

17155 - Sustain Community Shuttles for Seniors and People with Disabilities in King County

Application Details

Funding Opportunity: 15642-2023-2025 Consolidated Grant Program - Operating
Funding Opportunity Due Date: Oct 27, 2022 3:01 PM
Program Area: Consolidated Grant Program
Status: Editing
Stage: Final Application

Initial Submit Date:
Initially Submitted By:
Last Submit Date:
Last Submitted By:

Contact Information

Primary Contact Information

Name: Mr. Eric Middle Name Irelan
Salutation First Name Last Name
Title: Grants Administrator
Email*: eric.irelan@kingcounty.gov
Address*: 201 Jackson Street

Seattle Washington 98104-3856
City State/Province Postal Code/Zip
Phone*: (206) 477-3862 Ext.
Phone
###-###-####
Fax: ###-###-####

Organization Information

Legal Name*: King County Metro Transit
DBA Name*: King County Metro Transit

Organization Type*:	Transit Agency – Large Urban
DUNS #:	805622313 #####
Unique Entity Identifier (UEI):	E1D1LQ5QENJ8
Organization Website:	https://kingcounty.gov/depts/transportation/metro.aspx (Please enter http://... for this field)
Physical Address*:	201 Jackson Street
Mailing Address*:	Seattle Washington 98104-3856 City State/Province Postal Code/Zip 201 Jackson Street KSC-TR-0415 Seattle Washington 98201-3856 City State/Province Postal Code/Zip
Remit to Address*:	201 Jackson St. Seattle Washington 98201-3856 City State/Province Postal Code/Zip
Phone*:	(206) 477-3862 Ext. ###-###-####
Fax:	###-###-####
Fiscal Year End Last day of*:	December

Organization Contact Information

Organization Contact Information

Organization Director

Name*:	Terry White
	First Name Last Name
	General Manager terry.white@kingcounty.gov
	Title Email Address

Applicant Contact

Name*:	Eric Ireland
	First Name Last Name
	Grant Manager eric.ireland@kingcounty.gov
	Title Email Address

Project Contact

Name*:	Don Okazaki
	First Name Last Name

Summary of Project Information

Summary of Project Information

PLEASE NOTE:

OPERATING - General operating assistance – Select this option if you are a transit agency and are submitting only one operating project that includes all of the transportation services your organization provides (maximum grant request of \$ 1.5 million).

OPERATING - Operating assistance for a specific service – Select this option if your organization is submitting an application for specific services you provide.

Operating Type*: Operating assistance for a specific service

Refer to the glossary in the Consolidated Grants Guidebook for service-type definitions.

Service Type*: Demand-response

Select either "Sustain Existing Service" or "Expand Service."

Need for Service*: Sustain existing service

Select One

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.

Willing to Accept FTA funds for the biennium?* Yes

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

Congressional District(s)*: 7,9

Legislative District(s)*: 32,33,36,37,43,46

County(ies)*: King

Duration of Project*: Four Years

Dependency on Other Projects

Dependent on other projects?

Project Title

No Data for Table

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 Yes
the Seattle, Tacoma, Everett
urbanized area?***

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.*:**

Provide operating funds to support the continuation of the Hyde Shuttle, a community-based paratransit service for seniors and people with disabilities in urban and suburban King County who are unable to use the bus or ADA paratransit service because they lack access, cannot afford the fare, not eligible for ADA service, or too frail to use it.

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*:

The Hyde Shuttle fills gaps in service for seniors, people with disabilities who are unable to ride the bus or ADA paratransit service because they have income limitations, lack access, are not eligible for ADA service or are too frail to use ADA service; 75% of Hyde Shuttle customers are not eligible for ADA Paratransit service. The 2022 PSRC's Coordinated Mobility Plan identified the following Mobility Needs (pgs. 41-43) that are met by the Hyde Shuttle: #1 Hyde provides shorter travel time. ADA service provides shared rides that have trips times comparable to bus service that are much less direct than Hyde Service. #2 Hyde provides more transportation service when needed. Hyde service provides service so riders who cannot ride the bus or ADA paratransit service can travel to medical appointments or other life sustaining trips. #4 Hyde provides better access to health and wellness services. About 55% of Hyde Shuttle trips are for medical appointments or food access); #5 Hyde Shuttles provides more affordable transportation as the service does not charge a fare. #7 Hyde provides regional coordination. Metro and Sound Generations, the current Hyde service provider for this project, coordinates with the King County Mobility Coalition to make sure we do not duplicate service within the County. Sound Generations also shares scheduling software (funded by Metro) with Northshore and Mt. Si's SVT service as we work together to meet the special transportation needs in our region.

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*:

King County actively participates in our regional planning organization on both Boards and advisory committees such as the PSRC Special Need Transportation Committee where Metro participates as a voting member. The Special Needs Committee identifies and discusses unmet special needs transportation issues, provides networking, shares agency information, and makes recommendations to PSRC decision making bodies to help address those issues. The committee also helps develop, review and recommend approval of PSRC's Coordinated Transit-Human Services Transportation Plan which includes developing recommended strategies to address service needs and gaps. The Hyde Shuttle is a unique community based service designed to address the following High and Other prioritized strategies from PSRC's Regional Transportation Plan 2022-2050 Appendix B

Coordinated Mobility Plan (please see pgs. 40-44): Strategy 1.2 and 1.3 - The shuttles operate in smaller geographical areas that insure on-time performance and shorter wait times for return trips. Strategy 2.1 - Hyde shuttle riders prefer traveling between 10 am-3 pm during the week and the program is designed to meet that need. Strategy 3.1 - The service is part of a larger social service organization that provides information and referral that includes transportation related calls. Metro is also a voting member of the King County Mobility Coalition. In preparation for the WSOT grant application, members met (that included Sound Generations, Hopelink, Snoqualmie Valley Transportation, Catholic Community Services and Northshore Senior Center) to make sure that existing and potential expansion projects did not duplicate service and supported the needs of our region.

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:

The Hyde Shuttles provides an equity focus, primarily serving older adults and people with disabilities. Rider demographics indicate that most riders have very limited incomes and 29% of our riders are from communities of color. The Hyde Shuttle service 1) Advances efficiencies: Hyde Shuttles demonstrate efficiency by providing rides at 83% the cost of Metro's ADA service. Efficiencies should increase once more group rides return as older adults return to senior centers or in person nutrition programs reduced due to COVID pandemic reductions. The Hyde Shuttle Program also 2) Increases accessibility: The service does not limit eligibility by ADA standards required for transit agencies, so it is available for all seniors and people with disabilities within the service area. Riders register for service with a single phone call, no application or eligibility evaluation is required. The service provides customized response times to meet individual needs, offers short pick-up windows and trip lengths, and group rides for people traveling to the same location. The service does not charge a fare (optional donation), increasing access for riders who are unable to pay a fare. Metro and the Hyde Shuttle service also 3) Improves coordination - Partners with suburban cities, transportation providers, such as Hopelink, Northshore and Snoqualmie Valley Transportation, numerous senior centers and community-based organizations to create an integrated and coordinated transportation service. In support of increased accessibility, coordination and efficiency, Metro is a funding sponsor for Hopelink's One Call One Click pilot, scheduled to go live in mid-2023. This pilot will provide a regional website to provide riders with special transportation needs to find the most appropriate mobility service to meet their trip needs.

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*:

Effectiveness is measured by looking at 1) Quantitative Performance Measures: Hyde Shuttles use CTS Tripmaster scheduling software (funded by Metro) to track revenue hours, miles and passenger trips. The data is pulled into Power BI each month and available for management to review. The service also reviews trip denials monthly so staff can make service/route adjustments as needed. The service also collects demographic data to

make sure they are reaching those most in need. 2) Quality Measures: Sound Generations conducts annual rider surveys to measure customer satisfaction and impact of the Hyde Shuttle project. In the most recent survey, 84% reported that Hyde Shuttles improved their access to health services and healthy foods, and 91% reported that the Hyde Shuttles helped them remain independent. The Hyde Shuttle program also administered a survey in 2020 when ridership noticeably decreased to determine what changes could be made to improve the service. Based on rider feedback, reservation requirements were changed so customers can call one day in advance, instead of three days in advance. Efficiency is measured by looking at the cost per trip, driver productivity and how well we are managing no shows and late cancels. The service recently ran a report to identify riders who were "no showing" on a regular basis and followed up with them to make sure they knew how to cancel their rides the day before.

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*:

The project will continue Hyde Shuttle service in Seattle, SeaTac and Tukwila, filling gaps in Metro's paratransit and fixed route bus service, providing rider access to Metro bus routes, Sound Transit (ST) light rail and Sounder service, transit centers and park & ride lots, intercity bus and rail, serving destinations within and outside our service areas. We coordinate with Harborview's Transportation Resource Center (HTRC) and Hopelink's Mobility Management (HMM) program to leverage/promote our services and other complimentary modes to help meet the travel needs of special needs clients. This included joint development of a King County Special Needs Travel Options map which provides transportation service provider types, areas of service, and contact info that will be updated during the next State biennium. The Hyde Shuttle service also works with HTRC and HMM volunteer transportation staff to leverage and maximize service capacity to meet special needs transportation demand by referring riders to each other's transportation programs. The Hyde Shuttle also provides information and referrals to other community transportation resources and services across the region including volunteer driver programs, community shuttles, other transit agencies bus and paratransit, ST Sounder and light rail, and intercity bus and rail. Hyde Shuttle helps promote and coordinate all special needs transportation in our region as members of the King County Mobility Coalition and PSRC's SNTC.

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*:

1) Don Okazaki, Metro CAT Program Manager will provide project management for this project. Don has 22 years of experience managing grant funded projects including FTA JARC and WSDOT operating and capital grant funds. Don has managed the CAT program since 2001 that has partnerships with 26 agencies serving people with special transportation needs, a fleet of over 150 vehicles and provides over 300K trips a year. 2) Metro grants administrators David Morrison and Eric Irelan will provide award administration and financial reporting for the project. Dave has 28 years of experience in grants management. Over his past 23 years at King County Metro, he has successfully administered numerous grant awards from FTA, FHWA, WSDOT, DOE, HUD, Department of Homeland Security, US EPA. Eric has 16 years experience managing federal and state awards including FTA, FHWA, US EPA, FEMA, Bureau of Indian Affairs, and the US Fish and Wildlife Service.

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

Budget

Expenses

	July 1, 2021 -							
	June 30,							
Expenses	If	**July 1,	**July 1,	2023	July 1, 2023 -	**July 1, 2025		
	Other, Please List	2021 - June 30, 2022 (Actual)	2022 - June 30, 2023 (Budgeted)	(Total of Actual and Budgeted)	June 30, 2025 (Projected)	Variance Between Biennia	- June 30, 2027 (Projected)	Variance Between Biennia
Contracted Services - Transportation		\$687,500.00	\$533,343.00	\$1,220,843.00	\$1,342,928.00	10.00%	\$1,477,221.00	10.00%
		\$687,500.00	\$533,343.00	\$1,220,843.00	\$1,342,928.00		\$1,477,221.00	

Revenue and/or Match

Revenue and/or Match Sources	If Other, Please List	July 1, 2021 - June 30, 2023					July 1, 2023 - June 30, 2025	
		**July 1, 2021 - June 30, 2022 (Actual)	**July 1, 2022 - June 30, 2023 (Budgeted)	2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	**July 1, 2025 - June 30, 2027 (Projected)		
Local: Transit sales tax		\$375,719.00	\$291,492.00	\$667,211.00	\$733,910.00	\$807,301.00		
		\$375,719.00	\$291,492.00	\$667,211.00	\$733,910.00	\$807,301.00		

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

Requested Amount: \$609,018.00

Revenue / Match Amount: \$733,910.00

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

Requested Amount: \$669,920.00

Revenue / Match: \$807,301.00

Variances

Variance between 2021-2023 and 2023-2025: 10.00%

Variance between 2023-2025 and 2025-2027: 10.00%

Variances:

Estimated future costs are based on actual 2021-2022 expenditures for service. We are forecasting 10% higher costs in the 2023-2025 biennium based on wage growth, higher fuel costs, and cost of living increases. We're also projecting a 10% increase in 2025-2027 based on wage growth, higher fuel costs and cost of living increases. Actual costs will be based on the service provider chosen to provide the service via a competitive bid process as required by the FTA.

Other Sources

Other Sources*:

King Count Metro is leveraging internal resources that covers at least 54.6% of expenses, which could be higher if future expenses exceed the projected service costs. In addition, Metro also provides the vehicles and vehicle maintenance for the service.

Comments

Comments*:

We estimated future costs using actual expenditures from 2021 and 2022 based on our contract with Sound Generations. We are forecasting 10% higher costs in the 2023-2025 biennium based on wage growth, higher fuel costs, and cost of living increases. We're also projecting a 10% increase in 2025-2027 based on wage growth, higher fuel costs and cost of living increases. If necessary, Metro will absorb any additional cost increases.

DBE Goals

DBE Goals Percentage Efforts		No DBE
Yes	1.00% Metro will use a competitive bidding process seeking one service provider that welcomes DBEs to apply (it would not be cost-effective to use multiple service providers for this project that has a limited service area). If a DBE was chosen for the service, they would receive 100% of the funding. The project will also require proposers to use DBEs for overflow/emergency rides, which would account for less than 1% of their annual transportation budget for this project. We will work with the County's DBE Officer and the provider to identify additional DBE opportunities for any outside work performed for this project.	

Summary

July 1, 2023 - June 30, 2025

Expense Total:	\$1,342,928.00
Revenue Total:	\$733,910.00
Requested Amount	\$609,018.00
This is the amount of grant funds your organization is requesting from July 1, 2023 - June 30, 2025.	Expense Total minus Revenue Total
:	
Percentage of Match:	54.65%

July 1, 2025 - June 30, 2027

Expense Total:	\$1,477,221.00
Revenue Total:	\$807,301.00
Requested Amount	\$669,920.00
This is the amount of grant funds your organization is requesting from July 1, 2025 - June 30, 2027.	Expense Total minus Revenue Total.
:	
Percentage of Match:	54.65%

Service Level

Project Service Level Information

Project Specific Information	July 1, 2021 - July 1, 2022 -		July 1, 2021 - June 30, 2023		Percent of Change	July 1, 2025 - June 30, 2027 -	
	June 30, 2022 (Actual)	June 30, 2023 (Budgeted)	(Total of Actual and Budgeted)	June 30, 2025 (Projected)		June 30, 2027 (Projected)	Percent of Change
Revenue	11131	10584	21715	23285	7.23%	25613	10.00%
Vehicle Hours							
Revenue	81078	75420	156498	165924	6.02%	182516	10.00%
Vehicle Miles							
<i>Passenger trips should be entered as whole numbers only.</i>							
Passenger Trips	12890	9468	22358	20830	-6.83%	22913	10.00%
Volunteer Hours	0	0	0	0	0.00%	0	0.00%
					6.42%		30.00%

Project Service Level Description

Describe the methodology used to develop these estimates, including any assumptions used in their development.

How were service-level estimates developed?*

Recovery from the COVID Pandemic has been slow, so we used conservative estimates. There was a significant drop in trips this year due to the loss of very productive food delivery service that ended in January of 2022. Service is also affected by a smaller driver pool due to the labor shortage that was addressed by the service provider with a wage increase that was implemented this year. Eight months of actuals were used to develop a monthly average that was multiplied by 12 months for the 7/22-6/23 estimate (we did not use 7/21-6/22 data because ridership was temporarily elevated due to so many productive food delivery trips that we no longer provide). For the 7/23-6/25 estimate, we used the 7/22-6/23 trip data as a baseline and added 10% for growth as senior center and nutrition program are returning to in-person services. For 7/25-6/27 we added 10% growth for new and returning riders that include aging baby boomers who choose to age in place.

For demand response, or deviated fixed route projects, 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 these will be the baseline measurement for the following biennium's application. Qualitative measures are optional.

Intended Outputs:

Outputs will continue to be trips, revenue hours and revenue miles. Hyde Shuttles are neighborhood based and this model insures on-time delivery to the rider's intended destination and shorter wait times for returning home. Therefore, we look at these measures. We review number of denials on a monthly basis and strive to keep those at 3% or lower and we review late cancels and no shows on a monthly basis and our goal is to keep those at 10% or lower.

Milestones

Milestones

OPERATING ACTIVITIES	Date (mm/yy)
Service Start	07/23
Service Complete	06/27

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Copy of organization's most recent audit report	✓	King County 2021 Financial Statements and Federal Single Audit Report	King County 2021 Financial Statements and Federal Single Audit Report.pdf	pdf	2 MB	10/18/2022 07:01 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	✓	Project service Area Map	MiniHydeServiceMaps.pdf	pdf	2 MB	10/18/2022 07:02 PM
Population density map	✓	Project Service Area Population Density Map	hydepopdensity2022.pdf	pdf	1 MB	10/18/2022 07:02 PM
Letters committing matching funds		Metro Letter of Commitment (for matching funds)	22 Metro CAT LOS.doc.pdf	pdf	184 KB	10/25/2022 11:55 PM
In-kind match valuation proposal (only operating and mobility management projects may use in-kind contributions as matching funds)						
Letters of support (combine into one file attachment)		Project Letters of Support	HydeShuttleApp_LOS.pdf	pdf	1 MB	10/18/2022 07:07 PM
Letter of concurrence (for projects that operate in multiple planning regions)						
Federal Indirect Cost Rate Approval Letter						
Cost Allocation Plan						

Supplemental Information

Supplemental Information

Supplemental Information:

Vulnerable Populations in Overburdened Communities & Tribes - May 2022

Vulnerable Populations in Overburdened Communities

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

Vulnerable Populations in Overburdened Communities*:

Hyde Shuttles meets the transportation needs identified by vulnerable members of the community who have very limited or no transportation options to access life-sustaining services, such as medical appointments or grocery stores. Hyde Shuttle provide door-to-door services for seniors, people with disabilities and/or low-income populations in urban and suburban King County. The Hyde Shuttle provides service to many people with special transportation needs who are unable to use public transportation because they lack access, are unable to afford the fare, are ineligible for ADA Paratransit, or too frail to use ADA service. The service includes racial and ethnic minorities who reside in Seattle and SeaTac (50% people of color) and Tukwila (69% people of color).

Tribal Support

Is this project directly operated by a tribe?* No

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

Estimate the percentage of your project that serves the tribe: 0.00%

By checking this box, you are confirming your outreach to the tribe in pursuit of a resolution formally supporting your project : 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:

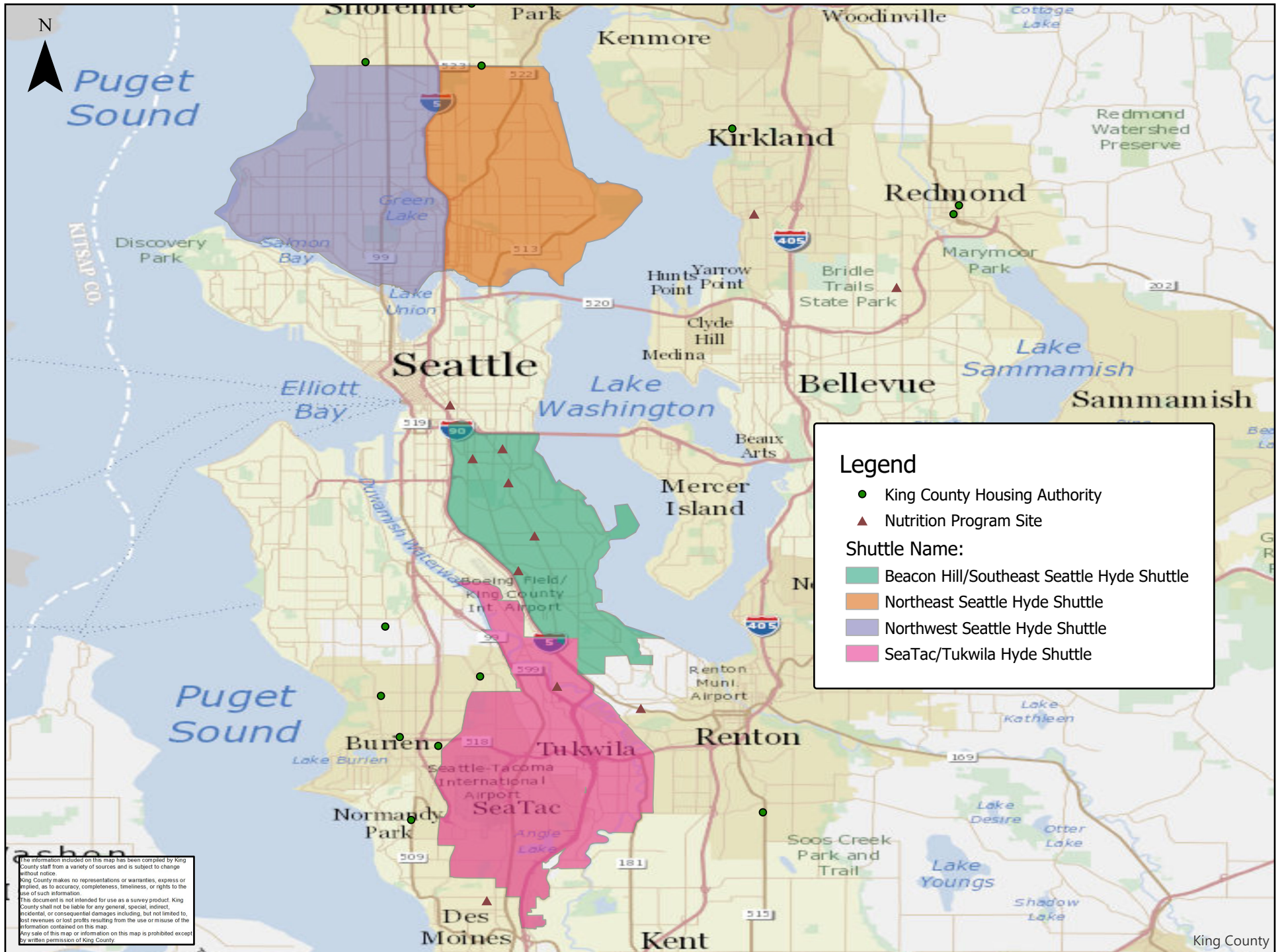
Certification*: Yes

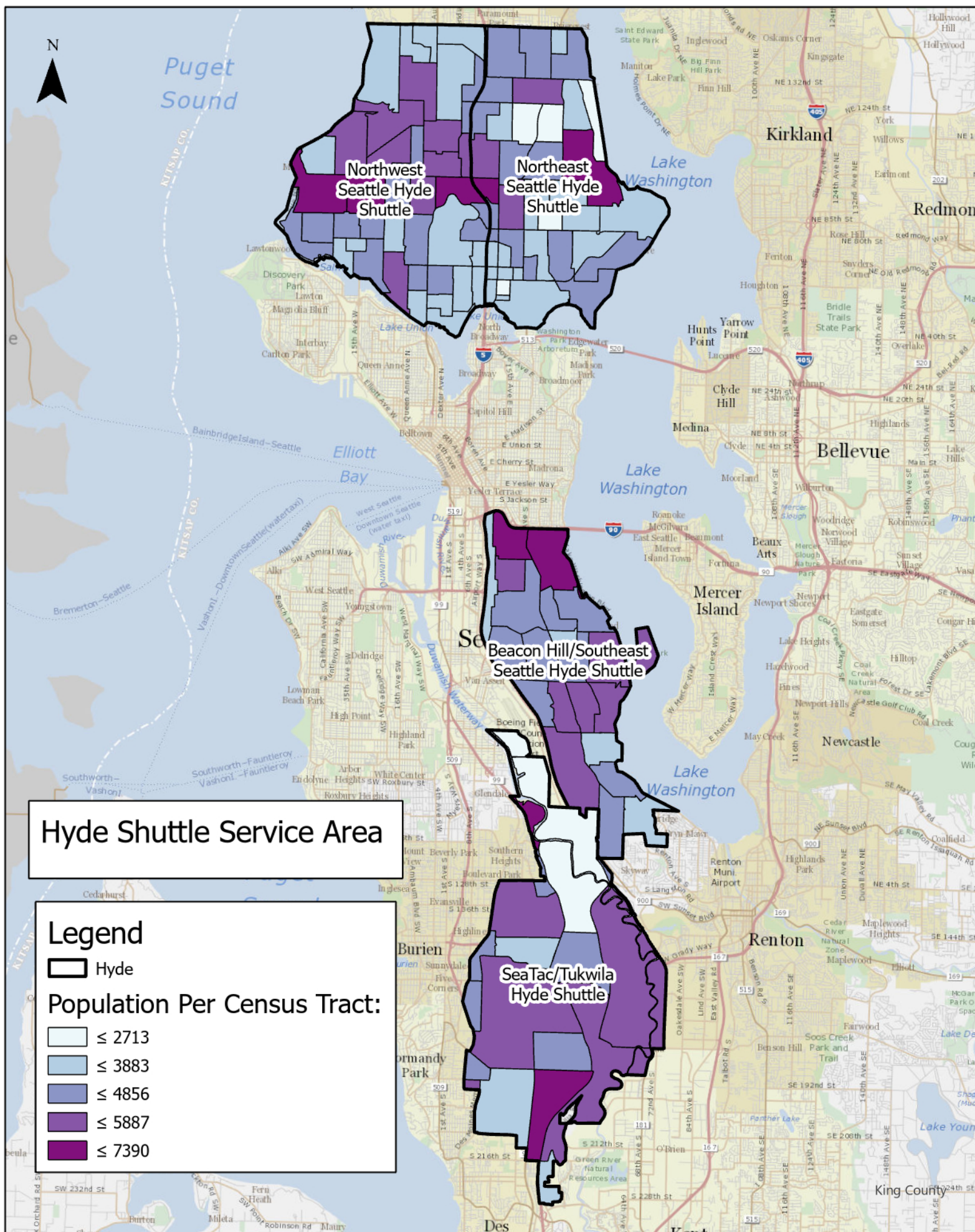
Application Authority*: Eric Irelan
First Name Last Name

Title*: Grants Administrator

Date*: 10/19/2022

Hyde Shuttle Service Area







Moving forward together

Mobility Division

Contracted Services/Mobility Services
201 S. Jackson Street
KSC-TR-0812
Seattle, WA 98104-3856

October 20, 2022

To Whom it may concern:

King County Metro Transit supports funding to Sustain Community Shuttles for Seniors and People with Disabilities in King County that provides mobility for thousands of people with special transportation needs in King County.

This project is funded by King County Metro Transit and supports Accessible Services mission to develop, maintain and promote safe, reliable, appropriate, and sustainable alternatives to accessible, fixed-route service. Our commitment of vehicles, technical assistance and staff support through the Community Access Transportation Program are ways we can assist the community efforts to fill some of the transportation gaps in the area.

King County Metro will provide up to \$1,541,211.00 in revenue contingent upon funding appropriation. The Hyde shuttle program has done an excellent job in providing mobility for people with special needs in the region. Should you have any questions, please feel free to contact Don Okazaki, Transportation Planner, at 206-263-1082.

Sincerely,

DocuSigned by:

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

FEC811FEC0334B7...

Gwendolyn Clemens
Managing Director
Contracted Services
Mobility Division, Metro Transit Department

September 29, 2022

Terry White,
General Manager
King County Metro Transit
201 South Jackson, KSC-TR-0415
Seattle, WA 98104-3856

Dear Terry White,

The King County Mobility Coalition supports King County Metro's grant application, Sustaining Community Shuttles for Seniors and People with Disabilities in King County. We are pleased to have been of assistance in evaluating the need for this project. King County Metro is a member of the King County Mobility Coalition, and we commend them for their long-time commitment to special needs transportation coordination in King County.

The Community Shuttles project is consistent with the needs identified in our local Coordinated Mobility Plan. Furthermore, this project supports the King County Mobility Coalition's vision of a coordinated transportation network that allows all people to move freely around King County and the Puget Sound region by providing affordable, accessible, and appropriate transportation for seniors and people with disabilities.

Thank you for considering our comments regarding King County Metro's application. Should you have any questions, please feel free to contact Staci Sahoo at 425-943- 6769.

Sincerely,



Jonny Prociv
Coalition Co-Chair



Penny Lara
Coalition Co-Chair

September 29, 2022

Terry White
General Manager
King County Metro
201 S Jackson St, KSC TR 0415
Seattle, WA 98104

Dear Terry White,

On behalf of Aging and Disability Services, the Area Agency on Aging for King County, I am writing to express our support for the *Sustaining Community Shuttles for Seniors and People with Disabilities in King County* project submitted by King County Metro to the WSDOT Consolidated Grant Program. This project will sustain demand-response shuttle service, currently operating under the "Hyde Shuttle" brand that provides mobility for thousands of people with special transportation needs in King County.

The project offers an effective strategy to meet the needs of seniors and individuals with disabilities in urbanized areas of King County and helps our residents by providing door-to-door services that make transportation accessible. Access to basic transportation is of critical importance for promoting self-sufficiency and reducing isolation, allowing people to stay connected to their community and engaged in life. Hyde Shuttles are a critical transportation lifeline for our residents in providing a service that is easy to use and affordable, helping people with special needs maintain their independence.

Thank you for considering this important request to preserve the Hyde Shuttle service for our community. If you have any questions, please contact me at Andrea.Yip@Seattle.Gov.

Sincerely,



Andrea Yip, Planning Manager
Aging and Disability Services

Aging and Disability Services

PO Box 34215, Seattle, WA 98124-4215

Office: Seattle Municipal Tower, 700 5th Ave, 51st Floor

TEL 206-684-0660 • FAX 206-684-0689 • TDD Relay Service: 711 • www.seattle.gov/humanservices

The Area Agency on Aging, in partnership with:





4800 South 188th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800
Fax: 206.973.4809
TDD: 206.973.4808

Mayor
Michael J. Siefkes

Deputy Mayor
Erin Sitterley

Councilmembers
Rick Forschler
Joel Wachtel
Peter Kwon
Pam Fernald
Clyde Hill

City Manager
Joseph Scorcio

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg

October 5th, 2022

Terry White
General Manager
King County Metro
201 S. Jackson St, KSC TR 0415
Seattle, WA 98104

Dear Terry White:

On behalf of the City of SeaTac Human Services Office, I am writing to express our support for *Sustaining Community Shuttles for Seniors and People with Disabilities in King County* project submitted by King County Metro. This project will sustain demand-response shuttle service, currently operating under the “Hyde Shuttle” brand that provides mobility for thousands of people with special transportation needs in King County.

The project offers an effective strategy to meet the needs of seniors and individuals with disabilities in urbanized areas of King County and helps our residents by providing door-to-door service that makes transportation accessible. Access to basic transportation is of critical importance for promoting self-sufficiency and reducing isolation allowing people to stay connected to their community and engaged in life. Transportation forms the link among all of the activities people need to access. The Hyde Shuttle has become a lifeline for our residents providing them with a dependable service to shop, visit a friend, travel to medical appointments, the library, YMCA, and activities at our local senior and community center. It is especially appreciated that it is a donation based service – so price is not a barrier, easy to use, provides door-to-door service, helping people with special needs maintain their independence.

Thank you for considering this important request to preserve the Hyde Shuttle service for our community. If you have any questions, please contact me at the Human Services Office.

Sincerely,
Kim Cooper
Human Services Coordinator
City of SeaTac
206-973-4815



City of Tukwila

Allan Ekberg, Mayor

Administrative Services Department – Rachel Bianchi, Deputy City Administrator

October 14, 2022

Terry White
General Manager
King County Metro
201 S. Jackson St, KSC TR 0415
Seattle, WA 98104

Dear Terry White:

On behalf of the City of Tukwila Human Services Program, I am writing to express our support for Sustaining Community Shuttles for Seniors and People with Disabilities in King County project submitted by King County Metro. This project will sustain demand-response shuttle service, currently operating under the Hyde Shuttle brand that provides mobility for thousands of people with special transportation needs in King County.

The project offers an effective strategy to meet the needs of seniors and individuals with disabilities in urbanized areas of King County and helps our residents by providing door-to-door service that makes transportation accessible. Hyde shuttles are a donation-based service - so price is not a barrier, helping people with special needs maintain their independence with the ability to get where they need to go, and allowing people to stay connected to their community and engaged in life.

We are very invested in keeping the Hyde Community Shuttle sustainable for our residents who are challenged with transportation. It meets a tangible need in helping our populations get their basic needs met. Thank you for considering our request to preserve the Hyde Community Shuttle service for our residents. If you have any questions, please contact me at the Human Services Office.

Sincerely,

Stacy Hansen
Human Services Program Coordinator

CITY OF TUKWILA
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