Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **41104 - FEED NEEDS Rural Community Access & Mobility**

Organization Name: FEED NEEDS

Contact Name: Adam Maldonado

Project Description

Expand FEED NEEDS' existing demand-response transportation in rural Mason County, providing shared rides for seniors, people with disabilities, low-income residents and other transportation-disadvantaged residents, including rural first/last-mile connections, Sunday service and access to essential services.

Project Funding Summary

Total Project Cost	$ 614,660
Grant Request	$ 544,660
Match Amount	$ 70,000

WSDOT has different match requirements for different kinds of projects.

Type of Project

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

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

Vehicles / Equipment
- [x] Maintain & replace vehicles to meet SGR standards
- [ ] Expand vehicle fleet to support service needs
- [ ] Integrate onboard safety, performance, & fleet management technology
- [ ] Modernize communications equipment
- [x] 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
- [x] Advance rural mobility innovations
- [ ] Enable vehicle sharing, Maintenance-as-a-Service, other
- [x] Enhance multi provider scheduling, reservation, and dispatch coordination
- [ ] Expand school-transit partnerships to support youth transit use

Project Need

Rural Mason County residents face transportation barriers that can prevent reliable access to food, healthcare, behavioral health and recovery services, employment, social services and other essential destinations. The draft 2026 Peninsula Human Services Transportation Plan (HSTP), Ch. 4, identifies service-hour gaps including Sunday travel needs; residents living too far from bus service to reach it without a ride; lack of complementary ADA paratransit outside fixed-route service areas; and transportation programs unable to accommodate some wheelchairs or mobility devices.The HSTP also documents the challenge of long-distance rural travel, including residents traveling 50 miles or more one way for healthcare, human services and government programs. FEED NEEDS encounters these access barriers through its food/resource distributions, deliveries and existing passenger transportation.This project responds by expanding flexible shared transportation, including Sunday service, rural first/last-mile connections and access toessential services. Without funding, FEED NEEDS' transportation capacity will remain limited and residents facing documented rural mobility barriers will continue to experience gaps in accessing services and established transit.

Special Needs Transportation

FEED NEEDS will improve the accessibility, efficiency, and coordination of special needs transportation for rural Mason County residents by expanding flexible, shared demand-response transportation that complements existing public transit.The project will primarily serve seniors, people with disabilities, people with low incomes, residents using wheelchairs or other mobility devices, and other transportation-disadvantaged residents who cannot reliably access existing transportation or essential services.Accessibility will be improved through flexible pickup and destination options, rural first-mile/last-mile connections, expanded service availability including identified Sunday gaps, and coordination with the separate FEED NEEDS capital project to increase wheelchair-accessible transportation capacity. Efficiency will be improved by coordinating trips when practical, grouping shared rides, connecting riders with existing Mason Transit Authority services when those services can meet the rider's needs, and using FEED NEEDS transportation to address gaps rather than unnecessarily duplicating existing transit.Coordination will include continued engagement with Mason Transit Authority, Peninsula RTPO, health and human-service organizations, and community partners to identify transportation barriers, make appropriate referrals, connect riders with existing services, and respond to unmet rural transportation needs.This approach

Benefits to Vulnerable Populations in Overburdened Communities

Our Rural Community Access & Mobility project will provide direct and meaningful benefits by addressing a community-identified barrier that disproportionately affects people with limited financial resources and transportation options: reliable access to essential destinations. The project will primarily benefit low-income residents and other transportation-disadvantaged populations in rural Mason County, including seniors, people with disabilities, residents using mobility devices, and households without reliable personal transportation. Rural distance and limited transportation options can compound socioeconomic barriers by making healthcare, behavioral health and recovery services, nutritious food, employment, social services, and other essential resources difficult to reach.FEED NEEDS will reduce these barriers through fare-free shared demand-response transportation, rural first-mile/last-mile connections, expanded service availability including identified Sunday/service-hour gaps, and transportation to essential services. Connecting residents to existing Mason Transit Authority services whenever practical will further expand mobility without unnecessarily duplicating existing public transportation.The project also provides a transportation alternative to individual automobile trips for residents who otherwise may depend on informal or unreliable transportation. Shared rides and coordinated routing will improve vehicle utilization while expanding community access. These benefits respond directly to transportation barriers documented in the draft 2026 Peninsula Human Services Transportation Plan, includingdifficulty reaching existing transit, rural service gaps, accessibility limitations, and long-distance travel to health and human services. Inclusive outreach in planning:Our organization has developed this project through direct service, resident feedback, and

Coordination Efforts

FEED NEEDS has actively coordinated this project with Peninsula RTPO (PRTPO) and Mason Transit Authority (MTA). Through PRTPO, FEED NEEDS has reviewed the draft 2026 Human Services Transportation Plan (HSTP), including Chapter 4 - Unmet Needs and Barriers and Chapter 5 - Mobility Strategies, and has communicated directly with HSTP planning staff regarding alignment of the proposed project with regional priorities. The project advances HSTP strategies supporting expansion of transportation into underserved areas, first-mile/last-mile ? collect and connect? service, preservation and development of nonprofit/community transportation, improved access to behavioral health and other essential services, and stronger coordination between transportation and human-service providers.FEED NEEDS also has an established partnership with MTA, which previously donated the 12-passenger van used in our existing transportation activities. We have contacted MTA leadership regarding this expansion and requested coordination, identification of service gaps, technical guidance, and other support appropriate to the Consolidated Grant.Alternatives considered include relying solely on existing transit, maintaining FEED NEEDS' current limited transportation capacity, or relying primarily on resource delivery. These alternatives do not fully address residents unable to reach transit, Sunday/service-hour gaps, accessibility barriers, or rural first/last-mile needs. FEED NEEDS therefore proposes a complementary demand-response service designed to fill documented gaps rather than duplicate MTA service.

Multimodal Partnerships

FEED NEEDS will operate as a connector within Mason County's existing transportation network rather than as a competing transit system. The project will coordinate with Mason Transit Authority to connect residents in rural and outlying areas with existing transit services and transportation hubs when those options can meet the rider's needs.Demand-response and first-mile/last-mile trips will help residents reach established transportation connections as well as healthcare, behavioral health and recovery services, food and resource programs, employment, social services, and other essential destinations. FEED NEEDS will also coordinate referrals with community and human-service organizations so transportation needs can be identified alongside the services residents are trying to access.Efficiencies will be achieved through shared rides, coordinated trip scheduling, connecting passengers to existing MTA services when practical, and deploying FEED NEEDS vehicles primarily where geographic, accessibility or service-hour gaps exist. This approach extends the effective reach of existing transportation resources while reducing unnecessary duplication and improving access to essential services.

Measurement of Project Success

FEED NEEDS will measure project success monthly and cumulatively using passenger trips, passenger vehicle hours and miles, unique riders served, rural trips, Sunday trips, accessibility/mobility-device trips, first/last-mile connections, essential-service trips, trip requests fulfilled or denied, volunteer hours, and service locations. Performance will be reviewed against the biennial targets of 12,000 passenger trips, 8,000 passenger vehicle hours, 160,000 vehicle mils, and 1,000 volunteer hours. FEED NEEDS will also evaluate whether the project is reaching the intended special-needs and rural populations and effectively complementing existing transportation.If performance falls below target, FEED NEEDS will review trip demand, scheduling, geographic coverage, service hours, referral patterns, outreach and vehicle utilization. Corrective actions may include adjusting schedules or service areas, increasing partner referrals and outreach, coordinating additional connections with Mason

41104 - FEED NEEDS Rural Community Access & Mobility

Application Details

Funding Opportunity:	38336-2027-2029 Consolidated Grant Program - Operating
Funding Opportunity Due Date:	Sep 9, 2026 3:01 PM
Program Area:	Consolidated Grant Program
Status:	Submitted
Stage:	Final Application
Initial Submit Date:	Sep 6, 2026 8:01 AM
Initially Submitted By:	Adam Maldonado
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Name:	Mr. (Salutation) Adam (First Name) Victor (Middle Name) Maldonado (Last Name)
Title:	Executive Director
Email*:	adam@feed-needs.org
Address*:	221 E Road of Tralee
	Shelton (City) Washington (State/Province) 98584-7514 (Postal Code/Zip)
Phone*:	(206) 458-5044
Fax:	

Organization Information

Legal Name*:	FEED NEEDS
DBA Name*:	FEED NEEDS
Organization Type*:	Non Profit
Organization Website:	https://feed-needs.org (Please enter http://... for this field)
SAM UEI #:	V9C3ZRM817F3
Physical Address*:	221 E Road of Tralee
	Shelton (City) Washington (State/Province) 98584-7514 (Postal Code/Zip)
Mailing Address*:	221 E Road of Tralee

Shelton Washington 98584-7514
City State/Province Postal Code/Zip

Remit to Address*: 221 E Road of Tralee

Shelton Washington 98584-7514
City State/Province Postal Code/Zip

Phone*: 206-458-5044 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*: Adam Maldonado
First Name Last Name

Executive Director adam@feed-needs.org
Title Email Address

Applicant Contact*: Adam Maldonado
First Name Last Name

Executive Director adam@feed-needs.org
Title Email Address

Project Contact: Adam Maldonado
First Name Last Name

Exeutive Director adam@feed-needs.org
Title Email Address

Summary of Project Information

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Refer to the glossary in the Public Transportation Grant Guidebook for service-type definitions.

Service Type*: Demand-response
Select all that apply

Need for Service*: Continuing service (new to this grant program)
Expansion can?t be combined with sustaining existing service within the same application for the first biennium.
NOTE: Sustain existing service is the only project type eligible for a 4-year term.

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

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

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

Is this a purchase-of-service project?: No

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

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

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

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

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

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

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).

WSDOT will use this information to develop the project scope for the grant agreement and may also use it to describe the project to the Legislature.

Proposed summary/scope of work*:

Expand FEED NEEDS' existing demand-response transportation in rural Mason County, providing shared rides for seniors, people with disabilities, low-income residents and other transportation-disadvantaged residents, including rural first/last-mile connections, Sunday service and access to essential services.

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*:

FEED NEEDS will expand its existing community transportation into a structured rural demand-response service serving Mason County from July 2027 through June 2029. FEED NEEDS currently transports residents to and from food and resource distributions using a 12-passenger van donated by Mason Transit Authority and is expanding access for residents experiencing transportation barriers.

Grant funding will support drivers and transportation staff, fuel, insurance, maintenance, training, scheduling/dispatch, outreach and other eligible operating expenses. Service will prioritize seniors, people with disabilities, low-income residents and rural residents without reliable transportation. Activities will include shared demand-response trips to essential services and community resources, Sunday transportation where service gaps exist, rural first/last-mile connections to established transit, and transportation from outlying areas.

FEED NEEDS will coordinate with Mason Transit Authority, Peninsula RTPO and health/human-service partners so service complements existing transportation rather than duplicates it. Performance will be tracked through passenger trips, riders served, service miles/hours, rural and Sunday trips, accessibility trips and connections to essential services.

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*:

Rural Mason County residents face transportation barriers that can prevent reliable access to food, healthcare, behavioral health and recovery services, employment, social services and other essential destinations. The draft 2026 Peninsula Human Services Transportation Plan (HSTP), Ch. 4, identifies service-hour gaps including Sunday travel needs; residents living too far from bus service to reach it without a ride; lack of complementary ADA paratransit outside fixed-route service areas; and transportation programs unable to accommodate some wheelchairs or mobility devices.

The HSTP also documents the challenge of long-distance rural travel, including residents traveling 50 miles or more one way for healthcare,

human services and government programs. FEED NEEDS encounters these access barriers through its food/resource distributions, deliveries and existing passenger transportation.

This project responds by expanding flexible shared transportation, including Sunday service, rural first/last-mile connections and access to essential services. Without funding, FEED NEEDS' transportation capacity will remain limited and residents facing documented rural mobility barriers will continue to experience gaps in accessing services and established transit.

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:

FEED NEEDS will improve the accessibility, efficiency, and coordination of special needs transportation for rural Mason County residents by expanding flexible, shared demand-response transportation that complements existing public transit.
The project will primarily serve seniors, people with disabilities, people with low incomes, residents using wheelchairs or other mobility devices, and other transportation-disadvantaged residents who cannot reliably access existing transportation or essential services.

Accessibility will be improved through flexible pickup and destination options, rural first-mile/last-mile connections, expanded service availability including identified Sunday gaps, and coordination with the separate FEED NEEDS capital project to increase wheelchair-accessible transportation capacity.

Efficiency will be improved by coordinating trips when practical, grouping shared rides, connecting riders with existing Mason Transit Authority services when those services can meet the rider's needs, and using FEED NEEDS transportation to address gaps rather than unnecessarily duplicating existing transit.

Coordination will include continued engagement with Mason Transit Authority, Peninsula RTPO, health and human-service organizations, and community partners to identify transportation barriers, make appropriate referrals, connect riders with existing services, and respond to unmet rural transportation needs.

This approach directly addresses needs identified in the draft 2026 Peninsula Human Services Transportation Plan, including residents living too far from bus service to reach it without a ride, lack of complementary ADA paratransit outside some fixed-route service areas, service-hour gaps, and limitations in wheelchair-accessible transportation. FEED NEEDS will track passenger trips, accessibility trips, rural connections, service hours/miles, referrals and other performance measures to evaluate 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*:

Adam Maldonado, Executive Director/Project Director: Responsible for overall project administration, transportation program development, partner coordination, budget oversight, grant compliance, financial documentation, performance monitoring and reporting. Maldonado has experience administering public and private grant-funded programs, developing community partnerships, coordinating transportation/logistics activities, maintaining reimbursement documentation, and managing program budgets and compliance requirements.
Transportation/Driver Staff: Qualified FEED NEEDS transportation personnel will provide passenger transportation, complete required trip and mileage documentation, conduct pre-trip/post-trip safety procedures, maintain required driver qualifications and training, and support accurate service-level reporting.
Administrative/Financial Support: FEED NEEDS administrative personnel will support payroll, accounts payable, procurement documentation, insurance records, match documentation, reimbursement preparation and record retention.
FEED NEEDS will maintain required driver, vehicle, insurance, safety and grant-compliance documentation throughout the project.

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	TBD	FEED NEEDS will expand rural demand-response transportation addressing HSTP-identified gaps including Sunday service, first/last-mile access, residents unable to reach existing transit, accessible transportation, and long-distance access to essential services. The project complements Mason Transit Authority by connecting rural residents to existing transit, healthcare, food, behavioral health, social services and other essential destinations.

Cross-region Project

Does this project have a service area that crosses RTPO/MPO planning boundaries?*:	No

Project Coordination

Describe coordination efforts. Include details such as:

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

Coordination Efforts*:

FEED NEEDS has actively coordinated this project with Peninsula RTPO (PRTPO) and Mason Transit Authority (MTA). Through PRTPO, FEED NEEDS has reviewed the draft 2026 Human Services Transportation Plan (HSTP), including Chapter 4 - Unmet Needs and Barriers and Chapter 5 - Mobility Strategies, and has communicated directly with HSTP planning staff regarding alignment of the proposed project with regional priorities.

The project advances HSTP strategies supporting expansion of transportation into underserved areas, first-mile/last-mile ?collect and connect? service, preservation and development of nonprofit/community transportation, improved access to behavioral health and other essential services, and stronger coordination between transportation and human-service providers.

FEED NEEDS also has an established partnership with MTA, which previously donated the 12-passenger van used in our existing transportation activities. We have contacted MTA leadership regarding this expansion and requested coordination, identification of service gaps, technical guidance, and other support appropriate to the Consolidated Grant.

Alternatives considered include relying solely on existing transit, maintaining FEED NEEDS' current limited transportation capacity, or relying primarily on resource delivery. These alternatives do not fully address residents unable to reach transit, Sunday/service-hour gaps, accessibility barriers, or rural first/last-mile needs. FEED NEEDS therefore proposes a complementary demand-response service designed to fill documented gaps rather than duplicate MTA service.

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*:

FEED NEEDS will operate as a connector within Mason County's existing transportation network rather than as a competing transit system. The project will coordinate with Mason Transit Authority to connect residents in rural and outlying areas with existing transit services and transportation hubs when those options can meet the rider's needs.

Demand-response and first-mile/last-mile trips will help residents reach established transportation connections as well as healthcare, behavioral health and recovery services, food and resource programs, employment, social services, and other essential destinations. FEED NEEDS will also coordinate referrals with community and human-service organizations so transportation needs can be identified alongside the services residents are trying to access.

Efficiencies will be achieved through shared rides, coordinated trip scheduling, connecting passengers to existing MTA services when practical, and deploying FEED NEEDS vehicles primarily where geographic, accessibility or service-hour gaps exist. This approach extends the effective reach of existing transportation resources while reducing unnecessary duplication and improving access to essential services.

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
Labor & Benefits		$80,000.00	$360,000.00	350.00%	$0.00	-100.00%
Fuel & Lubricants		$8,000.00	$70,000.00	775.00%	$0.00	-100.00%
Insurance		$2,500.00	$45,000.00	1700.00%	$0.00	-100.00%
Maintenance Parts & Supplies		$12,500.00	$45,000.00	260.00%	$0.00	-100.00%
Training		$0.00	$15,000.00	0.00%	$0.00	-100.00%
Access Services		$0.00	$10,000.00	0.00%	$0.00	-100.00%
Project Supplies		$0.00	$10,000.00	0.00%	$0.00	-100.00%
Rent & Utilities		$0.00	$34,660.00	0.00%	$0.00	-100.00%
Contracted Services - Other		$0.00	$18,000.00	0.00%	$0.00	-100.00%
		$0.00	$0.00	0.00%	$0.00	0.00%
Rent & Utilities		$0.00	$7,000.00	0.00%	$0.00	-100.00%
		$0.00	$0.00	0.00%	$0.00	0.00%
		$103,000.00	**$614,660.00**		**$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: Reserves		$0.00	$70,000.00	$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: 496.76%

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

Variances:

Other Sources and In-Kind Match

Other Sources*:

N/A

Are you using in-kind match?*: No

Other Support

Other Support:

FEED NEEDS will provide local financial commitment through organizational reserves and will continue pursuing private, philanthropic, and other eligible funding to strengthen project sustainability. FEED NEEDS has pledged $70,000 in local reserves toward implementation of the 2027-2029 project.

The project also leverages substantial non-financial community support. Mason Transit Authority (MTA) previously donated the 12-passenger van that established FEED NEEDS' existing passenger transportation capacity. FEED NEEDS is actively coordinating the proposed expansion with MTA regarding rural service gaps, first/last-mile connections, accessibility, referrals, fleet planning, and opportunities to complement existing transit.

FEED NEEDS is also coordinating with Peninsula RTPO through the 2026 Human Services Transportation Plan and Consolidated Grant regional process. Existing relationships with food-access, health, behavioral health/recovery, housing, social-service, and community organizations will support rider referrals, outreach, identification of transportation barriers, and connections to essential services.

FEED NEEDS will continue seeking additional private grants, donations, partnerships, and eligible governmental funding so the transportation program develops diversified support beyond WSDOT and remains sustainable after the grant period.

Budget Development Methodology

Budget development methodology*:

FEED NEEDS developed the 2027-2029 operating budget using current transportation and logistics experience, historical operating costs, anticipated rural service levels, staffing requirements, facility costs, and reasonable projections for establishing a structured demand-response transportation program in Mason County.

Labor and benefits are based on staffing sufficient to provide approximately 8,000 passenger vehicle hours and 12,000 one-way passenger trips during the biennium, including drivers, dispatch/coordination, and directly assigned transportation personnel. Fuel and maintenance estimates reflect approximately 160,000 projected passenger vehicle miles, rural travel distances, increased utilization, preventive maintenance, and anticipated fleet expansion.

Insurance estimates reflect the higher commercial liability and vehicle coverage necessary for passenger transportation. Training includes driver safety, passenger assistance, accessibility and wheelchair securement, first aid/CPR, and applicable compliance requirements. Access services and project supplies support accessible communication, language access, passenger safety, and transportation operations.

Rent and utilities represent the reasonable allocable share of facilities, communications, phone/data, and internet needed for transportation dispatch, driver operations, fleet coordination, and administration. Scheduling/dispatch technology is budgeted separately based on anticipated system needs.

Current-biennium estimates reflect FEED NEEDS' existing transportation activity. The significant increase for 2027-2029 reflects expansion from limited existing transportation capacity into a structured rural demand-response program with increased staffing, service hours, mileage, accessibility, and geographic coverage.

FEED NEEDS will monitor actual expenses and service levels throughout implementation and maintain documentation supporting allocation, procurement, reimbursement, and grant compliance.

Summary

July 1, 2027 - June 30, 2029

Total Expenses: $614,660.00

Match Total: $70,000.00

Requested Amount: $544,660.00
This is the amount of grant funds your organization is requesting from July 1, 2027 - June 30, 2029

Percentage of Match: 11.39%

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

Service Level

Project Service Level Information

Project Specific Information	July 1, 2025 - June 30, 2027 (Current Estimate)	July 1, 2027 - June 30, 2029 (Projected)	Percent of Change	July 1, 2029 - June 30, 2031 (Projected)	Percent of Change
Passenger Vehicle Hours	0	8000	0.00%	0	-100.00%
Passenger Vehicle Miles	0	160000	0.00%	0	-100.00%
Passenger trips should be entered as whole numbers only.					
Passenger Trips	0	12000	0.00%	0	-100.00%
Volunteer Hours	0	1000	0.00%	0	-100.00%

Project Service Level Description

Describe the methodology used to develop these estimates, including any assumptions used in their development. Identify data sources and monitoring processes.

How were service-level estimates developed?*:

Service-level estimates were developed from FEED NEEDS' existing community transportation and delivery experience, anticipated expansion from one existing 12-passenger van to a multi-vehicle rural transportation program, projected staffing levels, rural travel distances, service-hour expansion, and documented transportation gaps identified in the draft 2026 Peninsula Human Services Transportation Plan.

For 2027-2029, FEED NEEDS projects 8,000 passenger vehicle hours, 160,000 passenger vehicle miles, 12,000 one-way passenger trips, and 1,000 volunteer hours. This represents approximately 4,000 vehicle hours, 80,000 miles, and 6,000 passenger trips annually. Estimates assume demand-response and shared rides throughout Mason County, including rural first/last-mile connections, Sunday/service-hour gap coverage, and transportation to essential services.

FEED NEEDS will monitor actual performance through driver logs, trip records, mileage records, scheduling/dispatch data, passenger counts, volunteer records, and monthly program reviews. Estimates will be compared with actual utilization and adjusted operationally through scheduling, routing, outreach, and coordination with Mason Transit Authority and community partners.

For demand-response or deviated fixed-route projects, summarize the intended outputs of this project in both qualitative (narrative) and quantitative (statistical) formats. Some projects may not align with traditional performance measures (e.g., revenue vehicle hours/miles, passenger trips). In such cases, quantifiable objectives can be reported instead, such as: the number of trainings conducted, outreach events completed, passengers served, or other measurable outcomes generated by this project. 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:

During the 2027-2029 biennium, FEED NEEDS intends to provide at least 12,000 one-way passenger trips, operate approximately 8,000 passenger vehicle hours and 160,000 passenger vehicle miles, and leverage approximately 1,000 volunteer hours.
Service will prioritize rural Mason County residents experiencing transportation barriers, including seniors, people with disabilities, people with low incomes, residents using mobility devices, and residents unable to readily access existing transit.
Additional outputs will include expanded Sunday/service-hour availability; rural first-mile/last-mile connections; shared trips to healthcare, behavioral health/recovery, food and resource programs, employment and social services; increased wheelchair-accessible transportation capacity as fleet resources become available; and coordinated referrals/connections with Mason Transit Authority and community partners.
FEED NEEDS will seek to increase transportation access while complementing rather than dupli

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*:

FEED NEEDS will measure project success monthly and cumulatively using passenger trips, passenger vehicle hours and miles, unique riders served, rural trips, Sunday trips, accessibility/mobility-device trips, first/last-mile connections, essential-service trips, trip requests fulfilled or denied, volunteer hours, and service locations.
Performance will be reviewed against the biennial targets of 12,000 passenger trips, 8,000 passenger vehicle hours, 160,000 vehicle mils, and 1,000 volunteer hours. FEED NEEDS will also evaluate whether the project is reaching the intended special-needs and rural populations and effectively complementing existing transportation.
If performance falls below target, FEED NEEDS will review trip demand, scheduling, geographic coverage, service hours, referral patterns, outreach and vehicle utilization. Corrective actions may include adjusting schedules or service areas, increasing partner referrals and outreach, coordinating additional connections with Mason

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:

FEED NEEDS is a Washington nonprofit and Commerce-recognized By-and-For organization developing community-based transportation as an extension of its existing direct-service infrastructure in Mason County.

This proposal builds on demonstrated transportation capacity rather than beginning from concept alone. Mason Transit Authority previously donated a 12-passenger van to FEED NEEDS, which is currently used to support transportation associated with community food and resource access. FEED NEEDS is coordinating with MTA regarding further development of rural transportation, service gaps, first/last-mile connections, accessibility, and integration with existing transportation resources.

The project strongly aligns with the draft 2026 Peninsula Human Services Transportation Plan, particularly strategies supporting expansion into underserved areas, first-mile/last-mile ?collect and connect? service, preservation and development of nonprofit/community transportation,

improved access to behavioral health and essential services, and coordination between transportation and human-service providers.

FEED NEEDS is also pursuing a complementary WSDOT Vehicle & Equipment application to expand wheelchair-accessible rural transportation capacity. The operating project can proceed using existing transportation resources; a capital award would increase accessibility, capacity, reliability, and geographic reach.

FEED NEEDS intends to use the 2027-2029 biennium to establish measurable performance history and a sustainable coordinated rural transportation model that complements Mason Transit Authority and responds directly to transportation barriers identified through the regional planning process.

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*:

Our Rural Community Access & Mobility project will provide direct and meaningful benefits by addressing a community-identified barrier that disproportionately affects people with limited financial resources and transportation options: reliable access to essential destinations.

The project will primarily benefit low-income residents and other transportation-disadvantaged populations in rural Mason County, including seniors, people with disabilities, residents using mobility devices, and households without reliable personal transportation. Rural distance and limited transportation options can compound socioeconomic barriers by making healthcare, behavioral health and recovery services, nutritious food, employment, social services, and other essential resources difficult to reach.

FEED NEEDS will reduce these barriers through fare-free shared demand-response transportation, rural first-mile/last-mile connections, expanded service availability including identified Sunday/service-hour gaps, and transportation to essential services. Connecting residents to existing Mason Transit Authority services whenever practical will further expand mobility without unnecessarily duplicating existing public transportation.

The project also provides a transportation alternative to individual automobile trips for residents who otherwise may depend on informal or unreliable transportation. Shared rides and coordinated routing will improve vehicle utilization while expanding community access.

These benefits respond directly to transportation barriers documented in the draft 2026 Peninsula Human Services Transportation Plan, including difficulty reaching existing transit, rural service gaps, accessibility limitations, and long-distance travel to health and human services.

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:

Our organization has developed this project through direct service, resident feedback, and coordination with Mason Transit Authority and Peninsula RTPO. Our distributions, deliveries, outreach, and transportation services regularly identify barriers to food, healthcare, transit, and other essential services. Community and regional input shaped the project's focus on rural demand-response, Sunday service, first/last-mile connections, and accessibility. Rider and partner feedback will continue guiding service improvements.

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	✓	Mason County Population Density Map ? U.S. Census Bureau population density data illustrating the rural character and population distribution of the FEED NEEDS proposed demand-response service area in Mason County, Washington.	Mason County Density Map.pdf	pdf	348 KB	09/02/2026 06:36 PM
Service area map	✓	FEED NEEDS Rural Community Access & Mobility Service Area Map ? Proposed countywide Mason County demand-response transportation service area, including rural communities, major transportation corridors, and connections to essential services.	Rural Community Access Mobility Service Area Map.pdf	pdf	27 KB	09/02/2026 06:38 PM
Required for new nonprofit applicants only						
501(c) IRS Letter of Determination		IRS 501(c)(3) Determination Letter ? Official Internal Revenue Service determination confirming FEED NEEDS? recognition as a tax-exempt charitable organization under Section 501(c)(3) of the Internal Revenue Code.	FEED NEEDS Tax Determination Letter.pdf	pdf	109 KB	09/02/2026 06:39 PM
WA Utilities & Transportation Commission (UTC) Certification (required for new nonprofit applicants that are direct service providers)		WUTC Lookup of Pending FEED NEEDS certificate.	WSDOT Verification.pdf	pdf	80 KB	09/05/2026 01:50 PM
Conditionally required						
Indirect costs documentation - de minimis rate self-certification; negotiated indirect cost rate letter from cognizant agency; or a cost allocation plan		FEED NEEDS De Minimis Indirect Cost Rate Self-Certification ? Organizational certification documenting FEED NEEDS? election to use the applicable de minimis indirect cost rate for the 2027?2029 WSDOT Consolidated Grant project and commitment to proper cost allocation, documentation, and prevention of duplicate charging.	de minimis indirect-cost rate self-certification.pdf	pdf	1 MB	09/03/2026 06:36 AM
In-kind match valuation proposal (required for operating & mobility management projects that are proposing to use in-kind as matching funds)						
Procurement policy (required for new applicants or existing grantees without a current policy on file with WSDOT if this project includes the procurement of services or capital assets)		FEED NEEDS PROCUREMENT POLICY	FEED NEEDS PROCUREMENT POLICY.docx	docx	172 KB	09/05/2026 02:16 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						
Letter of concurrence (for projects that operate in multiple planning regions)						
Letters of support (combine into one file attachment)						
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*:	Adam Maldonado First Name Last Name
Title*:	Executive Director
Date*:	09/02/2026

FEED NEEDS
221 E Road of Tralee
Shelton, WA 98584
206-458-5044 | adam@feed-needs.org

September 3, 2026

Washington State Department of Transportation
Public Transportation Division

RE: De Minimis Indirect Cost Rate Self-Certification — 2027–2029 Consolidated Grant

To Whom It May Concern:

FEED NEEDS hereby elects and self-certifies use of the applicable **de minimis indirect cost rate** for its WSDOT 2027–2029 Consolidated Grant project, **FEED NEEDS Rural Community Access & Mobility**.

FEED NEEDS does not currently have a federally negotiated indirect cost rate agreement. The organization will apply the de minimis indirect cost rate only to eligible costs and in accordance with applicable federal requirements, WSDOT grant requirements, and the approved project budget.

FEED NEEDS will maintain adequate accounting records supporting the calculation and allocation of indirect costs and will ensure that costs recovered through the indirect cost rate are not also charged directly to the project.

I certify that the information provided above is true and accurate and that I am authorized to make this certification on behalf of FEED NEEDS.

Sincerely,

Adam Maldonado
Executive Director
FEED NEEDS

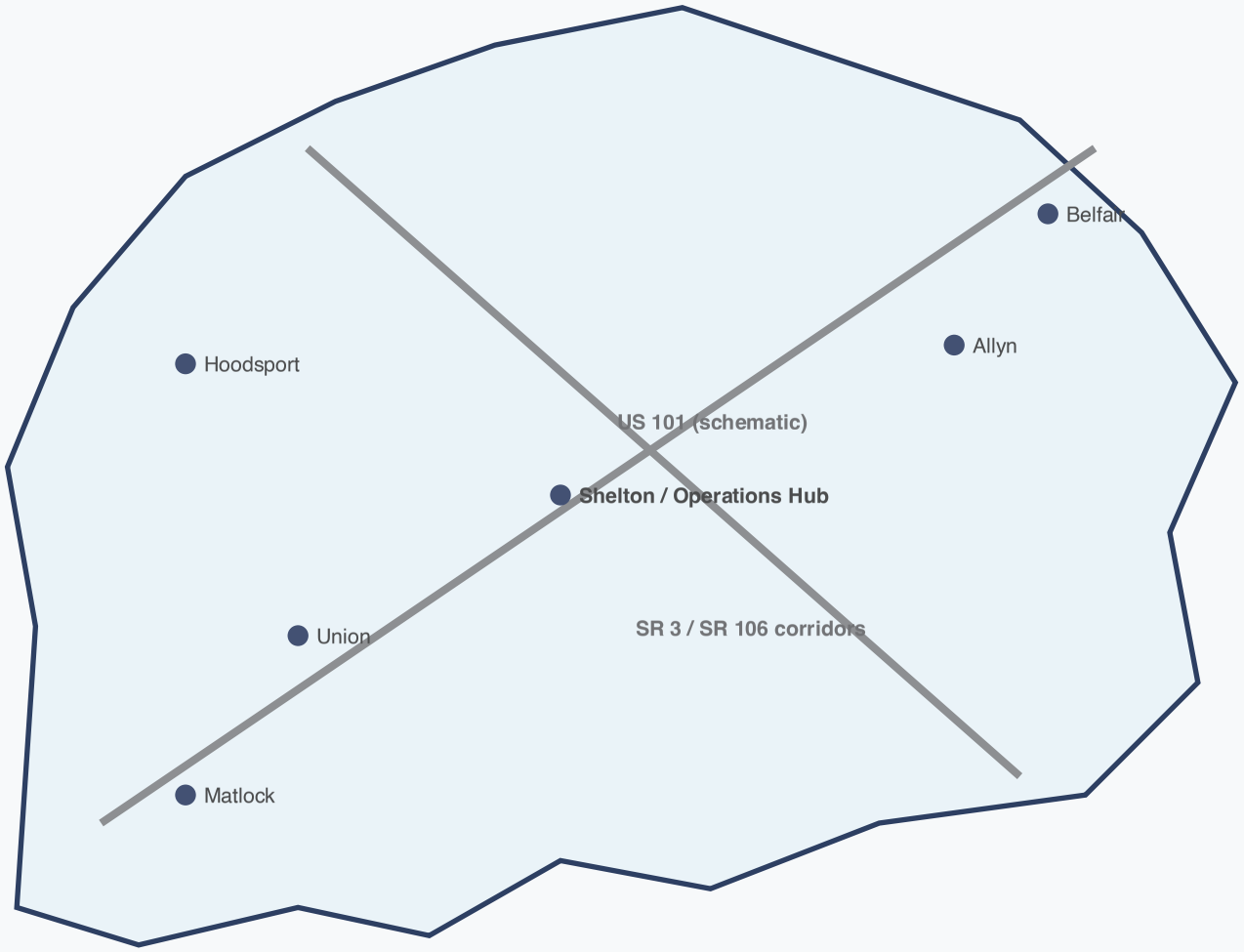
Signature: 

Date: September 1, 2026

FEED NEEDS Rural Community Access & Mobility

Proposed Service Area - Mason County, Washington

COUNTYWIDE DEMAND-RESPONSE SERVICE AREA



Conceptual service-area exhibit - not a fixed-route map

Service Concept

- Primary area: Mason County
- Rural demand-response
- Sunday/service-hour gaps
- First/last-mile connections
- Seniors & people with disabilities
- Low-income / transportation-disadvantaged
- Connections to MTA and essential services

Major destinations

- Transit connections
- Healthcare
- Food/resource access
- Behavioral health/recovery
- Employment & social services

Prepared for WSDOT 2027-2029 Consolidated Grant application

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

Date:
11/26/2024
Employer ID number:
33-1971105
Person to contact:
Name: C. Potts
ID number: 2987614
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:
November 19, 2024
Contribution deductibility:
Yes
Addendum applies:
No
DLN:
26053726003504

FEED NEEDS
C/O ADAM MALDONADO
221 E ROAD OF TRALEE
SHELTON, WA 98584

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.

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.

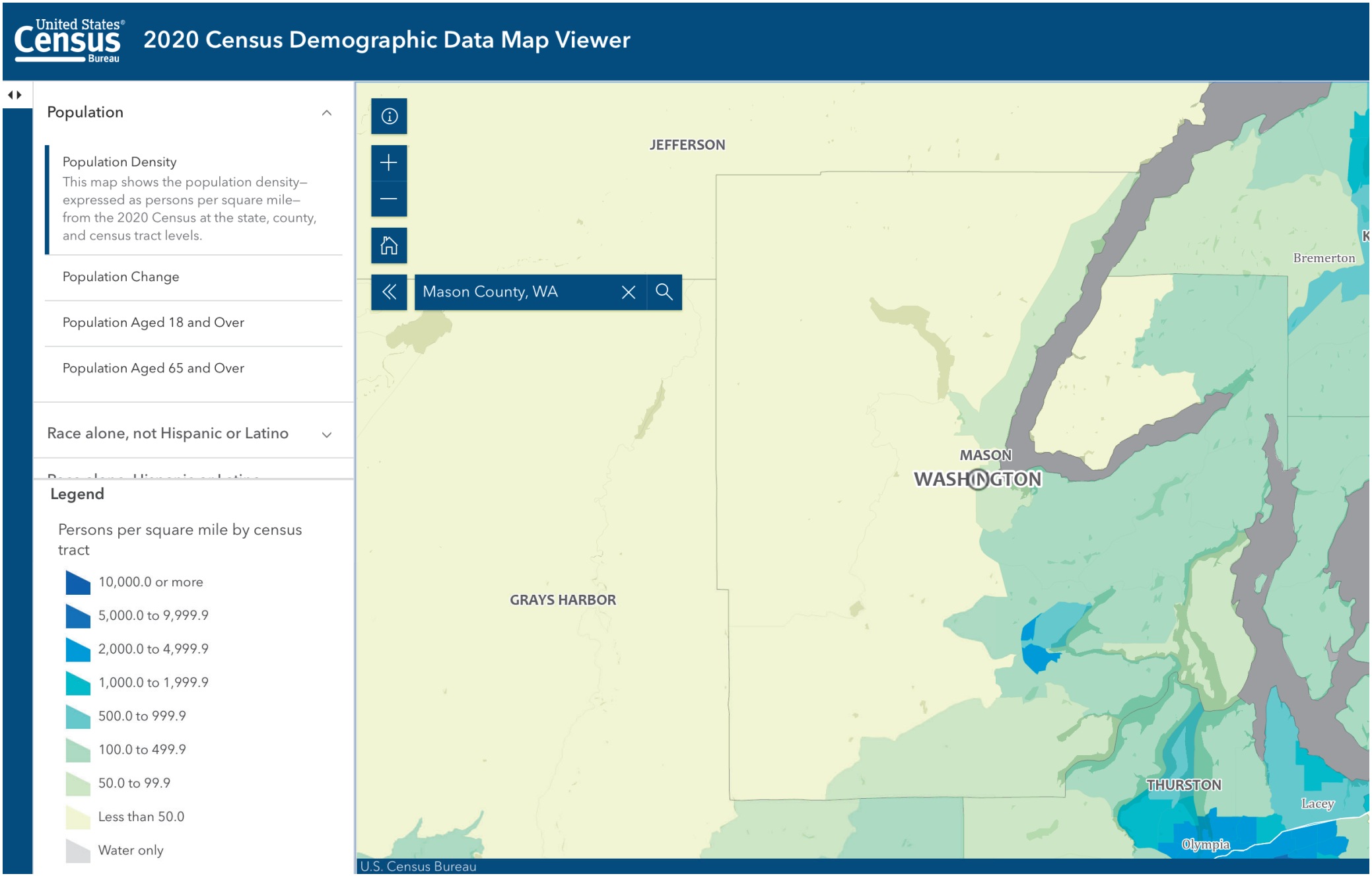
If we indicated at the top of this letter that an addendum applies, the enclosed addendum is an integral part of this letter.

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


United States Census Bureau
2020 Census Demographic Data Map Viewer
Population
Population Density
This map shows the population density—expressed as persons per square mile—from the 2020 Census at the state, county, and census tract levels.
Population Change
Population Aged 18 and Over
Population Aged 65 and Over
Race alone, not Hispanic or Latino
Legend
Persons per square mile by census tract
10,000.0 or more
5,000.0 to 9,999.9
2,000.0 to 4,999.9
1,000.0 to 1,999.9
500.0 to 999.9
100.0 to 499.9
50.0 to 99.9
Less than 50.0
Water only
Mason County, WA
JEFFERSON
MASON
WASHINGTON
GRAYS HARBOR
THURSTON
Bremerton
Lacey
Olympia
U.S. Census Bureau

Select Language ▼

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UTC
Washington Utilities and Transportation Commission

Site Search Companies Search Dockets Search

UTC Company Details

Feed Needs

Basic Information

UTC ID	Company Name	UBI	DBA(s)	Industries (code)	Status
51408	Feed Needs	605647410		Motor Freight Carrier (200)	Pending

Company Contacts

Contact Type	Name	Title	Phone	Fax	Email
Primary	Adam Maldonado		206-458-5044		adam@feed-needs.org

Company Address

Address Type	Address
Mailing Address	221 E Road of Tralee, Shelton, WA 98584

Permits / Industry

Code	Industry	Status	USDOT	Active Permit(s)	Perm or Temp

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