CHERRIOTS

2019-2021
SPECIAL TRANSPORTATION FUND (STF) GRANT APPLICATION

FOR PROJECTS LOCATED WITHIN MARION AND POLK COUNTIES

DECEMBER 14, 2018

2019-2021 STF Grant Application
for Projects Located Within Marion and Polk Counties

INTRODUCTION

- Read the Cherriots *2019-2021STF 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	$90,000.00	$90,000.00

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)*

Falls City Direct Connect - OPERATIONS

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
Provide the date of first work that will be charged to the grant.

07/01/19

Project Service Types (check all that apply) *What type of services will be supported with this STF 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. Transit Operations	☐	☑
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 STF funds requested

$ 176,920.00

Total grant funds requested by year

	FY20	FY21
STF project	$ 88,460.00	$ 88,460.00

Scalable STF Grant Request by Year
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 STF 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 (200 words max.):

Falls City Direct Connect (FCDC) was originally funded by Willamette Valley Community Health, however they are unable to sustain the project moving forward. The full request of this application would cover existing FCDC services; expansion of FCDC services to 4 days/week; and addition of 1 service day/week for specialized transportation to connect Polk County veterans to health and social services in Salem. The requested funding would cover 2 part-time drivers and operational costs for 5 service days/week, for the 2019-2021 grant cycle.

If funding is limited and the full request cannot be granted, we would request funding to cover operational costs for the existing FCDC program, which operates 2 days/week; and to add 1 service day/week to connect Polk County veterans with resources in Salem. The scaled request would provide funding for 1 part-time driver and operational costs for 3 service days/week, for the 2019-2021 grant cycle.

Falls City is an isolated rural community with limited access to resources like basic needs, health and social services, and social, recreational, or employment-related opportunities. Expanding services would provide Falls City residents and Polk County veterans with better and more consistent access to resources, leading to better quality of life.

	FY20	FY21	Total
Scaled request:	$ 53,620.00	$ 53,620.00	$ 107,240.00

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

Estimated Additional Project Resources	
Source of Funds	**Dollar Amount**
2019-2021 STF Program Request (*Important!)*	$176,920.00
Local Resources	$500.00
Federal Resources	$0.00
Other (provide description): Rent, computer, utilities, etc provided in-kind by Polk County	$10,000.00
Project Grand Total	**$**187,420.00

☐ The award of this STF Grant will enable federal funds to be brought to the project.

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. 67

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 STF funding** *(limit 500 words)*. Answer the following questions in your description:

   - Who will you serve?
   - What geographic area will you serve?
   - What level of service will be provided to customers?
   - Operational activities; how will customers request and receive rides, including scheduling and dispatching?
   - Describe if volunteers will be utilized to provide service and how this will occur (will the volunteer program be supported with STF or other funds? Will you provide mileage reimbursement to volunteers using their own vehicles?).
   - How will the service be marketed?

(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.

FCDC services are open to the public and our bus is equipped with a wheel chair lift to support riders with disabilities. Currently, we operate every Tuesday and Thursday. Bus times, routes and stops were planned based on community input and identified need. **This grant application is requesting funding to cover existing operational costs and to expand services to 4 days/week, adding Friday/Saturday.** Saturday service would include a stop at the Polk Community Free Clinic, which only operates on Saturdays, and would increase accessibility to medical care for uninsured individuals. Because the bus operates on a regular schedule and is open to the public, dispatch is not necessary.

This grant would also support 1 day/week special transportation for Polk County veterans to critical services in Salem. This component will be scheduled through the Veteran Services Office. Riders will be picked up from their location of choice within Polk County; bus stops will include Veterans' Affairs (VA) 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.

In addition to providing free, safe and consistent transportation, the FCDC driver also acts as a resource navigator. Expanded job duties include: outreach and education; resource referral and advocacy, as needed; and collaboration with community partners to provide more effective health/social service delivery to community members. FCDC is marketed through community engagement, city and school district communications, social media, the local newspaper, and word of mouth. Program fliers and bus schedules are also posted at all public and community buildings in Falls City.

See letters of support attached.

b.) Will you coordinate between providers to avoid duplication? *Describe what level of coordination between partners is done and how duplication is avoided. 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.

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.

c.) Expected Outcomes
Describe the expected outcomes of this project on seniors and people with disabilities. 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 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 approximately 35% are disabled. We expect to provide rides for 30-40 veterans per month.

2. Project Budget

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

Type	Amount
Labor (payroll)	$ 135,200.00
Contracted services	$ 0.00
Materials and supplies	$ 1,000.00
Operations	$ 40,720.00
Preventive maintenance	$ 0.00
Capital equipment	$ 0.00
Technology	$ 0.00
Marketing	$ 0.00
Other (describe)	$ 0.00
Other (describe)	$ 0.00
Other (describe)	$ 0.00

Project Total	$ 176,920.00
Amount requested in this grant	$ 176,920.00

3. Provide a timeline for the project in the following table:

	Milestone Description	**Completion Date**
1	Continue existing transit services, 2 days per week	7/1/19
2	Hire a second part-time driver/resource navigator	7/19/19
3	Appointment scheduling open for veterans	7/29/19
4	Implement marketing campaign to inform community of schedule changes	7/29/19
5	New hire completes training	8/2/19
6	Implement new transit schedule with expanded services, 4 days per week	8/6/19
7	Begin transportation program for veterans	8/7/19
8		
9		
10		

4. Is your application for a replacement vehicle?

☐ Yes (continue to #5) ☑ No (go 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.)
		Choose						
		Choose						
		Choose						
		Choose						
		Choose						

***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.*

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.).

5b. Vehicles to be purchased (expansion vehicles only):

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

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 STF;
- 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 STF Program;
- Properly uses and accounts for the STF 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	01/14/19

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:

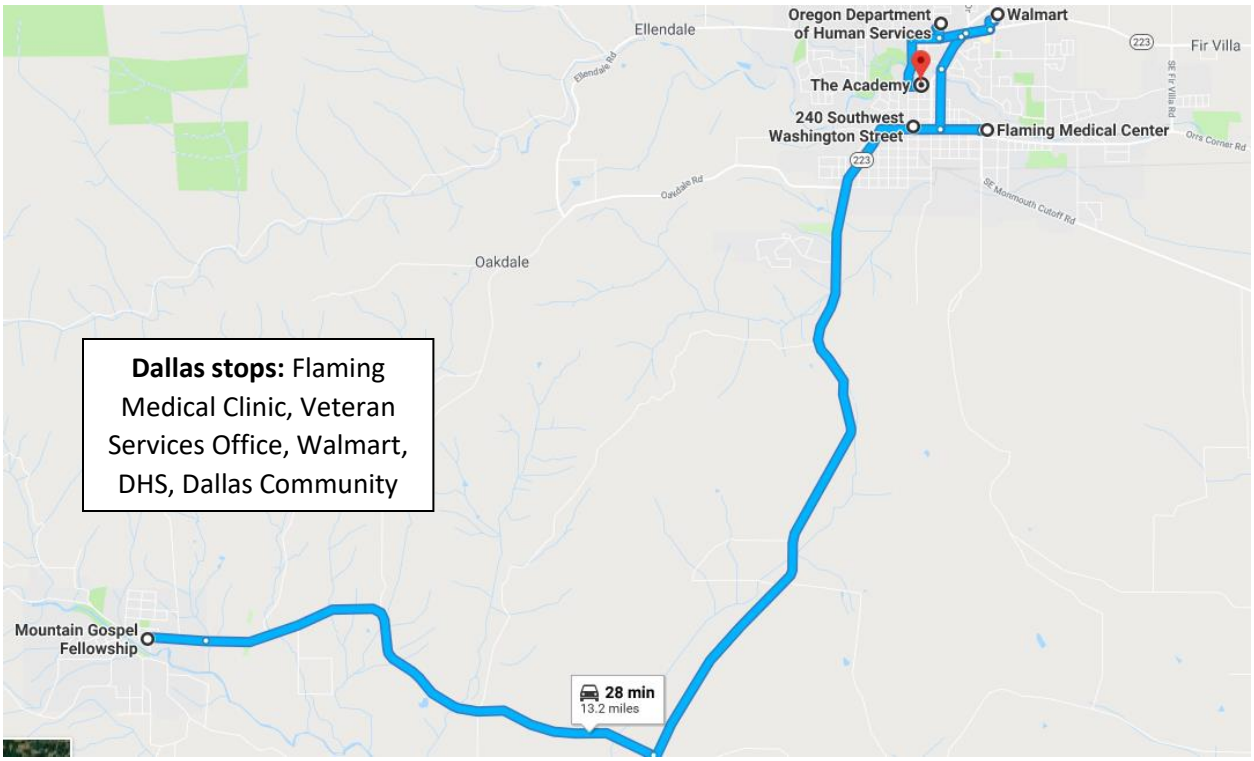
State of Oregon Articles of Incorporation Number:

Date of Incorporation: 07/01/19

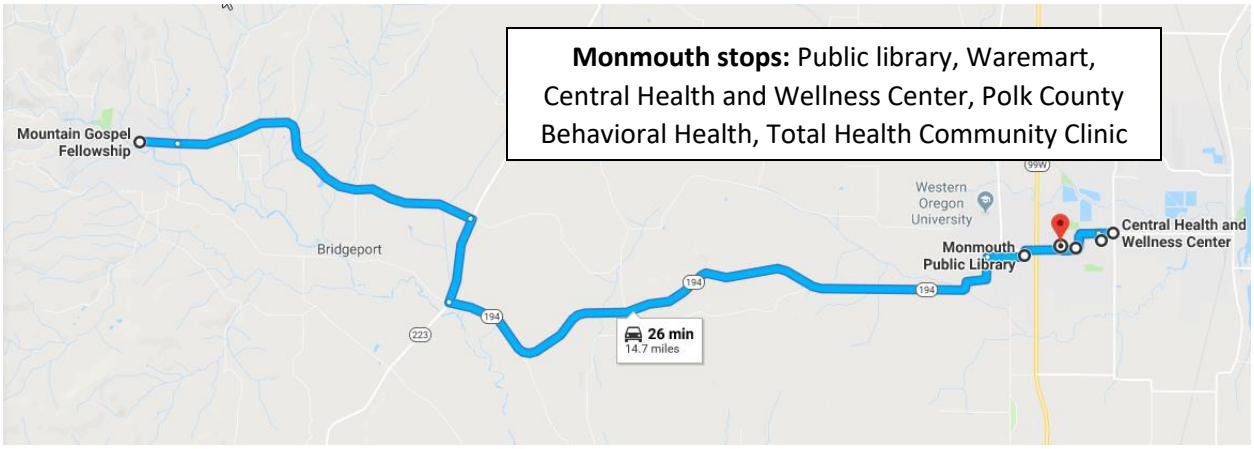
Certifying Representative

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

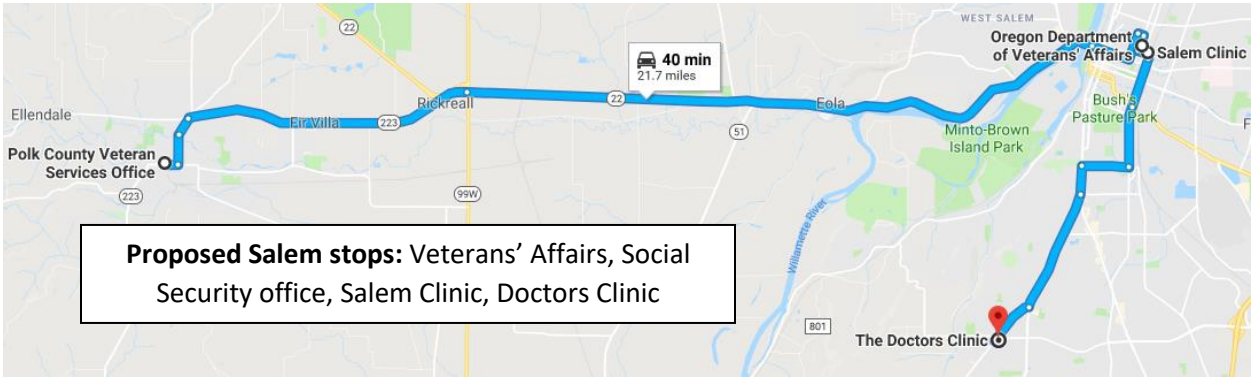
Falls City Direct Connect
Bus Routes 2017-2018



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