CHERRIOTS

2019-2021
SECTION 5310 (ODOT) FORMULA GRANT APPLICATION

FOR PROJECTS LOCATED WITHIN MARION AND POLK COUNTIES

DECEMBER 14, 2018

2019-2021 Section 5310(ODOT) Formula Grant Application
for Projects Located Within Marion and Polk Counties

INTRODUCTION

- Read the Cherriots *2019-2021 Section 5310(ODOT) Formula Grant Application Instructions* prior to completing this application.
- Each project submitted for funding consideration must have its own application.
- DO NOT submit the application for subrecipients on the "Funding Opportunities" section of the ODOT RPTD website. Only submit this application to Salem Area Mass Transit District (SAMTD) following the instructions referenced above.
- Selection criteria are detailed in the *Application Instructions*.
- This form must be filled out using the online form and submitted in Adobe .pdf format. Paper applications will NOT be accepted.
- Signature pages should be scanned and attached as separate pages to each application.

Submittal Checklist

Make sure

✓ Application is complete, signed, and dated

Submit

✓ Proof of agency status (template included in application packet)

✓ Maintenance Plan (if submitting an application for preventive maintenance)

A. ORGANIZATION INFORMATION

Name of Organization: Polk County, Family & Community Outreach Department

Employer Identification Number (EIN): 93-6002310

Contact Person: Brent DeMoe

Contact Person Title: Director

Address: 182 SW Academy Street, Dallas, OR 97338

Telephone: 503-932-7434

Email: demoe.brent@co.polk.or.us

Type of Organization (check one)

Government Agency	◉
Private Not-for-Profit	○
Other	○

Area of service (check one)

Inside Marion and Polk Counties	◉
Outside Marion and Polk Counties	○
Both inside and outside Marion and Polk Counties	○

Organization Days and Hours of Operation

Day	**Hours**
Sunday	-
Monday	8am-5pm
Tuesday	8am-5pm
Wednesday	8am-5pm
Thursday	8am-5pm
Friday	8am-5pm
Saturday	-
Please list any planned periods of service closure greater than 3 days (i.e., closed the week between Christmas Day and New Year's Day)	N/a

Total transportation program costs by year

FY18 (historical data, if applicable)	FY19 (projected, if applicable)	FY20 (projected)	FY21 (projected)
$ 29,000.00	$ 30,000.00	$ 160,000.00	$ 90,000.00

Risk Assessment

	Yes	No
Are any FTA-funded buildings that your transit agency owns located in a flood zone?	○	●
If yes, do you have flood insurance?	○	○
Did your agency have any turnover of management or financial staff in the last two years?	○	●
Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?	●	○
Does your agency have a system in place that will account for 100 percent of each employee's time?	●	○
Did your staff members attend required trainings and meetings during prior grant awards?	○	●
Was your agency audited by the Federal government in the past two years?	○	●
If yes, did the audit result in one or more audit findings?	○	○
Did your agency stay on budget in the past two years?	●	○

	Manual	Automated	Combined
What type of accounting system does your agency use?	○	○	●

B. PROJECT INFORMATION

Project Title (*will be used for reviewer reference and in public comment process. Example: Mobility Management for City of Utopia Transit Service)*

Fall City Direct Connect - VEHICLE REPLACEMENT

Project service area to be served (*indicate the geographic features that define your service area such as streets, rivers, or jurisdictional boundaries)*

North boundary	
West boundary	
South boundary	
East boundary	
Other general geographic area (i.e., within the City of Woodburn)	Within Polk County, with occ. service to Salem

Optional: please provide a map of your service area as a separate single page 8.5"x11" attachment.

Start date

07/01/19

Project Service Types (check all that apply) *What type of services will be supported with this Section 5310(ODOT) grant?*

A. Open to the general public at all times	☑
B. Open only to seniors and individuals with disabilities	☐
C. Demand response	☑
D. Open to the general public on a space-available basis	☐
E. Limited to defined clientele (i.e., group residential home)	☐
F. Deviated route	☐
G. Other (define):	☐

Project Type (check one) *Select the project type that you wish to include in your application.*

Project Type	Existing Service	New Service
A. Purchased service	☐	☐
B. Mobility Management	☐	☐
C. Replacement Vehicle(s)	☐	☑
D. Service Expansion and Right-sizing Vehicles	☐	☐
E. Preventive Maintenance	☐	☐
F. Equipment	☐	☐
G. Signs and Other Bus Stop Amenities	☐	☐
H. Passenger Shelters	☐	☐
I. Facilities (Bus Barns and Other Buildings)	☐	☐

Total Section 5310(ODOT) funds requested

$62,800.00

Total grant funds requested by year

	FY20	FY21
Section 5310 project	$62,800.00	$0.00

Scalable Section 5310(ODOT) Grant Request

You are strongly encouraged to request the full amount of funding that is needed for each project, including funding for new projects; however, funding is limited. Describe the scalability of your 5310(ODOT) funding request, how you scaled down your request and what aspects of the program would not be funded under this funding scenario below. Then enter your scaled down request amounts.

Scalability Description:

Our current bus, an outdated 2003 Starcraft Allstar 22, has presented with numerous mechanical malfunctions and is in need of replacement. This grant application is requesting funding to replace our existing vehicle with a new Starcraft Allstar 22, including the addition and installation of security cameras. This vehicle would seat 12 plus 2 wheelchairs.

If funding is limited and the full request cannot be granted, we would request funding to replace our existing vehicle without the addition of security cameras. Without security cameras, we will be unable to monitor rides for safety and quality assurance.

	FY20	FY21
Scaled request:	$ 58,300.00	$ 0.00

Identify the project's additional sources of funding in the table below

Estimated Additional Project Resources	
Source of Funds	**Dollar Amount**
2019-2021 Section 5310(ODOT) Grant Request (*Important!)*	$ 62,800
Local Resources (to meet matching requirements)	$ 7,200
Federal Resources	$ 0
Other (provide description): Preventive maintenance also provided by Polk County	$ 1,000
Project Grand Total	**$** 71,000

Coordinated Plan

Is project derived from the *Cherriots Coordinated Public Transit – Human Services Transportation Plan* dated August, 2016? ◉ Yes ○ No If yes, what page(s)? p. 69

If no, explain why the project is not part of the Coordinated Plan.
For example: Is the project part of another plan (please name)? Is the plan still being finalized?

1. **Project Description**
   a.) **Describe services or capital investment to be provided by Section 5310 funding by answering the questions below based on the type of project** *(limit 500 words)*:

- For Purchased Service projects, please provide the following:
  - Explain how your project is planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when general public transit is either insufficient, inappropriate, or not available.
  - Is this project part of a group of activities or projects that are dependent on each other (for example, a new transit service that requires capital and operating funds)?
  - Does your agency have an existing contract with Cherriots and/or ODOT to provide transit services? If yes, name the contractor. If no, describe how the transit agency will procure the service and name contractor.
- For Mobility Management projects, please:
  - Explain how your project is planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when general public transit is either insufficient, inappropriate, or not available.
  - Identify the estimated number of customer contacts, customers trained, or mobility products/services produced. Describe the method you will use to measure output from the project.
- For Vehicle Purchases (replacement or expansion vehicles), please:
  - Describe how the vehicles will be used in service to seniors and individuals with disabilities
- For Equipment, Signs, Amenities, and Shelter projects:
  - Will this project disturb the ground? If yes, an environmental worksheet including site map(s) showing placement of each item must be submitted to Cherriots and ODOT, and approved by FTA prior to payment for any ground-disturbing activities. Submittal of the draft environmental worksheets at the time of this application is optional.
  - Describe why these equipment, signs, amenities, and/or shelters are needed and how they will be used in providing transit service to seniors and individuals with disabilities.
- For Facilities including Transit Centers, Bus Barns, and Transit Agency Building projects:
  - Will this project disturb the ground? If yes, an environmental worksheet including site map(s) showing placement of each item must be submitted to RPTD and approved by FTA prior to payment for any ground-disturbing activities.
  - Explain why this facility project is needed and how the facility will be used in providing transit service to seniors and individuals with disabilities
  - Provide a description of the facility project request as one of the following:
    - Siting and Right-of-Way, Planning, Architecture, Engineering, Project Management, Construction Contracting, Inspecting and Permitting, Interior Surfaces and Furnishings

(limit 500 words).

Falls City Direct Connect (FCDC) is a rural bus line that serves the residents of Falls City by providing free transportation to critical services in Dallas and Monmouth/Independence. Service connections include agencies that provide basic needs, health and social services, employment and educational opportunities, etc. Except for a convenience store, *none* of these services are available within or near Falls City. Moreover, 78% of riders in the last year reported having no other transportation.

2017 census estimates for Falls City included: 1,055 total residents; 369 seniors age 55+; 189 seniors age 65+; 319 persons with disabilities (30.2% of the total city population compared to 14.4% in Polk County and 14.6% state-wide); and 106 seniors age 65+ with disabilities (10.0% of the total city population compared to 6.0% in Polk County and 6.0% state-wide). This population has a notably higher percentage of persons with disabilities, who are isolated from basic needs and critical services. Access to reliable transportation is essential for the health and well-being of this community.

Currently, we operate every Tuesday and Thursday, and hope to expand services to 4 days per week, pending STF Grant approval. Bus times, routes and stops were planned based on community input and identified need. Our current bus is an outdated 2003 Starcraft Allstar 22, which has presented with numerous mechanical malfunctions and is in need of replacement. **This grant application is requesting funding to replace our existing vehicle with a new Starcraft Allstar 22**. This vehicle would seat 12 plus 2 wheelchairs. Our proposed budget also includes the addition of security cameras to ensure the safety of our riders and the quality assurance of our services.

This vehicle would also be used 1 day/week to transport Polk County veterans to critical services in Salem. Riders will be picked up from their home (or location of choice within Polk County); bus stops will include Veterans' Affairs (VA) office, social security office, Salem Clinic, and Doctors Clinic. Veterans who live in more rural areas of Polk County have limited access to Cherriots Regional buses. Moreover, it is difficult for some riders to walk from the Cherriot's bus stop to the newly relocated VA office. Medically fragile veterans also experience barriers to accessing public transportation, and would benefit greatly from more personalized transportation services. Salem Clinic and Doctors Clinic are also essential for veterans, as these locations are equipped with more specialized medical services than are available within Polk County.

See letters of support attached.

b.) Describe how this project coordinates with other services to provide services to seniors and individuals with disabilities. *Limit 200 words.*

The project team has been in communication with Ted Stonecliffe, Cherriots Transit Planner, to avoid duplication of transit services. Currently, there are no competing bus routes that operate in the Falls City Direct Connect service area. Additionally, the FCDC bus specifically connects to NW Senior and Disability services and other key agencies serving the target population. While there is some duplication of transportation routes available for veterans to access Salem-based services from Polk County, these modes do not offer the level of care that is required to

c.) Expected Outcomes

- For Purchased Service projects, please provide:
  - Estimated number of unduplicated individuals (older adults and individuals with disabilities) this project proposes to support in the biennial grant period
  - Estimated number of one-way rides this project proposes to provide in the biennial grant period
- For Mobility Management projects, please:
  - Identify the estimated number of customer contacts, customers trained, or mobility products/services produced. Describe the method you will use to measure output from the project.
- For all projects, please explain why is this project the best method to address the needs identified in the Coordinated Plan? *Limit 400 words.*

FCDC directly addresses the following Transportation Service Needs, as identified in the Coordinated Plan:
- Sustain current service levels: While FCDC is not part of existing SKT services, it is an independent transit service that Falls City residents have come to rely on to access critical resources in Dallas and Monmouth/Independence. We expect to continue to serve an average of 110 total riders per month and add an additional 7 new riders per month. (Note: the total population of Falls City is estimated at 1,055, and this goal is expected to plateau). We project that 15% of our total ridership will be seniors or persons with disabilities.
- Identify areas with the greatest need for additional or enhanced transit service: Based on the American Community Survey, 35.0% of the Falls City population is over the age of 55; 17.9% is over the age of 65; and 30.2% identified as having a disability (compared to 14.4% in Polk

d.) Is this project part of a group of activities or projects that are dependent on each other (for example, a bus washing station that is dependent on a facility)? If yes, please describe.

Not applicable

e.) For vehicle purchases and preventive maintenance projects, a Vehicle Preventive Maintenance Plan must be submitted by the time the grant agreement is signed. A plan reflecting current fleet policies, fleet procedures, and vehicle and lift equipment manufacturer's recommended maintenance schedules is required. You may attach supporting documentation.

Electronic document attached ☐

A Vehicle Preventive Maintenance Plan will be submitted upon approval of this grant application, to be delivered before the grant agreement is signed.

2. Project Budget

Enter all costs involved in the **total** cost of the project.

Type	Amount
Labor (payroll)	$ 0

Contracted services	$0
Materials and supplies	$0
Purchased Service	$0
Preventive maintenance	$1,000.00
Capital equipment	$65,000.00
Technology	$5,000.00
Marketing	$0
Other (describe)	$0
Other (describe)	$0
Other (describe)	$0
Project Total	$71,000.00
Amount requested in this grant	$62,800.00

2a. Describe the source of your local match funds in the field below (examples: funds from your budget or STF funds). If the matching funds are not available now, describe when they will be (examples: next fiscal year, month/year). Please be specific.

Match funds will be provided by Polk County ($6,700) and City of Falls City ($500), for a total match of $7,200. Match funds are available immediately, pending grant approval.

3. Provide the timeline of the project in the following table

	Milestone Description	Completion Date
1	Vehicle order development	7/01/19
2	Obtain approval from Cherriots/ODOT	8/15/19
3	Submit vehicle order	8/16/19
4	Receive delivery of vehicle	1/1/20
5	New vehicle replaces old, for all scheduled routes	1/6/20
6		
7		
8		
9		
10		

4. Is your application for a new vehicle? ☉ Yes (continue to #5) ○ No (go on to Section C)

5. Enter the following information about each vehicle to be replaced:

Year	Make/ Model	Vehicle Category*	VIN	Total Seats	ADA Seats	Current Mileage	Vehicle Condition	Maintenance History (Issues, repairs, etc.)
2003	Ford Starcraft	D	1FDWE35L 03HB90559	12	2WC	68,664	Fair/Poor	Occ. mechanical/electrical issues with auto doors and WC lift
		Choose						
		Choose						
		Choose						
		Choose						

5a. Will you use the ODOT/DAS state price agreement contract? (Yes☉ No○)

If No, describe the needs not addressed in state contracts (e.g., no contracts for trolley-style vehicles, no contracts for buses larger than 44 passengers, etc.). Note that under new FTA guidelines, piggybacking on outside contracts is strictly limited.

5b. Vehicles to be purchased:

Vehicle Category*	Qty (#)	Cost Each ($)	Total ($)	No. Seats w/ADA Deployed	No. of ADA Stations	Total Capacity	Fuel Type*	Estimated Order Date	Estimated Delivery Date*
D	1	$ 70,000	$ 70,000	0	2	14	G	8/16/19	1/1/20
Choose							Choose		

Choose							Choose		
Choose							Choose		
Choose							Choose		
Totals:		**Grand Total:**							

Vehicle Category Descriptions: http://www.oregon.gov/ODOT/PT/resources/guidance-library/vehicle-descriptions-usefullife-standards.pdf
**Fuel Type Options: (G) Gas, (D) Diesel, (B) Biodiesel, (HG) Hybrid-gas, (HD) Hybrid-diesel, (CNG) Compressed Natural Gas, (OF) Other alternative Fuel.*
Estimated Delivery Date: *Minimum 160 days if ADA accessible.*

6. **For Facilities projects only (including Transit Centers, Bus Barns, and Transit Agency Buildings), please complete the questions below about your facility project. Please be brief, but thorough, and answer all questions. If your project is tentatively accepted for funding, you may be asked to complete a supplemental application.**

A. Total scope of entire facility project

B. Portion of project scope applied for in this grant. (If all, state this)

C. Proposed total square feet of facility

D. Other secured funding sources for this project

E. Other anticipated funding sources for this project

F. Who are the designated partner agencies for this project?

G. Who are the other stakeholders for this project, and how is their support being enlisted?

H. Describe how support from local elected officials or bodies has been formally received for this project.

I. Describe how the project fits into the regional coordinated plan.

J. Has this project been thoroughly discussed with your Rail and Public Transit Section Regional Transit Coordinator and has the Regional Transit Coordinator been involved with preliminary project planning efforts? (Yes No).

K. H as your local Area Commission on Transportation been involved and is it in support of this project? (Yes No).

L. Project Milestones: List each of the project's major phases or milestones below. Include associated costs and completion date for each item.

Estimated final completion date of all project activities

M. Is property for facility owned by your agency or an affiliate body? (Yes No).

If an acquisition, has a firm offer been made on this project, and when?

N. Has preliminary project planning been accomplished for this project? (Yes No).

O. Have requisite local agency planning, zoning, building permits and all approvals been applied for and received for this project? (Yes No).

P. Does this project involve changes to any railroad rights of way? (Yes No).

Q. Have all relevant project documents been attached to your grant application? If not, please send them via email to ted.stonecliffe@cherriots.org. (Yes No).

R. Is there any other information you wish reviewers to understand about this project? Yes No). If yes, please explain on next page:

C. ORGANIZATIONAL CERTIFICATION

By submitting this document via email to Salem Area Mass Transit District (SAMTD), I certify that the submitted materials and data included are complete, true and correct. Also, I certify that my organization is:

- Eligible to enter into agreements with SAMTD;
- Has the legal, managerial and operational capacity to do the work to be paid for by the Section 5310 Program;
- Not debarred or suspended from federal grants;
- In compliance with federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health, as applicable;
- Complies with the laws or rules of the Section 5310 Program;
- Properly uses and accounts for the Section 5310 Program's goals; and
- Will operate the project or service in a safe, prudent and timely manner.

Signature of Authorized Organization Officer	Title	Date
	Director	1/14/19

Private Nonprofit Agency – Corporation Status Inquiry and Certification

If your agency or organization is claiming eligibility as a Section 5310 or STF Program applicant based on its status as a private nonprofit organization, you must obtain verification of its incorporation number and current legal standing from the Oregon Secretary of State Information Retrieval/ Certification & Records Unit (IRC Unit). The "Status Inquiry" document must be attached as an appendix to the application. To assist your agency or organization in obtaining this information, use one of these two methods:

To obtain Corporate Records Information over the Internet, go to:
http://sos.oregon.gov/business/Pages/find.aspx Enter the name of your agency or organization. If its status is active, print the page and submit it as proof.

Private Non-profits

Legal Name of Non-profit Applicant:

State of Oregon Articles of Incorporation Number:

Date of Incorporation:

Certifying Representative

Name (print):	
Title (print):	
Signature:	Date:

Polk Co. FCO 5310 (ODOT) Application
Project: Falls City Direct Connect - VEHICLE REPLACEMENT
Answer, Section 1. Project Description, b.):
The project team has been in communication with Ted Stonecliffe, Cherriots Transit Planner, to avoid duplication of transit services. Currently, there are no competing bus routes that operate in the Falls City Direct Connect service area. Additionally, the FCDC bus specifically connects to NW Senior and Disability services and other key agencies serving the target population. While there is some duplication of transportation routes available for veterans to access Salem-based services from Polk County, these modes do not offer the level of care that is required to transport medically-fragile individuals.

Answer, Section 1. Project Description, c.):
FCDC directly addresses the following Transportation Service Needs, as identified in the Coordinated Plan:
- Sustain current service levels: While FCDC is not part of existing SKT services, it is an independent transit service that Falls City residents have come to rely on to access critical resources in Dallas and Monmouth/Independence. We expect to continue to serve an average of 110 total riders per month and add an additional 7 new riders per month. (Note: the total population of Falls City is estimated at 1,055, and this goal is expected to plateau). We project that 15% of our total ridership will be seniors or persons with disabilities.
- Identify areas with the greatest need for additional or enhanced transit service: Based on the American Community Survey, 35.0% of the Falls City population is over the age of 55; 17.9% is over the age of 65; and 30.2% identified as having a disability (compared to 14.4% in Polk County and 14.6% state-wide). This data suggests that Falls City is, indeed, an area with greater need for enhanced transit services. If funded, we expect to expand services from 2 days per week to 4 days per week, to include Saturdays. This expansion would meet the recommendation in the Coordinated Plan to add weekend services and extend hours during the weekdays. Through expanded services, we expect to serve an average of 150 total riders per month, and that 20% of our total ridership will be seniors or persons with disabilities.
- Improve regional connections between modes and service providers: FCDC helps connect Fall City residents to critical services including basic needs, health and social services, state and federal benefits, and more. FCDC offers a connection to the Cherriots Regional transit services in Dallas and Monmouth/Independence, and Cherriots Regional can then connect individuals to services in Salem. By offering specialized transportation services for Polk County veterans, we can eliminate the barriers of accessing public transportation for medically-fragile veterans. Otherwise, these riders would have to navigate multiple bus connections on the public transit system and walk from the bus stop to their intended destination. Of the estimated 6,800 veterans in Polk County, approximately 50% are over the age of 55 and about 35% experience a disability. We expect to provide rides for 30-40 veterans per month.

Creative Bus Sales

Polk County – Starcraft Allstar 22

14 Passenger, or 13 Passenger w/ 1 Wheelchair, or 12 Passenger w/ 2 Wheelchair
Ford Super-Duty E350 6.8L V-10 Gasoline

This configuration represents the required options on the Oregon State Pricing Agreement, plus additional/typical specs requested by other agencies. It is merely intended as a guide. Selection of options is entirely at the discretion of Polk County. Pricing will vary accordingly.
Based on state pricing and equipped as below, this CAT C/D shuttle would be priced at approximately $67,000 - $70,000.

ALLSTAR - FORD E350				**1**
Allstar 22' 158" WB E-350 6.8L Gas W/225 AMP OEM ALT	ST	2906	C	1
SPECIAL BUILD ORDER				**1**
Roscoe Backup Camera STSK7465	ST	0599		1
Jensen JHD363BT AM/FM/CD/Clock/Bluetooth/USB PA ready 4 spkr	ST	0599		1
Security Camera System w/ DVD	ST	0599		1
SIDEWALL / REARWALL / CEILING				1
Sidewall: Grey FRP	05	STD		1
Rearwall: Grey Cloth	05	STD		1
Ceiling: Grey Cloth	05	STD		1
Driver Area: Grey Padded Vinyl	05	STD		1
FLOORING - WHITE NOSING IS STANDARD				1
Gerflor Sirius #6726 Anthracite (Grey) I.L.O. Graphite	05	2823		1
Fuel Sending Unit Inspection Plate (in floor)	05	2667		1
CHASSIS				
Front Mud Flap (1), Passenger Side Only **(to be used with Running Board)**	05	2340		1
Heavy Duty Anti-Slip Aluminum Running Board on Driver Side (Large)	05	2623		1
Mor-Ryde RL Suspension	05	2213		1
Exterior Mirror Set, Remote/Heated, Ford 08+	05	2444		1
DL-2 Powder Coated Bike Rack W/Deployment Kit **COLOR:**	05	2006		1
Metal Locking Door for Fuel Fill	05	2264		1
ENVIRONMENTAL CONTROL				

Creative Bus Sales

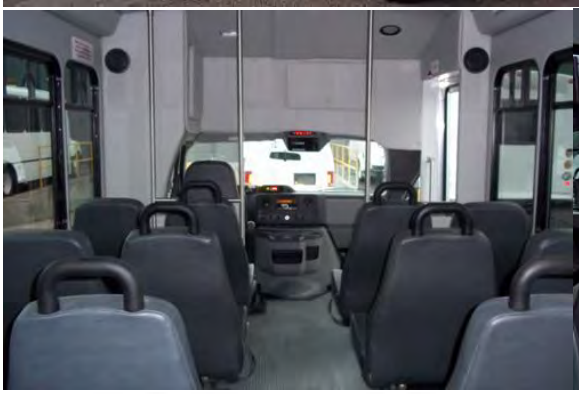
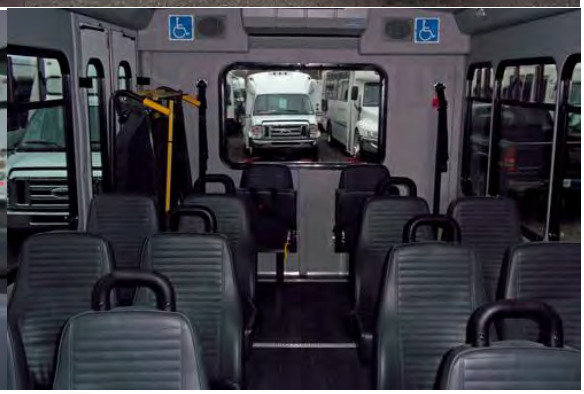
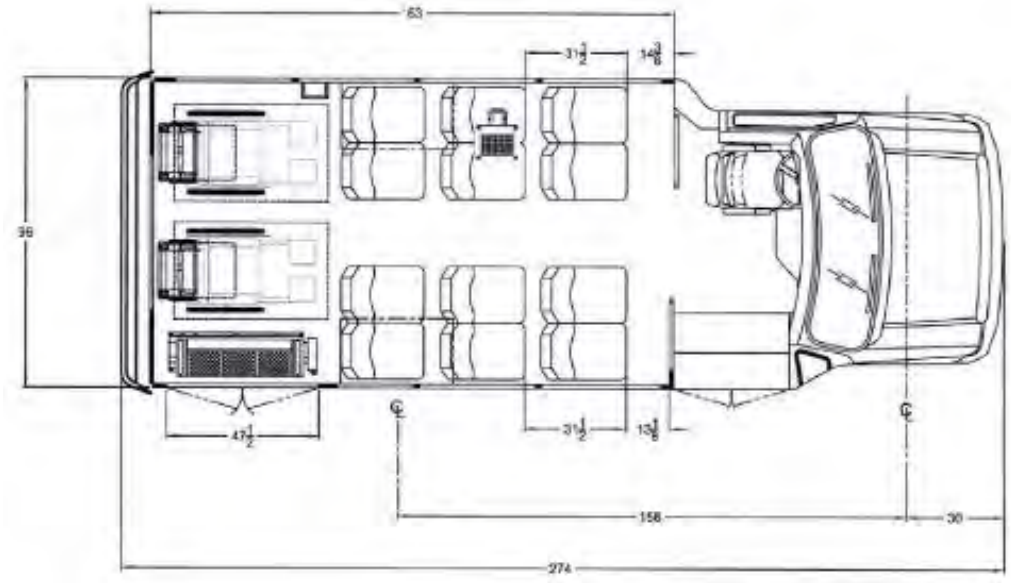
TRANS/AIR AIR CONDITIONING SYSTEMS				1
DUAL COMPRESSOR SYSTEMS CEILING MOUNT EVAPORATOR				1
TA 733 SUPER 68K - TA73 EVAP - SMC3L COND - 10 C.I.D. COMP (SELECT CHASSIS/ENGINE BELOW)				1
TA733 SUPER 10 FORD 6.8 LITRE GAS ENGINE	05	2463		1
HEATERS				1
Hot Water Heater, 65K BTU-Mounted to Seat Frame	05	2339		1
ELECTRICAL				1
Door Ajar Buzzer on Rear Door	05	2027		1
Stainless Steel Battery **Box & Tray** *IS 304 REQUIRED?*	05	2527		1
Locate (2) Batteries to Slide-out Tray, **Requires option 2029, 2527 or 2324**	05	2214		1
Rotary Disconnect Switch	05	2032		1
Wiring Schematic ***AS BUILT*** ON ELECTRICAL PANEL DOOR	05	2385		1
EXTERIOR LIGHTS				1
LED Entry Door Exterior Light: Enter Round or Surface Mount SURFACE	05	2013		1
LED Rear Center Mount Brake Light, **Rectangular**	05	2225		1
INTERIOR LIGHTS				1
Interior LED Lights Driver/Passenger Dome, Entry Door, Upper Entry	05	2149		1
Door Activated Interior Lights	05	2097		1
AUDIO / VISUAL				1
PA Module to be Added to Stereo System *Requires Option #2158	05	2139		1
Ground Plane for 2-Way Radio, Pull Cord, Conduit	05	2132		1
DOORS / HATCH / WINDOWS				1
Passenger Door, Electric (standard)	05	2063		1
Rear Door, (1) Window LH Hinge is Std Specify if RH	05	2016		1
Additional Window for Rear Door	05	2127		1
LUGGAGE RACK / STORAGE				1
Driver Storage in Cab Overhead with Lock	05	2300		1
PARATRANSIT OPTIONS				1
Double W.C. Doors w/ Windows, Interior Light, Leaf Spring, LED Exterior Lighting	05	2015		1
IS THE LIFT IN THE FRONT OR REAR OF THE UNIT? **REAR**				1
BRAUN LIFTS				1
Braun Century NCL919-2 Wheelchair Lift (34"x51")	05	2697		1
LIFT FAST IDLE WITH 403 INTERLOCK				1

Creative Bus Sales

STARCRAFT Fast Idle with FMVSS 403 Interlock Ford Gas/Dsl RCT-01363			05	2162	1
Q Straint W.C. Securement Kits, Accessories					1
Q-8101-L DeLuxe Retrctr Tie Down, Q8-6326-A1 Combo Lap/Shldr,L Trk			05	2163	2
Q Straint Belt Storage Pouch			05	2102	2
Miscellaneous Accessories					1
Priority Seating Sign **Required for ADA Compliance**			05	2104	1
Wheelchair Decal (International Symbol of Accessibility) Each			05	2105	1
SAFETY OPTIONS					1
5 Lb Fire Extinguisher			05	2089	1
16 Unit First Aid Kit			05	2090	1
Body Fluid Kit			05	2150	1
Emergency Triangle Kit			05	2091	1
Back-Up Alarm SAE Type C 97 db(A)			05	2092	1
Interior Convex Mirror 6"x9"			05	2009	1
Wide Angle Lens 11"x14", Fresnel			05	2124	1
White "Standee" Line			05	2154	1
GRAB RAIL / STANCHION / PANELS					1
Ceiling Grab Rail (each)			05	2050	2
1 1/4" Grab Rail Parallel to Entrance Steps (both sides)			05	2130	1
Stanchion and Modesty Panel Behind Driver			05	2051	1
Add Tinted Plexiglass Upper Panel	**LOCATION:**	**Driver's Stanchion**	05	2146	1
SEATING - DRIVER					1
SHIELD FC Recliner(GM&Ford), RH Arm, 4 Position Lumbar, Mesh Pocket			05	2064	1
Driver Seat Power Base			05	2205	1
FREEDMAN SHIELD & LO CAM DRIVER SEAT FABRICS					1
Driver Seat Cover - Level 1 Newport Vinyl; Oxen Vinyl; Olefin			05	2110	1
SEATING - PASSENGER					1
STD RIGID SEATS					1
Mid High Double Seat			05	2067	6
FLIP SEATS					1
Handi Flip - Single			05	2082	2
PASSENGER SEAT FABRICS					1
Seat Cover - Level 1 Newport Vinyl; Oxen Vinyl; Olefin			05	2071	12
SEAT OPTIONS					1
Anti-Vandal Grab Handle, Black Ea **on:**		**AISLE SIDE ONLY**	05	2311	6
Black US Armrest - Each - **on:**		**AISLE SIDE ONLY**	05	2077	6
SEAT BELTS					1
Seat Belt, USR Freedman Retractable (Per Person) N/A Foldaway or Flip Seats			05	2282	12

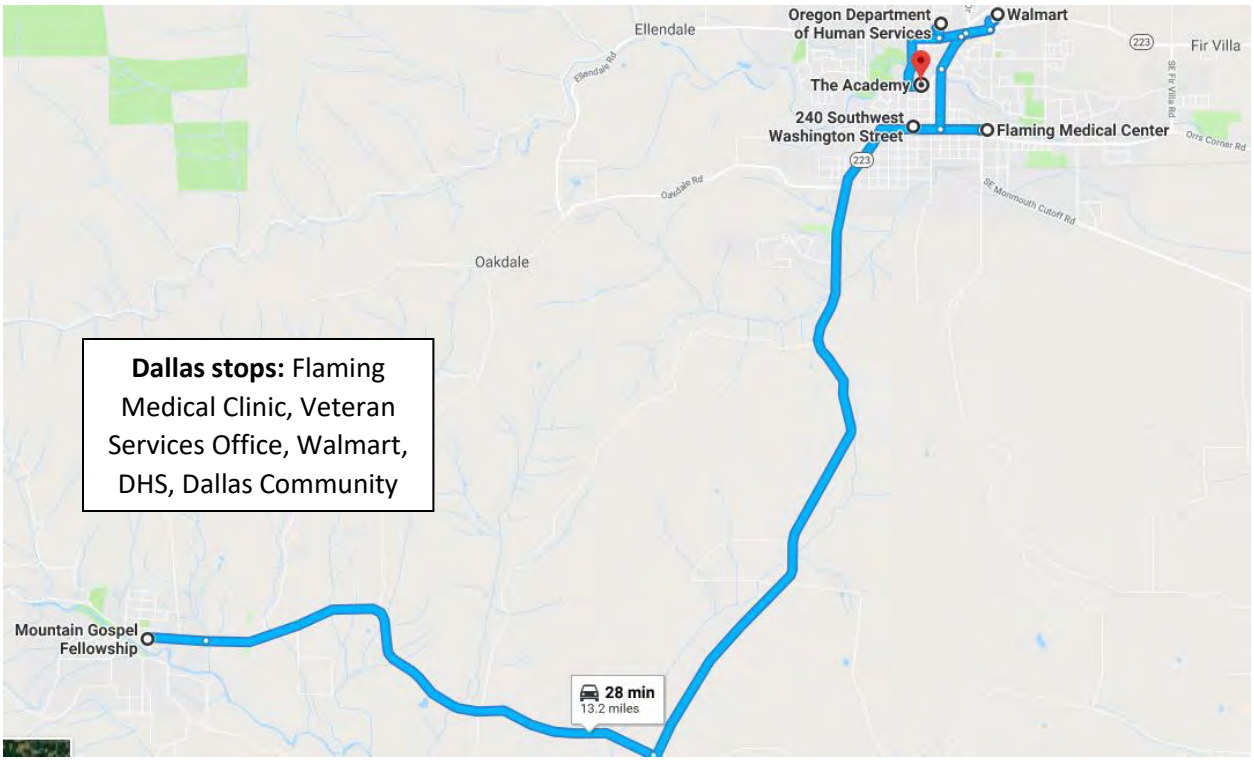
Creative Bus Sales

Seat Belt, USR Retractable Kit #14044 (for single foldaway & flipseat) N/A Handi Flip	05	2634		2

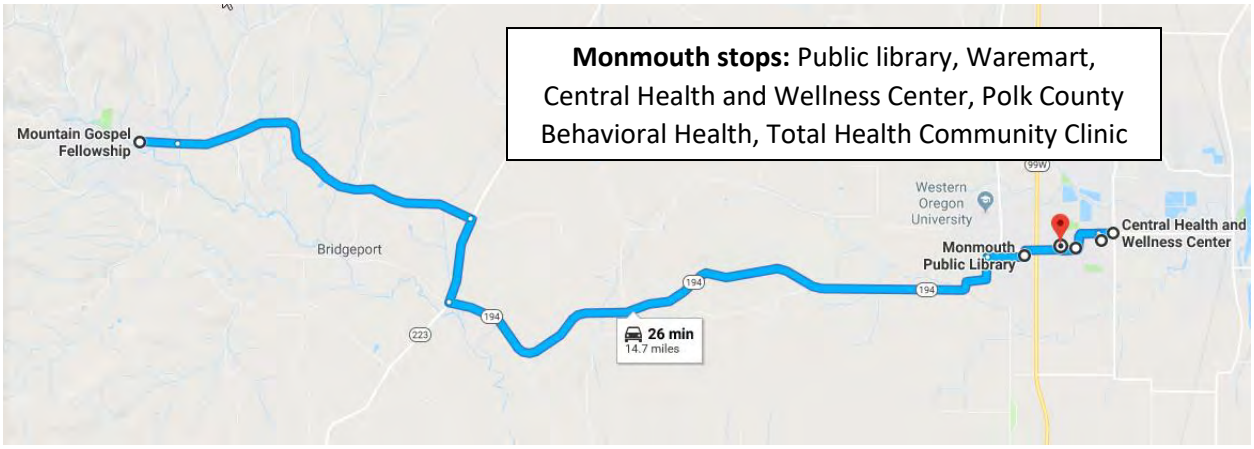




Creative Bus Sales

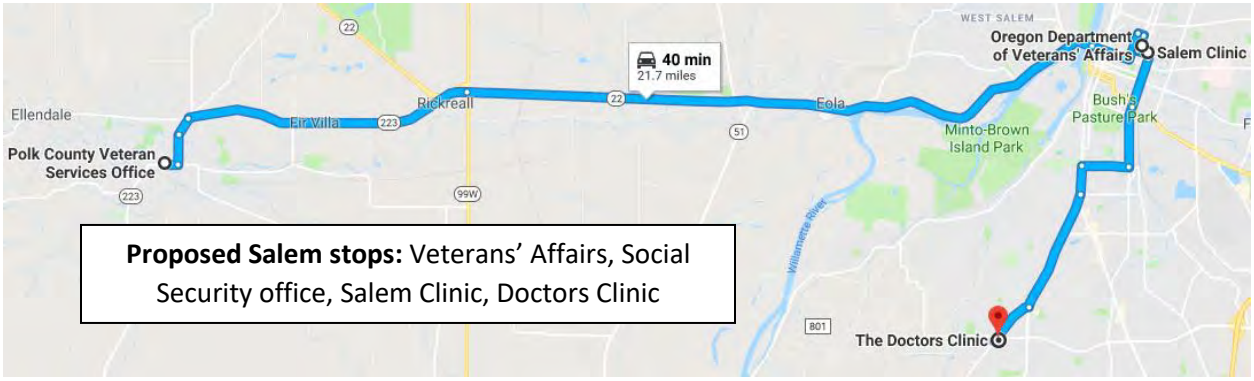
Falls City Direct Connect
Bus Routes 2017-2018



Dallas stops: Flaming Medical Clinic, Veteran Services Office, Walmart, DHS, Dallas Community



Monmouth stops: Public library, Waremart, Central Health and Wellness Center, Polk County Behavioral Health, Total Health Community Clinic



Proposed Salem stops: Veterans' Affairs, Social Security office, Salem Clinic, Doctors Clinic

City of Falls City
299 Mill Street
Falls City, OR 97344

OFFICE OF THE MAYOR
JEREMY GORDON

To Whom it May Concern:

Please accept this letter of support for Polk County Family and Community Outreach's (FCO) proposal to Cherriots for a grant to fund the Falls City Direct Connect (FCDC) in order to continue *and* expand safe and reliable transportation service to underserved citizens, connecting them with critical services.

As a resident and public official of Falls City, I cannot stress enough the impact the FCDC has had on its citizens. Barriers to transportation include those attributed to higher than average low income rates, geographic isolation, high rates of persons with disabilities, and the absence of public transportation alternatives. It is my firm belief that a sustained partnership between Cherriots, Polk County, and the City of Falls City to provide transportation for underserved Falls City citizens will yield profound impacts on people's health, opportunity, and quality of life.

A survey conducted by Pacific State University of Falls City's utility customers in 2016 showed a low to moderate income rate of 55.17%. It is reasonable to assume that this number is considerably higher, as many low income citizens are not listed as utility customers and/or opt out of surveys. Without a public transportation option, many low income residents use their own vehicles that may or may not be properly serviced or registered, rely on family and community networks for carpooling who themselves operate unreliable vehicles, and most alarmingly, often simply do not leave town to access needed services. In addition, 30% of Falls city residents live with a disability, compared to roughly 14% in Polk County and 14% in the State (2017 Census estimates). Poverty and disability intersect in incredibly challenging ways in Falls City due to the lack of health services located within Falls City and the fact that providers are located between 17-35 miles away.

After 13 months of modest but impactful transportation service, several residents expressed to me that they would not know what to do should the FCDC stop running. Whole families rely on the service to access health services, access affordable and healthy groceries, take advantage of job opportunities and programs, and access many other essential services. A low income resident and friend, who is now deceased, was able to remain living in Falls City near his family and community support systems because he was able to schedule his cancer treatments in Dallas around the FCDC schedule. A young woman and friend with epilepsy, who had previously

relied on friends and sometimes drove herself to town at great risk, has expressed to me repeatedly that she would not be able to attend her classes at Chemeketa in Dallas if it weren't for the FCDC. It is her dream to earn a degree, rent her own home, and lift herself out of poverty. She said that with expanded service, she will be afforded more flexibility when registering for her courses. The Falls City Direct Connect has truly grown into a trusted and relied upon service in Falls City, and is a wonderful example of what can be accomplished when municipal, county, and nonprofit partnerships are formed.

Finally, I would like to spend a moment to speak about the superheroes at Polk County Family and Community Outreach. When I was first appointed as Mayor in 2017, one of my first goals was to explore how to make sure eligible residents were connected with essential services from the County, State, and broader human services community. I soon attended my first Service Integration meeting in Falls City and was moved beyond words. I witnessed a packed room of people discussing the unique challenges of families in Falls City, solving problems in real time, and collaborating for the common good in way I had never seen before. I did everything I could to hold back tears of gratitude. Not only was I relieved to know that there was already a strong community of folks connecting Falls City residents with services, but I knew that I was meeting people whom I would learn from and work with during my tenure and together accomplish great things. Jesica Madronal would soon become the Coordinator of Service Integration and work directly with Brent Demoe, the Director of FCO to serve Polk County residents. Working with Jesica and Brent has been incredibly exciting and productive. Their energy, creativity, and drive to efficiently forge solutions for underserved communities is always inspiring and life affirming. I hope you know that should this project and partnership move forward, it will be cared for by top tier talent who are celebrated and supported by the County Board of Commissioners. You also have my sincere word that Falls City will do everything it can, as will I, to ensure and celebrate this project's success. I am at your and the County's service to promote, problem solve, and champion the Falls City Direct Connect.

Reliable and safe transportation is a necessary condition to ensure that lives are sustained and improved by connecting individuals and families to services. I thank you from the bottom of my heart for this opportunity to help provide transportation service to the citizens of Falls City.

Sincerely,

Jeremy Gordon
Mayor
City of Falls City

POLK COUNTY

POLK COUNTY BOARD OF COMMISSIONERS

POLK COUNTY COURTHOUSE * DALLAS, OREGON 97338-3174
(503) 623-8173 * FAX (503) 623-0896

Commissioners
CRAIG A. POPE
MIKE AINSWORTH
LYLE MORDHORST

GREGORY P. HANSEN
Administrative Officer

January 10, 2019

To: Transportation funding review team

Please consider this letter as support for the application of grant investment into the Polk County managed community connect transportation program that is currently assisting Falls City community members.

Access to resources is extremely limited and reliable transportation is critical to this isolated community. The current "Falls City Direct Connect" transit program was originally funded by a pilot grant through our regional Coordinated Care Organization (CCO) to assist people that are struggling with inadequate transportation. This pilot used the grant dollars and a Polk County provided vehicle to hire a resource navigator/driver to help bring those in need of better grocery options, social services and access to medical professionals from the city of Falls City to Dallas and Monmouth-Independence to meet those needs. The project has been a terrific success and is demonstrating that a navigator/driver model is a unique experience for people and is creating demand that we know is measurable for quality of life improvements.

We support sustainable measures to continue this operation in the future, and to develop expanded capacity in this and other remote areas as funding will allow. The Polk County Board of Commissioners sees this kind of investment as sensible and compelling and hope that you will see this model, and the partnership in investment, in the same light.

Commissioner Craig Pope
Board Chair, Polk County Board of Commissioners

January 14, 2019

To the STF Advisory Committee Members,

I'm writing in support of the Falls City Direct Connect as it is an integral part in connecting folks living in Falls City to important resources in Dallas. FCDC provides Falls City riders a connection to many basic services that that community lacks. In addition, it supports job connection services, food options, medical, dental, prescription and other health services. Without the transportation FCDC provides, many would be left without access to these services.

In addition to critical services, FCDC also helps connect Falls City residents to high-traffic shopping areas in Dallas, which increases revenue for our local businesses thus positively impacting the vitality of the Dallas community.

Sincerely,

AJ Foscoli
Economic Development Director
City of Dallas

187 SE COURT STREET ~ DALLAS, OR 97338 · 503-623-2338 · TDD 503-623-7355 · FAX 503-623-2339
The city is an AA/EEO employer, in compliance with Section 504 of the Rehab Act of 1973

DALLAS AREA CHAMBER OF COMMERCE

Phone: 503-623-2564
Fax: 503-623-8938

168 SW Court St
P.O. Box 377
Dallas, OR 97338

chamber@dallasoregon.org
www.dallasoregon.org

January 14, 2019

To:

STF Advisory Committee Members;

I am writing today in official support of the Falls City Direct Connect (FCDC). This community transportation instrument has become an integral part in connecting people who are living in Falls City to essential resources in Dallas. FCDC provides Falls City riders a connection to many services that the Falls City community currently lacks. In addition, FCDC supports job connection services, food options, medical, dental, prescription and other health services. We know that 84% of FCDC riders have Oregon Health Plan, and many use the transit service to connect to Dallas clinics in Dallas. Without the transportation FCDC provides, many would be left without access to these services.

In addition to critical services, FCDC also helps connect Falls City residents to high-traffic shopping areas in Dallas, which not only increases revenue for our local businesses thereby positively impacting the economy of Dallas, it also saves the riders of FCDC money by doing their shopping in retails stores where prices are better than what they have access to on a daily basis.

The Dallas Area Chamber of Commerce extends support for the FCDC and would like to ask for yours as well.

Sincerely,

JD Shinn, CEO

POLK COUNTY

POLK COUNTY

VETERAN SERVICES

240 WASHINGTON STREET SW * DALLAS, OREGON 97338-1922
(503) 623-9188 * FAX (503) 623-7902

January 14, 2019

To the STF Advisory Committee Members,

I am writing in support of Falls City Direct Connection and its critical need. FCDC serves to connect those in Falls City to basic services that do not exist in the community. Without this service many in the community would have no other means to access support programs and resources. A portion of this grant would be allocated to create a specialized veteran transportation program to allow veterans access to their legally entitled benefits

Currently in Polk County there are approximately 6000 veterans and 84 veterans in Falls City. In our office we advocate for and assist veterans' access to VA benefits and health services. The nearest VA facility is in Salem Oregon. For many veterans in this community transportation is a significant barrier to accessing these services. With the expansion of this program veterans will be able to access not only the local clinic in Salem, but the Disabled American Veterans shuttle to Portland VA medical center which provides specialty care and hospital services. Thank you for your consideration in this matter.

Very Respectfully,

Eric Enderle Jr
Polk County Veteran Service Officer