Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **40666 - Peninsula Mobility Management Project (PMMP)**

Organization Name: Mobility For All

Contact Name: Andi Fay

Project Description

Kitsap County has excellent public transit and many private and community providers, yet significant gaps remain. The missing link is awarenessand coordination. This project will establish mobility management in Kitsap, connect services across county lines, help residents navigate theiroptions, and explore new services to address unmet needs.

Project Funding Summary

Total Project Cost	$ 475,917
Grant Request	$ 452,121
Match Amount	$ 23,796

WSDOT has different match requirements for different kinds of projects.

Type of Project

- ☐ Operating
- ☐ Vehicles/Equipment
- ☐ Small Construction
- ▪ Mobility Management
- ☐ Planning

Type of Service

- ○ Sustain / Replace
- ◉ New / Expand
- ○ Not Applicable

Duration

- ◉ 2 years
- ○ 4 years

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

Operations
- ☐ Sustain current transportation service operations
- ☐ Expand service hours, frequency, days, and coverage
- ☑ Increase opportunities for efficient single seat trips
- ☐ Introduce on demand first/last mile services
- ☑ Improve access to behavioral health and substance use centers
- ☑ Improve transport access for patients being discharged

Mobility Management
- ☑ Increase awareness and visibility of available mobility services
- ☑ Expand travel training programs
- ☑ Promote coordinated online and print mobility resources
- ☑ Improve access to transit information & trip reservation tools
- ☑ Strengthen coordination of paratransit transfers between systems
- ☑ Ensure WA 211 provider data is current across all Peninsula counties
- ☑ Increase engagement between providers & regional care hubs

Vehicles / Equipment
- ☐ Maintain & replace vehicles to meet SGR standards
- ☐ Expand vehicle fleet to support service needs
- ☐ Integrate onboard safety, performance, & fleet management technology
- ☐ Modernize communications equipment
- ☑ Deploy advanced technologies and app based tools
- ☐ Deploy suitable zero emissions vehicles
- ☐ Install onboard Wi Fi to support long distance travel

Small Construction
- ☐ Install curbside amenities to improve comfort & security
- ☐ Improve ADA compliant access to stops
- ☐ Develop park and ride sites and regional mobility hubs

Planning
- ☐ Improve mobility assisted evacuation planning, coord
- ☑ Advance rural mobility innovations
- ☑ Enable vehicle sharing, Maintenance-as-a-Service, other
- ☑ Enhance multi provider scheduling, reservation, and dispatch coordination
- ☐ Expand school-transit partnerships to support youth transit use

Project Need

Mobility means the freedom to move and access those things necessary for a full life. Everybody needs mobility. The draft 2026 Peninsula CPTHSTP identifies four connected unmet needs: "Available Transportation Services and Facilities Don't Meet Everyone's Needs"; "Uncertainty and Lack of Information Makes Travel Even Harder"; "Lack of Reliable Transportation Negatively Impacts Health Outcomes"; and "Long-Distance Travel can be Hard." Residents often do not know which services exist, whether they qualify, or how to plan trips, especially those involving multiple systems. Limited service coverage and hours, difficult connections, and complex trip planning can prevent people from reaching essential destinations. These barriers disproportionately affect older adults, people with disabilities, people with low incomes, and others who do not drive. The problem was identified through public and provider input, Community Health Needs Assessments, transportation plans, and regional data. PMMP will begin in Kitsap County and implement five tasks that provide individual benefits and far greater impact when combined. In total, the project they will help residents understand and use existing services while identifying gaps and planning new solutions. Critically, the project will establish mobility management services on the Olympic Peninsula and strengthen cross-county coordination, creating a foundation that can expand in future years, directly by M4A or

Special Needs Transportation

The PMMP will improve the efficiency, accessibility, and coordination of transportation for people who, because of disability, income, or age, cannot transport themselves or purchase appropriate transportation. This includes older adults, people with disabilities, low-income residents, and personal attendants. Through the Peninsula Mobility Coalition, M4A will convene transportation providers, human-service organizations, tribal entities, and community partners to reduce duplication, identify gaps, coordinate referrals, and develop solutions. M4A will work with Kitsap Transit, which provides ACCESS paratransit services and Bremerton-based Paratransit Services, which brokers Medicaid transportation in Kitsap County. Coordination will improve awareness, clarify eligibility and reservations, and strengthen local, medical, and cross-county connections. Working with community-based organizations, M4A will help reach special needs residents who these organizations serve and may be isolated or unaware of other available options. M4A will also increase awareness and use of the electric ADA-accessible vans it is introducing in Kitsap County. Individuals and organizations willing to provide transportation can rent these vehicles when they lack accessible equipment. This expands community transportation capacity without requiring each organization to purchase a specialized vehicle. Together, these activities will make transportation easier to find and use, increase

Benefits to Vulnerable Populations in Overburdened Communities

Kitsap County's overall prosperity masks concentrated vulnerability. Census data show that 21.9% of residents are age 65 or older, 10.5% ofeople under 65 have a disability, 7.8% live in poverty, and 9.4% speak a language other than English at home. The county is also home to 30,744 veterans. Federal Justice40 data identify Bremerton Census Tract 810 as disadvantaged; a recent state assessment reports that 40% of its residents are low-income. Kitsap County includes two reservations: the Port Gamble S'Klallam Reservation in North Kitsap and the Port Madison Reservation, home of the Suquamish Tribe. Washington identifies census tracts overlapping both reservations as overburdened communities. Tribal residents may face additional barriers created by rural geography, distance from services, limited transportation choices, and, on the Port Madison Reservation, a checkerboard pattern of Tribal and non-Tribal lands. Washington's Environmental Health Disparities Map considers pollution exposure, cardiovascular disease, low birth weight, housing affordability, poverty, unemployment, race, and language. These burdens are intensified by Kitsap's waterways, rural areas, fragmented transportation systems, and long trips to healthcare and essential services. Older adults, people with disabilities, low-income households, Tribal communities, veterans, people of color, and people with limited English proficiency face the greatest mobility barriers. PMMP will give vulnerable residents accurate transportation information, personalized trip planning, referrals, and one-call/one-click access through community outreach and Find a Ride. Coordinating providers will make it easier to navigate eligibility, reservations, transfers, and crosscounty trips. This will reduce missed trips and isolation while improving access to healthcare, food, employment, education, social services, and

Coordination Efforts

The Peninsula Regional Transportation Planning Organization (PRTPO) will rank this application, which is rooted in the 2026 Peninsula CPT-HSTP. Because Kitsap is also within the Puget Sound Regional Council (PSRC) planning area, M4A evaluated PMMP against PSRC's 2026 Coordinated Mobility Plan. The project advances priorities in both plans: mobility management, rider awareness, cross-agency and cross-county coordination, and access to essential services. Coordination is a core PMMP objective. The Peninsula Mobility Coalition will convene agencies, providers, tribal entities, human services, and community partners. Expanding Hopelink's Find a Ride directory and trip planner to Kitsap is a core task, connecting Kitsap mobility management with the established network in King, Pierce, and Snohomish counties. M4A will also initiate Olympic Peninsula coordination. M4A already coordinates on current transportation services with all organizations supporting this application. It participates in the King County Mobility Coalition and Pierce County Coordinated Transportation Coalition and works with Kitsap Transit, the backbone of public transit in Kitsap. PMMP will deepen these relationships and engage major employers such as the U.S. Navy; healthcare providers such as St. Michael Medical Center; Olympic College and school districts; cities; Kitsap County; social service organizations; and others. Partners will support outreach, validate resources, identify gaps, and help shape complementary services. PRTPO and PSRC gathered input from riders, providers, human services, and priority populations, including in Kitsap, to define the need. Letters of support show partners are prepared to implement PMMP; Hopelink will mentor M4A and support Find a Ride. Rather than rely on fragmented information or build a separate local platform, PMMP strengthens existing services and regional systems, avoids duplication, and links Kitsap to the regional mobility management network.

Multimodal Partnerships

The PMMP will connect residents to transportation throughout Kitsap County, including Kitsap Transit fixed-route buses, Demand Responsive Transport, ACCESS paratransit, Worker/Driver buses, vanpools and park-and-rides; Washington State Ferries and connections to regional bus and rail; nonprofit and volunteer-driver programs; community shuttles, taxis, rideshare and carshare; and walking and bicycling options for first and last-mile travel. Through the Peninsula Mobility Coalition, a validated provider inventory, individualized trip-planning assistance and expansion of Hopelink's Find a Ride platform into Kitsap County, M4A will help these services function as a coordinated network. Residents will receive information on eligibility, fares, reservations, transfers and connections, including trips requiring multiple providers or modes. These partnerships will improve access to healthcare, food, housing, employment, education and other social services, particularly for older adults, people with disabilities and people with low incomes. Community and human-service partners will be better equipped to make accurate referrals, while M4A helps individuals navigate the complete trip. The project will improve efficiency by increasing use of existing transportation capacity, reducing duplicated outreach and disconnected provider information, improving referrals and multimodal connections, and identifying true service gaps before new resources are

Measurement of Project Success

M4A will measure project success by tracking the performance measures and intended outputs identified above. Project activities, community contacts, referrals, participation, and other service data will be recorded in M4A's customer relationship management system. A project KPI tracker will compare actual results with the estimated target and timeline for each measure. Staff will review progress regularly and provide results through required grant and M4A management and board reporting. Because this project launches a new mobility management program, M4A does not have directly comparable historical data for establishing performance targets. Initial targets will therefore be reasonable estimates informed by the project scope, available resources, partner input, and the experience of established mobility management programs. Completing the five project tasks will itself represent a substantial accomplishment: establishing the Peninsula Mobility Coalition, completing the Mobility Inventory, launching mobility management services, expanding Find a Ride into Kitsap County, and producing a gaps

40666 - Peninsula Mobility Management Project (PMMP)

Application Details

Funding Opportunity:	38335-2027-2029 Consolidated Grant Program - Mobility Management
Funding Opportunity Due Date:	Sep 9, 2026 3:01 PM
Program Area:	Consolidated Grant Program
Status:	Submitted
Stage:	Final Application
Initial Submit Date:	Sep 9, 2026 1:14 PM
Initially Submitted By:	Andi Fay
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Name:	Salutation Andi (First Name) Middle Name Fay (Last Name)
Title:	Project Coordinator
Email*:	admin@m4a.us
Address*:	7869 NE Day Road W Unit 206 Bainbridge Island (City) Washington (State/Province) 98110-6211 (Postal Code/Zip)
Phone*:	(206) 451-4923
Fax:	

Organization Information

Legal Name*:	Mobility For All
DBA Name*:	m4a
Organization Type*:	Non Profit
Organization Website:	https://mobe4.com (Please enter http://... for this field)
SAM UEI #:	
Physical Address*:	7869 NE Day Road W Unit 206 Bainbridge Island (City) Washington (State/Province) 98110-6211 (Postal Code/Zip)
Mailing Address*:	7869 NE Day Road W Unit 206

	Bainbridge Island	Washington	98110-6211
	City	State/Province	Postal Code/Zip
Remit to Address*:	7869 NE Day Road W		
	Unit 206		
	Bainbridge Island	Washington	98110-6211
	CIty	State/Province	Postal Code/Zip
Phone*:	(206) 451-4923	Ext.	
Fax:			
Fiscal Year End Last day of*:	December		
Indirect Cost Rate:	0.00%		
IDR Expiration Date:			

Organization Contact Information

Organization Contact Information

Organization Director*:	Gregory	Dronkert
	First Name	Last Name
	President	gdronkert@m4a.us
	Title	Email Address
Applicant Contact*:	Andi	Fay
	First Name	Last Name
	Grant Manager	admin@m4a.us
	Title	Email Address
Project Contact:	Gregory	Dronkert
	First Name	Last Name
	President	gdronkert@m4a.us
	Title	Email Address

Summary of Project Information

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

Need for Service: New service launch

Expansion can?t be combined with sustaining existing service in the same application for the first biennium.

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

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

Checking "Yes" for federal funds means that your organization is willing and able to comply with the associated federal requirements, such as federal drug and alcohol testing procedures, Title VI activities, and federal small business enterprise (FSBE) requirements. For examples of federal requirements from last biennium, refer to the Public Transportation Grant Guidebook.

Willing to Accept FTA funds for the biennium?*: Yes

If project is a purchase-of-service type, the eligible funding source and match rate may be affected.

Is this a purchase-of-service project?: Yes

If your organization has proof of 501(c) nonprofit status, the project may be eligible for state paratransit special needs competitive funds.

Does your organization have 501(c) nonprofit status?: Yes

Choose the congressional district(s), legislative district(s), and county(ies) this project will serve (include the entire project area)
Congressional & Legislative District map

Congressional District(s)
Select as many as apply
*:
6

Legislative District(s)
Select as many as apply
*:
23,26,35

County(ies)
Select as many as apply
*:
Kitsap

Scope of Work

Scope of Work

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

RTPO/MPO*: Peninsula RTPO

Project Summary (Scope)

Provide a brief, high-level description of what your project proposes to do (address what the project is, whom it serves, and where the service occurs).

This summary will be used in your grant agreement and may also be used to describe your project to the Legislature.

Proposed summary/scope of work*:

Kitsap County has excellent public transit and many private and community providers, yet significant gaps remain. The missing link is awareness and coordination. This project will establish mobility management in Kitsap, connect services across county lines, help residents navigate their options, and explore new services to address unmet needs.

Project Description

Provide a detailed description of the tasks, activities, and deliverables your project will complete. Your narrative should reflect the full life of the project and demonstrate how the proposed activities align with the grant program?s goals.

Description of project*:

Mobility for All (M4A) will launch the Peninsula Mobility Management Project (PMMP) in Kitsap County. Since no organization provides mobility management on the Olympic Peninsula, PMMP will fill a critical gap for vulnerable populations while building local capacity with regional reach.

M4A will convene the Peninsula Mobility Coalition, bringing together agencies, transportation providers, tribal entities, human service agencies, and community partners to share information, coordinate resources, and align efforts. M4A will build, validate, and maintain an inventory of providers, services, eligibility, accessibility, service areas, and connections within and beyond Kitsap.

M4A will increase awareness through in-person community outreach, individualized mobility navigation, referrals, and assistance. Working with Hopelink, M4A will expand the Find a Ride directory and trip planner to Kitsap and coordinate with mobility managers in King, Pierce, and Snohomish counties. This will strengthen cross-county and long-distance trip planning and referrals, extending local benefits across the region.

Rider input, provider engagement, and service data will inform a gaps analysis and implementation plan for the highest-impact service solution for the next funding cycle. This will lay the foundation for expanding mobility management across the Olympic Peninsula, directly or through partners. Together, these activities will improve people's lives through better mobility and access.

Project Need

Why is this project needed, and how does this proposal address the need? How would the community be affected if the grant is not awarded?

Include a description of the transportation problem that aligns with the need identified in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP). Explain how the problem was identified and describe how the proposed project will address it.

Need*:

Mobility means the freedom to move and access those things necessary for a full life. Everybody needs mobility. The draft 2026 Peninsula CPT-HSTP identifies four connected unmet needs: "Available Transportation Services and Facilities Don't Meet Everyone's Needs"; "Uncertainty and Lack of Information Makes Travel Even Harder"; "Lack of Reliable Transportation Negatively Impacts Health Outcomes"; and "Long-Distance Travel

can be Hard."

Residents often do not know which services exist, whether they qualify, or how to plan trips, especially those involving multiple systems. Limited service coverage and hours, difficult connections, and complex trip planning can prevent people from reaching essential destinations. These barriers disproportionately affect older adults, people with disabilities, people with low incomes, and others who do not drive.

The problem was identified through public and provider input, Community Health Needs Assessments, transportation plans, and regional data. PMMP will begin in Kitsap County and implement five tasks that provide individual benefits and far greater impact when combined. In total, the project they will help residents understand and use existing services while identifying gaps and planning new solutions.

Critically, the project will establish mobility management services on the Olympic Peninsula and strengthen cross-county coordination, creating a foundation that can expand in future years, directly by M4A or through partners.

Area Served

Is this project primarily serving a rural area?*: Yes

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

Special Needs Transportation

To be eligible for special needs transportation funding, applicants must address how their project advances the efficiency in, accessibility to, or coordination of transportation services provided to persons with special transportation needs, as defined in RCW 81.66.010(3).

Does this project advance efficiencies in, accessibility to, or coordination of special needs transportation?*: Yes

Describe how your project advances these areas, and the approach you are using to achieve these improvements. Additionally, identify the special needs population(s) to be served by this project.

Special Needs Transportation:

The PMMP will improve the efficiency, accessibility, and coordination of transportation for people who, because of disability, income, or age, cannot transport themselves or purchase appropriate transportation. This includes older adults, people with disabilities, low-income residents, and personal attendants.

Through the Peninsula Mobility Coalition, M4A will convene transportation providers, human-service organizations, tribal entities, and community partners to reduce duplication, identify gaps, coordinate referrals, and develop solutions. M4A will work with Kitsap Transit, which provides ACCESS paratransit services and Bremerton-based Paratransit Services, which brokers Medicaid transportation in Kitsap County. Coordination will improve awareness, clarify eligibility and reservations, and strengthen local, medical, and cross-county connections.

Working with community-based organizations, M4A will help reach special needs residents who these organizations serve and may be isolated or unaware of other available options.
M4A will also increase awareness and use of the electric ADA-accessible vans it is introducing in Kitsap County. Individuals and organizations willing to provide transportation can rent these vehicles when they lack accessible equipment. This expands community transportation capacity without requiring each organization to purchase a specialized vehicle.

Together, these activities will make transportation easier to find and use, increase use of existing services and vehicles, improve coordination across organizations and county lines, and help residents reach healthcare, food, employment, education, and social services. A gaps analysis will identify the highest-impact future service improvement.

Project Staff

Provide the names of the key staff who will be working on this project, along with their years of experience and relevant qualifications. Include their experience managing similar projects, with specific attention to responsibilities for grant financial management, budget oversight, documentation, and compliance.

Project Staff*:

M4A manages other mobility programs in Kitsap County. The four positions below will directly design, implement, and manage this project.

Greg Dronkert is Program Manager and will lead the project. A mobility equity advocate with over 34 years' experience, he has managed dozens of transportation projects and three WSDOT grants. As Alaska's Deputy Commissioner of Transportation, he led the Alaska State Ferry System and engaged tribal entities, governments, communities, and the public.

Andi Fay is Grant Manager and will oversee grant compliance, reporting, documentation, and compliance. A transportation advocate with over four years' experience, she has managed three WSDOT and other grants from Ecology, Local Initiatives Support Corporation, and Puget Sound Energy supporting mobility in rural and underserved communities.

Nora Philips is Communications and Engagement Manager. She will support design and implementation, establish the Peninsula Mobility Coalition, and coordinate digital and print communications. She has over nine years of nonprofit and for-profit marketing and communications experience, with a focus on transportation.

The Mobility Management Coordinator will be hired upon grant award to implement the program and provide transportation navigation and other mobility management services. Candidates will have three or more years of communications and engagement experience; transportation systems and community service experience preferred.

Relationship to Other Projects

Relationship to Other Projects

Is this project dependent on any other projects submitted by your organization?*:	No
Did you, or will you, apply for this project in another grant program this biennium?*:	No
Have you applied for the same project in a prior biennium and did not receive funding?*:	No
Are you applying for other projects within this funding opportunity?*:	No

Planning and Coordination

Coordinated Public Transit - Human Services Transportation Plan

Coordinated Public Transit - Human Services Transportation Plan	Page number(s) or TBD	How is the need in the CPT-HSTP met by this project?
Peninsula RTPO	4-2, 4-3	The project addresses CPT-HSTP findings that uncertainty and lack of information make travel harder, existing services do not meet everyone's needs, and long-distance travel can be difficult. M4A will validate resources, provide outreach and individualized navigation, coordinate providers through the Peninsula Mobility Coalition, and expand Find a Ride to improve cross-county trip planning. A gaps analysis and implementation plan will identify a high-impact service improvement.

Cross-region Project

Does this project have a service area that crosses RTPO/MPO planning boundaries?*:	Yes

Project Coordination

Describe coordination efforts. Include details such as:

- How is the project reflected in regional plans?
- Which prioritized strategies are being addressed?
- Who was involved in defining the transportation problem?
- Other alternatives considered for addressing the problem.
- Demonstrations of local/regional coordination in implementing the proposed project.

Coordination Efforts*:

The Peninsula Regional Transportation Planning Organization (PRTPO) will rank this application, which is rooted in the 2026 Peninsula CPT-HSTP. Because Kitsap is also within the Puget Sound Regional Council (PSRC) planning area, M4A evaluated PMMP against PSRC's 2026 Coordinated Mobility Plan. The project advances priorities in both plans: mobility management, rider awareness, cross-agency and cross-county coordination, and access to essential services.

Coordination is a core PMMP objective. The Peninsula Mobility Coalition will convene agencies, providers, tribal entities, human services, and community partners. Expanding Hopelink's Find a Ride directory and trip planner to Kitsap is a core task, connecting Kitsap mobility management

with the established network in King, Pierce, and Snohomish counties. M4A will also initiate Olympic Peninsula coordination.

M4A already coordinates on current transportation services with all organizations supporting this application. It participates in the King County Mobility Coalition and Pierce County Coordinated Transportation Coalition and works with Kitsap Transit, the backbone of public transit in Kitsap. PMMP will deepen these relationships and engage major employers such as the U.S. Navy; healthcare providers such as St. Michael Medical Center; Olympic College and school districts; cities; Kitsap County; social service organizations; and others. Partners will support outreach, validate resources, identify gaps, and help shape complementary services.

PRTPO and PSRC gathered input from riders, providers, human services, and priority populations, including in Kitsap, to define the need. Letters of support show partners are prepared to implement PMMP; Hopelink will mentor M4A and support Find a Ride.

Rather than rely on fragmented information or build a separate local platform, PMMP strengthens existing services and regional systems, avoids duplication, and links Kitsap to the regional mobility management network.

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

How does your project connect to, coordinate with, leverage, or enhance other modes of transportation in your service area (e.g., aviation, intercity bus or rail, park-and-rides, bicycle/pedestrian)?
In your response, include how the multimodal partnerships for this project will improve or enhance access to social services.
What efficiencies will be gained within the service area as a result of this project?

Multimodal Partnerships*:

The PMMP will connect residents to transportation throughout Kitsap County, including Kitsap Transit fixed-route buses, Demand Responsive Transport, ACCESS paratransit, Worker/Driver buses, vanpools and park-and-rides; Washington State Ferries and connections to regional bus and rail; nonprofit and volunteer-driver programs; community shuttles, taxis, rideshare and carshare; and walking and bicycling options for first- and last-mile travel.

Through the Peninsula Mobility Coalition, a validated provider inventory, individualized trip-planning assistance and expansion of Hopelink's Find a Ride platform into Kitsap County, M4A will help these services function as a coordinated network. Residents will receive information on eligibility, fares, reservations, transfers and connections, including trips requiring multiple providers or modes.

These partnerships will improve access to healthcare, food, housing, employment, education and other social services, particularly for older adults, people with disabilities and people with low incomes. Community and human-service partners will be better equipped to make accurate referrals, while M4A helps individuals navigate the complete trip.

The project will improve efficiency by increasing use of existing transportation capacity, reducing duplicated outreach and disconnected provider information, improving referrals and multimodal connections, and identifying true service gaps before new resources are deployed.

Budget

Duration of Project

Duration of Project*: Two Years

Expenses

Expenses	If Other, List the Expense	** July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	Variance Between Biennia	** July 1, 2029 - June 30, 2031 (Projected)	Variance Between Biennia
Access Services		$0.00	$6,930.00	0.00%	$0.00	-100.00%
Contracted Services - Other		$0.00	$161,600.00	0.00%	$0.00	-100.00%
Labor & Benefits		$0.00	$208,069.00	0.00%	$0.00	-100.00%
Project Supplies		$0.00	$17,107.00	0.00%	$0.00	-100.00%
Rent & Utilities		$0.00	$4,736.00	0.00%	$0.00	-100.00%
Training		$0.00	$6,178.00	0.00%	$0.00	-100.00%

Other	Computer, Software, Phone, Office Equipment	$0.00	$9,786.00	0.00%	$0.00	-100.00%
Other	Printing	$0.00	$9,980.00	0.00%	$0.00	-100.00%
Other	Travel	$0.00	$4,031.00	0.00%	$0.00	-100.00%
Other	Indirect	$0.00	$47,500.00	0.00%	$0.00	-100.00%
		$0.00	**$475,917.00**		**$0.00**	

Sources of Revenue/Match

Revenue/Match Source	If Other, List the Source	** July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	** July 1, 2029 - June 30, 2031 (Projected)
Local: In-Kind		$0.00	$23,796.00	$0.00

Fares and Donations

Row	July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	July 1, 2029 - June 30, 2031 (Projected)
Fares and rides donations	$0.00	$0.00	$0.00

Variances

Variance between 2025-2027 and 2027-2029: 0.00%

Variance between 2027-2029 and 2029-2031: -100.00%

Variances:

Other Sources and In-Kind Match

Other Sources*:

Refer to Other Support.

Are you using in-kind match?*: Yes

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

Describe the in-kind match:

This project leverages 5% in-kind donations from partners, which is a minimum match requirement for planning the project. Pacific Mobility Group, SPC, committed match funds for this project, up to $24,000 in-kind service for staff time to support the project and grant management. Mobility For All will also leverage match from Puget Sound Energy's Transportation Emission Reduction Grant Matching program to support communication outreach and marketing.

Other Support

Other Support:

M4A will pursue a diversified strategy to secure the required project match while building ongoing financial support to grow the PMMP and M4A's broader mobility services. This will combine private grants, corporate and philanthropic contributions, governmental funding, and eligible in-kind support. A primary opportunity is Puget Sound Energy's Transportation Emission Reduction Grant Matching program. M4A has an established relationship with PSE through its support of M4A's electric carshare and shuttle work in Bremerton and will work with PSE to identify eligible project activities.

M4A is already exploring match opportunities with Kitsap Credit Union, Bainbridge Community Foundation, and Bainbridge Island Rotary. M4A will also approach Naval Base Kitsap, The Russell Family Foundation, BECU, Lockheed Martin, and St. Michael Medical Center. These organizations will also be invited to participate in the Peninsula Mobility Coalition as partners. Their employees, members, customers, and communities are potential beneficiaries of improved transportation information, trip planning, and mobility services. Support may include grants, sponsorships, staff participation, outreach assistance, meeting space, or other eligible in-kind contributions.

Coalition members will also contribute expertise, community relationships, outreach networks, and assistance validating the provider inventory. Hopelink has offered mentorship and will collaborate on expanding Find a Ride into Kitsap County.

Budget Development Methodology

Budget development methodology*:

The project budget was developed around the work required to complete five tasks: (1) establish and convene the Peninsula Mobility Coalition; (2) verify and expand the transportation resource and provider inventory; (3) establish and provide mobility management services; (4) launch Find a Ride resource-identification and trip-planning technology; and (5) conduct a gaps analysis and develop a new-service implementation plan. Each task is important, but their combined impact is greater because each builds on the preceding tasks. Tasks may overlap but will generally be activated in this order.

For each task, M4A identified the labor, materials, contractor support, and logistics needed to complete the activities and deliverables. The budget is scalable: Tasks 1-3 establish a functional mobility management program; Task 4 improves its reach and effectiveness through Find a Ride; and Task 5 advances longer-term service development.

The base budget includes one full-time and one part-time employee dedicated to Tasks 1-3 and the core mobility management function. Labor, salary, and benefit estimates are based on the level of effort and M4A's experience with similar projects during the past four years. Tasks 4 and 5 will be completed by contractors with specialized expertise so core staff can maintain mobility management services. Contractor costs are based on defined scopes, billing rates, and estimates provided by the contractors. Supplies, outreach materials, printing, and logistical costs were estimated by reviewing the items needed for coalition meetings, community engagement, client assistance, and program delivery.

Contractors are used more heavily during startup, with the intent of shifting functions to in-house staff in subsequent years. Indirect costs are calculated at 10 percent of the total budget, and M4A proposes a 5 percent match based on total project costs. The budget directly supports the scope and includes realistic, reasonable, and necessary expenses.

Summary

July 1, 2027 - June 30, 2029

Total Expenses:	$475,917.00
Match Total:	$23,796.00
Requested Amount:	$452,121.00 This is the amount of grant funds your organization is requesting from July 1, 2027 - June 30, 2029
Percentage of Match:	5.00%

July 1, 2029 - June 30, 2031

Total Expenses:	$0.00
Match Total:	$0.00
Requested Amount:	$0.00 This is the amount of grant funds your organization is requesting from July 1, 2029 - June 30, 2031
Percentage of Match:	0.00%

Indirect Costs

Indirect Costs

Are you charging indirect costs to this grant/project?*: Yes

Select the method your organization uses to apply indirect costs to this project.

Method*: De minimis rate self-certification

Measurable Outcomes

Measurable Outcomes

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

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

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

Be sure to include a quantitative output, as this will serve as the baseline measurement for your next biennium application. Qualitative measures are optional.

Intended Outputs*:

Task 1 - Peninsula Mobility Coalition: M4A will track the number and type of organizations that formally join the Coalition, the percentage participating in Coalition meetings, total meeting attendance, and attendance at the annual Coalition meeting. These measures will demonstrate the breadth and sustained participation of transportation providers, public agencies, tribal entities, human service organizations, healthcare and educational institutions, employers, and community partners.

Task 2 - Mobility Inventory: Measures will include completion of a validated Kitsap County Mobility Inventory; the number of transportation providers, programs, and resources documented; comparison with prior inventory work; and the number of new or updated resources added. M4A will also track provider participation in reviewing and validating information.

Task 3 - Mobility Management: M4A will track outreach events conducted, people reached, newsletter subscribers after 24 months, calls and other requests for assistance, individuals receiving transportation information or personalized trip-planning assistance, and referrals to transportation or human service providers. When practical, M4A will record trip purposes, barriers encountered, unmet needs, and whether assistance resulted in a workable transportation option. User surveys will measure satisfaction, usefulness of the information provided, and increased confidence in accessing transportation.

Task 4 - Find a Ride: Measures will include fully populating Find a Ride with validated Kitsap County inventory information and launching the expanded resource. M4A will track Kitsap County users, searches, referrals, and corrections or updates submitted by users and providers.

Task 5 - Gaps Analysis and Implementation Plan: M4A will complete a gaps analysis using inventory findings, mobility-management contacts, user feedback, and Coalition input. Measures will include completion of the analysis, identification and prioritization of service gaps, selection of at least one high-impact mobility solution, and completion of an implementation plan suitable for funding and deployment during a subsequent grant cycle.

M4A will review the measures regularly and use the findings to improve outreach, information quality, coordination, and service planning.
How will your organization measure whether the project is successful?
Describe the steps you will take to improve performance if your project does not meet the identified performance targets.

Project Success Measurement*:

M4A will measure project success by tracking the performance measures and intended outputs identified above. Project activities, community contacts, referrals, participation, and other service data will be recorded in M4A's customer relationship management system. A project KPI tracker will compare actual results with the estimated target and timeline for each measure. Staff will review progress regularly and provide results through required grant and M4A management and board reporting.

Because this project launches a new mobility management program, M4A does not have directly comparable historical data for establishing performance targets. Initial targets will therefore be reasonable estimates informed by the project scope, available resources, partner input, and the experience of established mobility management programs. Completing the five project tasks will itself represent a substantial accomplishment: establishing the Peninsula Mobility Coalition, completing the Mobility Inventory, launching mobility management services, expanding Find a Ride into Kitsap County, and producing a gaps analysis and new-service implementation plan.

Quantitative results will be considered alongside feedback from the communities, organizations, and stakeholders the project is designed to serve. One of the most important measures of success will be whether stakeholders believe the project has improved access to transportation information, coordination, and mobility assistance. If they report meaningful improvement, the project is moving in the right direction. If they do not, M4A will listen carefully, identify what is not working, and use their recommendations to adjust project activities.

When results fall below target, M4A will review the data, identify likely causes, consult Coalition members and community partners, and revise its approach. Adjustments may include changing outreach methods, strengthening referral relationships, improving information quality, reallocating staff effort, or modifying how assistance is delivered. Updated actions and results will be documented in the KPI tracker and reviewed to determine whether performance improves.

Hopelink has offered to mentor M4A as the program develops. M4A will also learn from the King County Mobility Coalition and the Pierce County Coordinated Transportation Coalition. Their experience and best practices will help M4A evaluate results, address challenges, and remain flexible and responsive as the program develops

Milestones

Readiness to Proceed

Will your project be ready to proceed at the start of the biennium?*: Yes

Milestones

Activities	Date (mm/yy)
Project Start	07/27
Project Complete	06/29

Supplemental Information

Supplemental Information

Supplemental Information:

Vulnerable Populations in Overburdened Communities & Tribes

Vulnerable Populations in Overburdened Communities

Identify the type of direct and meaningful benefits your project provides to vulnerable populations using the descriptions above, if applicable. Explain how your project delivers these benefits and the impact it will have on the populations served.

Vulnerable Populations in Overburdened Communities*:

Kitsap County's overall prosperity masks concentrated vulnerability. Census data show that 21.9% of residents are age 65 or older, 10.5% of people under 65 have a disability, 7.8% live in poverty, and 9.4% speak a language other than English at home. The county is also home to 30,744 veterans. Federal Justice40 data identify Bremerton Census Tract 810 as disadvantaged; a recent state assessment reports that 40% of its residents are low-income.

Kitsap County includes two reservations: the Port Gamble S'Klallam Reservation in North Kitsap and the Port Madison Reservation, home of the Suquamish Tribe. Washington identifies census tracts overlapping both reservations as overburdened communities. Tribal residents may face additional barriers created by rural geography, distance from services, limited transportation choices, and, on the Port Madison Reservation, a checkerboard pattern of Tribal and non-Tribal lands.

Washington's Environmental Health Disparities Map considers pollution exposure, cardiovascular disease, low birth weight, housing affordability, poverty, unemployment, race, and language. These burdens are intensified by Kitsap's waterways, rural areas, fragmented transportation systems, and long trips to healthcare and essential services. Older adults, people with disabilities, low-income households, Tribal communities, veterans, people of color, and people with limited English proficiency face the greatest mobility barriers.

PMMP will give vulnerable residents accurate transportation information, personalized trip planning, referrals, and one-call/one-click access through community outreach and Find a Ride. Coordinating providers will make it easier to navigate eligibility, reservations, transfers, and cross-county trips. This will reduce missed trips and isolation while improving access to healthcare, food, employment, education, social services, and community activities.

If these populations were engaged by you or your representatives in developing or maintaining the project, describe the outreach efforts and results. Include details such as methods used to engage the community, feedback received, and how the input influenced the project?s design or implementation.

Inclusive outreach in planning:

M4A met directly with the Bainbridge Island Senior Community Center, Kitsap County Accessible Communities Advisory Committee, Suquamish Tribe Human Services Department, Bremerton Foodline, and Bainbridge Helpline House. Discussions focused on the transportation barriers experienced by older adults, people with disabilities, Tribal members, and low-income households. Feedback emphasized that residents often do not know which services exist, whether they qualify, whom to call, or how to arrange trips involving multiple providers. Participants also stressed the need for accessible information, individualized assistance, and outreach through trusted community organizations. This input directly shaped the project's five-part design: a community-based coalition, validated provider inventory, individualized mobility navigation, expansion of Find a Ride into Kitsap County, and a gaps analysis leading to future service improvements. These organizations will be invited to remain engaged through

Tribal Support

Is this project directly operated by a tribe?*: No

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

Environmental Justice

Environmental Justice Assessment (EJA)

You must conduct an Environmental Justice Assessment (EJA) if you apply for $15 million or more in grant funds.

Are you requesting $15 million or more in WSDOT funds for your proposed project?*: No

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Required for all projects						
Population density map	✓	Kitsap County population density map	m4a_MM_MMinKitsapCounty_PopDensityMap.pdf	pdf	326 KB	09/09/2026 07:58 AM
Service area map	✓	Kitsap County service area map	m4a_MM_MMinKitsapCounty_ServiceAreaMap.pdf	pdf	603 KB	09/09/2026 07:58 AM
Required for new nonprofit applicants only						
501(c) IRS Letter of Determination		IRS 501c3 exempt letter	m4a_MM_MMinKitsapCounty_IRSTaxExempt.pdf	pdf	134 KB	09/09/2026 12:57 PM
WA Utilities & Transportation Commission (UTC) Certification (required for new nonprofit applicants that are direct service providers)						
Conditionally required						
Indirect costs documentation - de minimis rate self-certification; negotiated indirect cost rate letter from cognizant agency; or a cost allocation plan		De minimis rate document	m4a_MM_MMinKitsapCounty_DeMinimisRate.pdf	pdf	173 KB	09/09/2026 12:44 PM
In-kind match valuation proposal (required for operating & mobility management projects that are proposing to use in-kind as matching funds)		In-kind match valuation form	m4a_MM_MMinKitsapCounty_In-kindMatchValuation.pdf	pdf	100 KB	09/09/2026 01:08 PM
Procurement policy (required for new applicants or existing grantees without a current policy on file with WSDOT if this project includes the procurement of services or capital assets)		Procurement process	m4a_MM_MMinKitsapCounty_ProcurmentProcess.pdf	pdf	113 KB	09/09/2026 12:45 PM
Correspondence from a tribe in support of your project (if project is serving and supported by tribe(s). Not required if the applicant is a tribe.)						
Optional attachments						
Letters committing matching funds		Match support letter	m4a_MM_MMinKitsapCounty_MatchCommittment.pdf	pdf	54 KB	09/09/2026 12:46 PM
Letter of concurrence (for projects that operate in multiple planning regions)						
Letters of support (combine into one file attachment)		Letter of support	m4a_MM_MMinKitsapCounty_LetterOfSupport.pdf	pdf	3 MB	09/09/2026 11:00 AM
Supplemental information						
Optional construction attachments						
NEPA/SEPA assessment, if available						

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

Certification

Certification

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

Certification*: Yes

Application Authority*: Andi (First Name) Fay (Last Name)

Title*: Grant Manager

Date*: 09/09/2026

Mobility for All De Minimis Rate

September 9, 2026

Purpose:

The purpose of this document is to identify Mobility For All's de minimis rate for indirect costs.

Overview:

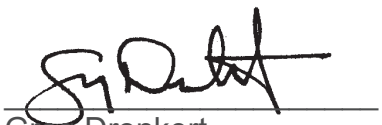
A de minimis rate is for indirect costs that are not readily identified with a particular project/grant but are necessary for the organization's general operations. Examples of indirect costs include Administrative department salaries and expenses, general office rent and maintenance, utilities, legal, accounting, or business insurance. Indirect costs are expressed as a percentage of total project costs.

Methodology:

The cost of indirect costs is limited to 10% of the total project costs. Mobility For All will charge 10% of each reimbursement to go toward General Administration Overhead.

Certification:

Mobility For All certifies that it will consistently use the 10% de minimis rate for indirect costs throughout the grant-funded project and will not double charge to both indirect and direct costs.



Greg Dronkert
Program Manager

Washington State Department of Transportation

In-kind match valuation proposal

Grant programs supplemental form

Applicant information

Organization: Mobility for All
Project title: Peninsula Mobility Management Project (PMMP)
Name and title of person who calculated in-kind match: Andi Fay, Grant Manager
Phone: Mobility For All (866) 662-4255

Briefly describe the conditions by which you received the donated or discounted professional services, items, or facilities for this project: In-kind donations will come from discounted billing rate for staff time from Pacific Mobility Group.

Professional services

Donor name: Pacific Mobility Group, SPC
Service performed: Program Manager - project management, research, gap analysis, and inventory
Per-hour value: $125 (discounted from $144)
Number of hours: 600
Total value: $11,400 (donated value from the discounted difference)

Service performed: Grant Manager - grant management, research and project support
Per-hour value: $105 (discounted from $120)
Number of hours: 520
Total value: $7,800 (donated value from the discounted difference)

Service performed: Training, gap analysis, and inventory support
Per-hour value: $95 (discounted from $108)
Number of hours: 380
Total value: $4,940 (donated value from the discounted difference)

Briefly describe how you determined the per-hour value: Pacific Mobility Group is committed to providing support at a 13% discounted billing rate. According to the Employment Security Department's occupational employment and wage estimates, the average hourly wage for an Administrative Services Manager is estimated at $72.87. Pacific Mobility Group tasks and responsibilities will be more specific to the fields and will take experience into consideration.

Total

Total match amount: $24,140. We will to use the match up to the 5% required amount, $23,796.

Department of the Treasury
Internal Revenue Service
Tax Exempt and Government Entities
P.O. Box 2508
Cincinnati, OH 45201

MOBILITY FOR ALL
7869 NE DAY RD W STE 206
BAINBRIDGE ISLAND, WA 98110

Date:
09/15/2023
Employer ID number:
84-2339732
Person to contact:
Name: Customer Service
ID number: 31954
Telephone: 877-829-5500
Accounting period ending:
December 31
Public charity status:
509(a)(2)
Form 990 / 990-EZ / 990-N required:
Yes
Effective date of exemption:
May 15, 2023
Contribution deductibility:
Yes
Addendum applies:
No
DLN:
26053648001163

Dear Applicant:

We're pleased to tell you we determined you're exempt from federal income tax under Internal Revenue Code (IRC) Section 501(c)(3). Donors can deduct contributions they make to you under IRC Section 170. You're also qualified to receive tax deductible bequests, devises, transfers or gifts under Section 2055, 2106, or 2522. This letter could help resolve questions on your exempt status. Please keep it for your records.

Organizations exempt under IRC Section 501(c)(3) are further classified as either public charities or private foundations. We determined you're a public charity under the IRC Section listed at the top of this letter.

Based on the information you submitted with your application, we approved your request for reinstatement under Revenue Procedure 2014-11. Your effective date of exemption, as listed at the top of this letter, is retroactive to your date of revocation.

If we indicated at the top of this letter that you're required to file Form 990/990-EZ/990-N, our records show you're required to file an annual information return (Form 990 or Form 990-EZ) or electronic notice (Form 990-N, the e-Postcard). If you don't file a required return or notice for three consecutive years, your exempt status will be automatically revoked.

If we indicated at the top of this letter that an addendum applies, the enclosed addendum is an integral part of this letter.

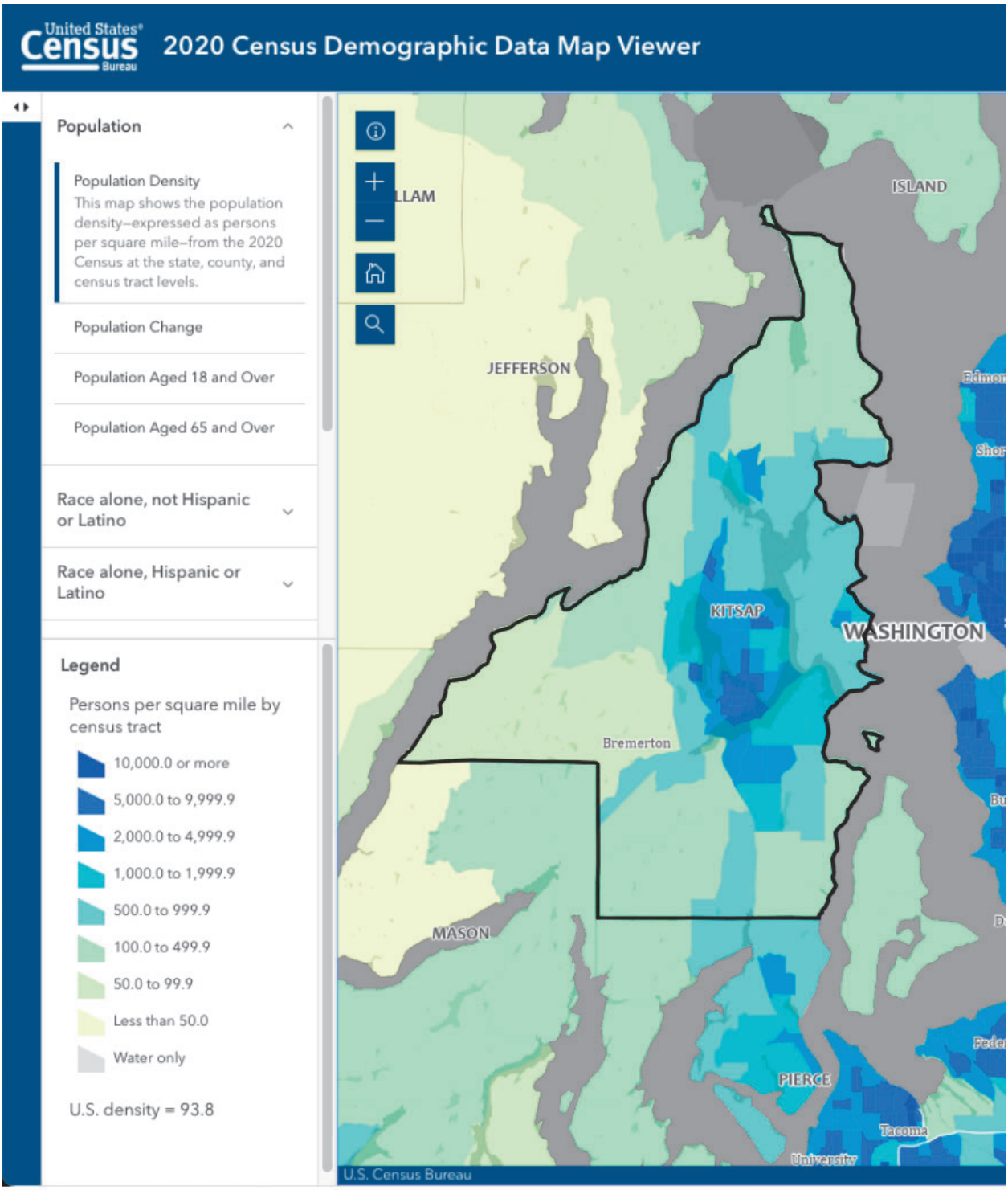
For important information about your responsibilities as a tax-exempt organization, go to www.irs.gov/charities. Enter "4221-PC" in the search bar to view Publication 4221-PC, Compliance Guide for 501(c)(3) Public Charities, which describes your recordkeeping, reporting, and disclosure requirements.

Sincerely,

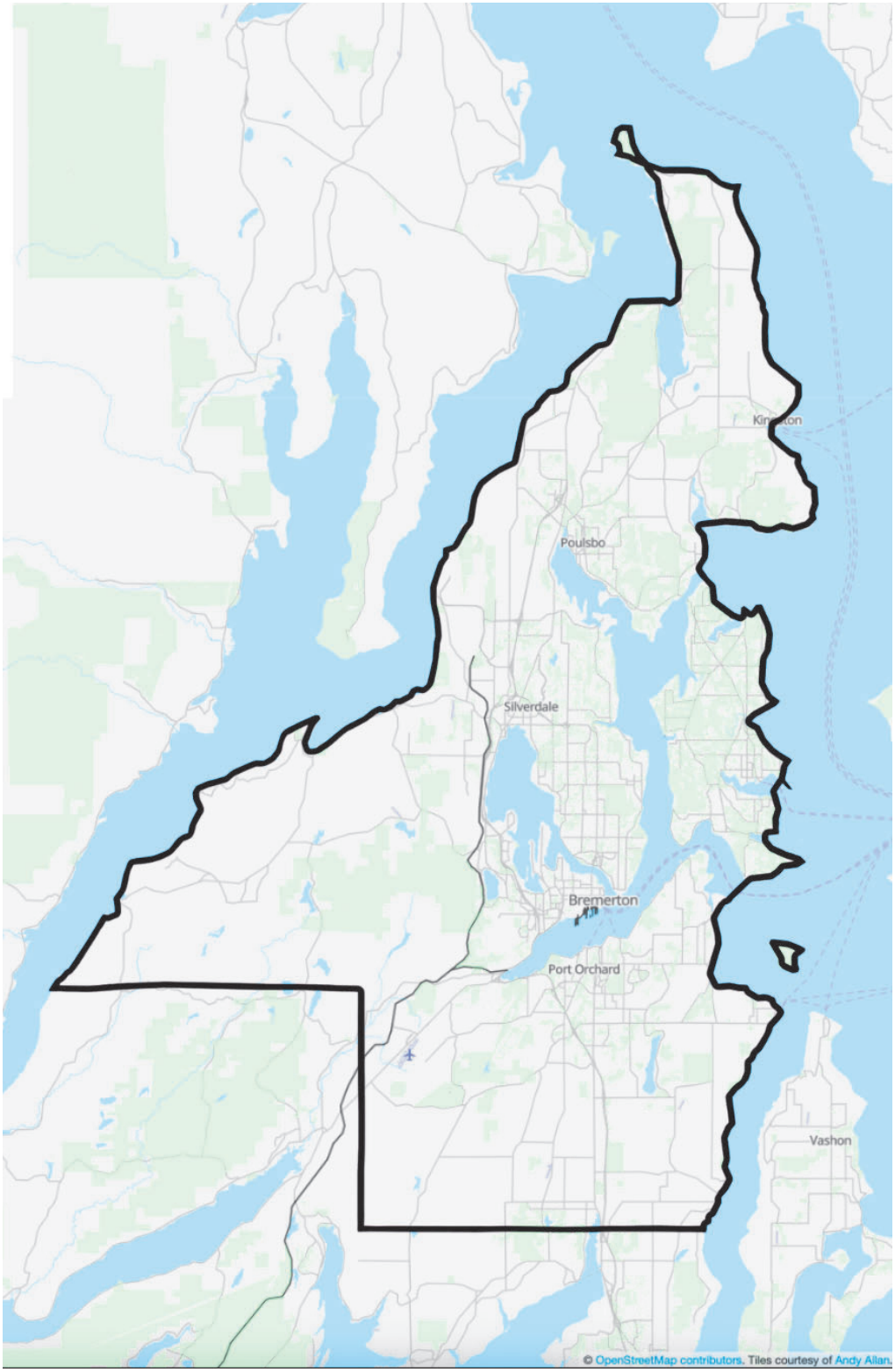


Stephen A. Martin
Director, Exempt Organizations
Rulings and Agreements

Population Density Map - Kitsap County



Service Area - Kitsap County



Date 9/1/26

Greg Dronkert
Mobility for All
258 4th Street
Bremerton, WA 98337

Ref: Peninsula Mobility Management Project (PMMP)

Dear Mr. Dronkert,

The Peninsula RTPO is pleased to confirm that your Consolidated Grant proposal for funds to implement and conduct Mobility Management activities in Kitsap County is consistent with and supportive of the Human Services Transportation Plan for the Peninsula Region (HSTP). Projects consistent with this plan address locally identified needs and make rural mobility better for everyone, especially those who need help with travel. This in turn benefits broader human services efforts to achieve health outcomes, break cycles of poverty, and improve community wellbeing.

We acknowledge no organization is currently providing Mobility Management activities in Kitsap County understand your project is scalable and includes five tasks. They are the: (1) formation of a Peninsula Mobility Coalition; (2) assembly of a transportation service provider inventory; (3) development and implementation of mobility management activities; (4) launch of the Find a Ride mobility directory and trip-planning tool; and (5) completion of a transportation gaps analysis and key service implementation plan.

This project will be included in PRTPO's evaluation and ranking process this fall. The Executive Board will take action in December to amend this project into the HSTP. An award of Consolidated Grants funding will directly support the aims of the HSTP and strengthen coordinated human services transportation options in the Peninsula Region.

Thank you for your initiative in pursuing funding for this important project and good luck in your efforts.

Respectfully,



Greg Brotherton, Chair
Peninsula Regional Transportation Planning Organization

August 31, 2026

60 Washington Ave. Ste. 200
Bremerton, WA 98337
Phone: 360.479.6962
Fax: 360.377.7086

www.kitsaptransit.org

Washington State Department of Transportation - Public Transportation Division

Re: Letter of Support - Peninsula Mobility Management Project (PMMP)

To Whom It May Concern:

Kitsap Transit is pleased to support Mobility for All's (M4A's) application for WSDOT Consolidated Grant funding to establish the PMMP in Kitsap County.

Kitsap Transit is central to public transportation in Kitsap County, providing an extensive network of routed buses, passenger ferries, ACCESS paratransit, vanpools, worker-driver buses, and other transportation services. Even with these important services, residents can face challenges understanding their options, determining their eligibility, planning trips across multiple services, and completing connections beyond the traditional public transit network.

Currently, there is no dedicated mobility management program in Kitsap County. Such a program would complement existing transit services by improving transportation information, navigation, referrals, and coordination—particularly for older adults, people with disabilities, individuals with limited incomes, and others facing transportation barriers.

Kitsap Transit would be willing to participate in the proposed Peninsula Mobility Coalition. The coalition would bring transportation providers, human-service organizations, public agencies, employers, and community partners together to strengthen coordination, connect residents with available services, and identify transportation needs that remain unmet. This collaboration would help ensure that mobility management activities build upon and amplify the significant transportation resources already available in Kitsap County.

Kitsap Transit would also be willing to coordinate with M4A as it develops and implements mobility management activities in Kitsap County. This may include sharing information about Kitsap Transit services, supporting accurate representation of those services in transportation-resource inventories and navigation tools, and providing input on opportunities to improve connections between public transit and other mobility options.

Kitsap Transit supports efforts that help residents understand and effectively use the transportation resources available to them. We believe the PMMP can strengthen the region's transportation network by making existing services easier to find, navigate, and connect.

Sincerely,

John W Clauson
Executive Director

hopelink
hopelink.org

Washington State Department of Transportation (WSDOT) Public Transportation Division Sept. 1, 2026

Re: Letter of Support and Partnership - Peninsula Mobility Management Project (PMMP)

To Whom It May Concern:

The King County Mobility Coalition (KCMC) is pleased to support Mobility for All's (M4A's) application for WSDOT Consolidated Grant funding to establish the Peninsula Mobility Management Project (PMMP) in Kitsap County.

KCMC works to advance a coordinated transportation network that allows all people to move freely around King County and the Puget Sound region. The coalition brings together providers, riders, funders, government agencies, nonprofits, and private-sector partners to share information, assess needs, improve coordination, and strengthen transportation access for underserved populations and non-drivers.

KCMC strongly supports the project because coordination between King and Kitsap counties remains difficult. Although transportation services connect the two counties, there is no effective mobility-management framework for linking transportation information, referrals, provider relationships, and coordination activities across the county boundary. The absence of formal mobility management in Kitsap County leaves KCMC without a consistent local counterpart for addressing these cross-county needs.

This gap affects people traveling between King and Kitsap counties for employment, education, health care, essential services, family, and community activities. It can be particularly challenging for older adults, people with disabilities, individuals with low incomes, non-drivers, and others who may need assistance understanding and connecting the transportation options available on both sides of Puget Sound.

An important regional benefit of the PMMP will be the expansion of Find a Ride, the transportation directory and trip planner already serving King, Pierce, and Snohomish counties. M4A will populate and maintain Kitsap County provider information in Find a Ride, extending the technology to a fourth county and improving its effectiveness for travelers, mobility managers, and partners across all four counties. The PMMP will also establish formal mobility management in Kitsap County and activate the Peninsula Mobility Coalition, creating a consistent point of coordination.

KCMC looks forward to reciprocal engagement with the Peninsula Mobility Coalition. Through cross-participation, the coalitions can share tools and best practices, connect providers and community partners, coordinate regional activities, and pursue solutions to cross-county mobility needs. This relationship would strengthen collaboration between King and Kitsap counties and the regional mobility-management network.

KCMC supports M4A's effort to establish a practical, community-aligned mobility management program and respectfully encourages WSDOT to favorably consider M4A's application.

Sincerely,

Aaron Morrow
Aaron Morrow (Sep 2, 2026 14:57:40 PDT)
Aaron Morrow — KCMC Co-Chair

Antoinette Smith — KCMC Co-Chair

August 31, 2026

Washinton State Department of Transportation (WSDOT) - Public Transportation Division

Re: Letter of Support and Partnership - Peninsula Mobility Management Project (PMMP)

To Whom It May Concern:

Pierce County Human Services provides special needs mobility management, transportation coalition and transportation coordination in Pierce County and is pleased to support Mobility for All's (M4A's) application for WSDOT Consolidated Grant funding to establish the PMMP in Kitsap County. The proposed project will address a critical gap in the region's mobility management network.

Currently, no organization is recognized as providing mobility management services in Kitsap County. This gap particularly affects older adults, people with disabilities, individuals with low incomes, and others who need assistance understanding and accessing available transportation options. King, Snohomish, and Pierce counties all have established mobility management programs and direct transportation connections with Kitsap County.

Establishing similar capacity in Kitsap County would strengthen regional coordination and improve access to employment, education, healthcare, human services, and other essential destinations. It also represents an important opportunity to develop a coordinated, multi-county mobility network that better connects people and services throughout the region.

M4A is already a member of the Pierce County Coordinated Transportation Coalition (PCCTC), providing an established foundation for collaboration between the organizations. As a PMMP partner, Pierce County Human Services will participate in the proposed Peninsula Mobility Coalition and contribute its mobility management and coalition-building experience. Together, the organizations will help connect transportation providers, human-service organizations, public agencies, employers, educational institutions, tribal partners, and other stakeholders across county lines to strengthen coordination, improve transportation navigation, and identify critical service gaps. Establishing M4A as a mobility manager in Kitsap County also aligns with the PCCTC strategic plan by supporting all three of their strategic goals.

Pierce County Human Services is also prepared to assist M4A in its foundational mobility management activities. This will include sharing established practices, tools, and lessons learned; and advising M4A as it develops community outreach, transportation navigation, provider coordination, and referral services. This support will help M4A establish an effective program tailored to the needs of Kitsap County communities.

Pierce County Human Services strongly supports M4A's application and its proposal to combine boots-on-the-ground community engagement with improved transportation information and technology. We believe M4A's community-aligned approach is well suited to this work and look forward to collaborating with M4A, WSDOT, transportation providers, community partners, and other stakeholders to establish effective mobility management services in Kitsap County and strengthen coordination throughout the region.

Pierce County
Coordinated Transportation Coalition

Sincerely,

Daeveene J. May

Daeveene May
Social Service Program Specialist-3
Pierce County Human Services

PUGET SOUND ENERGY

Puget Sound Energy
P.O. Box 97034
Bellevue, WA 98009-9734
pse.com

August 26, 2026

Washington State Department of Transportation
310 Maple Park Avenue SE
Olympia, WA 98501

RE: Letter of Support for Mobility for All's Application to Washington State Department of Transportation's 2027-2029 Mobility Management Grant Program

To Whom It May Concern:

On behalf of Puget Sound Energy (PSE), I am pleased to provide this letter of support for Mobility for All's application to Washington State Department of Transportation's (WSDOT) 2027-2029 Mobility Management Grant Program.

The proposed *Peninsula Mobility Management Projec*t will establish a Kitsap County Mobility Coalition that brings together transportation providers, human-service organizations, public agencies, employers, and other community partners to improve transportation coordination, expand access to mobility services, and support transportation emissions reduction goals.

PSE is Washington's oldest and largest investor-owned utility, serving more than 1.2 million electric customers and nearly 900,000 natural gas customers throughout the Puget Sound region. PSE is proud to provide electricity to more than 130,000 residential and business customers in Kitsap County. We are actively making investments to strengthen reliability, meet growing demand, and help our customers achieve their energy goals through innovative and cost-effective solutions.

PSE is committed to supporting a clean energy future and equitable access to transportation options for communities in our service territory. We recognize that improving transportation access and increasing awareness of available mobility services can help reduce barriers faced by older adults, people with disabilities, and low-income residents while also supporting broader transportation emissions reduction goals.

The proposed Peninsula Mobility Management Project aligns with these objectives by helping residents better understand and access existing transportation resources, strengthening partnerships among community organizations, and supporting a more connected and inclusive transportation network throughout Kitsap County.

Given PSE's commitment to community mobility and transportation emissions reduction, we welcome opportunities to engage with Mobility for All and other project partners on community outreach, education, and transportation-related initiatives.

PUGET SOUND ENERGY

Puget Sound Energy
P.O. Box 97034
Bellevue, WA 98009-9734
pse.com

PSE appreciates the opportunity to support Mobility for All's application to WSDOT's Mobility Management Grant Program. We value our partnership with organizations like Mobility for All that are committed to serving the communities of Kitsap County.

Respectfully,

Heather Mulligan

Heather Mulligan
Manager, Customer Clean Energy Solutions
Puget Sound Energy

Uber

September 8, 2026

Washington State Department of Transportation – Public Transportation Division

Re: Letter of Support – Mobility for All's (M4A's) Peninsula Mobility Management Project (PMMP)

To Whom It May Concern,

Uber Transit supports Mobility for All's (M4A) application for Washington State Department of Transportation (WSDOT) Consolidated Grant funding to establish the Peninsula Mobility Management Project (PMMP).

Coordinated mobility management plays a vital role in connecting public transit networks with flexible, technology-enabled transportation solutions. Expanding these frameworks helps communities address key service gaps, including microtransit, paratransit support, late-night transit, and first- and last-mile connections where on-demand services effectively complement existing public transit systems.

M4A's initiative to improve regional transit coordination and rider navigation will address unmet mobility needs and enhance access across Kitsap County and the surrounding region. Uber Transit supports M4A's efforts to advance coordinated mobility solutions and respectfully encourages WSDOT to favorably consider their application.

Regards,

Chris Margaronis

Chris Margaronis
Head of Transit Partnerships, Uber Transit
Uber Technologies, Inc.

Uber Technologies, Inc.
1515 3rd Street
San Francisco, CA 94158
uber.com

hopelink
hopelink.org

8990 154th Ave. NE
Redmond, WA 98052

August 28, 2026

Washington State Department of Transportation (WSDOT) - Public Transportation Division

Re: Letter of Support and Partnership - Peninsula Mobility Management Project (PMMP)

To Whom It May Concern:

Hopelink functions as the mobility manager in King County and is thrilled to support Mobility for All's (M4A's) application for WSDOT Consolidated Grant funding to execute the PMMP in Kitsap County. The proposed project will address a critical gap in the region's mobility management network.

Currently, no organization is recognized as providing mobility management services in Kitsap County. This gap particularly affects older adults, people with disabilities, individuals with low incomes, and others who need assistance understanding and accessing available transportation options. King, Snohomish, and Pierce counties all have established mobility management programs and direct transportation connections with Kitsap County.

Establishing similar capacity in Kitsap County would strengthen coordination across the region and improve access to employment, education, healthcare, human services, and other essential destinations. This type of coordinated, multi-county mobility network has not previously been achieved and represents an important opportunity to improve access to essential services and destinations throughout the region.

As a PMMP partner, Hopelink will participate in the proposed Peninsula Mobility Coalition. The coalition will bring together transportation providers, human-service organizations, public agencies, employers, educational institutions, tribal partners, and other community stakeholders to strengthen coordination, improve transportation navigation, and identify critical service gaps. Hopelink will contribute its regional mobility management experience and help connect the coalition's work with related activities in neighboring counties.

Hopelink is also prepared to mentor M4A with its foundational mobility management activities. This will include sharing established practices, tools, and lessons learned; providing technical assistance; and advising M4A as it develops community outreach, transportation navigation, provider coordination, and referral services. This support will help M4A establish an effective program tailored to the needs of Kitsap County communities.

Also, Hopelink plans to partner with M4A to expand access to Find a Ride, our existing One-Call/One-Click transportation information directory and trip-planning resource, currently serving King, Snohomish, and Pierce counties. Having a local county partner like M4A will make it much more feasible to identify, validate, add, and maintain Kitsap County transportation resources within the system. This partnership will build upon an established regional resource rather than create a separate or duplicative platform. Expanding Find a Ride to Kitsap County, along with coalition- and community-aligned mobility management services, will improve regional continuity and give residents, service providers, and community organizations better access to transportation information and navigation across Kitsap, King, Snohomish, and Pierce counties.

hopelink
hopelink.org

8990 154th Ave. NE
Redmond, WA 98052

Hopelink strongly supports M4A's application and its proposal to combine boots-on-the-ground community engagement with improved transportation information and technology. We believe M4A's community-aligned approach is well suited to this work and look forward to collaborating with M4A, WSDOT, transportation providers, community partners, and other stakeholders to establish effective mobility management services in Kitsap County and throughout the region.

Sincerely,

Staci Sahoo
Director, Mobility Management

KITSAP ECONOMIC DEVELOPMENT ALLIANCE

Economic Vitality For All • In One Spectacular Place!

September 04, 2026

Washington State Department of Transportation
Public Transportation Division

RE: Letter of Support – Mobility for All's Peninsula Mobility Management Project

To Whom It May Concern:

On behalf of the Kitsap Economic Development Alliance (KEDA), I am pleased to express our support for Mobility for All's application for WSDOT Consolidated Grant funding to establish the **Peninsula Mobility Management Project (PMMP)** in Kitsap County.

KEDA works through partnerships among businesses, local governments, Tribes, educational institutions, and community organizations to advance economic vitality, business growth, workforce development, and resilient communities throughout Kitsap County. Reliable access to transportation is an important part of that work. Employees must be able to reach jobs, education and training opportunities, healthcare, childcare, and other essential services, while employers need access to a dependable and connected workforce.

Kitsap County benefits from a number of public, nonprofit, private, tribal, volunteer, and specialized transportation services, but navigating those options can be complicated. The proposed PMMP would provide an important coordinating function by improving transportation information and navigation, strengthening connections among providers and community partners, and helping residents make better use of existing mobility resources.

This work is particularly relevant to economic and workforce development. Transportation barriers can limit an individual's ability to accept employment, remain in the workforce, pursue education or training, or access services that support continued employment. By bringing together transportation providers, human-service organizations, public agencies, employers, Tribes, educational institutions, and other partners, the PMMP can help identify these barriers and develop practical solutions that respond to documented community needs. The project's planned gap analysis and implementation work will also help identify a high-impact transportation improvement with a clear pathway toward future funding and implementation.

KEDA is also interested in participating in the proposed **Peninsula Mobility Coalition**. Through that partnership, KEDA can contribute an economic-development and workforce perspective, help connect employers and business organizations to the effort, and ensure that transportation challenges affecting workforce participation and economic opportunity are considered alongside broader community mobility needs. The proposed coalition is designed to strengthen coordination,

improve transportation information and navigation, and identify remaining service gaps across Kitsap County and adjoining connections.

We also recognize the longer-term value of establishing a strong mobility-management foundation in Kitsap County that can support future coordination and expansion across the Olympic Peninsula. The project anticipates creating both a functional Kitsap County mobility-management program and an operating foundation for regional expansion.

KEDA supports Mobility for All's effort to establish a practical, coordinated, and community-responsive mobility management program and respectfully encourages WSDOT to give favorable consideration to this application.

Thank you for your consideration.



Joe Morrison Executive Director, Kitsap Economic Development Alliance
morrison@kitsapeda.org | 360.377.9599 | www.kitsapeda.org

Bainbridge Island
Senior & Community Center

Sept. 4, 2026

Washington State Department of Transportation (WSDOT) Public Transportation Division

Re: Letter of Support - Peninsula Mobility Management Project (PMMP)

To Whom It May Concern:

The Bainbridge Island Senior/Community Center (BISCC) is pleased to support Mobility for All's (M4A's) application for WSDOT Consolidated Grant funding to establish the Peninsula Mobility Management Project (PMMP) in Kitsap County.

BISCC works to energize, enrich, and empower older adults by helping them remain healthy, connected, productive, and as independent as possible. The people BISCC serves would directly benefit from mobility management services that make transportation options easier to understand and use. Although Kitsap County has numerous transportation providers and programs, no organization is currently recognized as providing formal mobility management services in the county. This gap particularly affects vulnerable populations and others who may need assistance navigating available services. The PMMP would improve transportation information and access, strengthen provider coordination, and help residents more effectively utilize existing resources.

As a trusted community gathering place and source of information, BISCC can help distribute PMMP materials, share transportation information through its established communication channels, connect older adults with available services, and relay community needs and experiences back to the project. BISCC also operates a shared electric ADA van that supports transportation for older adults, people with disabilities, and individuals with low incomes. This vehicle is available to other community-based organizations and including it in the PMMP's transportation resource inventory and coordination network will help improve mobility services to other project partners.

BISCC will actively participate in the proposed Peninsula Mobility Coalition. The coalition will bring together transportation providers, human-service organizations, local governments, public agencies, employers, educational institutions, tribal entities, and other community stakeholders to strengthen coordination, improve transportation navigation, and identify critical service gaps. BISCC will contribute the perspective of older adults and practical knowledge of their transportation needs.

BISCC supports M4A's effort to establish a practical, community-aligned mobility management program and respectfully encourages WSDOT to favorably consider M4A's application.

Sincerely,

Reed Price
Executive Director

370 Brien Drive SE, Bainbridge Island, WA 98110
biseniorcenter.org | @biseniorcenter | 206.842.1616

CITY OF
BAINBRIDGE ISLAND

September 2, 2026

Washington State Department of Transportation (WSDOT) Public Transportation Division
Re: Letter of Support - Peninsula Mobility Management Project (PMMP)

To Whom It May Concern,

The City of Bainbridge Island (City) is pleased to support Mobility for All's (M4A's) application for WSDOT Consolidated Grant funding to establish the Peninsula Mobility Management Project (PMMP) in Kitsap County.

The City has a strong interest in improving mobility and expanding transportation choices for Bainbridge Island residents. In December 2025, the City established the Mobility Advisory Committee (MAC) to advance implementation of the adopted Islandwide Mobility Plan and advise the City Council and staff on mobility and transportation issues, with particular emphasis on non-motorized and shared mobility. Although Kitsap County has numerous transportation providers and programs, no organization is recognized as providing coordinated mobility management services in the county. This gap particularly affects older adults, people with disabilities, individuals with low incomes, and others who may need assistance accessing available services. The PMMP would improve transportation information, strengthen coordination, and help residents more effectively utilize existing mobility resources.

For Bainbridge Island, mobility management would complement the City's transportation planning and infrastructure investments by helping residents understand and use available services, improving connections among public transit, shared mobility, and non-motorized travel, and providing a clearer picture of unmet needs and service gaps.

The City is interested in participating in the proposed Peninsula Mobility Coalition. Through relevant City staff and coordination with the MAC, the City can contribute local planning knowledge, facilitate community input, and provide sustainable and shared mobility expertise. The City can also help connect the coalition's work with related municipal planning and outreach activities on Bainbridge Island.

The coalition will bring together transportation providers, local governments, human-service organizations, public agencies, employers, educational institutions, tribal entities, and other community stakeholders to improve transportation information, strengthen coordination, and identify critical service gaps. The City supports M4A's effort to establish a practical, community-aligned mobility management program and respectfully encourages WSDOT to favorably consider M4A's application.

Sincerely,

Ellen Schroer
Interim City Manager

280 Madison Avenue North
Bainbridge Island, Washington 98110-1812
www.bainbridgewa.gov
206.842.7633

FOR YOUTH DEVELOPMENT®
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

To Whom It May Concern:

The YMCA of Pierce and Kitsap Counties is pleased to support M4A's application for WSDOT Consolidated Grant funding to establish the PMMP in Kitsap County.

The YMCA of Pierce and Kitsap Counties strengthens community by empowering young people, improving health and well-being, and helping people connect with the opportunities, relationships, and resources they need to thrive. Through YMCA facilities, child care, camps, health and wellness programs, and community outreach, the Y serves children, families, older adults, and other community members throughout Pierce and Kitsap counties.

Reliable transportation is essential to ensuring community members can participate in these programs and access other important services. Transportation barriers can make it especially difficult for older adults, people with disabilities, individuals with low incomes, youth, and families to reach child care, education, employment, health and wellness activities, and opportunities for social connection.

Although Kitsap County has numerous transportation providers and programs, no organization is currently recognized as providing formal, coordinated mobility management services. The PMMP would address this gap by improving transportation information and navigation, strengthening provider coordination, and helping residents more effectively understand and utilize the mobility resources available to them.

The YMCA will participate in the proposed Peninsula Mobility Coalition. The coalition will bring together public transit agencies, local governments, human-service organizations, nonprofit and private transportation providers, tribal organizations, employers, educational institutions, and other community stakeholders to share information, strengthen coordination, improve transportation navigation, and identify unmet mobility needs. The YMCA will contribute the perspective of an organization serving people across ages and life circumstances and help identify transportation barriers affecting access to youth development, child care, healthy living, and community programs.

Because the YMCA serves communities in both Pierce and Kitsap counties, it can also bring a valuable cross-county perspective to the coalition's work. Establishing a strong mobility management foundation in Kitsap County would improve regional continuity with Pierce County and help position M4A and its partners to support the future development of mobility management services across the Olympic Peninsula.

YMCA OF PIERCE AND KITSAP COUNTIES
ASSOCIATION OFFICE
4717 S 19th St Ste 102, Tacoma WA 98405
P 253-534-7800 W ymcapkc.org

FOR YOUTH DEVELOPMENT®
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

The YMCA of Pierce and Kitsap Counties supports M4A's effort to establish a practical, community-aligned mobility management program and respectfully encourages WSDOT to favorably consider M4A's application.

Sincerely,

Harold Shea | Director of Operations and Advisory Councils
YMCA OF PIERCE AND KITSAP COUNTIES
hshea@ymcapkc.org | facebook.com/ymcapkc | twitter.com/ymcapkc

YMCA OF PIERCE AND KITSAP COUNTIES
ASSOCIATION OFFICE
4717 S 19th St Ste 102, Tacoma WA 98405
P 253-534-7800 W ymcapkc.org

Downtown BREMERTON ASSOCIATION

PO BOX 245, Bremerton, WA 98337
contact@downtownbremerton.org
www.downtownbremerton.org

September 8, 2026

Washington State Department of Transportation (WSDOT) Public Transportation Division

RE: Letter of Support - Peninsula Mobility Management Project (PMMP)

To The Evaluation Committee,

The Downtown Bremerton Association (DBA) is pleased to support Mobility for All's (M4A's) application for WSDOT Consolidated Grant funding to establish the Peninsula Mobility Management Project (PMMP). DBA is a community-focused nonprofit dedicated to revitalizing Bremerton's downtown core through the Main Street Approach. Our mission is to cultivate Bremerton as the crossroad for connection, community investment, and culture.

Access and mobility are essential to a vibrant downtown. DBA already collaborates with M4A through its electric vehicle carshare program and an electric shuttle service supporting Bremerton's First Friday Art Walk. This work helps residents and visitors reach downtown businesses, galleries, restaurants, and events while demonstrating how community-aligned mobility services can strengthen local commerce and participation.

Although Kitsap County has numerous transportation providers no organization provides mobility management services. This gap particularly affects older adults, people with disabilities, individuals with low incomes, and others who may need additional assistance understanding and accessing available transportation options.

DBA intends to participate in the Peninsula Mobility Coalition and bring the perspective of downtown businesses, community organizations, residents, visitors, and events to M4A's work. This collaboration will build on DBA's existing partnership with M4A and help ensure that mobility planning supports an active, accessible, and welcoming downtown.

By establishing formal mobility management in Kitsap County and strengthening connections with mobility networks in King, Pierce, and Snohomish counties, PMMP will create a new level of regional collaboration and lay the groundwork for future expansion across the Olympic Peninsula.

The Downtown Bremerton Association respectfully encourages WSDOT to favorably consider M4A's grant application.

Sincerely,

Jessica Combs

Jessica Combs
Executive Director
Downtown Bremerton Association

KITSAP CREDIT UNION

September 8, 2026

Washington State Department of Transportation (WSDOT) Public Transportation Division
Re: Letter of Support and Partnership - Peninsula Mobility Management Project (PMMP)

To: The Evaluation Committee,

Kitsap Credit Union (KCU) is pleased to support Mobility for All's (M4A's) application for WSDOT Consolidated Grant funding to activate the Peninsula Mobility Management Project (PMMP).

KCU is a not-for-profit, member-owned financial cooperative dedicated to the prosperity and quality of life of the communities it serves. KCU has previously supported M4A's community-based clean mobility and workforce-development work and recognizes that reliable transportation is essential to financial well-being and access to employment, education, health care, food, and other opportunities.

No organization is currently providing coordinated mobility management services in the county. This gap particularly affects older adults, people with disabilities, individuals with low incomes, and others who may need additional assistance. The PMMP would address this important need by improving transportation information and navigation, strengthening provider coordination, and helping residents understand and utilize the mobility resources available to them.

As a PMMP partner, KCU will participate in the Peninsula Mobility Coalition and use its outreach channels to share information about the project and available mobility resources with its more than 160,000 members and broader community network. Through this participation, KCU will help connect the coalition's work with residents throughout the communities it serves, including people who may be unaware of transportation resources or face barriers reaching essential destinations.

This project represents an important regional opportunity. Adding coordinated mobility management in Kitsap County would help connect related activities in King, Snohomish, and Pierce counties, strengthen regional service continuity, and establish a foundation for the future expansion of mobility management services across the Olympic Peninsula.

KCU supports M4A's effort to establish a practical, community-aligned mobility management program and respectfully encourages WSDOT to favorably consider M4A's application.

Sincerely,

Kellie LeTexier
SVP/Corporate Initiatives
Kitsap Credit Union
(360) 662-2127 – kletexier@kitsapcu.org

Bremerton Foodline

1600 12th Street, Bremerton WA 98337 (360) 479-6188 www.bremertonfoodline.org

September 2, 2026

Washington State Department of Transportation (WSDOT) Public Transportation Division

Re: Letter of Support and Partnership - Peninsula Mobility Management Project (PMMP)

To the WSDOT Evaluation Committee:

Bremerton Foodline (Foodline) is pleased to support Mobility for All's (M4A's) application for WSDOT Consolidated Grant funding to activate the PMMP.

Bremerton Foodline is a community-based nonprofit that serves as a bridge for neighbors and partners, reducing food insecurity and lifting the community. Its Groceries on the Go program delivers food to homebound older adults and qualified people with disabilities or chronic conditions who cannot reach the food pantry because of mobility or transportation barriers. This work gives Foodline direct insight into the connection between mobility and access to essential services.

Foodline is already partnering with M4A on a community carshare program in Bremerton, including supporting a shared electric vehicle site at its facility and outreach to clients who need transportation assistance. This experience reinforces that residents need both more transportation options and help understanding and using available services.

Although Kitsap County has numerous transportation providers no organization provides formal mobility management services. This gap affects older adults, people with disabilities, individuals with low incomes, and others who may need additional assistance. The PMMP would improve transportation information, strengthen coordination, and help residents reach essential destinations, services, and opportunities.

The PMMP will establish the Peninsula Mobility Coalition and Foodline will participate in these activities if the program is activated. Foodline can contribute its frontline understanding of client needs, share mobility information, and help identify practical solutions. Its involvement will keep the project grounded in the experiences of people facing food insecurity, low incomes, disabilities, housing instability, and other barriers to mobility.

Bremerton Foodline supports M4A's effort to establish a practical, community-aligned mobility management program that strengthens local and regional coordination, and respectfully encourages WSDOT to favorably consider M4A's application.

Sincerely,

Cori Kauk
Executive Director
Bremerton Foodline
cori@bremertonfoodline.org
(360) 479-6188 ext 6

FORTH

Date: 3 September 2026
Washington State Department of Transportation (WSDOT) Public Transportation Division

Re: Letter of Support - Peninsula Mobility Management Project (PMMP)

To Whom It May Concern:

Forth is pleased to support Mobility for All's (M4A's) application for WSDOT Consolidated Grant funding to activate the PMMP. Forth works to expand access to clean, equitable transportation through education, public awareness, community partnerships, and practical mobility programs. Through this work, Forth recognizes that mobility management is a critical function. It strengthens coordination among transportation providers, human-service organizations, public agencies, and other community partners.

Although Kitsap County has numerous transportation providers and programs, no organization is currently recognized as providing formal, coordinated mobility management services in the county. This gap particularly affects older adults, people with disabilities, individuals with low incomes, and others who may need additional assistance. The PMMP would address this important need by improving transportation information and navigation, strengthening provider coordination, and helping residents more effectively access existing mobility resources.

The project presents a unique regional opportunity. Mobility management services are already established in King, Snohomish, and Pierce counties. By adding a coordinated program in Kitsap County, M4A's proposal would help connect mobility management activities across all four counties and create a new level of regional collaboration and service continuity. Finally, establishing this foundation in Kitsap County would position M4A and its partners to support the future development of mobility management services across the Olympic Peninsula. Forth supports M4A's effort to establish a practical, community-aligned mobility management program and respectfully encourages WSDOT to favorable consider M4A's application.

Sincerely,



Jeff Allen, Executive Director
Forth

PACIFIC MOBILITY GROUP

Letter of Support and Match Commitment

September 8, 2026

Washington State Department of Transportation (WSDOT) - Public Transportation Division

Re: Letter of Support and Match Commitment - Peninsula Mobility Management Project (PMMP)

To Whom It May Concern:

Pacific Mobility Group, SPC, supports Mobility For All's effort to establish a mobility management program in Kitsap County.

Mobility management services are already established in King, Snohomish, and Pierce counties. Mobility For All's proposal to add mobility management in Kitsap County will expand mobility and connect mobility services across the region.

Pacific Mobility Group also commits to supporting the match requirements for Mobility For All's Consolidated Grant Mobility Management application. Pacific Mobility Group will provide an in-kind match of up to $24,000 in staff time for project planning and grant management support.

Thank you for your consideration.

Respectfully,

Gregory Dronkert
President

7869 NE Day Road W, Bainbridge Island, WA 98110

Mobility for All Procurement Practice

M4a following those procurement process.

For all purchases

1. Determine type of procurement.
   - Capitalized Asset
   - Professional Service
   - Subcontract
   - Supplies
   - Other

2. Determine estimated value
   - Less than $50
   - $50 - $500
   - Over $500 – $5,000
   - Over $5,000 – 25,000
   - Over $25,000

3. Obtain quotes based on the type of procurement and value

4. Obtain authorization to issue a purchase order
   - All purchases of $50 and over must have a PO
   - $50 - $500 – Approved by the Department Manager
   - Over $500 – $10,000 – Approved by the President
   - Over $10,000 – 25,000 – Approved by the President and Treasurer
   - Over $25,000 – Approved by consent of a quorum of the Board

5. Confirm proper coding of the PO

6. Proceed with purchase once approval has been obtained
   - Before proceeding with purchases over $500, report to the Admin and Finance department so cash management can be considered.

Vendors

When all else is equal, m4a will purchase from minority-owned and local vendors. On purchases up to $5,000 a price excess of up to 5% is allowed for minority-owned and local vendors.

For Vehicle Purchases, regardless of value

- Clarify specific vehicle requirements in writing
- Conduct an internet search of local dealers (generally within 100 miles)
    i. https://www.cargurus.com
    ii. https://www.truecar.com
    iii. https://www.carmax.com
- Always consider at least three competing prices
- Contact dealers to confirm availability and check on any applicable tax or other incentives
- Once a preferred vehicle is identified visit the dealer and drive / inspect
- On used vehicles obtain mileage and VIN and run through JD Powers or Carfax report
- Make recommendation to proceed or not