

# 17467 - Mt. Si Senior Center - SVT - Expansion to Weekend Svc.

## 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:** Submitted  
**Stage:** Final Application

**Initial Submit Date:** Oct 26, 2022 12:54 PM  
**Initially Submitted By:** Amy Biggs  
**Last Submit Date:**  
**Last Submitted By:**

## Contact Information

### Primary Contact Information

**Name:** Salutation Amy C Biggs  
First Name Middle Name Last Name  
**Title:** Director, Snoqualmie Valley Transportation  
**Email\*:** [abiggs@svtbus.org](mailto:abiggs@svtbus.org)  
**Address\*:** PO Box 806  
  
North Bend Washington 98045-0806  
City State/Province Postal Code/Zip  
**Phone\*:** (425) 888-7001 Ext.  
Phone  
###-###-####  
**Fax:** (425) 292-9977  
###-###-####

### Organization Information

**Legal Name\*:** Mt. Si Senior Center  
**DBA Name\*:** Snoqualmie Valley Transportation  
**Organization Type\*:** Non Profit  
**DUNS #:** 021827951  
#####  
**Unique Entity Identifier (UEI):** GDG3YC95NHK6  
**Organization Website:** <http://www.svtbus.org>  
(Please enter http://... for this field)  
**Physical Address\*:** 1308 Boalch Ave NW

**Mailing Address\*:**

North Bend Washington 98045-0806  
City State/Province Postal Code/Zip  
PO Box 806

**Remit to Address\*:**

North Bend Washington 98045-0806  
City State/Province Postal Code/Zip  
PO Box 806

**Phone\*:**

North Bend Washington 98045-8086  
City State/Province Postal Code/Zip  
(425) 888-7001 Ext.  
### ### #####

**Fax:**

(425) 292-9977  
### ### #####

**Fiscal Year End**

**Last day of\*:**

June

## Organization Contact Information

### Organization Contact Information

Organization Director

**Name\*:**

Amy Biggs  
First Name Last Name

Director, Snoqualmie Valley Transportation [abiggs@svtbus.org](mailto:abiggs@svtbus.org)  
Title Email Address

Applicant Contact

**Name\*:**

Amy Biggs  
First Name Last Name

Director, Snoqualmie Valley Transportation [abiggs@svtbus.org](mailto:abiggs@svtbus.org)  
Title Email Address

Project Contact

**Name\*:**

Amy Biggs  
First Name Last Name

Director, Snoqualmie Valley Transportation [abiggs@svtbus.org](mailto:abiggs@svtbus.org)  
Title Email Address

## 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\*:** Expand service  
Select One

Select item(s) from the list below that best describes the nature of the expansion.

**If Expand Service:** Extend hours of service  
Select all that apply

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)\*:** 1

**Legislative District(s)\*:** 05

**County(ies)\*:** King

**Duration of Project\*:** Two Years

#### Dependency on Other Projects

Dependent on other projects?	Project Title
Yes	16154 - Mt. Si Senior Center - Sustain Snoqualmie Valley Transportation

## 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?\*** Yes 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?\*** No

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.\*:

To provide weekend ADA accessible demand response services and deviated route services to transit-dependent individuals in incorporated and unincorporated rural areas including North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall and Monroe. Operating hours are Saturday and Sunday, 6:00 AM ? 8:00 pm.

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\*:

This project is needed because there are almost no mobility options in our 230+ square miles on the weekends. Snoqualmie Valley Transportation (SVT) provides weekday services to more than 700 unique riders but, on the weekends, they have no way, other than driving, to reach their destinations. We propose operating our normal service network (Svc. Area map) with a slightly reduced weekend schedule to enable people to get to jobs, medical care including dialysis, and shopping. Our riders have needed weekend service for more than ten years, but no State funding has been available. Studies of mobility in the area (King County needs assessments and surveys, Snoqualmie Valley Needs Assessments, and data from Snoqualmie Valley Mobility Coalition) all point to the high number of people in the area underserved by transit and the need for weekend mobility. Also, our area gets more than 13.7m visitors annually. The success of Metro/SDOT's Trailhead Direct weekend shuttle between Seattle and our local trailheads proves that people would prefer to use transit on the weekends if it's available. This project solves the mobility challenges by providing deviated fixed route that runs the length of the Valley between North Bend and Duvall every 90-minutes with demand response feeder routes getting people from their homes into town (Avg. of 3- to 10-mile trips) while giving them the opportunity to get on the shuttle to the next town. All buses allow for wheelchairs, bikes and pets.

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\*:

SVT is a member of the PSRC Special Needs Transportation Committee. We address these prioritized strategies: 1.2: ?Improve reliability for people with special needs?, 2.2: ?Develop partnerships for rural areas?, 2.2: ?Develop partnerships to support appropriate flexible services in areas not well served by regular transit?, 3.2: ?Coordinate on One-Call/One-Click?, and several others including 4.1, 5.1 and 7.1. We serve as the rural chair on the King County Mobility Coalition (KCMC) and are a founder and member, since 2018, of the Snoqualmie Valley Mobility Coalition, as a subgroup of the KCMC. We are on the advisory board of the Hopelink One-Call/One-Click project, and were an integral partner with Snoqualmie Valley cities in creating a 5-year inclusive transit plan. We are also regularly involved with the local Chambers of Commerce, the human services coalitions, Snoqualmie Valley Local Advocacy Team (to help the human services), three school districts, and two counties as part of coordinating transportation and addressing community needs. We help other rural transportation carriers to develop their own programs while also being an active member of Snotrac, Snotrac North County and Snotrac E. Snohomish County Mobility Coalitions. We are involved with National Center for Mobility Management, Community Transportation of the Northwest as well as being engaged in and utilizing the programs provided by Rural Transit Assistance Program (RTAP). See Letters of Support.

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:

On a M-F basis, 90% of our current riders are either seniors, individuals with disabilities, and/or people living on very low incomes, including at-risk youth. These same riders need mobility on the weekends. The riders need it, the cities want it and Metro wants us to provide this service. All vehicles are lift-equipped, and all drivers are trauma-informed and trained in assisting riders with special needs. SVT operates in a rural area and our riders, unless they have a car and can drive, have no other options to lead independent lives and reach their destinations. The SVT Service area is 230+ square miles with a population of 85,868 residents; 4,023 people are living at/below the Federal Poverty Level, and there are 6,582 individuals living with disabilities who have no way to get around unless they can drive. Residents are spending 20 ? 25% of their household income on transportation and as of 9/2021, 40% of renters are extremely cost-burdened in the area due to the lack of transit options. And none of them have a way to get around on the weekends unless they drive. SVT operates farther than is required by ADA paratransit (3/4 mile of fixed route service) and, since most people in the Valley live more than a mile from that service, there is no other way for them to get around. Their mobility is in our hands and we take that very seriously. The only other weekend service available within the valley is a single Metro route that runs only on Saturday between North Bend and Snoqualmie every 2+ hours. The valley is a complete transit desert on Sundays. SVT is all that our special needs rural residents have to get to church, shopping, weekend jobs and other services. SVT's goal is to support those vulnerable populations.

**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\*:

We use TripMaster routing software with onboard tablets and track numbers and demographics. We examine the numbers each month and make adjustments to improve the efficacy of the program. We do surveys and review the various categories below and ride types (seniors, disabled, Access-eligible, adults, youth) and the miles per ride. Each of these key indicators tells us a different story and is used to ensure we meet performance targets: \*How many rides: Informs our marketing/communication/community outreach strategy, website effectiveness. Ride numbers also tell a story about service reliability, special events taking place in the Valley, employment within the Valley and seasonal changes. \*Miles per ride (MPR): Informs how well we are routing ride requests, effectiveness of driver training. This will range, initially, between 25 and 30 MPR until the service is established. \*Service hours: This is standardized by route but varies based on ridership and rerouting due to snow, flooding, etc. \*Rides per hour (RPH): This also informs how well we are routing the ride requests. Weekend service will initially fall in the range of 1 RPH until established. \*Cost per ride (CPR): The overall CPR is affected by many factors including maintenance costs, employee training, sick/vacation time, fuel, and other expenses not controlled by dispatchers. Our costs are expected to run initially at \$135.90 until routes are established and settle at or below the \$45 range in the 23-25 cycle.

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\*:

SVT connects to and coordinates with King County Metro's Access and fixed routes. We all work together to enhance mobility services and, since we're all limited by funding, we help each other out. This is a huge area to cover with more than 85,000 residents and 13.7 million (mostly weekend) visitors and there are very few services. King County Metro Transit endorses this plan and is providing half of the funding to operate it. They know that using SVT enhances local mobility, saves money and avoids duplication. Fixed route service alone doesn't provide mobility in any area where people live more than a mile from the service. When people can't use the regional bus system unless they can drive to it, the regional system becomes underutilized. There is currently only one weekend Metro route travels between North Bend and Snoqualmie every 2+ hours, only on Saturdays, and local people can't reach it. SVT provides local-only services in this area, M-F. Those weekday riders residents also need a way to get around on the weekends. This project will give seniors, teens and individuals with disabilities access to all the places that they can now only access M-F. We will enhance social services by getting people to the hospitals, local clinics and stores for prescriptions. We will get people to their local faith-based orgs and enable them to reach stores, trails, parks and other services. Whether people walk, bike or roll, they can use SVT. 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\*:

Mt. Si Senior Center has successfully managed grants since 2003 and is in good standing with WSDOT. The President of the Board of Directors for Mt. Si Senior Center is Mary Barrett who understands grant management, RFP cycles as well as non-profit fundraising. Susan Kingsbury-Comeau is the Executive Director of the Mt. Si Senior Center and has a thorough understanding of grant compliance and nonprofit record keeping. The chair of the Finance Committee is Scott Loos is Finance Manager for Si View Metropolitan Park District where he deals with multiple grant-funded projects. Amy Biggs is the SVT grant writer, grant manager and director, who has successfully managed the grant for SVT since 2013. SVT's audits are clean, our financial records are excellent and easy to access, and invoicing is on time. As part of the King County Drug & Alcohol pool, SVT is in compliance with FTA operating requirements for drug and alcohol. We maintain both a Title VI, & DBE plan. The direct staff consists of: Director (who also does grant writing, budgeting, invoicing, marketing, fundraising, etc.), Operations Manager (who is also responsible for safety, compliance and driver training), one Driver Supervisor (who also does travel training and assists with community outreach), one Dispatch Supervisor for routing and maintenance, driver tablets and CTS TripMaster updates and reports, two dispatchers, two call takers/service navigators and 16 drivers (which includes two relief drivers)/

### 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	34, 35, 41, 63

## 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
Fuel & Lubricants		\$0.00	\$0.00	\$0.00	\$355,952.00	0.00%	\$0.00	-100.00%
Fares and Donations (must be a negative number)		\$0.00	\$0.00	\$0.00	\$-10,400.00	0.00%	\$0.00	-100.00%
Labor & Benefits		\$0.00	\$0.00	\$0.00	\$1,067,856.00	0.00%	\$0.00	-100.00%
		\$0.00	\$0.00	\$0.00	\$1,413,408.00		\$0.00	

### 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	King County Metro Transit	\$0.00	\$0.00	\$0.00	\$736,320.00	\$0.00
		\$0.00	\$0.00	\$0.00	\$736,320.00	\$0.00

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

Requested Amount: \$677,088.00

Revenue / Match Amount: \$736,320.00

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

Requested Amount: \$0.00

Revenue / Match: \$0.00

### Variances

Variance between 2021-2023 and 2023-2025: 0.00%

Variance between 2023-2025 and 2025-2027: -100.00%

### Variances:

This is a new project so there are no variances.

### Other Sources

#### Other Sources\*:

At more than 50%, our matching funds exceed the WSDOT criteria of 5% for expansion grant projects and this is due to partnerships we have created. All of our current in-kind contributions are being used for the main (sustain ops) grant, upon which this project depends, for the regular weekday service. This weekend service expansion uses a cash-only match which is being provided by King County Metro Transit. We have partnered with Metro since 2003. The current partners that SVT maintains continue to be City of North Bend (partners since 2012), Snoqualmie Indian Tribe (partners in mobility since 2006), City of Snoqualmie (partners since 2012). All of our partners understand the need for weekend mobility. Our goal is to be an integral part of a long-term strategic plan for sustainable, safe, accessible and affordable mobility in the Snoqualmie Valley and we continue to bring partners on board to help us.

### Comments

#### Comments\*:

This budget assumes full staffing levels for all routes and was developed using historical data for route costs based on the average operating cost per hour which includes payroll, benefits as 75% of the cost and fuel and maintenance as 25% of the overall costs due to increases in fuel costs. Since we are unable to get routes on the road without additional in-house costs (including dispatch and call takers), the cost per service hour is approximately \$10 per service hour higher than the M-F regular services which take advantage of economies of scale. We can however take advantage of the fact that we already have the systems, the vehicles and the vendors as well as ready-made ridership. Matching source identified as ?other? is King County Metro Transit contract revenue.

### DBE Goals

DBE Goals	Percentage	Efforts	No DBE
No	0.00%	We do not expect to have any DBE projects in this cycle however we maintain a DBE plan and will utilize it if the need arises. There are no items included in this project budget that would require a DBE process for bidding. If we spend more than \$5,000 for a transportation item other than basic operations, it would usually be a capital expense. We are not applying for capital funding nor do we have the need in the foreseeable future. We don't operate a transit station, nor do we build or maintain bus stops.	

### Summary

#### July 1, 2023 - June 30, 2025

Expense Total: \$1,413,408.00

Revenue Total: \$736,320.00

Requested Amount: \$677,088.00

This is the amount of grant funds your organization is requesting from July 1, 2023 - June 30, 2025.

:

Percentage of Match: 52.10%

## July 1, 2025 - June 30, 2027

<b>Expense Total:</b>	\$0.00
<b>Revenue Total:</b>	\$0.00
<b>Requested Amount</b>	\$0.00
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>	0.00%

## Service Level

### Project Service Level Information

Project Specific Information	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)	Percent of Change	July 1, 2025 - June 30, 2027 (Projected)	Percent of Change
Revenue Vehicle Hours	0	0	0	13728	0.00%	0	-100.00%
Revenue Vehicle Miles	0	0	0	312000	0.00%	0	-100.00%
Passenger trips should be entered as whole numbers only.							
Passenger Trips	0	0	0	10400	0.00%	0	-100.00%
Volunteer Hours	0	0	0	0	0.00%	0	0.00%
					.00%		-300.00%

### 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?\*

These were developed using historical data, our current ridership data, lowered to account for the new routes until they become established. The average miles are based on how far we know the routes will need to go initially and assuming that 2025 ridership and mileage will be higher than 2023. Mileage is based on historical data and assuming all routes are in operation. The routes will likely not all start at the same time but be staggered to first start the deviated fixed routes prior to the door-to-door and so that mileage is more or less static. The number of miles per ride is also a result of where housing developments are being built in our cities, all of which are more than 2 miles from town centers with no one to provide services other than SVT. The number of miles per ride will decrease in year two after which the routes will perform similarly to the M-F routes.

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:

To establish the new routes, we have figured .8 rides per mile and a cost of \$135.90 per ride overall. This is an average that assumes the 2023-2024 rides will come in at a higher rate and drop to a lower rate in 2024 and in the first half of 2025. Sustaining this project beyond 2025 will result in a cost per ride closer to the normal levels of less than \$50/ride. These were developed using historical data, our current ridership data, the average miles per ride, rides per hour and assuming that all routes are in operation. The average cost per service hour is at \$102.96/hour but is impacted by initial training costs which inflates the costs initially but reduces it over time. Our average M-F cost per service hour is \$92.

## Milestones

### Milestones

OPERATING ACTIVITIES	Date (mm/yy)
Service Start	07/23
Service Complete	06/25

## Attachments

### Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Copy of organization's most recent audit report	✓	Audit - FY 21 - Same as Sustain Ops Application	<a href="#">MSSC FY21 Audit - FINAL.pdf</a>	pdf	804 KB	10/26/2022 12:29 PM
501(c) IRS Letter of Determination (for new non-profit applicants only)		501c3 determination letter	<a href="#">501 c 3 Determination Letter 1978.pdf</a>	pdf	342 KB	10/26/2022 12:41 PM
WA Utilities & Transportation Commission (UTC) Certification (for new non-profit applicants who are direct service providers)		WUTC Cert	<a href="#">Mt. Si Certification NPC-1088.pdf</a>	pdf	50 KB	10/26/2022 12:40 PM
Service area map	✓	SVT Total Service area map to show areas for weekend services	<a href="#">Attachment xyz - SVT Total Service Area 2022.pdf</a>	pdf	11 MB	10/26/2022 12:28 PM
Population density map	✓	Population Density Map and Stats	<a href="#">SVT Service Area Population Density MapJ Area Stats and PSRC ranking info - 2022.pdf</a>	pdf	946 KB	10/26/2022 12:27 PM
Letters committing matching funds		Letter from Metro committing funding for weekend operations.	<a href="#">Expansion Support - Weekend Service - Funding King County Metro CAT 23-25.pdf</a>	pdf	187 KB	10/26/2022 12:25 PM
In-kind match valuation proposal (only operating and mobility management projects may use in-kind contributions as matching funds)		No valuation plan for this expansion. All in-kind being used for Sustain Ops application.	<a href="#">In-Kind Match Valuation - SVT - Expand to weekend services.pdf</a>	pdf	23 KB	10/26/2022 12:34 PM
Letters of support (combine into one file attachment)		Local support letters. See also Support for Sustain Ops as those Riders and businesses all want the weekend services (but those letters are not duplicated here).	<a href="#">Support Letters for Expansion Application combined.pdf</a>	pdf	1 MB	10/26/2022 12:39 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:

Have you figured out SVT yet? We are a special needs bus company the general public can ride. We perform deviated routes and door-to-door routes in a way that connects riders with all the other routes and places. The combined system gets folks where they need to go. There are no eligibility requirements to ride any bus. We book our rides prioritizing people with special needs, seniors, individuals with disabilities or urgent medical needs. After that, as space allows, anyone else can ride too. We work it out for them when they call us. The rides are \$1 and free for youth 18 or younger. They call us in advance up to two weeks or they can call for same-day services. We make it simple for the riders of the valley. SVT figures out how to get everyone on the same bus and we did this more than 35,000 times last year. Every day, between 1/3 and 1/2 of those riders were special needs riders and the rest are other vulnerable residents who are living on very low incomes or cannot drive for some reason. If you don't have a car in Snoqualmie Valley, you are in dire straits; the distances are so vast and the centrally located human services and business are impossible to reach if "centrally located" means those places are 5-10 miles away. These transit-dependent people are our riders. Snoqualmie Valley is about 1/4 of King County and while we are only 25 minutes from Bellevue and 15 minutes from Issaquah, the Valley is a world away without a car. The residents in our area just need a way to get around the valley, and while SVT connects them to the larger Metro or Community

Transit systems, most rider's biggest problem is usually, "How do I get to the grocery store or my doctor?" SVT exists because, in 2003, we decided to roll up our sleeves and do it ourselves. It's what rural communities do. While our area is going through astounding growth, we have learned how to make the most of what we have. We bundle rides together (we don't just schedule them in an available time slot), we use connections and meet-points to keep our drivers in zones and maximize the network. We take care of our riders and give them referrals to other human service agencies when they need help. Our office staff and drivers are connected to a wealth of local information. We communicate with more than 40 organizations in Snoqualmie Valley on a regular basis. Our employees are all residents, so we see our riders and community members when we are off work and at the local stores and shops. SVT is a vital and thriving part of this community. Again, many thanks to WSDOT for recognizing our need for so many years and for supporting us. We are so grateful we can help so many of our neighbors in so many ways. And to the person reading this and weighing the pros and cons of the many grant applications, thanks for volunteering to do that; it's a tough job and we hope we've done well. We love what we do and want to do more.

## 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\*:**

Part of the definition of a "Highly impacted community" is a community located in census tracts that are fully or partially on "Indian country" as defined in 18 U.S.C. Sec. 1151. SVT serves Native American and non-Native American people in Snoqualmie Valley, on the ancestral lands of the Coast Salish people, and encompassing the reservation lands owned by the Snoqualmie Tribe. We receive a portion of our current funding from the Snoqualmie Tribe, which they receive through a Tribal Transit grant from the FTA. We meet the community need identified by vulnerable members of the community and serve vulnerable populations in this area. A 2019 Community Needs Assessment showed residents are currently spending 23 ? 25% of their household incomes on transportation/mobility, which is higher than King County (20%). The people we serve are mostly low income. That includes individuals with disabilities, seniors, and at-risk youth who have no other way to get to their destinations whether those are jobs, food or health care. This service area has the largest share of single female householders with children (9%). Twenty-two percent of the residents are children under the age of 14, and a large share of children in the school districts are eligible for Free or Reduced Price Meals. Nine percent of residents in this Service Area speak a language other than English at home. Because of a lack of public transit, 98% of workers in Snoqualmie Valley have access to a vehicle, compared to 95% in King County overall. Traveling longer distances to job centers, schools, and other resources results in higher transportation costs due to the cost of fuel, maintenance, insurance and parking, and time spent commuting. It also results in higher impacts on resident's health according to a 2022 Community Health Assessment from Snoqualmie Valley Hospital. Transit makes sense to reduce cars on the road and the negative health impacts on our residents.

#### ***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? :** Yes

**Estimate the percentage of your project that serves the tribe:** 8.00%

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

#### ***Attachments***

**Tribal support correspondence/resolution:** [Intent to get Tribal Resolution for Weekend Services.pdf](#)

## 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\*:**

Amy Biggs  
First Name Last Name

**Title\*:**

Director, Snoqualmie Valley Transportation

**Date\*:**

10/26/2022

If this project is supported by a tribal nation, attach correspondence from the tribe's transportation lead or similar position. If we award your project, you should deliver the final resolution formally supporting your project prior to the end of your contract period.

No attachment is required if this project is directly operated by a tribal nation.

Part of the definition of a, "Highly impacted community" is a community located in census tracts that are fully or partially on "Indian country" as defined in 18 U.S.C. Sec. 1151. SVT serves Native American and non-Native American communities in Snoqualmie Valley which is on the ancestral lands of the Coast Salish people and encompasses the lands owned by the Snoqualmie Indian Tribe – a federally recognized tribal entity. We receive a portion of our current Monday – Friday funding from the Snoqualmie Tribe which they receive through a Tribal Transit grant from the FTA and have attached that letter to the Sustain Snoqualmie Valley Transportation application. If this expansion project is funded for weekend services, we will get a tribal resolution of support from the Tribe. It is our understanding that we have until the end of the 23-25 grant cycle to present this resolution.



*Moving forward together*

**Mobility Division**

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

October 18, 2022

Amy Biggs  
Mt. Si Senior Center  
PO Box 806  
North Bend, WA 98045

Dear Amy Biggs:


King County Metro Transit supports Mount Si Senior Center's grant application to expand services performed by Snoqualmie Valley Transportation to include weekend service in the incorporated and unincorporated areas of North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall, and Monroe.

This project will provide essential transportation services to rural county residents with special transportation needs who currently have limited or no access to jobs, training, education, childcare and other critical services and opportunities.

This project is funded by King County and supports Metro's Accessible Services mission to develop, maintain and promote safe, reliable, appropriate, and sustainable alternatives to accessible fixed route service.

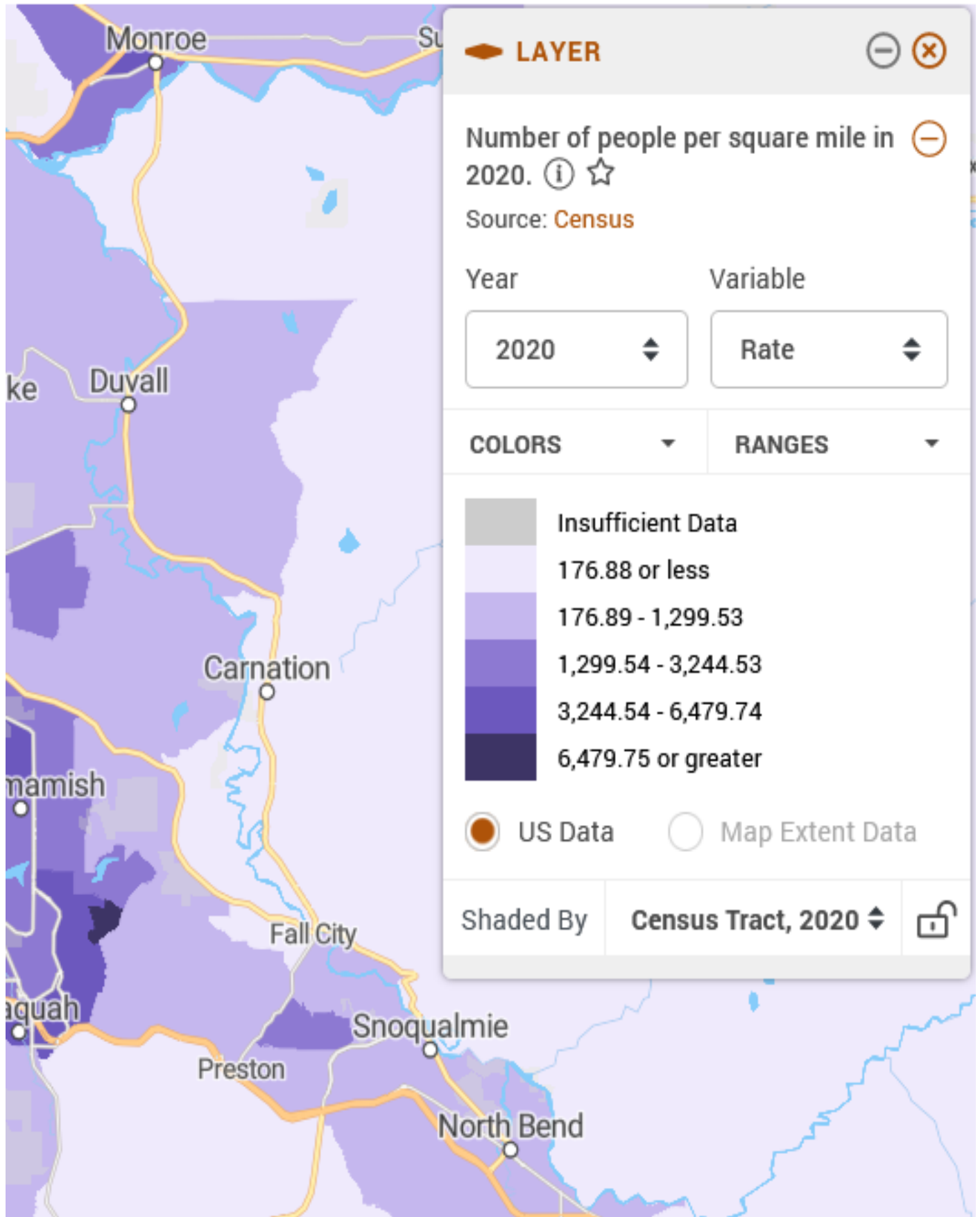
For this expansion grant application, King County Metro is pledging up to \$368,160 per year in revenue contingent upon funding appropriation to support the Snoqualmie Valley area. Should you have any questions, please feel free to contact Don Okazaki, Transportation Planner, at 206-263-1082.

Sincerely,

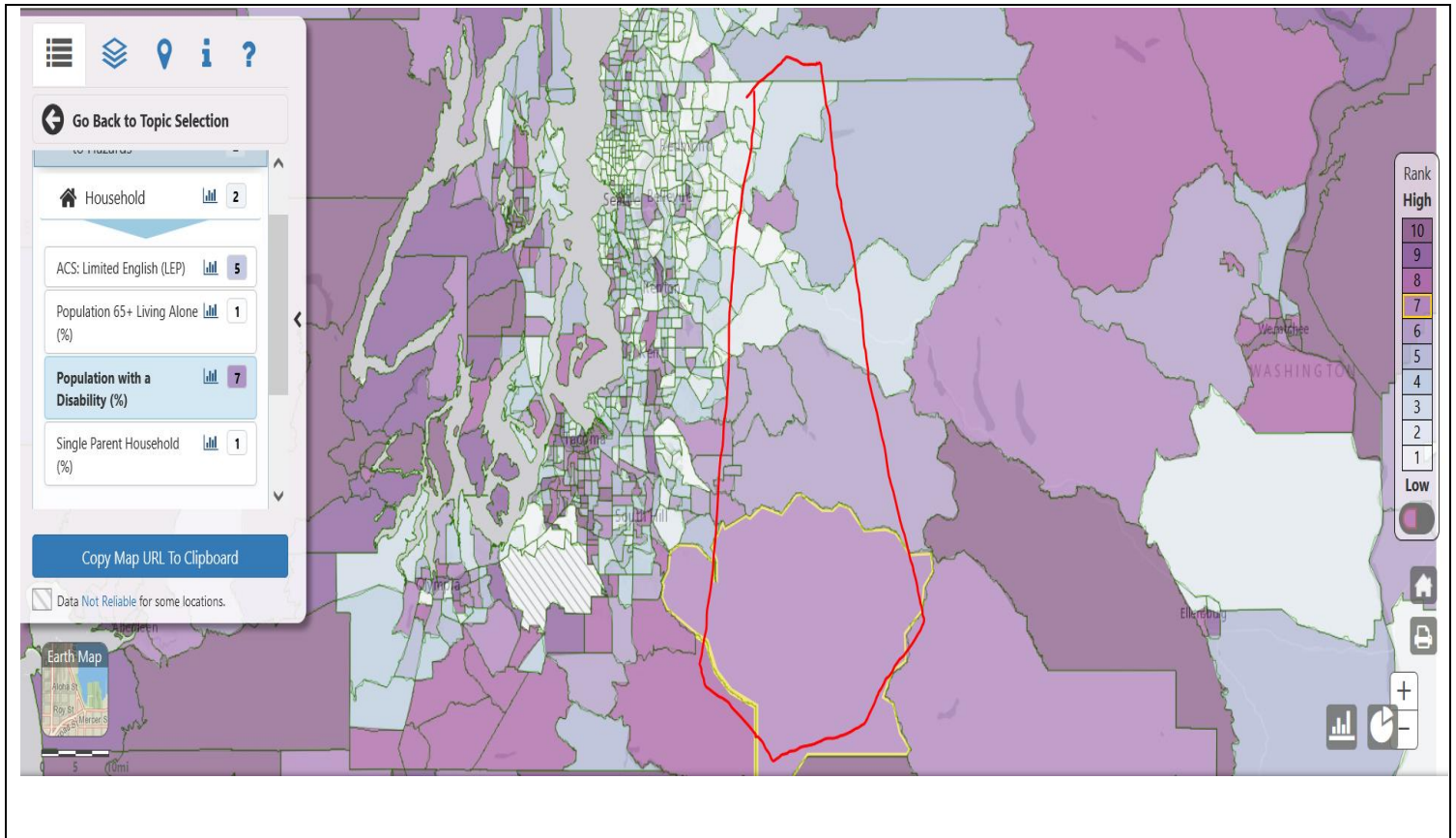
DocuSigned by:  
  
FEC811FEC334B7...  
Gwendolyn Clemens  
Managing Director  
Contracted Services  
Mobility Division, Metro Transit Department



## SVT Service Area Population Density Map - 2020



## Snoqualmie Valley Report for Social Vulnerability to Hazards/Household/Population with a Disability:

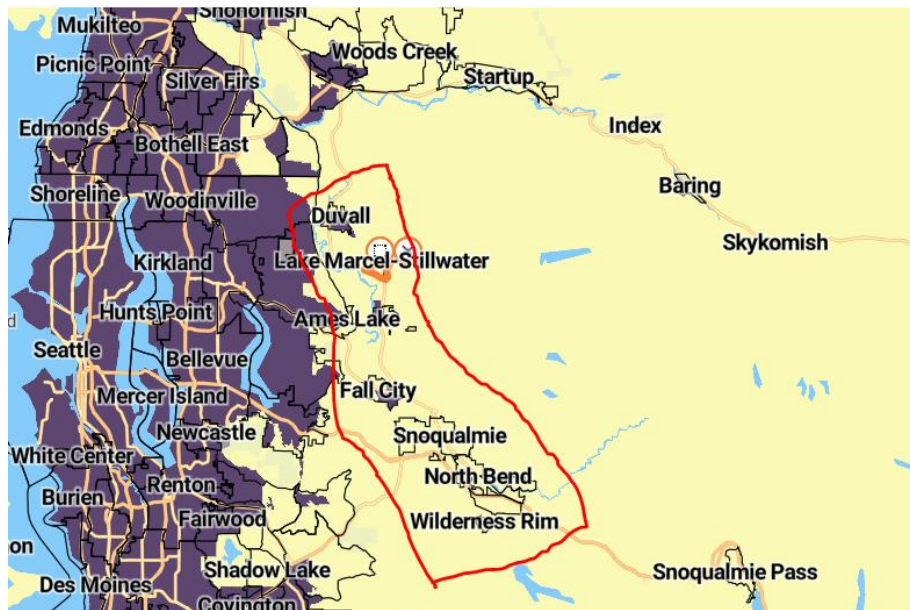


### Census Block Group information on Population, Veterans, Disabled, Low income.

Source: Opportunity 360 Community Dashboard Data current as of September 2021

Area	Population	Veterans	Disabled	Living below FPL	Cost-Burdened Renters	Pop. Using Public Transit
401 Duvall	6,174	333	451	161	3,914	154
402 Unincorp.	7,025	267	499	155	934	155
500 Carnation	5,447	349	490	174	2,201	1,198
601 Fall City	3,166	456	465	76	1,953	60
210 - Preston	15,208	547	502	989	5,186	289
Monroe 1	5,732	459	722	390	2,058	218
Monroe 2	4,001	340	480	264	1,996	4
Monroe 3	5,445	621	599	240	2,396	49
Snoqualmie 1	14,491	884	681	188	4,405	797
Snoqualmie 2	2,557	143	317	56	1,181	33
Snoqualmie 3	2,468	128	121	99	1,123	247
North Bend 1 Unincorp.	6,828	655	580	376	2,431	96
North Bend 2	7,326	696	674	857	4,264	147
Totals:	85,868	5,879	6,582	4,023	34,043	3,446

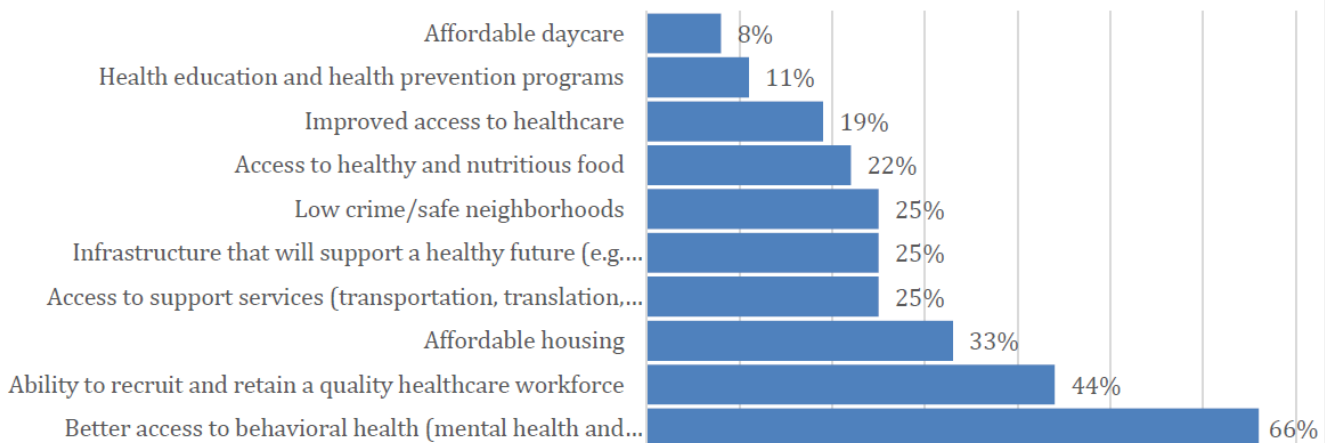
### SVT service area – Yellow areas designated Rural:



Snoqualmie Valley Hospital performed a Health Assessment study in 2022. Out of the ten most important factors to improve health in the SVT service, Transportation is #4.



Exhibit 23: Most Important Factors to Improve Health and Quality of Life in the Service Area



## PSRC Coordinated Mobility Plan Goals and Priorities and how SVT serves:

Below we have listed the goals and priorities of the Puget Sound Regional Transportation Plan (RTP), Appendix B: Coordinated Mobility Plans as they apply to this project.

### From Coordinated Mobility Plan Page 38:

**Regional Goals and Prioritized Strategies:** *The Coordinated Mobility Plan features both regional goals and prioritized strategies that will help the region address mobility needs and challenges identified through targeted stakeholder outreach. The goals and prioritized strategies work together to support the overall Vision and Mission statement for coordinating transportation for people with special needs in the central Puget Sound region.*

#### Goals

*To continue to move the region closer to the vision of mobility, quality and efficiency through regional coordination, this plan retains three overarching goals, as listed below, to address the growing mobility needs and gaps identified in Mobility Needs section.*

##### GOAL #1 — Put People First (Quality)

*People with special transportation needs feel safe and comfortable while traveling.*

Our quality and dependability is outstanding – we are 99.99% on time, the buses are disinfected and cleaned daily. The driver accident rate is almost non-existent. Drivers are well trained, and trauma informed. Rider polls and surveys show we accomplish this goal.

##### GOAL #2 — Move People Efficiently (Efficiency)

*Seamless transportation services are provided to people with special transportation needs through regional coordination to reduce possible duplication in services.*

People call us and we arrange everything for them whether it's getting to the regional network or using a combination of door-to-door, deviated and fixed route service, they just call us and we work it out for them guaranteeing that the process is simple and easy to use. Because we provide services to everyone whether they walk, bike or roll, all on the same small buses, there is little to no duplication in services.

##### GOAL #3 — Move More People (Mobility)

*Transportation helps more people with special transportation needs get to the places they want to go.*

For most of the SVT service areas, we are the rider's only option. King County Metro's ACCESS program will come out to our area for eligible individuals with disabilities, but the rider must live within three-quarters of a mile of fixed route service. Ninety percent of Valley residents live more than a mile from fixed route service, so that means everyone who has difficulty transporting themselves due to age, income, or ability, uses SVT.

*The prioritized strategies are identified as “High” or “Other” priority status. High prioritized strategies are those that will have additional emphasis during the life of this plan. The priority level of each strategy was identified via outreach to community members and implementers. Additionally, community members **ranked desired outcomes** from least to most important, which helped identify the related strategies as high priority.*

**From Appendix B – Coordinated Mobility Plan, page 40:**

**Strategy 1.2:** *Improve on-time reliability and timeliness of transportation services for people with special transportation needs.*

SVT's on time performance rate is at 99.996%. We have developed systems for our service area that allow us to consistently accomplish this goal. Other demand responsive carriers generally have a one-hour service window. We have an half-hours service window and count any ride as late if it falls 5-minutes or more outside that window. Because our dependability is so high, our no-show rate is also very low.

**From Appendix B – Coordinated Mobility Plan, page 41:**

**Strategy 2.2:** *Develop partnerships to support context-appropriate, flexible, and/or feeder-to-fixed route transportation services in areas not well served by regular transit, like rural areas.*

This Strategy reflects what SVT does so effectively in this rural service area. We are deeply embedded in the Snoqualmie Valley community as well as with the transit agencies (King County Metro and Community Transit) that offer the limited fixed route services. We also work with the food banks, shelters, hospitals, clinics, school districts, library districts, senior centers and other human services. Our network of partnerships has been strengthened for the last decade; we are seen as the “go-to” source for mobility information and services within the SVT service area.

**Mobility Need #3: More information about available services**

**Strategy 3.2:** Coordinate to develop a comprehensive trip planning tool, like a One-Call/One-Click platform, to help riders with special transportation needs navigate and use available services, keeping in mind language, cultural, technological, and accessibility needs.

SVT serves on the Advisory Board of Hopelink's One-Call/One Click program, which gives us insight into how well the program works for our riders as well as riders using other rural carriers. We will also be a part of the test group for operations. We are working with Trillium through WSDOT to get our routes translated into GTFS and GTFS-Flex to enable easier trip planning while our new website, once the GTFS data goes live in 2023, will offer an online trip planner tool that will be linked with travel apps and the OCOC project.

**From Appendix B – Coordinated Mobility Plan 42:**



#### **Mobility Need #4: Better access to health and wellness destinations including medical facilities, pharmacies, and grocery stores**

**Strategy 4.1:** Strengthen and coordinate partnerships between healthcare and transportation providers, especially within equity focus areas, to better understand and address patients' unmet transportation needs and ensure that patients understand their transportation options.

SVT is integral to the daily functions of the community, providing hospitals, clinics, grocery stores and pharmacies with regular contacts for their patients and clients. No one else in this area is performing this service, and any disruption or reduction would significantly impact people's lives. While SVT does not build facilities (Mobility Need # 6, Strategy 6.1), we have created deviated route services (hop-on/hop-off availability) that stop at grocery stores, pharmacies and hospitals to make it easier for people to get to these destinations without having to book a ride in advance. Routes go right to the door of these facilities so that building transit infrastructure isn't necessary, which saves funding for other areas. We also have \$1/one-ride tickets that hospitals and clinics may provide to their patients so they can use SVT to get home if they are unable to drive.

#### **Mobility Need #5: Affordable transportation services**

Page 42:

**Strategy 5.1:** Review and adjust fare structures and reduced fare programs through regional coordination to ensure they are fully accessible to low-income communities within service areas. For example, there is a need for more affordable options for families with low incomes, where households can experience transportation cost burdens when needing to pay for multiple riders.

SVT has maintained the same low fare structure since 2012. All youth ride free each summer and, starting in September of 2023, SVT has adopted the King County Youth Free Fare program so the SVT buses will be free to youth, aged 18 and younger, year-around. Additionally, seniors may purchase rider 10-ride punch cards for \$8.50 (instead of \$10) so their rides are only \$.85. All other rides are \$1.

**From Appendix B – Coordinated Mobility Plan, page 43:**

#### **Mobility Need #7: Better regional coordination to meet growing mobility needs**

**Strategy 7.1:** Improve regional coordination based on the federal example of the Coordinating Council on Access and Mobility (CCAM). For example, inclusion of more agencies with transportation programs in regional coordination can identify new opportunities to leverage existing resources and to reduce unnecessary duplication.

SVT is a member of Snoqualmie Valley Mobility Coalition, the Rural Chair of King County Mobility Coalition and we work with King County Metro Transit, Community Transit and the city planners of North Bend, Snoqualmie, Fall City (Community Association), Carnation, Duvall and Monroe to provide input on the Transportation Elements of their respective City Comprehensive Plans. We also work with King County on the SE King County Unincorporated Area planning.

**SVT is listed in the Regional Transportation Plan on page 63:**

Snoqualmie Valley Transportation (SVT)

Mt. Si Senior center - Snoqualmie Valley Transportation

Amy Biggs [abiggs@svtbus.org](mailto:abiggs@svtbus.org) 425-888-7001

SVT provides service to special needs populations and the general public via fixed route, deviated fixed route and demand response service to the King County cities, towns, and unincorporated areas of North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall and within the Snohomish County in the City of Monroe.

Website: [www.svtbus.org](http://www.svtbus.org)

Demand Response: Monday-Friday: 6:00 am – 8:00 pm

Fixed Routes: Monday-Friday: 5:00 am – 9:15 pm

Riders call into the office to book demand response/door-to-door rides. They can call the same day or up to two weeks in advance. Rides booked a day in advance or earlier are scheduled. Same-day rides are on a space-available basis.

Phone: 425-888-7001

Service area: King County; Snohomish County

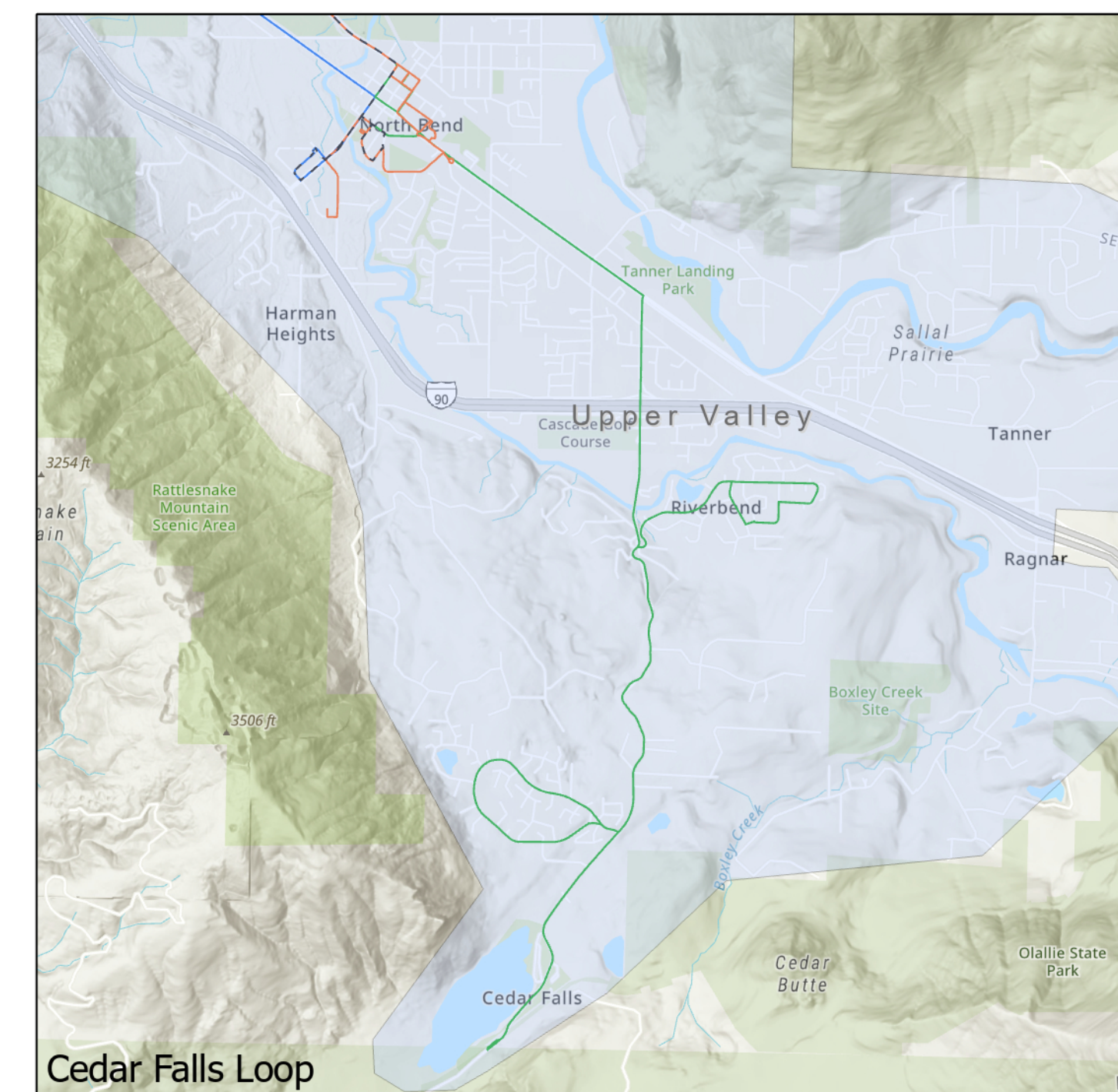
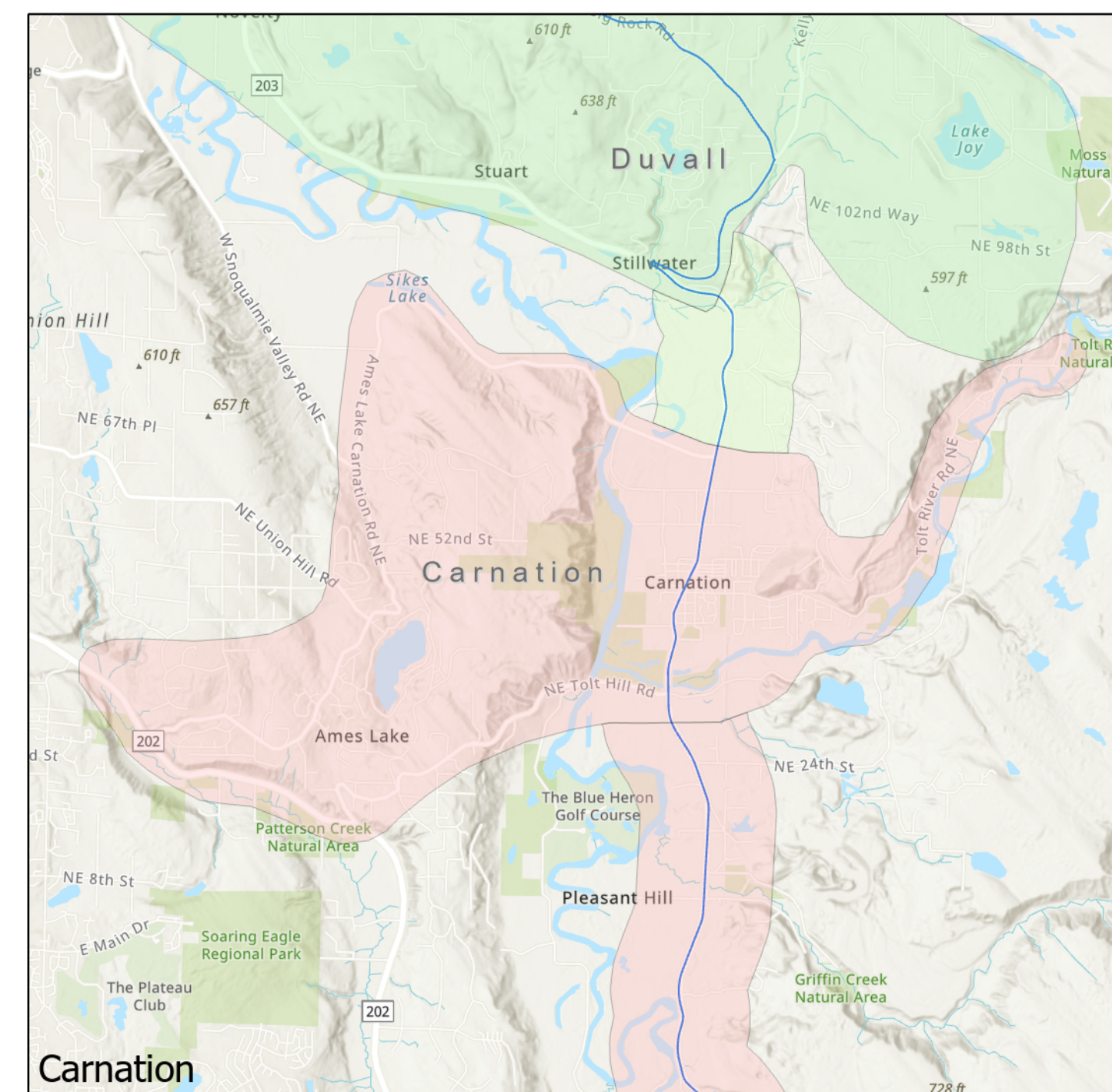
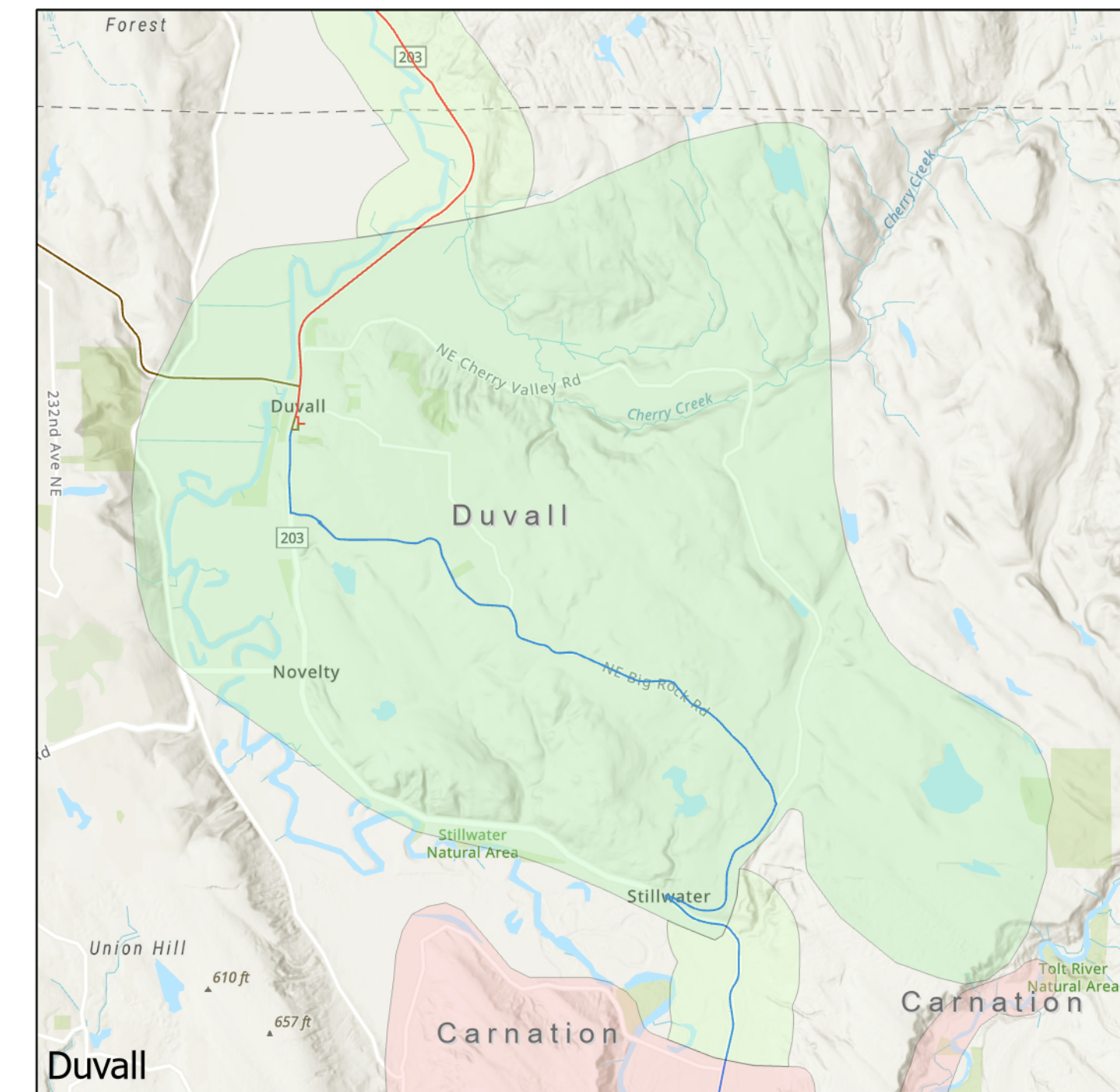
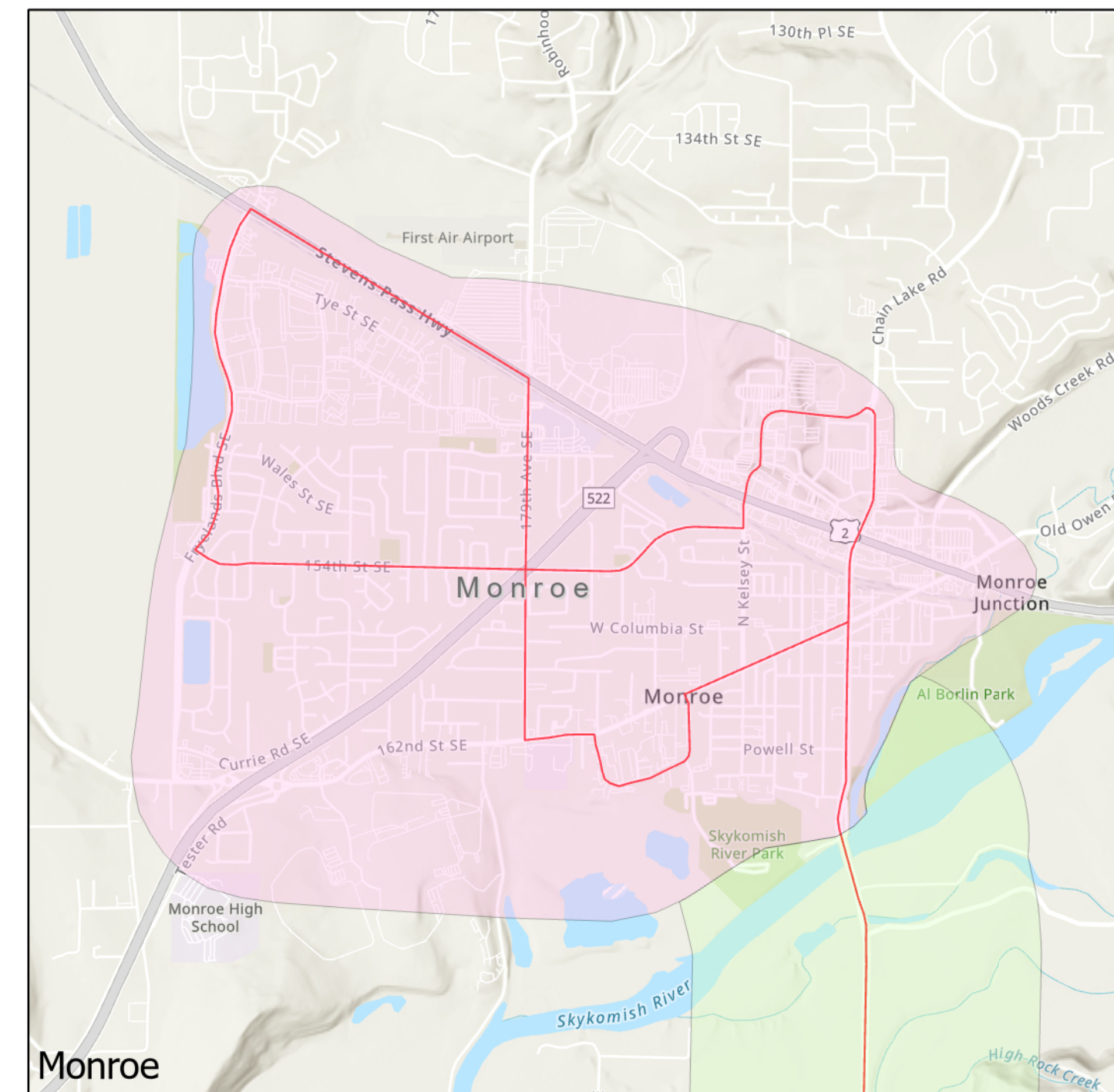
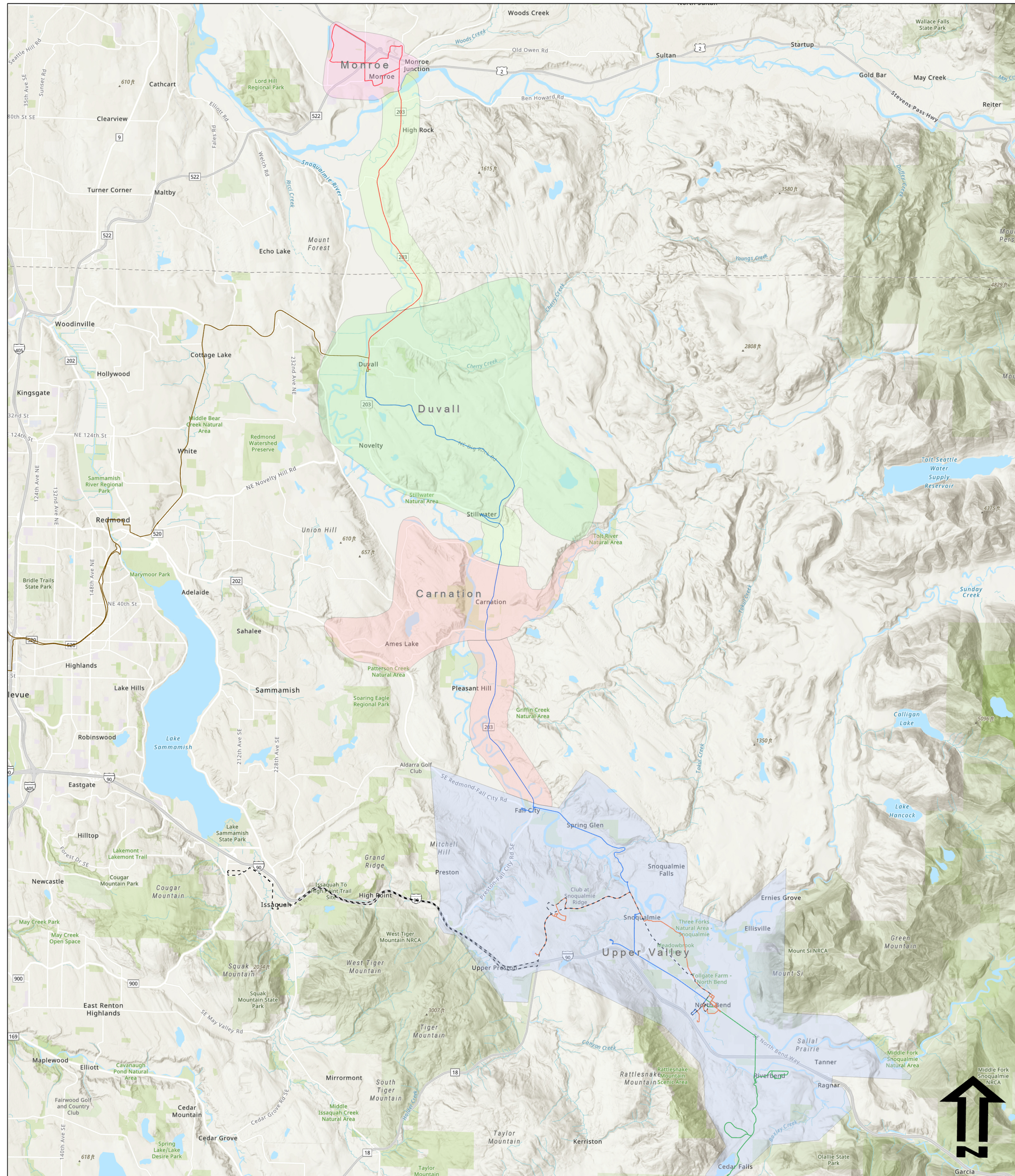
**The Snoqualmie Valley Mobility Coalition – of which SVT was a founding member – is listed on Appendix B of the Coordinated Mobility Plan, page 75:**

#### Mobility Coalitions

Program Name	Agency/ Organization	Contact	Description	Service Area
Hopelink Mobility Management	Hopelink	Staci Sahoo <a href="mailto:ssahoo@hopelink.org">ssahoo@hopelink.org</a> 425-943-6769	<p>Hopelink's Mobility Management team empowers people to change their lives by facilitating access to the community. Hopelink provides travel education and resources to build awareness of existing transportation options, supports the coordination of special needs transportation through cross-sector collaborations, and gathers data and needs assessment to recommend and implement improved services. Following is the list of mobility coalitions led by Hopelink:</p> <ul style="list-style-type: none"><li>• King County Mobility Coalition</li><li>• Regional Alliance for Resilient and Equitable Transportation</li><li>• South King County Mobility Coalition</li><li>• North King County Mobility Coalition</li><li>• Eastside Easy Rider Collaborative</li><li>• Snoqualmie Valley Mobility Coalition</li></ul> <p>Websites: <a href="http://www.hopelink.org">www.hopelink.org</a>; <a href="http://www.kcmobility.org">www.kcmobility.org</a>; <a href="http://www.findaride.org">www.findaride.org</a></p>	King County; Also serve Pierce and Snohomish for the RARET coalition and FindARide.org, but most in King County;



# Snoqualmie Valley Transportation



- Legend**
- Route 208: M-F 6am - 8pm & Sat 6am - 10pm
  - Route 224: M-F 4am - 9pm
  - Route 629 - Valley Shuttle: M-F every 90 minutes 6am - 9pm
  - Cedar Falls Loop: M-F circulator every hour 7 - 10am & 1 - 4pm
  - North Bend Snoqualmie Shuttle: M-F 6am - 10pm
  - Duvall Monroe Shuttle: M-F 8am - 4pm
  - Monroe Service Area
  - Duvall Service Area
  - Carnation Service Area
  - Upper Valley Service Area



The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

0 5 10 20 Miles



There are no in-kind contributions or indirect costs associated with this application. All in-kind match valuations are being applied to the "Mt. Si Senior Center – Sustain Snoqualmie Valley Transportation" application for the 23-25 cycle.



DATE: October 17, 2022

TO: Washington State Department of Transportation

FROM: Cecie Streitman

To the Grant Review Committee:

My name is Cecie Streitman, and I'm the Director of Operations for the King County Library System (KCLS).

On behalf of the patrons and staff of the North Bend, Snoqualmie, the community libraries in the valley, and the King County Library System at large, we would like to express our continued appreciation to Snoqualmie Valley Transportation, and would encourage your continued support by awarding them funds which would enable them to provide weekend service to the senior community members.

Due to the geographic remoteness of some of our community libraries, we know that location can sometimes be barrier for our patrons. By providing weekend services, it would allow our patrons to have 7 days a week access to our materials, resources and programming that the might not otherwise have. The offering of weekend services would be beneficial for both the community and for KCLS staff.

Please continue to support Snoqualmie Valley Transportation/Mt Si Senior in their effort to expand their services.

Sincerely,

*Cecie Streitman*

Cecie Streitman  
Director of Operations  
King County Library System  
[cbstreitman@kcls.org](mailto:cbstreitman@kcls.org)



October 17<sup>th</sup>, 2022

Amy Biggs  
Snoqualmie Valley Transportation  
PO Box 806  
North Bend, WA, 98045

Dear Amy Biggs:

On behalf of the Regional Alliance for Resilient and Equitable Transportation (RARET), we are writing to express our support of Snoqualmie Valley Transportation's (SVT) WSDOT Consolidated Grant application to start performing weekend services.

Snoqualmie Valley Transportation has a strong history of implementing and sustaining programs designed to meet a variety of transportation needs in Snoqualmie Valley. SVT's service is tailored to meet the unique needs of Snoqualmie Valley and helps to fill gaps in service including serving people with disabilities, older adults, youth, and low-income populations. SVT are experts in understanding travel needs of the Valley, are committed to collaboration and regional partnership, and have had an active and critical role in supporting the region in understanding and advocating for the Valley's transportation needs. SVT's service provides a connection to people who otherwise do not have access to a car, prefer not to drive, or are otherwise unable to drive. Without their services, many Snoqualmie Valley residents simply would not be able to get where they need to go with ease.

SVT provides service throughout the Valley from North Bend to Monroe, but operate Monday-Friday only. Outside of SVT's services there are extremely limited transportation options in the Valley on weekends. This lack of weekend service within the Valley denies people access to local jobs and essential locations such as grocery stores, pharmacies, and medical services. Furthermore, the lack of transportation options in the Valley on the weekends poses additional threats and challenges during emergencies. For example, during a recent heat wave over the weekend, there were cooling centers stood up in and around the Valley, but without weekend transportation options these were inaccessible to those who rely on public transportation.

As SVT is the primary transportation provider in the Valley, it is vitally important for them to be able to expand services into the weekend; allowing them to align with the needs of the community, better respond to emergencies, reduce barriers, and provide much more convenience for riders.

SVT is a valued partner of RARET and their programs align directly with our vision to increase critical transportation services available to populations with access and functional needs in the event of an emergency. RARET strongly encourages and supports funding for SVT to start offering weekend services. If you have any questions, please contact me at 425-495-3191.

Sincerely,

Bree Boyce  
Senior Manager of Mobility Coalitions

October 18, 2022

Amy Biggs  
Snoqualmie Valley Transportation  
PO Box 806  
North Bend, WA, 98045

Dear Amy Biggs:

On behalf of the King County Mobility Coalition (KCMC), we are writing to express our support of Snoqualmie Valley Transportation's (SVT) WSDOT Consolidated Grant application to start performing weekend services.

Snoqualmie Valley Transportation has a strong history of implementing and sustaining programs designed to meet a variety of transportation needs in Snoqualmie Valley. SVT's service is tailored to meet the unique needs of Snoqualmie Valley and helps to fill gaps in service including serving people with disabilities, older adults, youth, and low-income populations. SVT are experts in understanding travel needs of the Valley, are well-connected, and actively participates in many different stakeholder groups. SVT's service provides a connection to people who otherwise do not have access to a car, prefer not to drive, or are otherwise unable to drive. Without their services, many Snoqualmie Valley residents simply would not be able to get where they need to go with ease.

SVT provides service throughout the Valley from North Bend to Monroe but operate Monday-Friday only. Outside of SVT's services there are extremely limited transportation options in the Valley on weekends. This lack of weekend service within the Valley denies people access to local jobs and essential locations such as grocery stores, pharmacies, and medical services. It also isolates them from weekend community events and recreation. As SVT is the primary transportation provider in the Valley, it is vitally important for them to be able to expand services into the weekend; allowing them to align with the needs of the community, reduce barriers, and provide much more convenience for riders.

SVT is a valued partner of KCMC, as one of the primary rural transportation partners and their programs align directly with our vision of a community where all folks move freely and can get to where they need to go. SVT staff act as the sitting rural transportation member on the KCMC roster, and a strong regional partner in several KCMC projects. This includes developing the Coalition Action Plans; and sitting as an advisor on the Central Puget Sound One-Call/One-Click work. SVT staff are committed to collaboration and regional partnership and have had an active and critical role in supporting the region in understanding and advocating for the Valley's transportation needs.

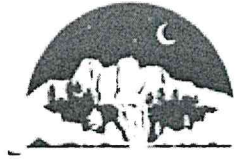
Thank you for considering our comments regarding SVT's application. Should you have any questions, please feel free to contact Bebhinn Gilbert at 425-943-6752.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jonathan Prociv'.A handwritten signature in black ink, appearing to read 'Penny Lara'.

Jonathan Prociv and Penny Lara  
King County Mobility Coalition Co-Chairs

Bebhinn Gilbert  
Program Supervisor



*Snoqualmie Valley School District*

October 17, 2022

To Whom it May Concern,

My name is Erica Healy and I am a school social worker for the Snoqualmie Valley School District. I work in Snoqualmie and live in North Bend. I have been working for the school district since 2014 and have seen transportation to be an ongoing obstacle for our students and families. Over the years, our students have relied on the Snoqualmie Valley Transportation to get to work, home, after school activities, appointments and meetings. The Snoqualmie Valley District is located in a rural area and many of our schools and families are spread out far. Many of our parents work outside of the valley and students struggle with finding transportation around the valley. Our students would benefit from additional transportation opportunities on weekends. This could help them get to and from jobs, attend activities at their schools, get to the grocery store, community centers, and to friends and families homes. From my experience, I know our students would benefit from increased Snoqualmie Valley Transportation options in our valley.

Thank you,

Erica Healy, MSW, LICSW, SUDP

**Snoqualmie Valley School District**  
8001 Silva AVE SE  
Snoqualmie, WA 98065  
(425) 831-4058

Snoqualmie Valley  
**MOBILITY**COALITION

October 17<sup>th</sup>, 2022

Amy Biggs  
Snoqualmie Valley Transportation  
PO Box 806  
North Bend, WA, 98045

Dear Amy Biggs:

On behalf of the Snoqualmie Valley Mobility Coalition (SVMC), we are writing to express our support of Snoqualmie Valley Transportation's (SVT) WSDOT Consolidated Grant application to start performing weekend services.

Snoqualmie Valley Transportation has a strong history of implementing and sustaining programs designed to meet a variety of transportation needs in Snoqualmie Valley. SVT's service is tailored to meet the unique needs of Snoqualmie Valley and helps to fill gaps in service including serving people with disabilities, older adults, youth, and low-income populations. SVT are experts in understanding travel needs of the Valley, are well-connected, and actively participates in many different stakeholder groups. SVT's service provides a connection to people who otherwise do not have access to a car, prefer not to drive, or are otherwise unable to drive. Without their services, many Snoqualmie Valley residents simply would not be able to get where they need to go with ease.

SVT provides service throughout the Valley from North Bend to Monroe, but operate Monday-Friday only. Outside of SVT's services there are extremely limited transportation options in the Valley on weekends. This lack of weekend service within the Valley denies people access to local jobs and essential locations such as grocery stores, pharmacies, and medical services. It also isolates them from weekend community events and recreation. As SVT is the primary transportation provider in the Valley, it is vitally important for them to be able to expand services into the weekend; allowing them to align with the needs of the community, reduce barriers, and provide much more convenience for riders.

SVT is a valued partner of SVMC and their programs align directly with our vision of connecting communities to improve public transportation for Snoqualmie Valley. SVT has been a pivotal partner since the inception of SVMC in 2017, including the pilot and ultimate adoption of the Duvall-Monroe Shuttle as well as the publication of SVMC's 5 Year Transportation Plan, among other projects. SVT staff are committed to collaboration and regional partnership and have had an active and critical role in supporting the region in understanding and advocating for the Valley's transportation needs.

SVMC strongly encourages and supports funding for SVT to start offering weekend services. If you have any questions, please contact me at 425-495-3191.

Sincerely,



Bree Boyce  
Senior Manager of Mobility Coalitions

10/13/2022

Good morning,

My name is Heather Koellen and I'm a City Councilmember for the City of North Bend. Our buses in the Valley need to stay running throughout the weekend. This is a request we have had for over 10 years. Weekend service would provide our citizens with opportunities to do their shopping, go to medical appointments and enjoy weekend activities. The Monday through Friday options we have are good but I believe we can do better. I'm hopeful that we will be considered for the upcoming 2023-2025 grant.

Thanks,

Heather Koellen



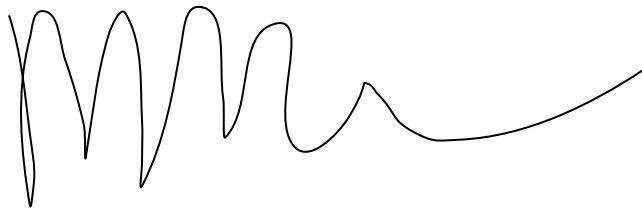
October 13, 2022

Grant Board,

I would like to affirm and support the work of the Snoqualmie Valley Transportation program in providing much needed transportation options for our communities. I am the Clinic Operations Manager at CarePoint Clinic in Fall City, WA. We are a small, free clinic in a central to the valley, but often hard to access location. A lot of our patients rely on public transportation or friends and family to travel to and from appointments. We currently have a clinic every second Saturday of the month. Our patients who may be able to scrape together transportation for our Wednesday clinic have little to no resources to get to our weekend clinic.

SVT having the ability to expand their hours to weekends would be huge in assisting the patients in our community. Please consider and ultimately grant Snoqualmie Valley Transportation the funding to expand their current schedule to help and reach a greater portion of our community.

Thank you,



Misty Messer

Clinic Operations Manager

CarePoint Clinic,



October 17, 2022

Amy Biggs  
Snoqualmie Valley Transportation  
PO Box 806  
North Bend, WA 98045

Dear Ms. Biggs:

The City of North Bend strongly supports the Snoqualmie Valley Transportation's plan to bring new weekend mobility options to the Valley.

In North Bend, we recognize the need for convenient and timely mobility options extends beyond weekdays. Most service sector businesses operate on the weekend, meaning that employees continue to need safe and reliable transportation options to reach their place of employment. In addition, seniors, kids, and many other community members who are unable to drive rely on Snoqualmie Valley Transportation's services to reach the grocery store, appointments, community events, family and friends, and many other destinations. We know that the need for these connections continues to exist on the weekend.

Thank you for your ongoing service in North Bend and considering the vital mobility needs of our community that exist seven days a week.

Sincerely,

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

Rob McFarland  
Mayor



**Amy Biggs**  
**Snoqualmie Valley Transportation**  
PO Box 806  
North Bend, WA 98045

Dear Amy Biggs,

On behalf of the Empower Youth Network, I would like to voice support for the expansion of Snoqualmie Valley Transportation's services to include weekend support. As integral as Snoqualmie Valley Transportation is as a local resource, community need for transport extends past Monday through Friday. In our car-reliant, rural and rural-suburban Snoqualmie Valley, people need to have access to the rest of their community on the weekends.

The youth and families that our organization serves would benefit greatly from being able to access transportation during the weekend. This would allow our community's most vulnerable to engage in events, appointments, and be as connected as those that have their own vehicles. This would additionally allow people to use communal transportation instead of a single-occupancy vehicle, if they have that choice, without worrying about which day of the week an obligation falls on.

Snoqualmie Valley Transportation is an essential resource for not only youth and families, but all in our valley. A thriving, resilient community is well resourced and well connected, which fundamentally includes regular, accessible transportation, all of the time. Snoqualmie Valley Transportation does a phenomenal job of tackling the transportation challenges that the valley faces, and expanding into weekends would further the mission of providing "sustainable, safe, affordable and convenient" to all, and especially those who need it most.

Thank you,

Laura Smith

*Executive Director*

**The Empower Youth Network is a federally registered private, non-profit charitable organization with the IRS (TIN #46-4274413).**

Empower Youth Network | PO Box 910 | Carnation | WA | 98014 | 425-333-6614



*Empower Youth Network*

**The Empower Youth Network is a federally registered private, non-profit charitable organization with the IRS (TIN #46-4274413).**

Empower Youth Network | PO Box 910 | Carnation | WA | 98014 | 425-333-6614

**WASHINGTON STATE UTILITIES AND TRANSPORTATION COMMISSION**

**1300 S EVERGREEN PARK DRIVE SW, PO BOX 47250**

**OLYMPIA, WA 98504-7250**

**(360) 664-1222**

**This certificate authorizes the following operations under the provisions of RCW Title 81:**

MT. SI SENIOR CENTER  
PO BOX 806  
NORTH BEND, WA 98045

Cert No.  
NPC-1088

Private, Non-profit Transportation Provider to operate motor vehicles in furnishing passenger and/or express service in the state of Washington.

TN-050798

06-10-05

WASHINGTON UTILITIES AND TRANSPORTATION  
COMMISSION



By

*Catharina Muzer*  
for Steven V. King

Internal Revenue Service  
District Director

Department of the Treasury

Date: AUG 31 1978

EP/EO:EO-1:TY

Employer Identification Number:

91-1009419

Accounting Period Ending:

December 31

Foundation Status Classification:

509(a)(1) and 170(b)(1)(A)(vi)

Advance Ruling Period Ends:

December 31, 1978

Person to Contact:

Patricia D. Grenier

Contact Telephone Number:

(206) 442-5110

SEA:EO:78-509

► Mt. Si Senior Center  
P. O. Box 806  
North Bend, WA 98045

Dear Applicant:

Based on information supplied, and assuming your operations will be as stated in your application for recognition of exemption, we have determined you are exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code.

Because you are a newly created organization, we are not now making a final determination of your foundation status under section 509(a) of the Code. However, we have determined that you can reasonably be expected to be a publicly supported organization described in section 509(a)(1) and 170(b)(1)(A)(vi).

Accordingly, you will be treated as a publicly supported organization, and not as a private foundation, during an advance ruling period. This advance ruling period begins on the date of your inception and ends on the date shown above.

Within 90 days after the end of your advance ruling period, you must submit to us information needed to determine whether you have met the requirements of the applicable support test during the advance ruling period. If you establish that you have been a publicly supported organization, you will be classified as a section 509(a)(1) or 509(a)(2) organization as long as you continue to meet the requirements of the applicable support test. If you do not meet the public support requirements during the advance ruling period, you will be classified as a private foundation for future periods. Also, if you are classified as a private foundation, you will be treated as a private foundation from the date of your inception for purposes of sections 507(d) and 4940.

Grantors and donors may rely on the determination that you are not a private foundation until 90 days after the end of your advance ruling period. If you submit the required information within the 90 days, grantors and donors may continue to rely on the advance determination until the Service makes a final determination of your foundation status. However, if notice that you will no longer be treated as a section 509(a)(1) organization is published in the Internal Revenue Bulletin, grantors and donors may not rely on this determination after the date of such publication. Also, a grantor or donor may not rely on this determination if he or she was in part responsible for, or was aware of, the act or failure to act that resulted in your loss of section 509(a)(1) status, or acquired knowledge that the Internal Revenue Service had given notice that you would be removed from classification as a section 509(a)(1) organization.

P.O. Box 21224, Seattle, Washington 98111

(over)

Letter 1045(DO) (6-77)

If your sources of support, or your purposes, character, or method of operation change, please let us know so we can consider the effect of the change on your exempt status and foundation status. Also, you should inform us of all changes in your name or address.

Generally, you are not liable for social security (FICA) taxes unless you file a waiver of exemption certificate as provided in the Federal Insurance Contributions Act. If you have paid FICA taxes without filing the waiver, you should call us. You are not liable for the tax imposed under the Federal Unemployment Tax Act (FUTA).

Organizations that are not private foundations are not subject to the excise taxes under Chapter 42 of the Code. However, you are not automatically exempt from other Federal excise taxes. If you have any questions about excise, employment, or other Federal taxes, please let us know.

Donors may deduct contributions to you as provided in section 170 of the Code. Bequests, legacies, devises, transfers, or gifts to you or for your use are deductible for Federal estate and gift tax purposes if they meet the applicable provisions of sections 2055, 2106, and 2522 of the Code.

You are required to file Form 990, Return of Organization Exempt from Income Tax, only if your gross receipts each year are normally more than \$10,000. If a return is required, it must be filed by the 15th day of the fifth month after the end of your annual accounting period. The law imposes a penalty of \$10 a day, up to a maximum of \$5,000, when a return is filed late, unless there is reasonable cause for the delay.

You are not required to file Federal income tax returns unless you are subject to the tax on unrelated business income under section 511 of the Code. If you are subject to this tax, you must file an income tax return on Form 990-T. In this letter, we are not determining whether any of your present or proposed activities are unrelated trade or business as defined in section 513 of the Code.

You need an employer identification number even if you have no employees. If an employer identification number was not entered on your application, a number will be assigned to you and you will be advised of it. Please use that number on all returns you file and in all correspondence with the Internal Revenue Service.

Because this letter could help resolve any questions about your exempt status and foundation status, you should keep it in your permanent records.

If you have any questions, please contact the person whose name and telephone number are shown in the heading of this letter.

Sincerely yours,

Arturo A. Jacobs  
District Director

This supersedes our prior determination letter dated January 30, 1978.

Letter 1045(DO) (6-77)

Address any reply to:

P.O. Box 224, Seattle, WA 98111

**Department of the Treasury**

Contact: Patricia Grenier  
Telephone: (206) 442-5110

**District Director**

**Internal Revenue Service**

Date: JAN 30 1978

In reply refer to: EP/EO:EO-1-T

L-391, ~~033X428X~~

SEA:EO:78-509

Mt. Si Senior Center  
P.O. Box 806  
North Bend, WA 98045

Accounting Period Ending: December 31

Form 990 Required: ☒ Yes ☐ No

Advance Ruling Period Ends: December 31, 1972

Gentlemen:

Based on the information supplied, and assuming your operations will be as stated in your application for recognition of exemption, we have determined you are exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code.

Because you are a newly created organization, we are not now making a final determination of your foundation status under section 509(a) of the Code. However, we have determined that you can reasonably be expected to be a publicly supported organization of the type described in section ~~509(a)(1)~~ and 170(b)(1)(A)(vi).

Accordingly, you will be treated as a publicly supported organization, and not as a private foundation, during an advance ruling period. This advance ruling period begins on the date of your inception and ends on the date shown above.

Within 90 days after the end of your advance ruling period, you must submit to us information needed to determine whether you have met the requirements of the applicable support test during the advance ruling period. If you establish that you have been a publicly supported organization, you will be classified as a section 509(a)(1) or 509(a)(2) organization so long as you continue to meet the requirements of the applicable support test. If, however, you do not meet the public support requirements during the advance ruling period, you will be classified as a private foundation for future periods. Also, in the event you are classified as a private foundation, you will be treated as a private foundation from the date of your inception for purposes of sections 507(d) and 4940.

Grantors and donors may rely on the determination that you are not a private foundation until 90 days after the end of your advance ruling period. In addition, if you submit the required information

(over)

Form L-391 (4-73)



within the 90 days, grantors and donors may continue to rely on the advance determination until the Service makes a final determination of your foundation status. However, if notice that you will no longer be treated as a section 509(a)(1) organization is published in the Internal Revenue Bulletin, grantors and donors may not rely on this determination after the date of such publication. Also, a grantor or donor may not rely on this determination if he was in part responsible for, or was aware of, the act or failure to act that resulted in your loss of section 509(a)(1) status, or acquired knowledge that the Internal Revenue Service had given notice that you would be removed from classification as a section 509(a)(1) organization.

Donors may deduct contributions to you as provided in section 170 of the Code. Bequests, legacies, devises, transfers, or gifts to you or for your use are deductible for Federal estate and gift tax purposes if they meet the applicable provisions of sections 2055, 2106, and 2522 of the Code.

You are not liable for social security (FICA) taxes unless you file a waiver of exemption certificate as provided in the Federal Insurance Contributions Act. You are not liable for the taxes imposed under the Federal Unemployment Tax Act (FUTA).

Organizations that are not private foundations are not subject to the excise taxes under Chapter 42 of the Code. However, you are not automatically exempt from other Federal excise taxes. If you have any questions concerning these taxes, please let us know.

If your sources of support, or your purposes, character, or method of operation is changed, you should let us know so we can consider the effect of the change on your status. Also, you should inform us of all changes in your name or address.

If the yes box at the top of this letter is checked, you are required to file Form 990, Return of Organization Exempt From Income Tax, only if your gross receipts each year are normally more than \$10,000 \$5,000. The return is due by the 15th day of the fifth month after the end of your annual accounting period. The law imposes a penalty of \$10 a day, up to a maximum of \$5,000, for failure to file the return on time.

You are not required to file Federal income tax returns unless you are subject to the tax on unrelated business income under section 511 of the Code. If you are subject to this tax, you must file an income tax return on Form 990-T. In this letter we are not determining whether any of your present or proposed activities are unrelated trade or business as defined in section 513 of the Code.

You need an employer identification number even if you have no employees. If an employer identification number was not entered on your application, a number will be assigned to you and you will be advised of it. Please use that number on all returns you file and in all correspondence with the Internal Revenue Service.

Sincerely yours,

(signed) Michael Sassi  
Michael Sassi  
District Director

-3-

This determination is issued with the understanding that you will provide the Internal Revenue Service with a copy of the Amendments to your Articles of Incorporation which bears the stamp of the proper State authority as soon as it is available.