas where the lack of fixed route services poses serious challenges. Rural communities also face the challenges of limited staffing, low population density, budgetary pressures, and an over-reliance on emergency responders. This project seeks to rectify some of these barriers and reduce silos by serving as the coordination body for transportation in an emergency while offering technical assistance and resources to sustain services. RARET's role is to ensure vulnerable populations can still get where they need to while supporting transportation providers in being more prepared and more effectively responding during emergencies.

Describe coordination efforts with your regional planning organization.

Include details such as inclusion in regional plans, what prioritized strategies are being addressed, who was involved in defining the problem, other alternatives that were/are being considered for solving the problem, and demonstrations of local/regional support for implementing the proposed project.

#### Coordination Efforts\*:

RARET works with and serves as a bridge between mobility managers, transportation providers, emergency managers, human service providers, disability advocates, and jurisdictions to assess transportation needs during emergencies. RARET regularly attends regional stakeholder meetings, including PSRC's Special Need Transportation Committee and CIEP. Currently, 24 organizations have matched or submitted letters of support for this project. RARET works closely with all three countywide mobility coalitions to leverage networks and avoid duplication. We utilize data and tools provided by PSRC and other agencies to inform our work and ensure our programs are based on accurate and relevant information. RARET addresses a prioritized strategy in our MPO's Coordinated Plan: "Strategy 7.2: Define regional roles and responsibilities before, during, and after emergencies, especially for transportation providers, emergency management agencies, and jurisdictions." One such project is the Emergency Transportation Provider Network (ETPN). RARET partnered with the National Center for Mobility Management to hold an ETPN launch summit in June 2022. The goal of ETPN is to increase the availability of transportation for special needs populations during adverse weather or emergencies by formalizing procedures to improve the predictability of providers operating during heightened conditions. RARET also fulfills the highly prioritized

strategy 7.1 on improving regional coordination by bringing cross-sector partners across the region. By increasing transportation providers' ability to operate during emergencies, improving providers' preparedness, and informing users, this project will support the needs identified by the MPO of 1) More transportation services at times when they are needed; 2) Accessible information about available services and language services; 3) Better access to health and wellness destinations; and 4) Better regional coordination to meet growing mobility needs.

How does the project advance efficiencies in, accessibility to, or coordination of transportation services provided to persons with special transportation needs?

To be eligible for funding for special needs transportation, [RCW 47.01.450](#) requires that applicants address how their project advances the efficiency, accessibility, and/or coordination of special needs transportation.

Describe how your project advances these areas, and how you are going about developing these advancements. Additionally, identify the special needs population to be served by this project.

#### **Special Needs Transportation:**

RARET focuses on serving people with access and functional needs, including older adults, people with disabilities, and English-language learners. The project's role in bridging cross-sector divides with special transportation needs in emergency planning contributes to better outcomes for vulnerable populations. RARET provides a forum for disability advocates to meet and collaborate with partners in each step of the emergency transportation coordination process, from planning to service provision. For example, RARET has partnered with subject matter experts to provide training and resources such as Personal Preparedness Training with NEMT providers. RARET also ensures that representatives from the access and functional needs community hold leadership positions on our Steering Committee to ensure these perspectives remain centered in our planning efforts. The ETPN project seeks to advance efficiencies and accessibility to people with special transportation needs by formalizing procedures and plans. The ETPN will address recurring gaps in situational and process awareness across sectors, allowing for a more effective and efficient network in responding to emergency transportation needs. One element of this will be to document the accessibility of vehicles throughout the region to improve coordination and deployment of vehicles equipped to meet specialized transportation needs. RARET will also continue building out training and resources to address these needs and utilizing tabletop exercises to test and improve plans. The destruction of silos surrounding these partners via the project's coordination efforts enables purveyors of special needs transportation to be more swiftly and efficiently connected with their clients during the confusion brought on by emergency scenarios. The result is that clients are more easily connected to their essential destinations, like medical facilities and shelters.

**For operating, mobility management and capital projects:** How will your organization measure whether the project is successful and improves the efficiency and effectiveness of public transportation?

Identify data sources and monitoring processes. Explain how the project provides more efficient and effective transportation services to the target population(s) within the community. Describe strategies or steps to be taken if the project does not meet its performance targets.

#### **For Planning Projects: How will your organization measure the planning project's success?**

Identify data sources used in the planning process.

#### **Measurement of Efficiency and Effectiveness\*:**

RARET has identified 6 key strategies to improve the efficiency and effectiveness of the public transportation system: 1) Gaps Analysis; 2) Coalition Building; 3) Preparedness; 4) Resource Identification; 5) Coordination; and 6) Communication. Disseminating reports on identified gaps at workshops, trainings, etc. will enable providers, emergency managers, and stakeholders to locate vulnerabilities and transportation solutions. A direct measure for success is to hold a minimum of 2-4 emergency preparedness events per year, reaching at least 60 participants annually. RARET aims to have 22-32 transportation providers formally involved in the ETPN project. To measure the RARET network's ability to respond effectively during emergencies, of the requests for assistance that RARET/ETPN receives, at least 90% will be connected with the appropriate resources. Pre- and post-event surveys, participant interviews, and focus groups will provide quantitative and qualitative data. RARET will coordinate one tabletop exercise annually for key stakeholders including the creation of an after-action report. RARET also produces yearly work plans to reassess initiatives and community/stakeholder alignment. See Supplemental Section for a sample of accomplishments. RARET measures its success using a variety of tools including databases, surveys, attendance records, project management tools, and other tracking methods. More details on tracking these metrics are in the Measurable Outcomes section.

How does your project connect to, coordinate with, leverage or enhance other modes of transportation in your service area (i.e., aviation, intercity bus or rail, park and rides, bicycle/pedestrian)?

Describe how this project supports and interacts with other modes of transportation in the project area. Does this project enhance other transportation or social services within your organization or among partners?

What efficiencies will be gained within the service area as a result this project?

#### **Other Modes of Transportation\*:**

This project includes partnerships with the major transit agencies in all 3 counties and private transportation providers to coordinate and increase the overall number of providers operating in times of emergency. In addition to traditional providers, non-traditional modes may be leveraged to evacuate special needs populations, transport them to emergency shelters, and/or maintain access to life-sustaining medical services and other necessary trips. The non-traditional modes may include but are not limited to volunteer 4x4 drivers, ridesharing, emergency response vehicles, and off-road vehicles. While traditional transportation providers form the backbone of RARET's transportation provider partnerships, non-traditional service providers are valued for their potential utility in the unpredictable environments presented by disasters. We will evaluate the capabilities of

providers operating ADA-accessible and paratransit vehicles to maintain transportation services for people with disabilities and their ability to adjust eligibility requirements during extreme circumstances. Providers will be connected via the project's work on the ETPN initiative, ensuring they are operating at maximum efficiency during an emergency by clarifying and formalizing the roles and responsibilities of each partner. Additionally, this project will work closely with the One-Call/One-Click project to share connections, coordination efforts, and data to improve efficiencies. Identify the project staff for this project. What type of experience do these individuals have with grant management?

Provide the names and experience of the key staff that will be working on this project, including their experience managing projects similar to the proposed project.

### Project Staff:

Hopelink has a history of managing federal, state, and local grants for all operations, including transportation, for over 30 years. In addition to the project staff listed below, we will rely on the grant management and transportation expertise of Hopelink's Chief Operating Officer, Geoff Crump, and the Vice President of Transportation, Susan Carter. Hopelink has successfully applied for, received, and managed FTA Section 5310 and other grant funds and contracts for over 15 years. The management of this grant will be overseen by Hopelink's Director of Mobility Management, Staci Sahoo. Staci has managed FTA funds since 2012, including Section 5310, 5316, and 5317 special needs grants and funding from other federal, state, and local sources. Staci's responsibilities include tracking and approving grant expenses, issuing RFPs and managing subcontracts, monitoring performance measures and outcomes, compiling grant reports, and documenting compliance with state and federal requirements. Staci will also provide oversight and guidance to the program management staff, Bree Boyce and Dean Sydnor, for this project. Bree and Dean have experience with FTA grants, including tracking grant expenses, performance measures, and program outcomes, and supervising and training staff.

### Coordinated Public Transit - Human Services Transportation Plans (CPT - HSTP)

Coordinated Public Transit- Human Services Transportation Plan	Page number(s) or TBD
Puget Sound Regional Council	43

## Budget

### Expenses

Expenses	If Other, Please List	** July 1, 2021 - June 30, 2022 (Actual)	** July 1, 2022 - June 30, 2023 (Budgeted)	July 1, 2021 - June 30, 2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	Variance Between Biennia	** July 1, 2025 - June 30, 2027 (Projected)	Variance Between Biennia
Labor & Benefits		\$59,475.00	\$68,795.00	\$128,270.00	\$208,301.00	62.39%	\$219,984.00	5.61%
Contracted Services - Other		\$0.00	\$2,020.00	\$2,020.00	\$6,000.00	197.03%	\$6,000.00	0.00%
Rent & Utilities (if not included in overhead, above)		\$700.00	\$0.00	\$700.00	\$1,307.00	86.71%	\$1,336.00	2.22%
Project Supplies		\$1,595.00	\$10,888.00	\$12,483.00	\$9,502.00	-23.88%	\$9,502.00	0.00%
Overhead		\$18,575.00	\$5,409.00	\$23,984.00	\$42,438.00	76.94%	\$45,585.00	7.42%
		<b>\$80,345.00</b>	<b>\$87,112.00</b>	<b>\$167,457.00</b>	<b>\$267,548.00</b>		<b>\$282,407.00</b>	

### Revenue and/or Match

Revenue and/or Match Sources	If Other, Please List	** July 1, 2021 - June 30, 2022 (Actual)	** July 1, 2022 - June 30, 2023 (Budgeted)	July 1, 2021 - June 30, 2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	** July 1, 2025 - June 30, 2027 (Projected)
Local: Other	Cash. See Other Sources.	\$33,658.00	\$37,342.00	\$71,000.00	\$59,800.00	\$59,800.00
Local: In-kind		\$411.00	\$7,589.00	\$8,000.00	\$16,466.00	\$16,466.00
		<b>\$34,069.00</b>	<b>\$44,931.00</b>	<b>\$79,000.00</b>	<b>\$76,266.00</b>	<b>\$76,266.00</b>

### Summary of Awarded Amount for July 1, 2023 - June 30, 2025

Requested Amount: \$191,282.00

Revenue / Match Amount: \$76,266.00

Summary of Awarded Amount for July 1, 2025 - June 30, 2027

Requested Amount:	\$206,141.00
Revenue / Match:	\$76,266.00

Variances

Variance between 2021-2023 and 2023-2025:	59.77%
Variance between 2023-2025 and 2025-2027:	5.55%

Variances:

The twofold increased variance is due to Labor & Benefits: first, staff titles have changed to reflect the workload for this role. We have increased staff by .25 FTE to manage the workload performed by the Senior Manager of Coalitions. The increase in Contracted Services is due to accessibility improvements that promote inclusive meetings, including closed captioning and ASL interpreters. The overhead reflects recent actuals and remains aligned with our WSDOT-approved indirect cost plan.

Other Sources

Other Sources\*:

Financial sustainability continues to increase for this project as stakeholders see the value in completed work. Transit agencies and emergency management offices recognize the benefits, which has resulted in nearly 30% local match. Considering dwindling emergency management funds, regional providers have increased in-kind match contributions. The following organizations are providing yearly funding for this project: Hopelink: \$23,000, King County Metro: \$8,400 (\$4,000 cash match and \$4,400 in-kind match), Pierce Transit: \$2,500 (cash), Snohomish County Human Services: \$4,200 (in-kind). We also work with Pierce County DEM for contracted services that offset expenses. Cash and in-kind support are provided from all three counties, demonstrating our regional commitment to this project. Hopelink is committed to working with partners during the biennium to identify other funding resources. In the current biennium, the National Center for Mobility Management selected our project from a national pool to receive technical assistance and facilitate a one-day workshop, covering all expenses. Other examples include partnering with local colleges to take on research projects or collaborating with existing training sessions to maximize investment in this project. With over 40 unique agency partnerships, RARET is well-positioned to leverage local resources to enhance the mission and goals of this project.

Comments

Comments\*:

The project budget was developed using the following tools and assumptions: A. Budget Development-Expenses: 1. Direct Operating Expense - Labor & Benefits: developed using current labor and benefit costs for staff assigned to the project based on the percentage of time the individual is expected to expend, assuming an annual wage increase of 3%. Variance in the budget is caused by staff promotions to reflect title and workload adequately. The FTE is at 1.25 to reflect the work needed to sustain the project deliverables. 2. Direct Operating Expense - Program Support: includes direct program costs (supplies, mileage reimbursement, meeting/conference expenses, printing, etc.) based on anticipated costs incurred in support of project deliverables. 3. Contracted Services: Includes costs for interpretation/translation services. 4. Indirect Costs: developed using current labor and benefit costs for Management and General (administrative) staff; and other indirect costs (e.g., Building Maintenance, Janitorial, Insurance, IT), in compliance with Hopelink's indirect cost plan. 5. Rent and Utilities: based on current expenses. B. Budget Development-Revenues: Local Funds - Other and In-kind Support: For a list of match commitments, see Other Sources.

DBE Goals

DBE Goals	Percentage	Efforts	No DBE
Yes	1.00%	Hopelink's fiscal policy states "Positive efforts shall be made by Hopelink to utilize small business, minority-owned firms, and women's business enterprises, whenever possible." This project's expenses will primarily be spent on labor and benefits. We will strive for at least a 1% DBE goal and identify vendors that can provide closed captioning or ASL interpretation services. In the past, we've used DBE vendors to supply our outreach kits, printing services, and contractor for video production.	

Summary

July 1, 2023 - June 30, 2025

Expense Total:	\$267,548.00
Revenue Total:	\$76,266.00

<b>Requested Amount</b>	\$191,282.00
This is the amount of grant funds your organization is requesting from July 1, 2023 - June 30, 2025.	Expense Total minus Revenue Total
:	
<b>Percentage of Match:</b>	28.51%

July 1, 2025 - June 30, 2027

<b>Expense Total:</b>	\$282,407.00
<b>Revenue Total:</b>	\$76,266.00
<b>Requested Amount</b>	\$206,141.00
This is the amount of grant funds your organization is requesting from July 1, 2025 - June 30, 2027.	Expense Total minus Revenue Total.
:	
<b>Percentage of Match:</b>	27.01%

Measurable Outcomes

Measurable Outcomes

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

There may be some projects where traditional performance measures (e.g., revenue vehicle hours/miles, passenger trips) do not apply. In those cases, quantifiable objectives can be used instead by submitting the following information: number of trainings or outreach, or number of passengers served, or other measurable outcomes produced by this project.

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

Intended Outputs\*:

Developed in partnership with PSRC, the project's intended outputs, as quantifiable performance measures, include: Measure 1: The number of seniors and people with disabilities afforded mobility during emergencies depends on the ability and willingness of providers to respond and/or maintain service, coordinated efforts, and having resources/trainings readily available. Target: of the requests for assistance that RARET/ETPN receives, 90% will be connected with the appropriate resources. Measure 2: Number of conferences, trainings, information sessions, or other coordination activities to make materials and resources available to a broader audience and share the project results. Reports will include the number of attendees reached. Target: Two to four events per year, reaching at least 60 individuals annually. Measure 3: Number of providers participating in the project. Target: leveraging the region's mobility coalitions and brokerage partnerships to facilitate the Emergency Transportation Provider Network of at least 22-32 transportation providers. Measure 4: Number of Project Workgroup members. Target: Average 20-30 active members during the project; maintain average coalition workgroup attendance within a +/-50% range from the previous calendar year (excluding staff support). Measure 5: Number of mobility coalition meetings. Target: 4-6 workgroup meetings held each calendar year. Measure 6: Number of unique agencies represented at meetings. Target: active participation as defined by attending at least 1/3 of workgroup meetings from 10 core partner categories including transit agencies, transportation providers, cities, community members/advocates, human service agencies, older adults, people with disabilities, Tribes, BIPOC communities, and LEP communities. RARET also tracks the number of active coalition members and conducts an annual satisfaction survey with the goal of at least 80% satisfaction.

Milestones

Milestones

MOBILITY MANAGEMENT	Date (mm/yy)
Project Start	07/23
Project Complete	06/27

Attachments

Attachments



Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Copy of organization's most recent audit report	✓	Hopelink's Single Audit Report	<a href="#">Hopelink_MM_RARET_AuditReport.pdf</a>	pdf	336 KB	10/10/2022 10:45 PM
501(c) IRS Letter of Determination (for new non-profit applicants only)						
WA Utilities & Transportation Commission (UTC) Certification (for new non-profit applicants who are direct service providers)						
Service area map	✓	Service Area Map	<a href="#">Hopelink_MM_RARET_ServiceAreaMap.pdf</a>	pdf	644 KB	10/10/2022 10:54 PM
Population density map	✓	Population Density Map	<a href="#">Hopelink_MM_RARET_PopDensityMap.pdf</a>	pdf	224 KB	10/10/2022 10:54 PM
Letters committing matching funds		Four match letters.	<a href="#">Hopelink_MM_RARET_MatchLetters.pdf</a>	pdf	807 KB	10/11/2022 05:12 PM
In-kind match valuation proposal (only operating and mobility management projects may use in-kind contributions as matching funds)		RARET's In Kind Valuation Plan	<a href="#">Hopelink_MM_RARET_InKindValue.pdf</a>	pdf	129 KB	10/11/2022 06:08 PM
Letters of support (combine into one file attachment)		20 Letters of Support	<a href="#">Hopelink_MM_RARET_SupportLetters.pdf</a>	pdf	1 MB	10/10/2022 10:51 PM
Letter of concurrence (for projects that operate in multiple planning regions)						
Federal Indirect Cost Rate Approval Letter						
Cost Allocation Plan		Cost Allocation Policy	<a href="#">Hopelink_MM_RARET_CostAllocation.pdf</a>	pdf	126 KB	10/10/2022 10:51 PM

## Supplemental Information

### Supplemental Information

#### Supplemental Information:

RARET staff facilitate bi-monthly workgroup meetings, participate in about a dozen other stakeholder meetings, and convene county partner check-ins regularly. In FY22, RARET had an average workgroup attendance of 21 attendees and had 30 attendees considered active by attending at least 1/3 of the meetings. RARET's 2022 satisfaction survey showed 100% satisfaction with RARET's work over the past 12 months, and none reported being somewhat satisfied or dissatisfied. An additional sample of efforts this grant has accomplished include: CY22 1) Co-facilitated the ETPN Launch Summit in partnership with the National Center for Mobility Management to discuss needs and plans. 2) Produced the RARET Winter Weather After-Action Report. 3) Contributed to the COVID-19 Pandemic Response Summary Report. 4) Led presentations at the Partners in Emergency Preparedness annual conference, Coalition on Inclusive Emergency Preparedness tabletop exercise, and was featured in the WSDOT RTAP newsletter. 5) Continued to facilitate monthly partner check-in meetings with each county in RARET's service area to address emerging needs. 6) Relaunch the RARET Monthly Newsletter, transitioning away from weekly reports needed at the height of the COVID-19 pandemic. 7) Conducted a Transportation Partner Survey on the state of COVID-19 mask policies among providers. CY21 1) Sent out monthly newsletters to a distribution list of over 200 stakeholders. 2) Gathered, distributed resources, and hosted presentations from subject matter experts for extreme weather events throughout the year, including heatwaves, wildfire smoke, flooding, and winter weather. 3) Led presentations with the Community Transportation Association of the Northwest, Access and Functional Needs Coalition, FEMA, King County Office of Emergency Management, and King County Mobility Coalition. 4) Produced content for the COVID-19 Transportation Resources page to support communities accessing COVID testing and vaccination, including information being translated into 9 languages. 5) Facilitated bi-weekly or monthly partner check-in meetings with each individual county in RARET's service area to address emerging needs. 6) Partnered with PSRC on their Inventory of Services survey to transportation providers by including a section including emergency preparedness questions. CY20: 1) Facilitated the RARET COVID-19 Resiliency Roundtable to assess what worked and could be improved with future emergency responses and coordination efforts. 2) Produced weekly COVID-19 Impact Summaries to maintain situational awareness, share resources, and identify any emerging needs or offers for assistance. 3) Launched the Adverse Weather Driver Training Resources page. 4) Established the RARET Steering Committee, including cross-sector and regional representation. 5) Lead presentations with the National Center for Mobility Management, Coalition on Inclusive Emergency Planning, King County NEMT providers, and all Hopelink Mobility Coalitions. CY19: 1) Co-facilitated Personal Preparedness Training for NEMT staff in partnership with the Snohomish County Department of Emergency Management. 2) Supported NEMT and Public Health during the 2019 snow event with coordination and call-taking. 3) Facilitated a winter weather coordination workshop to debrief and discuss areas of improvement.

## Vulnerable Populations in Overburdened Communities & Tribes - May 2022



Identify the type of direct and meaningful benefits to vulnerable populations your project provides using the descriptions above, if any. Explain how your project provides these benefits. Your response may include suggestions about how WSDOT should evaluate project(s) against Climate Commitment Act requirements in the future.

**Vulnerable Populations in Overburdened Communities\*:**

The current transportation landscape is burdensome to vulnerable populations needing specialized transportation. These communities must become experts in transportation options, eligibility criteria, service areas and hours, contact methods, and enrollments to simply complete essential travel. Then come the inherent challenges of access during emergencies and weather events to critically needed resources such as dialysis, cancer treatment, and methadone treatment. These emergencies strain our emergency responders, and overburdened communities often do not know how to connect with available resources. According to State definitions, Central Puget Sound residents are "overburdened" compared to statewide rates. Census tracts in King, Pierce, and Snohomish Counties face the highest risk in population centers like Seattle, Tacoma, and Everett. King County has 127 overburdened census tracts (of 398), (ranked 9 and 10 using the environmental disparities index). Additionally, Pierce County has 51 (of 172) census tracts, and Snohomish County has 10 (of 151), which expands to 33 of 151 when considering classification 8. RARET seeks to remove existing barriers through collaborative solutions for people with access and functional needs. RARET brings decision-makers, service providers, and community members to identify individual needs and advocate for improved mobility options and coordination during emergencies. Examples of how this work centers on overburdened communities include the ETPN project, the COVID-19 Resources page, COVID-19 Impact Summaries, and various tabletop exercises and trainings. RARET prioritizes accessibility in all its work, including translation of materials, visual aids/accessibility tools for providers, and partnering on emergency gestures trainings for providers. The ETPN project, including its involvement in the One-Call/One-Click system, will improve information and service access to overburdened communities.

**Tribal Support**

<b>Is this project directly operated by a tribe?*</b>	No
<b>Is your project serving and is it supported by a tribal nation in Washington? :</b>	No
<b>Estimate the percentage of your project that serves the tribe:</b>	0.00%
<b>By checking this box, you are confirming your outreach to the tribe in pursuit of a resolution formally supporting your project :</b>	No

**Attachments**

Tribal support correspondence/resolution:

**Certification**

**Certification**

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

<b>Certification*:</b>	Yes
<b>Application Authority*:</b>	Geoff Crump First Name Last Name
<b>Title*:</b>	COO
<b>Date*:</b>	10/11/2022

## Cost Allocation Policy

**Purpose:** Document Hopelink's method for allocating direct and indirect costs to departments, programs, grants, and activities.

**Applies to:** All Hopelink expenses.

**Policy:** Hopelink uses the Direct allocation method. When allocating costs to programs and grants which receive federal funds, allowable costs are determined based on the principles established in the Uniform Guidance, 2CFR 200, and are allocated without regard to ability or willingness to pay by the funding source.

**Direct Method:** The Direct method is used on all costs that can be readily identified to a specific area, person, or department. If direct costs can be identified with more than one program, they are prorated individually as direct costs based on the percentage of actual usage by each program. Examples of direct method allocations based on expense type:

- Supplies – calculated based on percentage of actual usage by program or department.
- Rent, insurance, building maintenance, and utilities – percentage of occupied square footage.
- Auto Insurance – percentage of program vehicles based on total vehicles in Agency fleet.
- Telephone and Internet – percentage of total Full Time Equivalents (FTEs).
- Software Maintenance and User Fees – based on the percentage of the total number of users in the program.

For General and Administrative, Development, Communications, and Volunteer Services, costs are allocated as follows:

- **General and Administrative Costs:** General and Administrative includes Human Resources (HR), Executive, Finance, IT, Organizational Excellence (OE), Advocacy, EDI (Equity, Diversity, and Inclusion) and Facilities Administration. Costs associated with these departments such as salaries, benefits, training, supplies, travel, and facility expenses are collected within each of these departments. Allowable costs within these departments are allocated to all Community Service, Development, and Transportation.
  - Allowable IT costs are allocated based upon the percentage of their total Byte Hours compared to the total Monthly Byte hours used by those departments.

- Allowable Facility costs are allocated based upon the percentage of their closed facility work orders compared to the total monthly closed facility work orders per month (including work orders associated with the Adelle Maxwell property).
  - Allowable Executive, Finance, HR and OE Administrative costs are allocated each month based upon the percentage of FTEs for each department that month.
- **Development Costs:** Development costs (accumulated in Departments 140, 142, 144, and 146) include salaries, benefits, training, supplies, travel, facility expenses, and general fundraising. Allowable Development costs are allocated only to Community Service departments with the exception of the LIHEAP and PSE programs. The allowable Development costs are allocated to the Community Service departments based upon the percentage of each individual Department's Year-to-Date Net Loss divided by the sum of all Community Service Departmental Year-to-Date Net Losses.
- **Communications:** Costs associated with Communications include salaries, benefits, training, supplies, travel, facility expenses, and the Agency general Communications expenses. Allowable Communication department costs are allocated to Development, Community Services, and Mobility Management based upon the percentage of the Department's Designated Revenue year-to-date divided by the sum of all Development, Community Service, and Mobility Management Designated Revenue year-to-date.
- **Volunteer Services:** Costs associated with Volunteer Services include salaries, benefits, training, supplies, travel, and facility expenses. Allowable Volunteer Service department costs are allocated to Community Services and Transportation based upon the percentage of monthly volunteers for that department or program divided by the total volunteers for Community Services and Transportation for that month.
- **Other:** Costs not allocated include Employee Recognition, Advertising, Lobbying and Penalties and Fees.

This policy was reviewed by the COO, CFO, and Controller on June 2, 2021.

**Last Revised:** 3/7/22

**Author:** Michele Anzlovar

**Approved by:** Amanda Reinhard



Bethany at Silver Lake 2235 Lake Heights Drive • Everett, Washington 98208 • (425) 338-3000 • Fax (425) 658-2020  
September 20, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

My name is Christine Bekkouri, and I work at Bethany Silverlake, a SNF in south Everett. Among my duties is to arrange medical transport for our residents, many of whom are on Medicaid. I support Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup. Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

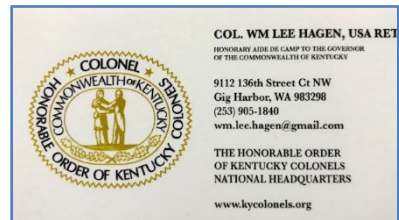
This project supports my organization's mission to provide timely medical care in a safe and comfortable fashion. Due to the myriad of comorbidities-physical, mental, and emotional, these folks are extremely frail and vulnerable. The availability of reliable, no cost transport is critical if we are to provide adequate care. In addition, the efforts that Hopelink is making to consolidate transport planning with local emergency management partners is especially important to ensure that the needs of this population are clearly understood.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me Monday-Thursday at 425.341.2114.

Sincerely,

*Christine Bekkouri*

HUC/Safety Committee Chair  
Bethany at Silver Lake  
2235 Lake Heights Drive  
Everett, WA 98208  
(Tel) 425.341.2114  
cbekkouri@bethanynw.org  
KJ7CCV  
CC: Staci Sahoo, Hopelink



September 12, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

I, Wm Lee Hagen, US Army Retired, support Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

This project supports individuals and families of the Puget Sound Region by providing actionable information pertaining to equitable transportation for all, minus of any regard to age, race, color, language barriers, nationality, or physical disabilities, etc. During the past two years of the COVID pandemic, the RARET Workgroup and the people who make up the services of RARET, have proven themselves as an extraordinary community asset for the less fortunate, shut-ins, and underserved people of the Puget Sound Region.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at (253) 905-1840.

Sincerely,

*-601/wlh*

Wm Lee Hagen (Bill), US Army Retired  
BCP/VM Coordinator, ACP-WA

CC: Staci Sahoo, Hopelink  
Dean Sydnor, RARET Coordinator



**Community Transportation Association of the Northwest**

120 State Ave. #303 | Olympia, WA 98501 | (360) 867-8847 | [www.ctanw.org](http://www.ctanw.org)

*"Promoting mobility options through collaboration, education and advocacy"*

---

September 28, 2023

Catherine Cushinberry

Hopelink

14812 Main St.

Bellevue, WA 98007

Dear Dr. Cushinberry:

Community Transportation Association of the Northwest (CTANW) supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

This project supports CTANW's mission to "bring together organizations, agencies, groups and individuals engaged in providing, developing and sustaining community transportation programs to enhance mobility and equalize opportunity for people with a variety of specialized transportation needs."

CTANW and Hopelink partner in a variety of ways and we are thrilled to support this project.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to reach out via contact information listed below.

Sincerely,

Angie Coulter (she, her)  
Executive Director  
CTANW  
360-580-9694  
[www.ctanw.org](http://www.ctanw.org)

CC: Staci Sahoo, Hopelink





STATE OF WASHINGTON  
**DEPARTMENT OF HEALTH**  
Executive Office of Public Affairs and Equity  
Post Office Box 47890  
Olympia, Washington 98504-7890

September 22, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

The Office of Public Affairs and Equity supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

This project supports the Office of Public Affairs and Equity's mission to frame the complex pieces of public health in an innovative, equitable way to energize positive change in the state. Strengthen and honor public health by creating visibility for our programs through storytelling, research/education, engagement, and collaboration.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at 360-236-4168.

Sincerely,

Elizabeth Perez  
Chief of Public Affairs & Equity  
Office of Public Affairs & Equity

CC: Staci Sahoo, Hopelink



950 Pacific Ave, Suite 300 | Tacoma, WA 98402

September 22, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

Downtown On the Go supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup. Downtown On the Go is the nonprofit transportation advocate and resource for Tacoma.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

Downtown On the Go (DOTG) staff have been participating in the Pierce County workgroup for the past year, and have found it to be a wonderfully supportive, collaborative, and effective space. The connections made in this workgroup have been invaluable for those attending, leading to stronger and more interconnected emergency responses. DOTG supports equitable mobility for all, and RARET works in tangible ways to make this a reality and keep in-need individuals and communities from being left behind.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to DOTG's Advocacy Manager Laura Svancarek at [LauraS@downtownonthego.org](mailto:LauraS@downtownonthego.org)

Sincerely,

*Tracy Oster*

Tracy Oster,  
Executive Director

CC: Staci Sahoo, Hopelink



September 21, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

Everett Transit supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

RARET seeks to improve life-sustaining transportation services for seniors, people with disabilities, low income individuals, and other vulnerable populations in the event of a major emergency in the Central Puget Sound region. Throughout the COVID-19 pandemic, RARET has shared resources both through regional meetings and email communications to provide the latest information on testing, vaccinations, and requirements and best practices for transportation service providers.

In Snohomish County, RARET has helped lead county-specific monthly meetings in partnership with the Snohomish County Transportation Coalition (Snotrac), to which Everett Transit serves on the executive committee and supports through office space. Snohomish County discussions focused on whether Everett Transit could assist with food delivery during the stay-at-home order and how to best transport infected individuals experiencing homelessness to cold weather shelters. As the pandemic issues have eased, the monthly RARET Snohomish County meetings have been folded into Snotrac's bimonthly meetings as an agenda item led by RARET staff.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup. In addition, staff will be able to continue to facilitate emergency-related discussions in partnership with Snotrac. As we endure fires that shut down highways in East Snohomish County and as another winter approaches, it's clear the function of RARET to prepare for public emergencies as it relates to transporting vulnerable populations needs to continue.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at 425-257-8939.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tom Hingson'.

Tom Hingson  
Director, Everett Transit

CC: Staci Sahoo, Hopelink



EVERETT TRANSIT



3201 Smith Ave., Ste. 215  
Everett, WA 98201



425.257.8910  
425.257.8945 fax



ETmail@everettwa.gov  
EverettTransit.org



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

September 12, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

Senior Services of Snohomish County, DBA Homage, supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

This project supports Homage's mission to provide services for older adults and people with disabilities in Snohomish County. Most people receiving our services live on limited incomes, are frail, and are in need of services that help them maintain their health, independence, and quality of life. Our Transportation Assistance Program (TAP) provides safe and reliable transportation for older adults and people with disabilities who live outside the DART service area. TAP's wheelchair accessible vehicles connect people to services, health care, senior centers, shopping, recreation and more. Coordination and implementation of RARET's work plan with the Emergency Management work of UASI and special needs transportation in our region is critical to the health and safety of these vulnerable adults.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at 425-265-2280

Sincerely,

A handwritten signature in dark ink, appearing to read 'Juli Rose', with a stylized flourish at the end.

Juli Rose  
Director of Transportation

CC: Staci Sahoo, Hopelink



**King County**  
**Emergency Management**

3511 Northeast Second Street  
Renton, WA 98056

**206.296.3830** TTY Relay: 711

[www.kingcounty.gov/ready](http://www.kingcounty.gov/ready)

September 23, 2022

Catherine Cushinberry, Ph.D.  
Chief Executive Officer  
Hopelink  
14812 Main Street  
Bellevue, Washington 98007

Dear Dr. Cushinberry,

King County Emergency Management supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provides critical services and facilitates coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of the Urban Area Security Initiative (UASI), Washington Homeland Security Region 6 (King County), and the special needs transportation coordinating coalitions in the region.

This project supports King County Emergency Management's mission to strengthen community resilience and access to emergency services. King County Emergency Management provides for the effective direction, control, and coordination of County government services functional units; provides liaison with other governments and the private, non-governmental sector; and, serves as the coordinating entity for cities, County departments, and other appropriate agencies, prior to, during, and after incidents and events of regional significance.

The work of King County Emergency Management is done in support of the Executive's Vision of King County as a welcoming place where everyone has the opportunity to thrive. RARET supports this mission as a partner entity serving people with access and functional needs during disasters, and through RARET's continued collaboration between the mobility service providers and emergency managers in the region. In recent history, King County Emergency Management has connected with RARET to help support individuals impacted by winter storms and wildfires.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at 206-205-3830 or [brendan.mccluskey@kingcounty.gov](mailto:brendan.mccluskey@kingcounty.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Brendan McCluskey".

Brendan McCluskey, JD, MPA, CEM, CBCP  
Director

cc: A. Kaplan, Deputy Director  
N. Johnson, Senior Manager





September 21, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

The City of North Bend supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

This project supports City of North Bend's mission Brand Statement for consistent delivery of quality basic services including transportation and traffic management.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at (425) 888-7625.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rob McFarland", is positioned above the printed name.

Rob McFarland  
Mayor

CC: Staci Sahoo, Hopelink

**Preparedness Section**

401 Fifth Avenue, Suite 1300  
Seattle, WA 98104

**206-296-4600** Fax 206-296-0629

TTY Relay: 711

[www.kingcounty.gov/health](http://www.kingcounty.gov/health)



September 22, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

Public Health – Seattle & King County's Preparedness Section (Preparedness) supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

I have been a member of the RARET Workgroup for over four years. During this time, I have worked closely with other members on advancing health equity by planning for and responding to emergencies in a way that centers communities most at risk for being disproportionately impacted. For example, RARET members are critical to the success of our winter weather planning and ensuring patients can get to medical appointments including chemotherapy and dialysis. When partners such as King County Metro Access are unable to meet demand for rides to these appointments, Hopelink mobility management staff work to coordinate transportation resources from the network of RARET members. During winter weather, we often look to RARET to help us reach patients with special needs transportation when our everyday transportation systems are most stressed.

The RARET Workgroup also played an incredibly important role in helping us to remove transportation barriers to COVID-19 vaccination. Removing barriers for population groups disproportionately impacted by COVID-19 was critical to helping us meet our goal to vaccinate a minimum of 70 percent of all adults across racial and ethnic groups and regions of King County by June 30, 2021. Preparedness and other programs from Public Health – Seattle & King County met weekly to plan and implement transportation access with the COVID Vaccine Mobility Task Force, a workgroup established by the King County Mobility Coalition and RARET. Together, we launched the Coordinated Vaccine Transportation Helpline where callers could receive individualized support for themselves or the rider they were helping in getting to their vaccine appointments. Language assistance was also available through this hotline.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at 206-263-2414

Sincerely,

*Nick Solari*

Nick Solari  
Response Planning and Partnerships Manager  
Public Health – Seattle & King County Preparedness Section

CC: Staci Sahoo, Hopelink



September 16, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

Pierce County Coordinated Transportation Coalition(PCCTC) supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

This project supports PCCTC's mission to ensure that people with limited transportation options who live, learn, work, and socialize in and around Pierce County get a ride. That simple. Need a ride? Get a ride. We achieve our purpose by developing and coordinating transportation services for people with limited transportation options. RARET and the PCCTC have partnered, trained, and facilitated several meetings, trainings, and pilot programs that have benefit the South Puget Sound Regional area. RARET is a great source of information and partnerships that help us see transportation in a lens of emergency management.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at 253-281-9490.

Sincerely,

A handwritten signature in black ink that reads "Daeveene J. May". The signature is written in a cursive, flowing style.

Daeveene May  
Pierce County- Special Needs Mobility Manager

CC: Staci Sahoo, Hopelink



September 1, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

Puget Sound Educational Service District (PSESD) supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

This project supports PSESD's mission to provide transportation services to special needs populations and driver training to those seeking employment in the transportation field. The PSESD also works with school districts in the Puget Sound Region in which the work of RARET provides a critical role in the on-going communication of concerns and factors that impact districts in an emergency situation.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at 425-917-7886.

Sincerely,

Jacqueline Mann  
Director of Transportation

CC: Staci Sahoo, Hopelink

September 1, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

Sound Generations supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

This project supports Sound Generations' mission to provide transportation options to aging adults 55 and over and adults with disabilities. Sound Generations has been and will continue to be a strong advocate for Hopelink's RARET Workgroup. We believe RARET provides valuable resources to the region by connecting organizations to collaborate and coordinate the increasing need to fill transportation gaps. We believe this project aligns with our mission to support people on their aging journey through community connections and accessible services.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at 206-268-6786.

Sincerely,



Phirun Lach  
Director of Transportation

CC: Staci Sahoo, Hopelink



October 10, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

Snohomish County Transportation Coalition (Snotrac) supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

RARET seeks to improve life-sustaining transportation services for seniors, people with disabilities, low income individuals, and other vulnerable populations in the event of a major emergency in the Central Puget Sound region. Throughout the COVID-19 pandemic, RARET has shared resources both through regional meetings and email communications to provide the latest information on testing, vaccinations, and requirements and best practices for transportation service providers.

In Snohomish County, RARET has helped lead county-specific monthly meetings in partnership with Snotrac. Snohomish County discussions have focused on whether Everett Transit could assist with food delivery during the stay-at-home order and how to best transport infected individuals experiencing homelessness to cold weather shelters. As the pandemic issues have eased, the monthly RARET Snohomish County meetings have been folded into Snotrac's bimonthly meetings as an agenda item led by RARET staff.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup. In addition, staff will be able to continue to facilitate emergency-related discussions in partnership with Snotrac. As we endure fires that shut down highways in East Snohomish County and as another winter approaches, it's clear the function of RARET to prepare for public emergencies as it relates to transporting vulnerable populations needs to continue.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at 206-856-4788.

Sincerely,

A handwritten signature in blue ink that reads "Brock".

Brock Howell  
Snotrac Director

CC: Staci Sahoo, Hopelink



September 9, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

Sound Transit supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

This project supports Sound Transit's mission to connect more people to more places, making life better and increasing equitable opportunities for all. The RARET workgroup is providing critical coordination and preparation to protect vulnerable populations in the event of an emergency, and proactively working towards access and safety for all transit riders.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me.

Sincerely,

Mary Cummins  
Acting Chief Financial Officer

cc: Staci Sahoo, Hopelink

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*University Place Councilmember*

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**INTERIM  
CHIEF EXECUTIVE OFFICER  
Brooke D. Belman**





*Serving the Snoqualmie Valley Seniors and Their Families Since 1975*  
*A Community Partner Site of Sound Generations*  
**4610 Stephens Ave-P.O. Box 96-Carnation, WA 98014 (425) 333-4152**

September 28, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

Sno-Valley Senior Center supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

This project supports Sno-Valley Senior Center's mission to inspire, support and empower seniors to lead healthy, enriched lives. In our rural area, transportation options are few. RARET will enable people to easily get where they need in our car dependent region. This will prevent isolation and illness and enable older adults to remain safely in their own home.

Supporting this would expand our region's capacity for coordination and provide a tool to meet the needs of many.

We are aligned with the values represented in this project and look forward to coordinating efforts in the greater Puget Sound region. For any further questions, please contact me at 425-333-4152 or e-mail [Lisay@soundgenerations.org](mailto:Lisay@soundgenerations.org)

Sincerely,

Lisa Yeager, Director

CC: Staci Sahoo, Hopelink



September 1, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

Mt. Si Senior Center and Snoqualmie Valley Transportation supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

This project supports Mt. Si Senior Center and Snoqualmie Valley Transportation's mission to make sure that all riders and people with disabilities are taken care of by capable competent agencies during emergency situations and that communications are well-coordinated.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at 425-888-7001.

Sincerely,

Amy Biggs

Director, Snoqualmie Valley Transportation

CC: Staci Sahoo, Hopelink



CITY OF TACOMA COMMITTEES • BOARDS • COMMISSIONS

September 27, 2022

Dear Funding Partner

I am writing on behalf of the Tacoma Area Commission on Disabilities (TACOD) in support of the good work that RARET has done around building networks, dialogues and solutions to challenging transportation issues in the region. TACOD is dedicated to building system wide solutions to the many challenges facing people with disabilities. This work, most recently, has led to the city, with TACOD support, commissioning a study to determine how to create a sustainable model of on demand transportation, (often called WAT or Wheelchair Assistance Taxis) that can be built in the region. This model requires significant collaboration between transportation agencies and private partners.

RARET has taken the lead in helping our city engage in network wide dialogue around this planning and helped significantly while a consultant with the city was compiling this feasibility report. We have found that RARET is an enthusiastic partner in this work and continues to create regional platforms for voice and problem solving for the Pierce County area in addition to the work up north in King County.

We feel fortunate to have such engaged and thoughtful partner lead by Dean Sydnor and his wonderful co-workers and we will continue to join in the networks that RARET generates to promote diverse voices and solutions.

Please contact me at [lsmiraldo@cityoftacoma.org](mailto:lsmiraldo@cityoftacoma.org) or by cell phone at 253.202.3473 if you have further questions.

Yours Truly,

A handwritten signature in blue ink, appearing to read "Lucas Smiraldo".

Lucas Smiraldo

Senior Analyst and Staff Liaison for TACOD



September 14, 2022

Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

Transportation Choices Coalition supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

This project supports Transportation Choices Coalition's mission to bring all Washingtonians more and better transportation choices — real opportunities to take a bus, catch a train, ride a bike, or walk.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at 206-329-2336.

Sincerely,

Hester Serebrin  
Policy Director  
Transportation Choices Coalition

CC: Staci Sahoo, Hopelink



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September 15, 2022

Catherine Cushinberry, Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

Washington State Independent Living Council (WASILC) supports Hopelink's Consolidated Grant Application to sustain the Regional Alliance for Resilient and Equitable Transportation (RARET) Workgroup.

Hopelink has a strong history of implementing and sustaining programs designed to provide special needs transportation. Their programs are tailored to meet the needs of seniors, people with disabilities, and others faced with mobility challenges. Among these are Hopelink's existing education and outreach programs and staffing for the King County Mobility Coalition, which provide critical services and facilitate coordination in this time of increasing need to fill transportation gaps.

The continuation of this grant project will provide mobility management staff support to the RARET Workgroup and will enable workgroup members to continue coordination initiatives in the Central Puget Sound Region. Staff support will continue to integrate RARET's work plan with the Emergency Management work of UASI and the special needs transportation coordinating coalitions in the region.

This project supports WASILC's program Coalition on Emergency Planning (CIEP). CIEP is a statewide, cross disability, planning and coordinating program for the disability community. CIEP uses the CMIST framework (Communication, Medical, Independence, Self-Determination, Transportation) to fulfill access and functional

needs (AFN) for emergency preparedness/response/recovery. RARET is instrumental in the transportation aspect of this framework. This collaborative planning includes people with disabilities before, during, and after a disaster.

Without this partnership and planning, the disability community would encounter barriers that could create additional obstacles and hardship and potentially be life threatening. We value this partnership and the work of Hopelink's RARET program.

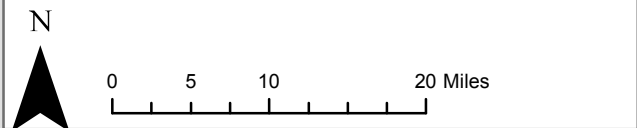
Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me.

Sincerely,



Rebekah (Bek) Moras, Executive Director  
Washington State Independent Living Council  
Email: [rebekah.moras@dshs.wa.gov](mailto:rebekah.moras@dshs.wa.gov)  
Phone: 564.669.1409 (text, video, voice)

# Hopelink Emergency Mgmt. Coord. Service Area



Source: US Census, Decennial Census, 2010  
Map produced by Puget Sound Regional Council, 2014

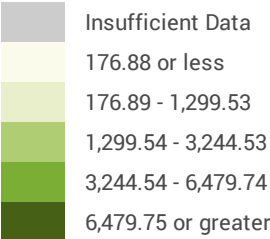


# Central Puget Sound (King, Pierce, and Snohomish) Population Density in 2020

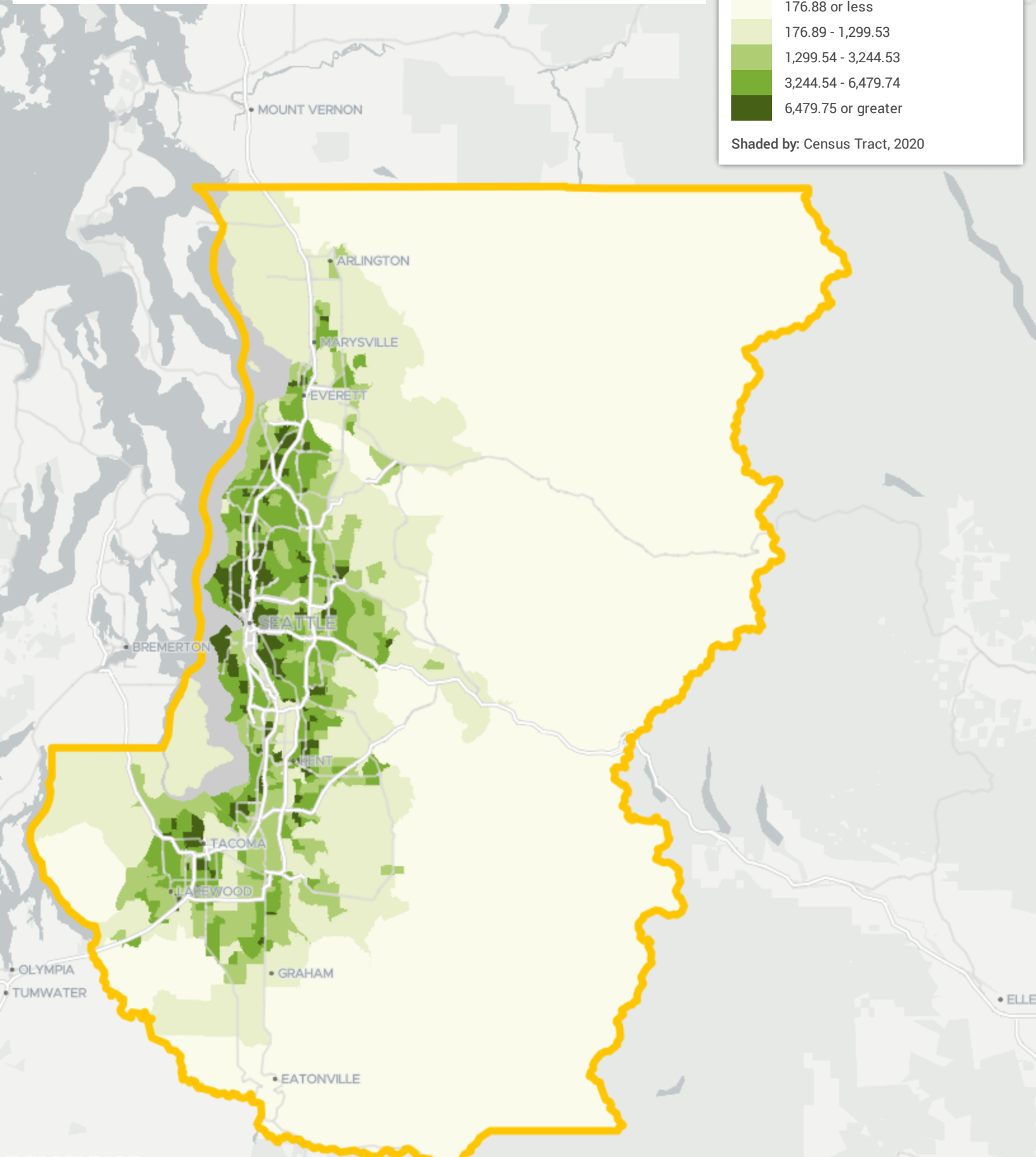
Number of people per square mile in 2020. The population density was determined by taking the count of people and dividing it by the square mileage of the area.

Population Density  
Source: Census

Year: 2020



Shaded by: Census Tract, 2020





October 5, 2022

Dr. Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

Disability Empowerment Center would like to submit a Match Letter for Hopelink's One-Call One-Click grant application that will allow older adults, people with disabilities, caregivers, and all riders to easily find and access transportation options across the Puget Sound region. Hopelink has worked extensively to prepare for a One-Call One-Click that will benefit customers and providers across the region.

Hopelink has a strong history of implementing and sustaining programs designed to provide and improve access to transportation for people with special needs in King County. Their programs are tailored to meet the needs of older adults, people with disabilities, and others faced with mobility challenges. Their One-Call One-Click work has spanned multiple years of planning, gathering buy-in, and testing core elements. Most recently this has meant the development of Principal Components, establishing a diverse Advisory Committee, and contracting with software vendors to build the first phase of user testing and platform launch.

This project supports Disability Empowerment Center's mission of empowering people with disabilities the freedom to live with autonomy and choice. We believe everyone deserves to be treated with equity, to be included and to have choices. Disability Empowerment Center helps community members find and access the resources they need to lead successful and independent lives. Every day we empower people across King County to discover solutions to their challenges. Hopelink's One-Call One-Click project will be a valuable resource to all our consumers to assist in their transportation needs.

Disability Empowerment Center commits to providing \$3,100 per year, or \$12,400 from July 1<sup>st</sup>, 2023 to June 30<sup>th</sup>, 2027 as matching funds for Hopelink's grant application. This amount will be in-kind support contributed through staff time. We look forward to a continued partnership in the future and wish you well with your application.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at 253.686.8341.

Sincerely,

A handwritten signature in black ink that reads 'Kimberly Meck'.

Kimberly Meck  
Executive Director

CC: Staci Sahoo, Hopelink

October 10, 2022

WSDOT  
310 Maple Park Ave SE  
Olympia, WA 98501-2345

Dear Grant Reviewers:

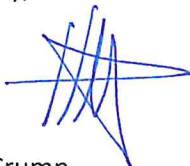
Hopelink is committing \$42,000 per year for the four-year grant period from July 1, 2023 to June 30, 2027 as matching funds for the Central Puget Sound One-Call One-Click grant application.

Hopelink has a strong history of implementing and sustaining programs designed to provide and improve access to transportation for people with special needs in King County. Their programs are tailored to meet the needs of older adults, people with disabilities, and others faced with mobility challenges. Their One-Call One-Click work has spanned multiple years of planning, gathering buy-in, and testing core elements. Most recently this has meant the development of Principal Components, establishing a diverse Advisory Committee, and contracting with software vendors to build the first phase of user testing and platform launch.

This project supports Hopelink's mission to promote self-sufficiency for all members of our community. Since 1971, Hopelink has served homeless and low-income families, individuals, children, seniors, and people with disabilities. Today, Hopelink provides a full array of critical social services through more than 35 different programs. Our services include food, shelter, housing for homeless families, homelessness prevention, family development, adult literacy, and employment services. Hopelink's specialized transportation services, including Mobility Management, are a critical component of support for our clients and the clients of our Coalition partners. Personal mobility allows the most vulnerable members of our community to receive the medical care and other services they need to thrive.

Thank you for considering our comments regarding this grant application. Should you have any questions, please feel free to contact Staci Sahoo at 425-943-6769.

Sincerely,



Geoff Crump  
COO

CC: Staci Sahoo, Hopelink



## **King County**

### **Records and Licensing Services Division**

Department of Executive Services  
King County Administration Building  
500 Fourth Avenue, Room 411  
Seattle, WA 98104-2337  
Phone 206-263-2880 Fax 206-205-0715  
TTY Relay: 711

October 4, 2022

Dr. Catherine Cushinberry  
Hopelink  
14812 Main St.  
Bellevue, WA 98007

Dear Dr. Cushinberry:

The King County Records and Licensing Services (RALS) Division would like to submit a Match Letter for Hopelink's One-Call One-Click grant application that will allow older adults, people with disabilities, caregivers, and all riders to easily find and access transportation options across the Puget Sound region. Hopelink has worked extensively to prepare for a One-Call One-Click that will benefit customers and providers across the region.

Hopelink has a strong history of implementing and sustaining programs designed to provide and improve access to transportation for people with special needs in King County. Their programs are tailored to meet the needs of older adults, people with disabilities, and others faced with mobility challenges. Their One-Call One-Click work has spanned multiple years of planning, gathering buy-in, and testing core elements. Most recently this has meant the development of Principal Components, establishing a diverse Advisory Committee, and contracting with software vendors to build the first phase of user testing and platform launch.

For RALS, this project aligns with our interests by improving transportation options for older adults, people with disability, caregivers, etc., and in creating opportunities for the local for-hire transportation industry. RALS regulates the for-hire transportation industry in King County, including taxicab and for-hire vehicle owners, drivers and dispatch organizations as well as transportation network companies, vehicles and drivers. The for-hire transportation industry is part of the network of providers that Hopelink uses to provide transportation and if RALS can help facilitate more efficient and cost-effective ways the industry can serve Hopelink customers, it will benefit our licensees and ultimately the broader King County community.


King County RALS commits to providing \$6,000 per year, or \$24,000 from July 1<sup>st</sup>, 2023 to June 30<sup>th</sup>, 2027 as matching funds for Hopelink's grant application. This amount will

Dr. Cushinberry  
October 4, 2022  
Page 2

be in-kind support contributed through staff time. We look forward to a continued partnership in the future and wish you well with your application.

Thank you for considering our comments regarding Hopelink's application. Should you have any questions, please feel free to contact me at 206-263-2876.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean Bouffiau". The signature is fluid and cursive, with the first name "Sean" written in a larger, more prominent script than the last name "Bouffiau".

Sean Bouffiau  
King County For-hire Transportation Policy Manager

CC: Staci Sahoo, Hopelink

*Gwendolyn Clemens*  
FEC811FEC0334B7...  
Gwendolyn Clemens  
Managing Director  
Contracted Services

**Hopelink  
Regional Alliance for Resilient and Equitable Transportation  
(2023-2025)  
In-Kind Match Valuation Plan**

King County Metro and Snohomish County Human Services have committed to provide in-kind match for the Regional Alliance for Resilient and Equitable Transportation (RARET) project. The following identifies the organization, goods and/or services donated, the fair market value of each, and how the values were determined.

**Total Value of In-Kind Committed for Project: \$16,466.72**  
**In-kind Contributions Claimed in grant application: \$16,466 <sup>1</sup>**

**King County Metro**

King County Metro has committed to provide in-kind support in the form of staff support and training labor for the Regional Alliance for Resilient and Equitable Transportation (RARET) project, as described below.

<b>In-Kind Labor:</b>	Transportation Planner
Work Performed:	Staff support and trainer for RARET
Number of Hours per Year:	62
Per Hour Value:	\$65.00
Total Labor Value: (2023-2025 biennium):	\$8,060
<b>Total Value of Contribution:</b>	<b>\$8,060</b>

**Snohomish County Human Services**

Snohomish County Human Services has committed to provide in-kind support in the form of staff support and training labor for the Regional Alliance for Resilient and Equitable Transportation (RARET) project, as described below.

<b>In-Kind Labor:</b>	Program Planner
Work Performed:	Staff support and trainer for RARET
Number of Hours per Year:	72
Per Hour Value:	\$58.38
Total Labor Value: (2023-2025 biennium):	\$8,406.72
<b>Total Value of Contribution:</b>	<b>\$8,406.72</b>

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<sup>1</sup> Lower amount allows for fluctuations in value or staffing changes during the grant period.