Peninsula RTPO
2026 Consolidated Grants Project

Project Name: **41507 - Suquamish Connector Service Plan Application Details**

Organization Name: Suquamish Indian Tribe of the Port Madison Reservation

Contact Name: Angela Flemming

Project Description

Two-year, community-led planning project to design the Suquamish Connector, Suquamish Tribe's first public transit service: rider and community engagement, an alternatives analysis of routes, spans and fares, a Kitsap Transit connection plan, an asset management plan, and an implementation preferred option with capital & operating cost estimates.

Project Funding Summary

Total Project Cost	$ 240,000
Grant Request	$ 228,000
Match Amount	$ 12,000

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

The Tribe has no transit plan beyond a stub entry in its draft LRTP and has never designed public transit with its own community. Village center to the Tribe's Poulsbo health campus is 6.3 road miles, but the weekday transit trip takes roughly two and a half hours on two buses with a 96-minute outdoor wait; no fixed-route service runs on Saturdays; Route 92, which once served the reservation, was suspended in 2020 and never restored; and ACCESS paratransit requires up to seven days' notice, while our community needs daily connectivity. Approximately 22.33% of reservation residents are 65 or older (versus 19.65% countywide and 16.62% statewide); no fewer than 90 reservation households have no vehicle available. This need was identified through the Tribe's LRTP planning process and is corroborated by the Kitsap County Area Plan on Aging (in which transportation is the number-one need identified by adults with disabilities), the PRTPO Human Services Transportation Plan, and the Kitsap Public Health District's 2024 community health assessment. Without this planning phase, any future Suquamish Connector service would launch without a community-directed route, span, or fare design, and without an asset management plan to sustain it past the first grant cycle.

Special Needs Transportation

This project advances equitable access to transportation by planning the Suquamish Connector, the Tribe's first public transit service, through a two-year, community-led process. Using targeted outreach, surveys, listening sessions, and rider engagement, the Tribe will evaluate route options, service hours, connections, fares, and accessibility needs to develop an implementation-ready transit plan. The project addresses significant transportation gaps that currently limit access to health care, employment, education, and essential services. Special populations servedinclude older adults, people with disabilities, low-income residents, youth, tribal members, and others without reliable transportation, with a particular focus on meeting the mobility needs of elders, who comprise 22.33% of reservation residents.

Benefits to Vulnerable Populations in Overburdened Communities

The applicant is the Suquamish Tribe, a federally recognized tribe, and the project serves the Port Madison Indian Reservation. Approximately 22.33 percent of reservation residents are 65 or older, compared with 19.65 percent in Kitsap County and 16.62 percent statewide; at least 90 reservation households have no vehicle; and 268 tribal households live in the reservation's housing complexes near the village center. Transportation is the top need identified by adults with disabilities in the Kitsap County Area Plan on Aging. Today the weekday transit trip from the village to the Tribe's Poulsbo health facilities takes roughly two and a half hours on two buses for 6.3 road miles, there is no Saturday fixed-route service, and the route that once served the reservation was suspended in 2020 and not restored. Inclusive outreach in planning: This project is designed to be led by the people it affects: engagement is structured around elders, students, tribal employees, and health-program participants, and the budget funds translation, interpretation, large-print and plain-language materials, and in-person, paper-based participation so that the residents least likely to be reached online shape the service.

Coordination Efforts

The Suquamish Tribe's transit needs are identified in the Peninsula Regional Transportation Planning Organization (PRTPO) Coordinated Public Transit - Human Services Transportation Plan (2022, amended December 2024), the coordinated plan for the region that includes Kitsap County. The 2026 draft update carries the same direction in chapters 4 and 5 with strategies including how existing transportation does not meet everyone's needs, the access people lose when transportation is not available, and how vital planning to reduce unmet needs is. The planning grant will assess and analyze existing gaps and unmet transportation needs. Suquamish will connect with other providers/programs like the Kitsap Transit Connector and Access and regional entities like Peninsula RTPO to better understand the existing network and how Suquamish Tribe's unmet needs might be met through the Tribe's capacity. Internally, the Tribe will also coordinate with its Elder Van fleet and the Community Rides pilot so that the three services complement rather than overlap one another. The project reflects a community process of coordination and input. The need was identified through the Tribe's Long-Range Transportation Plan process and corroborated by the Kitsap County Area Plan on Aging, the PRTPO HSTP, and the Kitsap Public Health District's 2024 community health assessment; and the project itself is built around a two-round community engagement program reaching elders, students, tribal employees, and health-program participants.

Multimodal Partnerships

Walking, biking, driving and many modes are necessary for people to get around our community. Highway 305 is a dangerous corridor that poses safety risks, particularly during peak ferry traffic times. This planning grant will analyze unmet transportation needs but part of that is understanding how and why people move throughout the community or also why they don't (i.e. safety, access to multi-modal options, etc.). Furthering our understanding of these multi-modal gaps, will allow Suquamish Tribe to better plan capacity around meeting those unique needs which could look like active transportation programming, vanpool programming, fixed routed service, rideshare availability and allowing people to get where they need to go with access to the modes they require.

Measurement of Project Success

41507 - Suquamish Connector Service Plan

Application Details

Funding Opportunity:	38337-2027-2029 Consolidated Grant Program - Planning
Funding Opportunity Due Date:	Sep 9, 2026 3:01 PM
Program Area:	Consolidated Grant Program
Status:	Under Review
Stage:	Final Application
Initial Submit Date:	Sep 9, 2026 1:21 PM
Initially Submitted By:	Angela Flemming
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Active User*:	Yes
Type:	External User
Name:	Salutation Angela First Name Middle Name Flemming Last Name
Title:	Senior Grants Manager
Email*:	aflemming@suquamish.nsn.us
Address*:	18490 Suquamish Way NE PO Box 498 Suquamish City Washington State/Province 98392- Postal Code/Zip
Phone*:	(360) 394-8459
Fax:	(360) 598-3311
Comments:	

Organization Information

Status*:	Approved
Legal Name*:	Suquamish Indian Tribe of the Port Madison Reservation
DBA Name*:	The Suquamish Tribe
Organization Type*:	Tribe
Organization Website:	http://www.suquamish.nsn.us (Please enter http://... for this field)
Vendor ID:	SW00123670 0
SAM UEI #:	DJYSH2AJVUX5
Physical Address*:	18490 Suquamish Way NE

	Suquamish Washington 98392-0498 City State/Province Postal Code/Zip
Mailing Address*:	PO Box 498
	Suquamish Washington 98392-0498 City State/Province Postal Code/Zip
Remit to Address*:	PO Box 767
	Suquamish Washington 98392-0767 City State/Province Postal Code/Zip
Phone*:	(360) 934-8430 Ext.
Fax:	
Fiscal Year End Last day of*:	December
Indirect Cost Rate:	40.23%
IDR Expiration Date:	12/31/2023

Organization Contact Information

Organization Contact Information

Organization Director*:	Catherine Edwards First Name Last Name Executive Director catherineedwards@suquamish.nsn.us Title Email Address
Applicant Contact*:	Angela Flemming First Name Last Name Senior Grants Manager aflemming@suquamish.nsn.us Title Email Address
Project Contact:	Catherine Edwards First Name Last Name Executive Director catherineedwards@suquamish.nsn.us Title Email Address

Summary of Project Information

Summary of Project Information

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
*: 23

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).

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*:

Two-year, community-led planning project to design the Suquamish Connector, Suquamish Tribe's first public transit service: rider and community engagement, an alternatives analysis of routes, spans and fares, a Kitsap Transit connection plan, an asset management plan, and an implementation preferred option with capital & operating cost estimates.

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*:

This project completes the WSDOT-fundable balance of the Tribe's Long-Range Transportation Plan (LRTP) Project 25:
● Community engagement - rider surveys, listening sessions, and outreach to tribal employees, elders, health and human-services participants, and school families.
● Alternatives analysis - route, span, and fare-policy options; stop and storage siting on trust land; and connections to Kitsap Transit's network.
● Cost estimates for the preferred option, benchmarked against comparable tribal and regional operating-cost data.
● A preferred, implementation-ready option documented to carry LRTP Project 25 forward for future funding.
● A transit asset management plan, NTD data-capture procedures, and PRTPO/Human Services Transportation Plan entry.
● A performance baseline for WSDOT's next-biennium application.
A separate FTA Tribal Transit Program application, if awarded, funds the Suquamish Connector's vehicles, stops, storage, dispatch technology, and first year of operations. This project has independent value whether or not the Tribe's FTA application is funded: it produces the same deliverables either as a refinement of a service already underway or as the readiness work for the Tribe's next transit funding cycle.

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*:

The Tribe has no transit plan beyond a stub entry in its draft LRTP and has never designed public transit with its own community. Village center to the Tribe's Poulsbo health campus is 6.3 road miles, but the weekday transit trip takes roughly two and a half hours on two buses with a 96-minute outdoor wait; no fixed-route service runs on Saturdays; Route 92, which once served the reservation, was suspended in 2020 and never restored; and ACCESS paratransit requires up to seven days' notice, while our community needs daily connectivity.
Approximately 22.33% of reservation residents are 65 or older (versus 19.65% countywide and 16.62% statewide); no fewer than 90 reservation households have no vehicle available.
This need was identified through the Tribe's LRTP planning process and is corroborated by the Kitsap County Area Plan on Aging (in which transportation is the number-one need identified by adults with disabilities), the PRTPO Human Services Transportation Plan, and the Kitsap Public Health District's 2024 community health assessment. Without this planning phase, any future Suquamish Connector service would launch without a community-directed route, span, or fare design, and without an asset management plan to sustain it past the first grant cycle.

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:

This project advances equitable access to transportation by planning the Suquamish Connector, the Tribe's first public transit service, through a two-year, community-led process. Using targeted outreach, surveys, listening sessions, and rider engagement, the Tribe will evaluate route options, service hours, connections, fares, and accessibility needs to develop an implementation-ready transit plan. The project addresses significant transportation gaps that currently limit access to health care, employment, education, and essential services. Special populations served include older adults, people with disabilities, low-income residents, youth, tribal members, and others without reliable transportation, with a particular focus on meeting the mobility needs of elders, who comprise 22.33% of reservation residents.

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*:

The project will be led by Catherine Edwards, Executive Director, who serves as Project Director. Angela Flemming serves as the project's point of contact within the Tribe's Research & Strategic Development department, which developed the Tribe's 2026 transit strategy and its current transportation funding applications. The Project Director, will oversee the project and contract needed support services using standard federal procurement procedures, including open competitive bidding.
The Tribe's capacity to manage transportation projects, budgets, and grant funding is well established. Under its self-governance authority, the Tribe administers federal programs directly, along with federal, state, and foundation awards managed to OMB Uniform Guidance and federal standards. The Tribe administers public infrastructure and development projects, including contracts with the Washington State Department of Commerce, and is equally well equipped to coordinate transportation services for community members in need. The Tribe has had no audit findings in the past three years and maintains a high standard of excellence across all of its programs - public health, public safety, and infrastructure planning and development - in coordination with its service partners.

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?*: Yes

Choose the grant program(s)*:

Tribal Transit Mobility

Select *Other* to indicate any local, state, or federal funding requests, not through WSDOT Public Transportation Division

If *Other* is chosen above, enter the name(s) of the applicable grant program(s).

Other grant program(s):

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	Table 4; page 14	2022 HSTP: (Table 4, p. 14); documents through its rider survey that 54 percent of respondents need a ride but one is not available and that 86 percent of respondents have disabilities (p. 29); and adopts the strategy to expand coordination with tribal transit providers and tribal health systems (Strategy IV, p. 35).
Peninsula RTPO	4-2	Available transportation services don't meet everyone's needs. This planning project will result in analysis of the Tribe's capacity to meet currently unmet transportation needs.
Peninsula RTPO	4.2	People living an independent lifestyle lose the ability to drive and that loss of independence is especially hard for rural residents and Tribal elders living on the Suquamish reservation. This project would explore how the Tribe can meet unique community transportation needs and gaps.
Peninsula RTPO	5-3	Strategy 5b: b. Explore innovative rural service measures for their value in increasing access to existing services, such as on-demand micro-transit ?collect and connect? service with timed connections to fixed-route service, or other measures tailored to meet specific rural mobility needs in the Peninsula region.
Peninsula RTPO	2024	The project reflects a community process of coordination and input. The need was identified through the Tribe's Long-Range Transportation Plan process and corroborated by the Kitsap County Area Plan on Aging, the PRTPO HSTP, and the Kitsap Public Health District's 2024 community health assessment; and the project itself is built around a two-round community engagement program reaching elders, students, tribal employees, and health-program participants.
Peninsula RTPO	4-3	Long distance travel can be hard. Currently, Suquamish Tribal members are seeking to get to different housing developments and longer destinations like Poulsbo. A large portion of the community does not have a vehicle, and no public transportation service is available within the main corridor. Planning analysis will identify these needs and gaps and what capacity will be necessary to fill in those gaps.
Peninsula RTPO	5-3	Plan how to improve service and address unmet needs.
Peninsula RTPO	5-4	Explore the potential for vehicle sharing and vehicle-maintenance-as-a-service agreements, with a particular focus on the vehicle maintenance needs of tribal, non-profit, non-traditional, or community-based transportation service providers without inhouse maintenance resources. With greater analysis of the transportation needs, Suquamish is considering all potential options to meet those unmet needs.

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*:

The Suquamish Tribe's transit needs are identified in the Peninsula Regional Transportation Planning Organization (PRTPO) Coordinated Public Transit - Human Services Transportation Plan (2022, amended December 2024), the coordinated plan for the region that includes Kitsap County. The 2026 draft update carries the same direction in chapters 4 and 5 with strategies including how existing transportation does not meet everyone's needs, the access people lose when transportation is not available, and how vital planning to reduce unmet needs is. The planning grant will assess and analyze existing gaps and unmet transportation needs. Suquamish will connect with other providers/programs like the Kitsap Transit Connector and Access and regional entities like Peninsula RTPO to better understand the existing network and how Suquamish Tribe's unmet needs might be met through the Tribe's capacity. Internally, the Tribe will also coordinate with its Elder Van fleet and the Community Rides pilot so that the three services complement rather than overlap one another.

The project reflects a community process of coordination and input. The need was identified through the Tribe's Long-Range Transportation Plan process and corroborated by the Kitsap County Area Plan on Aging, the PRTPO HSTP, and the Kitsap Public Health District's 2024 community health assessment; and the project itself is built around a two-round community engagement program reaching elders, students, tribal employees, and health-program participants.

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*:

Walking, biking, driving and many modes are necessary for people to get around our community. Highway 305 is a dangerous corridor that poses safety risks, particularly during peak ferry traffic times. This planning grant will analyze unmet transportation needs but part of that is understanding how and why people move throughout the community or also why they don't (i.e. safety, access to multi-modal options, etc.). Furthering our understanding of these multi-modal gaps, will allow Suquamish Tribe to better plan capacity around meeting those unique needs which could look like active transportation programming, vanpool programming, fixed routed service, rideshare availability and allowing people to get where they need to go with access to the modes they require.

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
Contracted Services - Other		$0.00	$211,300.00	0.00%	$0.00	-100.00%
Access Services		$0.00	$8,650.00	0.00%	$0.00	-100.00%
Project Supplies		$0.00	$6,500.00	0.00%	$0.00	-100.00%
Training		$0.00	$4,330.00	0.00%	$0.00	-100.00%
Other	Meeting spaces, public notices, engagement	$0.00	$9,220.00	0.00%	$0.00	-100.00%
		$0.00	**$240,000.00**		**$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: Other	Cash	$0.00	$12,000.00	$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: 0.00%

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

Variances:

Other Sources and In-Kind Match

Other Sources*:

Match: $12,000 (5%) in cash from tribal general funds - a non-federal source not pledged as match under, or charged to, any other award. No in-kind contribution and no donated staff time is pledged. Tribal Council authorized the match by ceiling (not to exceed 5% of total project cost and in no event more than $13,250) and capped total project cost at $265,000.

Are you using in-kind match?*: No

Other Support

Other Support:

Budget Development Methodology

Budget development methodology*:

The project cost was derived two independent ways and reconciled, following the cost-estimating instruction in the Tribe's own Long-Range Transportation Plan (LRTP §5.2 and Appendix A, May 2026 draft amendment), which states its estimates in 2024 dollars and directs that they be updated for inflation as projects advance.

Bottom-up. Eight priced consultant tasks (table below) plus four non-consultant lines, benchmarked against the Tribe's own May 2026 procurement for a comparable but narrower engagement - a transportation planning consultant for

Suquamish Connector Service Plan - Budget Narrative - Page 2

a single-pilot-route operations and transportation plan, capped at $60,000 for a five-month period. That contract is separate from this project and does not extend into the 2027-2029 period; it is used only as a real, sourced unit-cost reference. The benchmark is stated in 2026 dollars, so every line was escalated to the project's midpoint (July 1, 2028) at four percent per year, with three and five percent as the band. Result: $235,500 to $244,800, central case $240,116.

Top-down. LRTP Table 5-1 prices Project 25, the Tribe's transit feasibility study and master plan, at $250,000 in 2024 dollars. Escalated to the same midpoint, adjusted downward for engagement scope already funded by other awards, and read under the assumption least favorable to a higher figure, the top-down yields $219,900 to $240,000.

Convergence. The two derivations overlap between $235,500 and $240,000. The request is set at $240,000, the top of that band and the bottom-up central case rounded to whole thousands. This remains a planning-level estimate rather than a priced quote; the Tribe has not yet run the procurement for this project's consultant, and the Contracted Services line should be replaced with a not-to-exceed contract amount once a consultant is selected.

Summary

July 1, 2027 - June 30, 2029

Total Expenses: $240,000.00

Match Total: $12,000.00

Requested Amount: $228,000.00
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?*: No

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:

The regional-alignment points for this project are its Kitsap Transit connection plan and its entry of the Tribe's unmet needs into the PRTPO Human Services Transportation Plan. The baselines the plan is designed to move are the reservation's bus-commute mode share (0.72% of workers versus 1.41% countywide) and the village-to-CARES weekday transit travel time (approximately 2.5 hours each way, with no Saturday service today).

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*:

The applicant is the Suquamish Tribe, a federally recognized tribe, and the project serves the Port Madison Indian Reservation. Approximately

22.33 percent of reservation residents are 65 or older, compared with 19.65 percent in Kitsap County and 16.62 percent statewide; at least 90 reservation households have no vehicle; and 268 tribal households live in the reservation's housing complexes near the village center. Transportation is the top need identified by adults with disabilities in the Kitsap County Area Plan on Aging. Today the weekday transit trip from the village to the Tribe's Poulsbo health facilities takes roughly two and a half hours on two buses for 6.3 road miles, there is no Saturday fixed-route service, and the route that once served the reservation was suspended in 2020 and not restored.

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:

This project is designed to be led by the people it affects: engagement is structured around elders, students, tribal employees, and health-program participants, and the budget funds translation, interpretation, large-print and plain-language materials, and in-person, paper-based participation so that the residents least likely to be reached online shape the service.

Tribal Support

Is this project directly operated by a tribe?*: Yes

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	✓	Suquamish population density map	WSDOT-Suquamish-Connector-Population-Density-Map_Final.pdf	pdf	46 KB	09/09/2026 10:50 AM
Service area map	✓	Suquamish Service area map	WSDOT-Suquamish-Connector-Service-Area-Map_Final.pdf	pdf	40 KB	09/09/2026 10:50 AM
Required for new nonprofit applicants only						
501(c) IRS Letter of Determination						
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						
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)						
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	Budget Narrative	WSDOT-Suquamish-Connector-Budget-Narrative_Final.pdf	pdf	103 KB 09/09/2026 10:53 AM

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*: Catherine Edwards
First Name Last Name

Title*: Executive Director

Date*: 09/09/2026

Budget Narrative

Suquamish Connector Service Plan

WSDOT Consolidated Grant Program (Planning) and Tribal Transit Mobility Grant Program, 2027–2029 Biennium

Suquamish Tribe — Research & Strategic Development

This narrative supports the Budget section of the application. It states the single project cost that governs the Tribe's two WSDOT filings for this project, explains how each line was derived, and shows how the same budget is presented under each program's match rule. Project period: July 1, 2027 – June 30, 2029 (two years). All figures are whole dollars.

Budget Summary

Category	Amount
Contracted Services – Other	$211,300
Access Services	$8,650
Project Supplies	$6,500
Training	$4,330
Other	$9,220
Total Direct Costs	**$240,000**
Indirect Costs	$0
TOTAL PROJECT COST	**$240,000**

One Project, Two Presentations

At WSDOT's suggestion, the Tribe is filing this planning project in both the Consolidated Grant Program and the Tribal Transit Mobility Grant Program. The scope, deliverables, period, and total project cost are identical in both applications; only the funding split differs, because the Consolidated Grant Program requires a five percent local match for planning projects and the Tribal Transit Mobility program requires none. No cost will be charged to more than one award, and the Tribe will accept an award under one program only unless WSDOT concurs in writing to a braided arrangement within the authorized ceiling.

	Consolidated Grant Program	Tribal Transit Mobility
Total project cost	$240,000	$240,000
Grant request	**$228,000 (95%)**	**$240,000 (100%)**
Local match	$12,000 (5%) — cash, tribal general funds	$0 — none required

	Consolidated Grant Program	Tribal Transit Mobility
In-kind match	$0 — none pledged	$0
Scalable minimum	$180,000	$180,000
Application deadline	3:00 p.m., Sept. 9, 2026	3:00 p.m., Sept. 17, 2026

Match source (Consolidated Grant Program only): $12,000 in cash from tribal general funds, a non-federal source not pledged as match under, or charged to, any other award. No in-kind contribution and no donated staff time is pledged. Tribal Council authorized this match by ceiling — not to exceed five percent of total project cost and in no event more than $13,250 — and capped total project cost under either program at $265,000.

Fiscal-Year Distribution

The consultant contract is a 24-month engagement billed monthly across the two state fiscal years, and the non-consultant lines support engagement activity that runs in both years. The budget is therefore distributed evenly between FY2028 and FY2029; there is no variance between years to explain.

Category	FY2028 (Jul 2027–Jun 2028)	FY2029 (Jul 2028–Jun 2029)	Total
Contracted Services – Other	$105,650	$105,650	$211,300
Access Services	$4,325	$4,325	$8,650
Project Supplies	$3,250	$3,250	$6,500
Training	$2,165	$2,165	$4,330
Other	$4,610	$4,610	$9,220
Total project cost	**$120,000**	**$120,000**	**$240,000**
Consolidated — grant request (95%)	$114,000	$114,000	$228,000
Consolidated — tribal cash match (5%)	$6,000	$6,000	$12,000

How the Figures Were Derived

The project cost was derived two independent ways and reconciled, following the cost-estimating instruction in the Tribe's own Long-Range Transportation Plan (LRTP §5.2 and Appendix A, May 2026 draft amendment), which states its estimates in 2024 dollars and directs that they be updated for inflation as projects advance.

Bottom-up. Eight priced consultant tasks (table below) plus four non-consultant lines, benchmarked against the Tribe's own May 2026 procurement for a comparable but narrower engagement — a transportation planning consultant for

a single-pilot-route operations and transportation plan, capped at $60,000 for a five-month period. That contract is separate from this project and does not extend into the 2027–2029 period; it is used only as a real, sourced unit-cost reference. The benchmark is stated in 2026 dollars, so every line was escalated to the project's midpoint (July 1, 2028) at four percent per year, with three and five percent as the band. Result: $235,500 to $244,800, central case $240,116.

Top-down. LRTP Table 5-1 prices Project 25, the Tribe's transit feasibility study and master plan, at $250,000 in 2024 dollars. Escalated to the same midpoint, adjusted downward for engagement scope already funded by other awards, and read under the assumption least favorable to a higher figure, the top-down yields $219,900 to $240,000.

Convergence. The two derivations overlap between $235,500 and $240,000. The request is set at $240,000, the top of that band and the bottom-up central case rounded to whole thousands. This remains a planning-level estimate rather than a priced quote; the Tribe has not yet run the procurement for this project's consultant, and the Contracted Services line should be replaced with a not-to-exceed contract amount once a consultant is selected.

Contracted Services – Other: $211,300

This line funds a contracted transportation planning consultant to complete the project's core deliverables: route, span, and fare-policy alternatives analysis; stop and storage siting; a transit asset management plan and National Transit Database procedures; coordination with Kitsap Transit; cost estimating for a preferred option; and community engagement across the two-year project period.

Scope of Work Activity	Cost Estimate	Output
Project initiation, existing-conditions and data review (LRTP, access-gap analysis, ACS baseline, regional partner plans)	$15,100	Confirmed project baseline and work plan; data inventory memorandum
Community engagement program: engagement design, surveys, listening sessions, and direct outreach to elders, students, tribal employees, and health-program participants (two rounds: pre-design and design review)	$38,900	Engagement plan; documented participation by constituency; survey results report; community input summary informing alternatives
Alternatives analysis: route alignments, service spans, deviation policies, and fare-policy options for a deviated fixed-route service	$42,600	Alternatives analysis report with evaluated service options and community-informed screening criteria

Scope of Work Activity	Cost Estimate	Output
Transit asset management plan and National Transit Database data-capture procedures	$29,200	Adopted transit asset management plan; NTD reporting procedures ready for implementation at service launch
Stop and secure vehicle storage siting analysis	$23,800	Siting analysis with recommended stop locations and storage site, including accessibility review
Preferred option service plan: capital and operating cost estimates and multi-year funding strategy	$28,100	Implementation-ready preferred service option with capital and operating cost estimates and a years two-through-five funding strategy
Kitsap Transit coordination and connection plan	$17,300	Connection plan linking the Connector to Kitsap Transit's regional network, with transfer points and schedule coordination approach
Final documentation and adoption support: consolidated service plan and presentation to Tribal Council	$16,300	Final Suquamish Connector Service Plan; Council presentation materials supporting adoption of the preferred option
Total — Contracted Services: Other	**$211,300**	

Access Services: $8,650

Translation, interpretation, and accessible-format production supporting the community engagement program across the two-year project period. The engagement process is designed to reach constituencies for whom standard written English materials are a barrier to participation: elders, community members with visual or cognitive disabilities, and households with limited English proficiency. Funds cover translation of surveys, meeting notices, and engagement summaries; interpretation at listening sessions and open houses where requested; and production of accessible formats — large print, plain-language versions, and screen-reader-compatible documents — for the project's key public-facing deliverables, including the alternatives analysis summary presented for community review. Because the disability rates documented in the project's needs analysis are central to the service's purpose, accessible engagement is a design requirement

for a community-led process, not an incidental cost. Planning-level estimate based on anticipated engagement volume.

Project Supplies: $6,500

Materials, printing, and supplies directly supporting community engagement events across the two-year period: printed surveys and collection materials for constituencies less likely to respond online (particularly elders), display boards and maps for listening sessions and open houses presenting route and service alternatives, sign-in and documentation materials supporting the participation reporting committed to in the project's success measures, and general event supplies. The same access barriers that limit transit use — and the documented digital divide among elder households — make in-person, paper-based participation channels essential to reaching the populations the service is being designed for. Planning-level estimate.

Training: $4,330

Training for tribal staff supporting the project's compliance and sustainability deliverables — National Transit Database reporting and transit asset management planning. Because this project produces the Tribe's first transit asset management plan and its first NTD data-capture procedures, tribal staff need baseline training in both frameworks to review, adopt, and implement the consultant-produced deliverables rather than merely receive them. Funds cover course registration and related training costs for the project staff identified in the Scope of Work. The deliverables are only as durable as the Tribe's internal capacity to maintain them after the grant period ends. Planning-level estimate.

Other: $9,220

Direct project costs not captured in the categories above: rental of accessible meeting spaces for community listening sessions and open houses at locations convenient to the constituencies being engaged; public notice and advertising for engagement events, including notices in tribal and local community publications; and mileage for tribal staff travel between engagement sites across the reservation and the Tribe's facilities in Suquamish, Poulsbo, and Silverdale. Smaller miscellaneous direct costs are combined in this line consistent with the application instructions. Planning-level estimate.

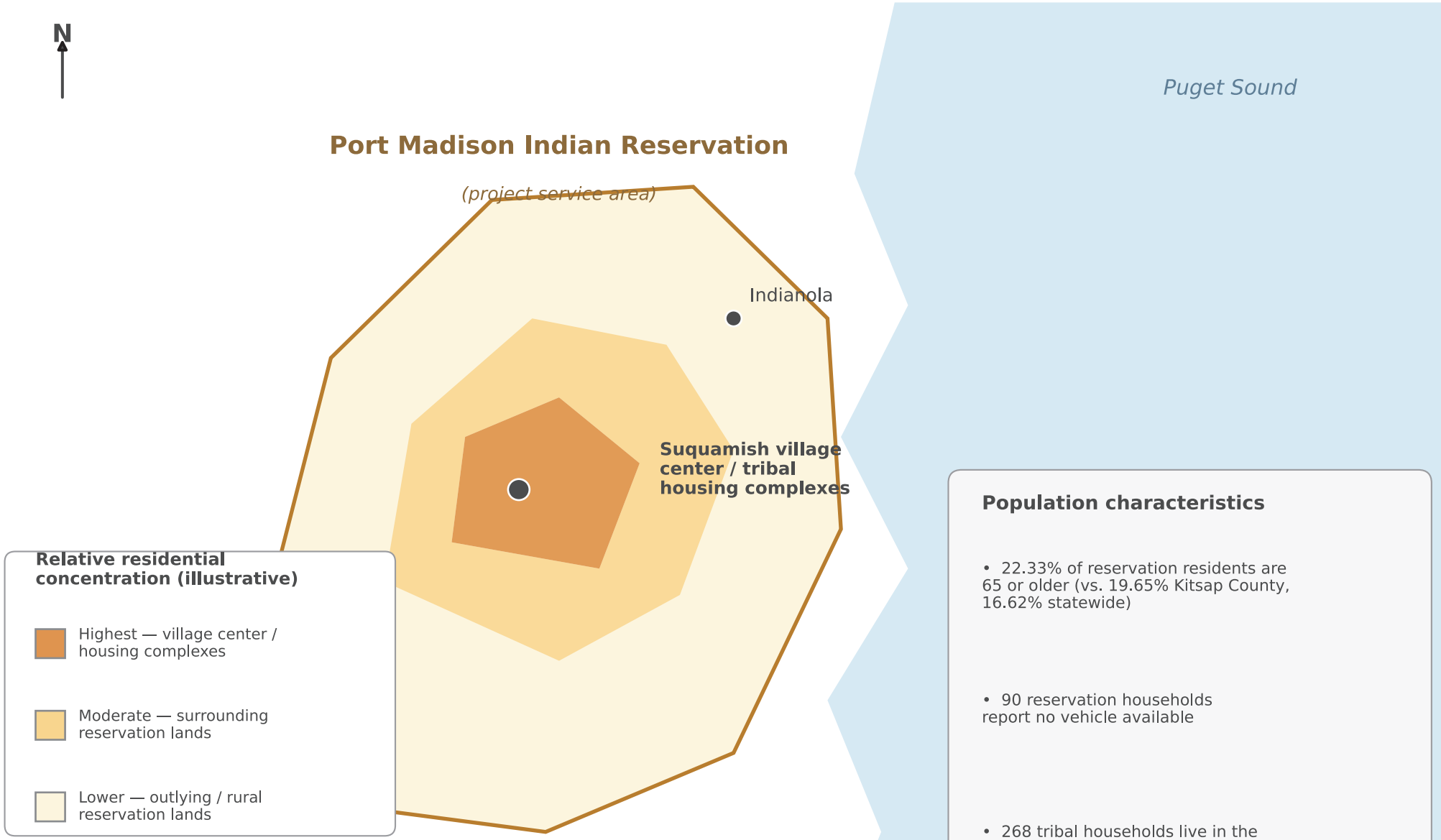
Indirect Costs: $0

The Tribe is not charging indirect costs to this project. The Tribe maintains a current negotiated indirect cost rate agreement (24.96%) with its federal cognizant agency; that rate applies to a base of salaries and fringe benefits, and this budget carries no direct labor line — contract oversight following procurement is minimal and is recovered through the Tribe's indirect cost pool across its programs generally, not charged to this grant. Consistent with the cost principles of 2 CFR Part 200, including the consistent-treatment requirement of § 200.403(d)

and the classification principle of § 200.412, the Tribe applies its approved rate methodology uniformly across all awards and accordingly charges no indirect costs to this project. Because no indirect is charged, indirect cost documentation is not required as an attachment. The full amount requested funds project deliverables.

One consequence for the Consolidated Grant Program: with no direct labor line, no tribal payroll is available to charge as match, so the five percent match is provided in cash from tribal general funds rather than as staff time.

Suquamish Connector Service Plan — Population Density / Demographic Context



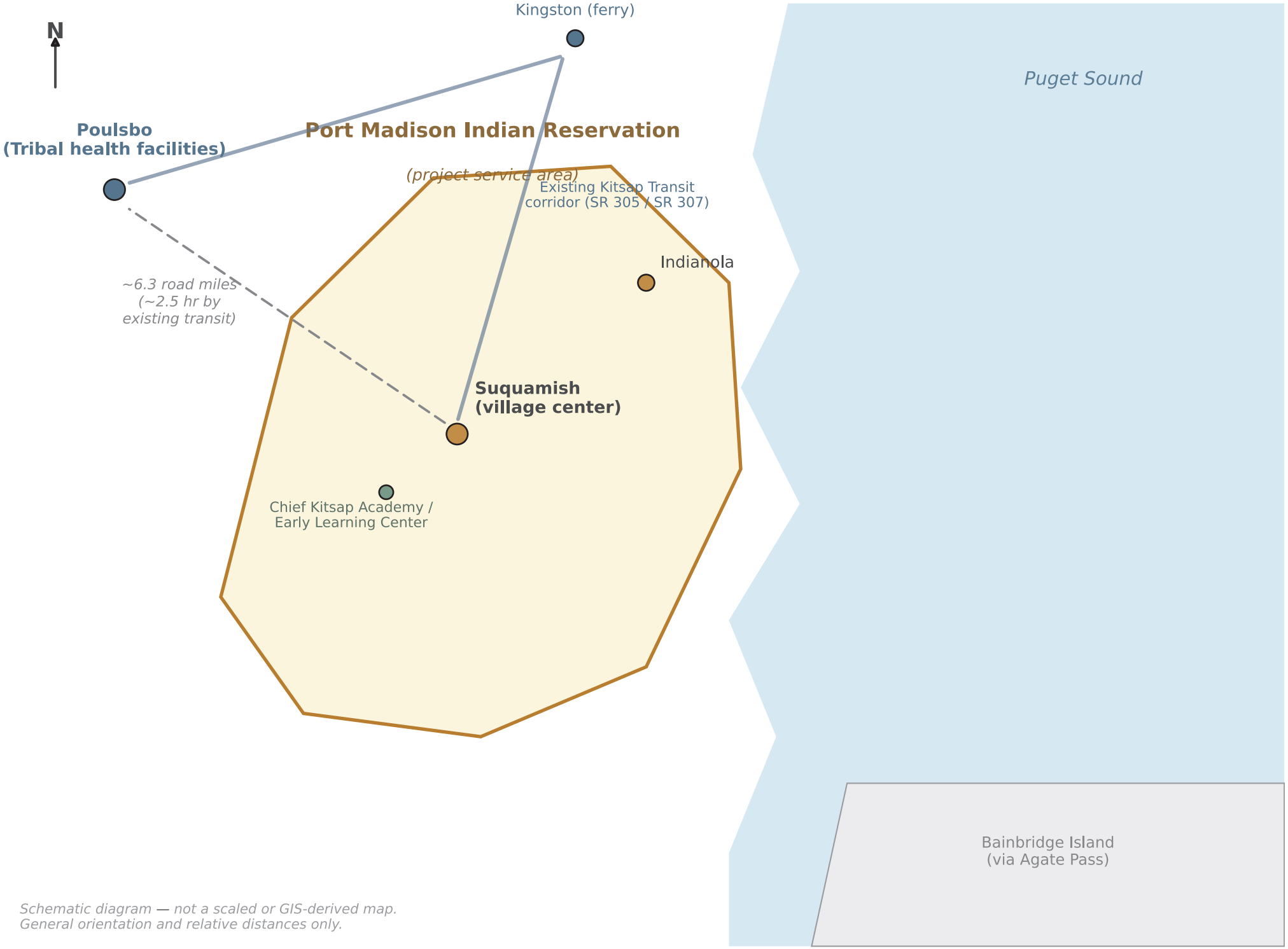
Population characteristics

- 22.33% of reservation residents are 65 or older (vs. 19.65% Kitsap County, 16.62% statewide)
- 90 reservation households report no vehicle available
- 268 tribal households live in the reservation's housing complexes, concentrated near the village center

Source: Kitsap CHNA (2024); Suquamish Tribal LRTP

Illustrative concentration map built from the Tribe's own demographic sources (CHNA, LRTP), not a Census-block GIS density layer. A block-level population density map can be generated with PRTPO/ WSDOT technical assistance per the application instructions, if a more precise map is required at GMS entry.

Suquamish Connector Service Plan — Service Area



Schematic diagram — not a scaled or GIS-derived map.
General orientation and relative distances only.