

COMMISSIONERS:

MIKE FITZGERALD, District 1
JAY HUBER, District 2
LESLEE STANLEY, District 3

email: bocc@co.shoshone.id.us

Office Phone: 752-3331
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County of Shoshone

700 BANK STREET, SUITE 120
WALLACE, IDAHO 83873-2348

PEGGY WHITE, CLERK DISTRICT COURT
AUDITOR and RECORDER

email: pwhite@co.shoshone.id.us

Office Phone: 752-1264
Fax: 752-1896

October 17, 2016

Idaho Transportation Department
Public Transportation Office
Attn: Rachel Pallister
PO Box 7129
Boise, ID 83703

Re: Rural 5310 One Time Application FY 18-19

Dear Public Transportation Office;

Shoshone County is requesting \$52,000 in federal funding for a replacement vehicle through the Rural 5310 program to serve the required complimentary paratransit route and the Coeur d'Alene route. The vehicle will allow the County to replace their aging vehicle. It will also allow for expanded capacity to the Coeur d'Alene area.

The Shoshone County Commissioners are committed to the continuing operation of the transit service. The required matching funds for this project will be available through a combination of County funds and funds received from the local community through donations and advertising sales.

Please contact us if there are any questions or if additional information is necessary.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

A handwritten signature in black ink, appearing to read "Mike Fitzgerald", written over a horizontal line.

Mike Fitzgerald, Chairman

A handwritten signature in black ink, appearing to read "Leslee Stanley", written over a horizontal line.

Leslee Stanley, Commissioner

A handwritten signature in black ink, appearing to read "Jay Huber", written over a horizontal line.

Jay Huber, Commissioner

Section 1: Demonstration of Need

Shoshone County Transit (Silver Express) provides fixed route and paratransit service to 8 cities (Kingston, Pinehurst, Smelterville, Kellogg, Osburn, Silverton, Wallace, and Mullan) and the unincorporated areas of Shoshone County. We have been in operation since January, 2012 and have had tremendous growth. In our first application for funding we guessed at 40 riders per day maximum, about 10,000 rides per year. We are now averaging just over 80 riders per day on the fixed route (20,000 rides per year), double our expectations.

Shoshone County also provides a route with service to Coeur d'Alene from the Silver Valley. Seating is by reservation and is a demand response service. This route operates on Tuesday and Thursday mornings. The service area for pickup within the Silver Valley is within $\frac{3}{4}$ of a mile of the fixed route with drop-offs anywhere in the Coeur d'Alene area. We only have seating for 8 passengers and it is typically full. It is not uncommon to have a waiting list in case we have cancellations.

This past spring there was a question of whether the local match monies were available to keep the system in operation. Shoshone County sent out a request to the business community for donations / advertising to keep the service going. The response was overwhelming and demonstrate how important this service is to the local business community. To date we have received \$38,411. A list of the donors is shown in the Letters of Support section of the application. Most of the donations / advertising is an annual renewal basis so we expect to receive a significant portion of this funding each year.

Section 2: Project Description

This project is to provide a replacement vehicle to be used for the required paratransit complementary service and the Coeur d'Alene route.

We currently have 109 people who are approved for paratransit services. These riders have disabilities that make it impossible to get to a regular bus stop and use the fixed route service. They have submitted an application with their disability certified by their medical professional. We provide door to door paratransit service for the riders so long as each end of the trip is within $\frac{3}{4}$ of a mile of the fixed route. Last month we had a total of 64 paratransit trips.

The Coeur d'Alene route operates 2 times per week and is typically full. Last month we had a total of 80 passengers. Riders are from the eight cities and unincorporated areas of the Silver Valley. Typical destinations in the Coeur d'Alene area are medical facilities and doctors offices, Social Security office, North Idaho College, shopping centers, and grocery stores. The typical population served are the disabled, elderly, and poor who do not have their own transportation. Most of these people have no other option to get to the Coeur d'Alene urban area without our services.

Currently we utilize a 9 passenger van with a wheelchair lift for the paratransit services and Coeur d'Alene route. The van was used when Shoshone County received it from ITD. It is a 2009 model year with approximately 140,000 miles on it. Based upon current mileage rates and use the van will be need to be replaced in 2018. We are requesting funding to purchase a 12+2 cutaway vehicle. This will provide additional seating for the Coeur d'Alene route allowing us to expand the service capability. The

cutaway style will allow for easier loading of the elderly and disabled passengers. The current van is difficult for some clients to load and unload because of the smaller size of the doors and stairs.

Section 3: Project Planning

This replacement vehicle is included in the Shoshone County vehicle replacement plan. The existing vehicle will be exceeding 200,000 miles and will need to be replaced in 2018. This new vehicle will allow us to expand the number of clients that can go to Coeur d'Alene two days per week and will allow for the efficient operation of the required paratransit service.

Local matching funds for the project will be coordinated in part from local businesses who have paid / donated funds to Shoshone County in exchange for advertising on the bus and the benches. We will be coordinating with these local businesses to provide signage on the sides and back of the bus. Many of these donors are stakeholders that provide services to the same riders that we transport, such as Heritage Health, Shoshone Medical Center, Good Samaritans, and the Area Agency on Aging.

The timeline for the bus purchase is 2018. The project is a fairly simple purchase process and should take no more than 2 months to complete. The process will consist of preparing specifications for the vehicle, obtaining quotes from at least 3 qualified vendors, award of the contract, and delivery of the vehicle.

The project will not require any additional staffing and has no bearing on labor unions.

Our transportation services serve primarily the low-income population of the Silver Valley. We coordinate with food banks, medical centers, and retailers to provide routes that best serve this population.

Section 4: Project Benefits

There are 2 major benefits to the purchase of this vehicle. The primary benefit will be the replacement of the worn out van that we are currently utilizing. This new vehicle will give us an additional 6-8 years of service. It will be safer and much more comfortable than the current vehicle.

The 2nd benefit will be the increased capacity for the Coeur d'Alene route. We currently only have seating for 9. The new vehicle will allow us to increase capacity to 14 seated passengers. We will no longer have to have a waiting list for people to go to the Coeur d'Alene area.

Section 5: Project Service & Evaluation

Ridership data will be collected to determine whether the project benefits are being reached. We will monitor the ridership and determine if the increase vehicle size is resulting in an increase in people going to Coeur d'Alene. This one time purchase will allow us to continue to operate for many years to come and provides sustainability of the system.

Fiscal year 2018 Project Budget Request

Subrecipient	Shoshone County
Agreement Term	October 1, 2017-September 30, 2018
Contact Name	Mike Fitzgerald, County Commissioner
Address	700 Bank Street, Suite 120, Wallace, ID 83873
Phone Number	

Grant	Capital, Planning, Marketing 80/20		
Total	Federal	Match	
Program	\$	\$	\$
	65,000.00	52,000.00	13,000.00

Total Project Cost	Total Federal Request	Total Match Needed
\$ 65,000.00	\$ 52,000.00	\$ 13,000.00

Scope of Work

Purchase a transit vehicle with seating for 12 + 2 wheelchairs with an ADA approved wheelchair lift installed.

Subrecipient Printed Name


Subrecipient Signature

Date

Community Support

This past summer Shoshone County started a fundraising campaign to save the Silver Express Bus Service. The County did not have the matching funding to sustain the service over the long term and the service was going to be shut down. The community support was overwhelming. This funding will supplement the federal dollars as well as the money contributed by Shoshone County for the operations of the system and the purchase of vehicles. It is anticipated that this annual fundraising campaign will sustain the transit service for both the short and long term needs.

Rather than ask for letters from all of the individuals and businesses that showed their support, we thought we would list all of those that opened up their checkbooks and really showed their support.

F&H Mining Supply	\$250
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Office Phone: 752-1264
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October 17, 2016

Idaho Transportation Department
Public Transportation Office
Attn: Rachel Pallister
PO Box 7129
Boise, ID 83703

Re: Vehicle Investment Program (VIP) One-Time Capital Application FY 18-19

Dear Public Transportation Office;

Shoshone County is requesting \$52,000 in federal funding for a replacement vehicle through the VIP program to serve the required complimentary paratransit route and the Coeur d'Alene route. The vehicle will allow the County to replace their aging vehicle. It will also allow for expanded capacity to the Coeur d'Alene area.

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Fiscal year 2018 Project Budget Request

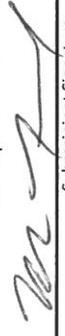
Subrecipient	Shoshone County
Agreement Term	October 1, 2017-September 30, 2018
Contact Name	Mike Fitzgerald, County Commissioner
Address	700 Bank Street, Suite 120, Wallace, ID 83873
Phone Number	

Grant	Capital, Planning, Marketing 80/20		
5310	Total	Federal	Match
\$	65,000.00	\$ 52,000.00	\$ 13,000.00

Total Project Cost	Total Federal Request	Total Match Needed
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Scope of Work

Purchase a transit vehicle with seating for 12 + 2 wheelchairs with an ADA approved wheelchair lift installed.

Subrecipient Printed Name _____

 Subrecipient Signature _____
 Date _____

Community Support

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Area Agency on Aging	\$6,000 to date, \$1000+/month based on Senior ridership
Hecla Charitable Foundation	\$7,500



October 20, 2016

Public Transportation Division
Idaho Transportation Department
3311 W. State St.
Boise, ID 83707

Re: VIP Grant Application

Dear Grants Officers,

Attached is our grant application for rebuilding one demand response bus and repairing seats in four buses.

This project will conserve scarce funding dollars both federal and local. It will improve the image of SPOT among its rides

Thank you for your part in making a difference to the lives of many people.

Marion Johnson
Operations Manager

Selkirk Pend Oreille Transit Authority
3656 HWY 200 Box 8
Ponderay, Id 8385
208-304-2216 spot.marion@frontier.com

VIP One-Time Capital Application FY 18-19

SPOT Authority

Section 1: Demonstration of Need

SPOT has a 2010 gas engine bus (SPOT designation #110) that is use for demand response service in Bonner County. With a total of current total of over 160,000 miles, the bus will reach the end of its useful life during 2018. Bus currently has body rust and needs body repair and painting.

Our capital replacement plan call for the bus to be replaced in 2018.

We have no spare demand response bus for either Bonner or Boundary Counties.

Four other SPOT buses have bad driver and passenger seats.

The evaluation of the buses was made by SHIFT Community Solutions and SPOT staff.

Section 2: Project Description

The scope of this project is to mechanically rebuild and do body work on bus #110. The rebuilt bus would then be a suitable to continue its service as a demand response bus.

Bus #110 is a 2010 cutaway build on a Ford F450 frame. We are planning on the following items for the rebuild:

1. New engine
2. New transmission
3. Body Repair and Repainting.

SPOT has four vehicles (#106, #107, #110 and #111) that worn out driver seats. The padding is compressed and the fabric torn. There are torn or damaged passenger seats in each of the same four buses.

The estimated costs of the project are:

Bus #	Work	Cost
110	Engine, Transmission, Body Repair and Painting	\$ 28,000.00
106	Driver and Passenger Seat Repair	\$ 2,000.00
107	Driver and Passenger Seat Repair	\$ 2,000.00
110	Driver and Passenger Seat Repair	\$ 2,000.00
111	Driver and Passenger Seat Repair	\$ 2,000.00

The total cost of the project will be \$36,000.00

Projection 3: Project Planning

SPOT recently hired SHIFT Community Solutions to develop a capital expenditure plan. Below is a table of the fleet status and recommendations prepared by SHIFT as of August 2016:

VIP One-Time Capital Application FY 18-19 SPOT Authority

ID #	Model	Model Year	# of Passengers	Gross Vehicle Weight (GVWR)	Service Mode	Current Mileage (as of 6/30/16)	Typical useful life - miles	Recommended replacement year	Estimated replacement cost
110	FORD-cutaway	2010	16	14,500	Demand Response	158,535	250,000	2018	\$ 78,000
107	FORD-cutaway	2007	9	14,500	Demand Response	195,270	250,000	2019	\$ 65,000
111	FORD-cutaway	2011	16	16,000	Fixed Route-Spare	270,844	250,000	2017	\$ 75,000
106	FORD-cutaway	2005	16	10,480	Fixed Route-Spare	298,301	200,000	2017	\$ 75,000
114	FORD-cutaway	2014	16	14,500	Fixed Route-Blue	119,520	250,000	2020	\$ 82,000
115	FORD-cutaway	2015	16	14,500	Fixed Route-Green	79,919	250,000	2020	\$ 84,000
BFB#1	FORD-cutaway	2011	8	10,500	Demand Resp-Boundary Co	36,031	200,000	2021	\$ 70,000

The decision to repair bus #110 is based on the following changes to the above schedule since it was created two months ago.

We have funding in FY 16-17 to purchase a new demand response bus for Bonner County. It will be put into service in Bonner County replacing bus #107. Bus #107, which is in better condition than #110, will become a spare bus for demand response service in both Bonner and Boundary Counties.

Bus #111 was rebuilt last month. It received a new engine and transmission. We expect to not have to replace it until 2020.

SPOT has developed a program for capital replacement that includes a match funding stream.

The time line for service introduction is:

- October 2016 – Grant Application Due
- April 2017 – ITD Board Approval
- October 2017 – Grant open
- October and November 2017 – Seat repairs
- June 2018 – Rebuild bus #110

This project will require no additional staff.

SPOT is a non-union operation.

Section 4: Project Benefits

Rebuilding the bus will greatly extend the service life of the bus at a fraction of the cost of purchasing a new bus.

SPOT will avoid the increasing annual maintenance cost associated with older equipment.

Having this vehicle in reliable running order will keep us in compliance with the mandatory number of backup vehicles.

VIP One-Time Capital Application FY 18-19 SPOT Authority

The seat repairs will foster a better environment and cause there to be less vandalism. If a vehicle falls into disrepair, some riders will not respect the vehicle as much and intentionally add to the worsening condition.

Section 5: Project Service/Evaluation

Improvement in annual maintenance costs of bus #110 will be measured after the repair and compared to previous years. Savings over buying a new vehicle can be calculated.

Section 6: Project Budget

Fiscal year 2017 Project Budget Request						
		Subrecipient		Selkirks Pend Oreille Transit Authority		
		Agreement Term		October 1, 2017-September 30, 2018		
		Contact Name		Marion Johnson		
		Address		31656 Hwy 200, Box 8, Ponderay, Idaho, 83852		
		Phone Number		208-263-3774		
		Grant		Capital, Planning, Marketing 80/20		
		VIP		Total	Federal	Match
				\$ 36,000.00	\$ 28,800.00	\$ 7,200.00
Total Project Cost		Total Federal Request		Total Match Needed		
\$ 36,000.00		\$ 28,800.00		\$ 7,200.00		
						Scope of Work
						Rebuild Bus #110. Repair seats in buses #106, #107, #110 and #111.
Selkirks Pend Oreille Transit Authority						
Subrecipient Printed Name						
Marion Johnson						
Subrecipient Signature						
18-Oct-16						
Date						

5310 One-Time
Capital
Application FY
18-19

Submitted by: Regional
Public Transportation
Inc., dba SMART Transit

Submitted October 20, 2016

Section 1: Demonstration of Need

Demonstration of Need for Public Transportation Funding: (3 page maximum, single sided) Applicants should demonstrate the need for the service/project in their local area.

- Include a description of any data analysis conducted.

The City of Moscow, during development of the city's Transportation Plan, contracted with Nelson and Nygaard to conduct surveys related to transportation. A Ridecheck Analysis and Onboard Passenger Survey were completed for transit services in 2012.

The City of Moscow also conducts a citizen survey every two years soliciting input on city services including transit.

SMART Transit is planning an updated passenger and community survey in Fall/Winter 2016.

- Discuss efforts, either qualitative or quantitative that were undertaken to determine need.

Regional Public Transportation Inc., dba SMART Transit's services are targeted to all community members who want a low cost, sustainable mode of transportation, but specifically to low-income, elderly and individuals with disabilities as these are populations that may not have any alternatives.

SMART is requesting funds for improvements to transit customer communications and information. Specifically, funds are needed to provide additional and improved resources to the general population, persons with disabilities and the elderly.

Based on the Ridecheck Analysis and Onboard Passenger Survey (2012) completed by Nelson and Nygaard, the majority of SMART Transit fixed route riders are low-income – 51% of respondents reported a yearly income of less than \$15,000.

The City of Moscow 2014 Citizen Survey conducted deemed that 66% of respondents felt better transit schedule information and marketing was a moderate to very high transportation investment priority. According to the same survey, 25% of respondents were aged 65 or older.

According to the 2014 Disability Statistics Annual Report, A Publication of the *Disability Statistics & Demographics Rehabilitation Research & Training Center*, 10.5% to 12.6% of the 2013 Idaho population aged 18-64 living in the community had a disability; while 38.2% to 45.5% of those 65 and older living in the community had a disability. 8.3% to 10.4% of the 2013 Idaho population aged 18-64 had cognitive, visual or hearing disabilities.

A University of Idaho (UI) business course is conducting a survey of SMART Transit's services that will be distributed to the entire student body. Deliverables include feedback from the UI students in regard to usage and awareness of transit service. This information will assist SMART Transit's efforts in enhancing tools and technology the student body is seeking to navigate the system.

Section 2: Project Description

Project Description: (4 page maximum, single sided) Provide a concise project description, specifically detailing the proposed project for which funds are being requested and how the project addresses the scope and objectives of the program. If the project was previously funded by ITD, explain what was funded.

- Include detailed Scope of Work including but not limited to hours of service, counties and cities served (service area), mode, and populations served.

SMART provides safe, efficient and cost effective mobility options in the City of Moscow in Latah County for access by the general public, as well as individuals who may not have any other means of transportation. Public transportation is a viable option for individuals who choose a more economical and environmentally friendly mode of transportation.

SMART provides two basic services in the City of Moscow which includes fixed route and demand response (Dial-a-Ride). SMART Transit's fixed route service started in January 2004 and consists of two loops, one on the east side (5 miles long) and the other on the west side (4 miles long) of town. The buses operate between 6:40 a.m. and 6:00 p.m. Monday through Friday and are fare-free. Alternating on the half hour with a common layover period at the Moscow Intermodal Transit Center on the UI campus, 2 variations of each of the East & West Routes serve many of the communities' schools, commercial and medical destinations. Expansion to the fixed routes is planned for the current fiscal year.

The Dial-A-Ride service has operated in Moscow since the 1990s and operates during the same hours as the fixed routes within the city limits of Moscow or $\frac{3}{4}$ mile from the fixed route, whichever is greater. The Dial-A-Ride is a demand response and ADA Complementary Paratransit service provided to individuals with disabilities, elderly, Medicaid patrons, as well as general population riders. Dial-A-Ride is a door-to-door/curb-to-curb service requiring advanced scheduling. ADA patrons, individuals that meet specific requirements under the Americans with Disabilities Act, ride at no cost. No restrictions are placed on trip purpose or number of trips. General Public riders pay a small fee of \$1.50 per trip. SMART also promotes connectivity in mobility options by acting as a ticket agent for Northwestern Trailways and Greyhound intercity bus services.

In 2015, 169,859 rides were provided on fixed route and Dial-A-Ride services combined.

The specific Scope of Work for this application contains the following:

1. Real-time bus location web browser/smartphone application, stop annunciators and/or visual stop announcement/multimedia display equipment
2. Improvements and rebuild of the current website www.smarttransit.org

The request for bus equipment has not been funded by ITD in the past. The technology of automated vehicle location (AVL) and route information in GTFS format has been funded by ITD within the 511 and Routematch projects. However, the missing piece in this technology is linking the AVL/geo-location of the vehicle to its estimated arrivals on route to the customer in a real time information portal. Stop annunciators and display equipment will better assist riders with disabilities, visual and hearing impairments, as well as new riders and limited English proficiency individuals.

SMART rebuilt its website in 2014 under its general operating funds. The website has met ITD’s minimum requirements for compliance. However, the website has fallen short on usability on mobile platforms as well as for individuals with disabilities and improvement is necessary.

	Project Cost	Federal Request	Match
Real-time bus location smartphone app			
Stop annunciators			
Stop announcement/multimedia display equipment	90,000	72,000	18,000
Website/mobile infrastructure rebuild	10,000	8,000	2,000
Totals	100,000	80,000	20,000

- Discuss rider origination and destination location.

The origination and destination locations include medical, educational, shopping, recreational, high density residential and downtown areas.

Section 3: Project Planning

Project Planning and Coordination: (3 page maximum, single sided) In this section, the applicant should describe how the proposed project was developed and demonstrate that there is a sound basis for the project and that it is ready to implement if funded.

- Describe how it meets the needs of the service area identified in detail, and describe the Project Development Process

The City of Moscow 2014 Citizen Survey conducted deemed that 66% of respondents felt better transit schedule information and marketing was a moderate to very high transportation investment priority.

According to the Nelson and Nygaard survey, 25% of Moscow respondents were aged 65 or older.

According to the 2014 Disability Statistics Annual Report, A Publication of the *Disability Statistics & Demographics Rehabilitation Research & Training Center*, 10.5% to 12.6% of the 2013 Idaho population aged 18-64 living in the community had a disability; while 38.2% to 45.5% of those 65 and older living in the community had a disability. 8.3% to 10.4% of the 2013 Idaho population aged 18-64 had cognitive, visual or hearing disabilities.

The requested tools and website improvements will assist current and new riders navigating the system. Real-time transit information, both waiting to board the next bus as well as onboard the bus navigating the next stop, will enhance the user experience. This technology, as well as auditory stop annunciators and visual display stop announcements will make using transit more convenient for all riders and easier to navigate for riders that require some additional assistance due to unfamiliarity with the routes; difficulty understanding spoken English; or have visual, cognitive and hearing impairments.

SMART is in the process of information gathering for these technologies. Attendance at various conferences and vendor expos has proven critical in obtaining information on the types of systems that exist.

- Describe coordination with local stakeholders on project development

Coordination with stakeholders for various projects includes the general population of the City of Moscow, Latah County, Moscow City Council and Transportation Commission, the University of Idaho administration and Associated Students, the Chamber of Commerce, various living groups, and local businesses, as well as SMART Transit's Board of Directors.

The usability of public transportation is necessary for the community to embrace and support transit, therefore providing current and potential riders the necessary tools to access the system effortlessly. This is a high priority to stakeholders and the community.

- Provide detailed project timeline and milestones for project delivery

The procurement process will begin after funding awards are announced and project delivery for each component will be finalized by September 2018.

- Provide required NEPA worksheet if applying for a capital grant that will be "moving dirt"

N/A

- Staffing Levels

N/A

- Labor Unions

N/A

- Coordination and inclusion with Minority and Low-Income Populations

Based on the Ridecheck Analysis (2012) completed by Nelson and Nygaard, the majority of SMART Transit riders are low-income – 51% of respondents reported a yearly income of less than \$15,000. SMART Transit's fixed route system is fare-free due to the considerable contributions by local agencies, allowing for those on a low or fixed income to get to and from necessary destinations throughout the community.

SMART Transit's website offers information about services provided and schedules and brochures are distributed throughout the community. Distribution network locations include the Public Health Department, CHAS non-profit health clinic, grocery stores, major medical facilities, UI Student Housing and several senior housing complexes such as Good Samaritan Village, Aspen Park, and Creekside Properties. The UI International Programs office and the Dean of Students distribute local and regional transportation options on a USB flash drive to all incoming students during orientation. Periodically, SMART attends the Latah County Human Needs Council monthly meetings. Some non-profit and other agencies represented on this council include property management companies that provide low income housing options, Family Promise of the Palouse, St. Vincent de Paul, Disability Action Center, and the Center for Civic Engagement.

Section 4: Project Benefits

Project Benefits: (3 page maximum, single sided) In this section applicants should identify expected project benefits, including basic goals and objectives for the project. Applications should address how the project will:

- Improve efficiency or increase ridership;

Real time technology, stop announcement equipment as well as an improved website will make the system more attractive to users and potential users, increasing ridership. Navigating the system should be as effortless and convenient as possible, especially for individuals that need the additional assistance due to disabilities. The additional tools available to the community will improve the experience for existing riders and improve users' ability to navigate the system, consequently increasing mobility and ridership.

- Improve safety;

Real time technology will allow riders to be at the bus stops no longer than necessary. This will decrease the wait times at bus stops, where the rider may be alone and in the dark.

- Improve mobility;

The requested tools and website improvements will assist current and new riders navigating the system. Real-time transit information, both waiting to board the next bus as well as onboard the bus navigating the next stop, will enhance the user experience. This technology, as well as auditory stop annunciators and visual display stop announcements will make using transit more convenient for all riders and easier to navigate for riders that require some additional assistance due to unfamiliarity with the routes; difficulty understanding spoken English; or have visual, cognitive and hearing impairments.

- Support local economic development and expand economic opportunity

Both services allow elderly, low income, and persons with disabilities to function independently in the Moscow community at no or little cost. Rides are not limited to medical, educational and employment. Many seniors ride the bus the Senior Meal Site every Tuesday and Thursday at the 1912 Center. Several riders with vision impairments ride the bus to the Blind and Diabetic Support group on Wednesdays. Other riders go to beauty salons, laundromats, art galleries, volunteer opportunities, or visit friends. People who would otherwise require a significantly greater amount of public support to continue living at home can remain in their homes longer and still lead an active lifestyle. Individuals with limited income can travel to and from work, school, shopping and medical services without the need for increasingly expensive personal conveyance. Community benefits include traffic, pollution and parking congestion mitigation.

Section 5: Project Service/Evaluation

Project Service and Evaluation: (2 page maximum, single sided) In this section applicants should describe the methodology that will be used to measure and evaluate the project and determine the project's value to the community.

- Describe how the applicant intends to evaluate success of the project. Include in the description what data will be collected and relevant to the specific measures.

SMART's programs are continually evaluated based on multiple measures. For instance, evaluation of the programs is overseen by the Idaho Transportation Department Public Transportation (ITD-PT), and SMART Board of Directors. Management continually monitors operations to ensure effective and efficient service is provided to Dial-A-Ride and fixed route riders. The intended outcome will be accomplished if, at the end of the budget year, a consistent or improved level of service was maintained and done so by staying within budgetary parameters.

Transit services are measured by the numbers of rides provided, whether the rides were on time, and if demand was met. Ridership data is an important measure and will assist in determining the usability of the service through the new service. Basically, the more rides provided without complaint, the more satisfied customers. However, SMART is very aware of passenger satisfaction. The phone number is prominent on every bus as well as the website and brochures for customer feedback. SMART tracks complaints, as well as other daily events on a daily event log. Drivers and dispatch staff also convey all specific client concerns.

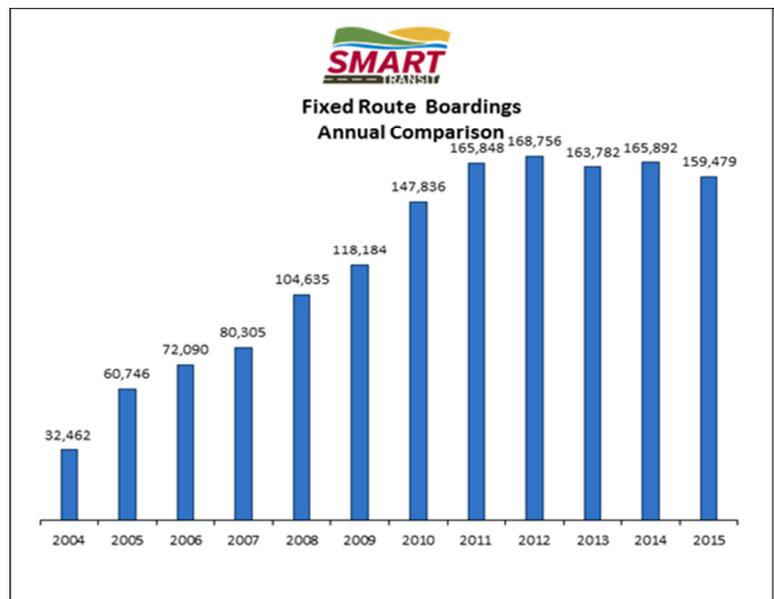
- Describe how community information and continuous input will be used to evaluate the project's value.

SMART has developed a relationship with the District 2 PTAC representative. SMART's Executive Director attends PTAC meetings and ITD board meetings, whenever feasible, and participated as a member on the ITD Mobility Management Task Force as well as CTAI Board of Directors.

The City of Moscow Transportation Commission coordinates locally between modes including bike-ped, sidewalks, transit, and personal automobiles. SMART assisted the City of Moscow and University of Idaho in collaboration to build the Intermodal Transit Center, which has since become a symbol of coordination and pride in the Moscow community.

SMART provides program information on service schedules and brochures. Service information is also promoted on its website, www.smartrtransit.org. Service information, rider alerts, and promotional stories and events are provided on SMART's Twitter page (@MoveSmartMoscow) and Facebook page.

SMART participates in many local events to increase visibility of the services it provides, such as the City



of Moscow's Art Walk, Poetry on the Busses which showcases local artists on bus interiors, city-sponsored "block party" events, and the "Family Fair"—a new event providing resource information for families.

SMART participates in "Palousafest," a UI event that welcomes those new and returning to campus. The event is a perfect opportunity for members of the community, faculty and staff to learn more about opportunities in the area; and the Student Activities and Information Fair ("Uldaho Bound"), an event for newly admitted students and parents at the UI.

- Expecting the project under this grant to be successful, describe how the agency plans to sustain the service/project after the end of the grant period.

The funds requested are for one-time up-front costs associated with the Scope of Work. Ongoing maintenance costs will be incorporated into SMART's operating budget.

Section 6: Project Budget

See Attachment A for required Project Budget

Fiscal year 2016 Project Budget Request

Subrecipient	Regional Public Transportation Inc dba SMART Transit
Agreement Term	October 1, 2016-September 30, 2017
Contact Name	Jenny Ford, Executive Director
Address	PO Box 3854, Moscow, ID 83843
Phone Number	208-883-7165

Grant	Capital, Planning, Marketing
5310	\$0/20
	Federal
Total	Match
\$ 100,000.00	\$ 20,000.00

Total Project Cost	Total Federal Request	Total Match Needed
\$ 100,000.00	\$ 80,000.00	\$ 20,000.00

Jenny Ford

Subrecipient Contact Name



Subrecipient Signature

20-Oct-16

Date

Scope of Work

1. Real-time bus location web browser/smartphone application, stop annunciators and/or visual stop announcement/multimedia display equipment
2. Improvements and rebuild of the current website www.smarttransit.org

University of Idaho

Division of Infrastructure

Administration Bldg. 209
875 Perimeter Drive MS 3162
Moscow ID 83844-3162

Phone: 208-885-2127
Fax: 208-885-7539

October 19, 2016

Idaho Transportation Department
Mark Bathrick, Public Transportation Manager
P.O. Box 719
Boise, ID 83707-1129

RE: 5339 One Time Grant Opportunity (FY18-19)

Dear Mr. Bathrick:

On behalf of the University of Idaho, we support the application by Regional Public Transportation, Inc. (dba SMART Transit) to ITD for 5339 One-Time Capital funding opportunity in District 2.

SMART is requesting transit real-time rider information, on-board ADA stop announcement information display system, and website infrastructure to better accommodate users with disabilities. Transit related technology will assist in making this mode of transportation more convenient and attractive, and in turn, increase ridership.

We value our collaborative working relationship with our partners in public transportation including SMART and the City of Moscow. The Moscow Intermodal Transit Center, located on the UI campus, has raised awareness and value of the accessible and affordable public transportation options in our community, as well as the intercity service provided by Northwestern Trailways. The availability of these additional technology tools to our staff and students will improve the experience for existing riders as well as new populations entering the community.

On behalf of the University of Idaho, I respectfully request ITD to support public transit services in Moscow by approving SMART's application for this funding opportunity.

Thank you for your consideration.

Sincerely,



Daniel Ewart
Vice President for Infrastructure & Chief Information Officer



Heart of the Arts



Bill Lambert
Mayor

Art Bettge
Council President

Jim Boland
Council Vice-President

Kathryn Bonzo
Council Member

Walter Steed
Council Member

Gina Taruscio
Council Member

John Weber
Council Member



Gary J. Riedner
City Supervisor



City of Moscow, City Hall
c/o Gary J. Riedner, City Supervisor
206 East 3rd Street
P.O. Box 9203
Moscow ID 83843
Phone (208) 883-7000
Fax (208) 883-7018

Website: www.ci.moscow.id.us
Hearing Impaired (208) 883-7019



October 19, 2016

Idaho Transportation Department
Mark Bathrick, Public Transportation Manager
P.O. Box 719
Boise, ID 83707-1129

RE: 5339 One Time Grant Opportunity (FY18-19)

Dear Mr. Bathrick:

The City of Moscow supports Regional Public Transportation, Inc. (dba SMART Transit) application to ITD for 5339 One-Time Capital Application funding opportunity in District 2.

SMART's purpose is to provide a safe, efficient and cost effective public transportation option for community members, visitors, and more specifically, those who may not have any other means of transportation. SMART is requesting transit real-time rider information, on-board ADA stop announcement information display system, and website infrastructure to better accommodate users with disabilities. These services will greatly improve the ability of all to navigate the system.

The City is proud to partner with SMART and the University of Idaho on these essential fixed route and Dial-A-Ride services. In 2015, 169,859 rides were provided on fixed route and Dial-A-Ride services combined.

The City of Moscow respectfully requests the Idaho Transportation Department to continue to support public transit services in Moscow by approving the RPT/SMART application for public transportation funds in district 2.

Thank you for your consideration.

Sincerely,

Bill Lambert
Mayor



Elderly Opportunity Agency, Inc.

Serving Southwest Idaho Seniors Since 1973

An Equal Opportunity Provider and Employer

Nutrition ♦ Housing ♦ Transportation ♦ Health Promotion

Elderly Opportunity Agency, Inc.
134 N. Washington Avenue
Emmett ID 83817

PH: 208-365-4461
800-273-4462
FAX: 208-365-0892

Donna Waters, Executive Director
Pamela Garrison, Housing Manager

October 17, 2016

Rachel Pallister, Grants/Contracts Officer
ITD- Public Transportation
P O Box 7129
Boise, ID 83701

RE: One-time FY 18-19 grant applications

Dear Rachel:

We are pleased to submit for your consideration applications for the FY18-19 one-time funding grant funding opportunities under the 5310 (Elderly & Disabled), 5339 (Bus & Bus Facilities), and the Vehicle Investment Program (VIP).

Elderly Opportunity Agency (EOA) was incorporated in 1973 as a private 501(c)(3) nonprofit corporation devoted to providing services to persons aged 60 and over and persons with disabilities of any age. As an association of senior centers our mission is to provide quality services and programs to senior adults and the disabled through programs that enhance their well-being, support their independence and encourage their continued involvement in and with their communities. This is accomplished through programs provided by 18 senior centers located in eight SW Idaho counties. Programs include congregate meals, home delivered meals, transportation services, nutrition education, health promotion activities, socialization and recreational opportunities.

EOA pioneered the senior services programs in our 8 SW Idaho counties. Beginning with 5 centers the program has grown over the years to 18 centers. Initially providing only a nutritious meal, services have grown to providing/arranging a wide range of activities for our elderly. Wellness programs that include blood pressure clinics, exercise classes, foot clinics, flu shots, nutrition education; driver safety programs; computer labs; medical equipment lending closets; income tax assistance; health insurance assistance; volunteer opportunities; recreational activities that include dances, card games, bingo, dominos, field trips; transportation services. Most importantly companionship and a sense of belonging and contributing.

EOA was awarded the STAR Awards for Excellence in 2012 by the Beverly Foundation, one of five awarded nationwide from 378 applicants. The STAR Awards program, given annually, are the only awards in the United States that celebrate excellence, innovations, and promising practices in providing transportation services to senior passengers.

The Senior Services program operates under the rules and regulations of the Older Americans Act and the Idaho Senior Services Program for individuals aged 60 and over, Idaho Medicaid for the aged and disabled and Federal Transportation Administration (FTA) for individuals 65 and over and persons with disabilities of any age and their caregivers/companions.

EOA owns and operates USDA Rural Development subsidized housing in the Idaho communities of Council, New Plymouth and Parma. Through rental assistance these units provide affordable housing to individuals aged 62 and older and the disabled.

EOA is operated under the direction of a non-paid 40 member board of directors. Thirty-six of the board positions consist of two representatives from each of the 18 senior centers and four are community members.

Our program model serves a two-fold purpose; (1) to provide needed services to our targeted population that enable them to maintain their independence and to remain in their communities and, (2) to involve as many as possible in this provision of service to keep them active and involved in their communities.

Volunteers play a very important role and their efforts contribute highly to the overall success of the programs. Volunteers are utilized in all of the programs and provide such services as delivering meals to homebound seniors, transporting seniors to medical and other essential appointments, providing information and assistance and assisting with the congregate meals programs.

EOA is excited to make application for:

- Mobility planning and marketing funding (5310) that will assist us in enhancing and expanding mobility services within and between our communities and ultimately reaching more people.
- The 5339 funding will allow us to place vehicles in three locations under covered parking and
- The VIP funding will allow us to replace a non-ADA vehicle with an ADA compliant vehicle and rehabilitate vehicles in our current fleet.

It is so easy for our vulnerable population in rural counties to become isolated. I would like to share a couple of comments made by our riders in our last satisfaction survey.

“My husband was wheelchair bound. We had no way to get him to the dentist until we heard of the wheelchair accessible senior bus. The bus was comfortable, the driver gracious and helpful. It was a great relief to know we could get my husband around and he loved getting out. This is a great service

for anyone not able to get around and also the family. It was everything I could hope for. Thank you for the privilege granted to us through this service. Keep up the good work. My confidence was boosted.”

This next one struck a chord with me in particular because my disabled 90 year old mother used to love to just take a road trip around the community to see the changes that were or had occurred and to drive by places that held special memories and reminisce.

“The companionship and just driving around the country side.”

Something that those of us who still drive take for granted.

We look forward to our continued partnership in providing services to our seniors and disabled in rural SW Idaho. Please let us know if you have any questions or need additional information.

Sincerely,



Donna Waters
Executive Director

Elderly Opportunity Agency, Inc.

134 N Washington Ave.

Emmett, ID 83617

(208) 365-4461

Rural 5310 One-Time Application FY 18-19

Section 1: Demonstration of Need

EOA in association with 14 senior centers in 8 SW Idaho counties provide rural demand response transportation services to individuals aged 60 and over and persons with disabilities of any age. The vehicles are open to the general public as long as space is available.

In rural communities, if you can't drive you most likely have difficulty in getting to where you need to go. In our rural communities where access to transportation is more restricted that for individuals living in urban communities, our transportation program places community within reach of our seniors and disabled by meeting two main categories of mobility need:

1. Essential or life sustaining trips to nutrition sites, medical and social services, shopping, banking and other necessary errands,
2. Quality of life or life enhancing trips that include recreational or social trips that enable our participants to fully participate and engage in the community, to participate in volunteer opportunities, attend health promotion activities and visits to spouses or other family or friends in long-term care facilities.

Our service area encompasses over 17,000 square miles covering 8 counties in southwest Idaho. From the mountains in our northern service area to the deserts and prairies of our southern service area.

According to the U.S. Census Bureau – American Fact Finder 2010-2014 Community Survey 5 Year Estimates our community service area incorporates a population of 30,519. Of that population:

- Age 60 and over equals 23.3% or 7,109 individuals
- Age 65 and over equals 16.9% or 5,154 individuals



Service area outlined in red.

Unfortunately due to funding shortfalls and geographic challenges we have only been able to reach a very small fraction of this segment of population.

We have a need to conduct mobility planning and marketing to enhance mobility within and between communities, increase ridership, efficiency and productivity; and generate new revenues.

Section 2: Project Description

Mobility planning and marketing to maximize transportation options. To enhance mobility within and between communities, increase ridership, efficiency and productivity; and generate new revenues.

Our demand response service area includes (by County):

Adams

- New Meadows
- Council

Washington

- Cambridge/Midvale
- Weiser

Payette

- New Plymouth
- Fruitland

Gem

- Emmett
- Letha

Valley

- McCall
- Cascade

Boise

- Horseshoe Bend
- Idaho City

Owyhee

- Homedale
- Marsing

Canyon

- Melba/Murphy
- Grand View

Populations served include senior adults age 60 and over and persons with disabilities of any age. The vehicles are open to the general public as well.

Rider origination and destination differ substantially between service areas. Trip originations are generally from riders' homes or the senior centers.

During CY 2015 ridership destinations included (% of total trips):

- Nutrition – 47%
- Shopping – 25
- Recreation – 10%
- Health – 11%
- Other – 7% (banking, barber/beauty shop, library, visits to long-term care facilities)

Scope of Work

1. Identify characteristics and demographics of each community.
 - Geography
 - Population
 - Employment
 - Commuting trends

- Roadway conditions
- 2. Identify transportation resources already available in the communities such as:
 - Fixed-Route
 - Paratransit
 - Private
 - Social Service Agencies
 - Faith-Based Agencies
- 3. Establish a public involvement plan that could include:
 - Agency coordination meetings
 - Stakeholder interviews
 - Senior Centers
 - Cities
 - Counties
 - Non-profits
 - Businesses
 - Health Care facilities
 - Government Agencies
 - Minorities
 - Low-income
 - Aged and disabled
 - Develop steering committee
 - Discussion groups
 - Surveys
- 4. Assess overall mobility needs in each community such as:
 - Low-Income Residents/Seniors
 - Workers
 - Transportation disadvantaged
 - Other captive & choice riders
 - Rides to wellness
- 5. Develop goals, objectives, policies
- 6. Identify and evaluate mobility alternatives such as:
 - Volunteer transportation program
- 7. Develop rural mobility operations and strategic implementation plan.

Section 3: Project Planning

This project was developed to address the issues related to the need to provide coordinated transportation within and between our rural communities in order to fill unmet needs, to expand services, improve mobility for everyone and improve cost efficiency.

Due to geographic and demographic differences within our service area, the following planning steps will focus on each of five different geographic areas with some overlap. These geographic areas are determined by the communities in which our transit services are located.

1. New Meadows/McCall, Council, Cambridge
2. McCall/New Meadows, Cascade, Horseshoe Bend
3. Weiser, New Plymouth, Parma, Emmett
4. Homedale, Marsing, Melba, Grand View
5. Idaho City

Implementation Steps:

1. Initiate the process
 - Meet with senior centers to collect ideas, concerns, and questions and collect information on the needs of the centers customers. The centers are the core to our services and know their communities.
 - Organize a core group of interested parties;
 - Discuss problems and issues with present transportation services;
 - Identify stakeholders;
 - Organize a steering committee and create a preliminary vision and road map.
2. Analyze conditions – Understand issues, needs, and circumstances; define local conditions.
 - Interview stakeholders;
 - Complete telephone or mail surveys;
 - Conduct facilitated workshops;
 - Report to key participants and the community.
3. Establish focus, consensus, and direction – Agree on the problem, develop consensus, and set a direction.
4. Develop alternative strategies.
5. Assess alternative options – select option to implement.

6. Formulate action plans (including seeking additional funding) to implement.
7. Marketing
8. Evaluate and improve.

The timeline and milestones will be determined through initial stakeholder meetings and continue through the term of the project. It will start with geographic areas 1 and 2, then areas 3 and 4 and end with area 5.

Staffing levels will include a project coordinator, clerical and administrative support. Voluntary support will be provided by EOA board of directors and Center boards.

There are no known labor unions.

Section 4: Project Benefits

The regional transportation plan for our service areas will be designed to support a high-quality lifestyle for its residents, promote economic activity and facilitate travel within and between communities in a safe and cost-efficient manner.

Benefits to the communities we serve can be many from access to greater levels of funding; access to state agency expertise and support; lower trip costs per riders; services provided in areas formerly without services; wider variety of trip purposes; more frequent services; better access to jobs, health care, and shopping; increased activity for local businesses; stronger support and funding commitments from local elected officials and key leaders in the social service network.

Which of these benefits are achieved in a given community will depend strongly on local conditions, including the resources and activities of the transportation system and other key stakeholders, as well as local political considerations.

Overall the key goals and objectives include:

- Increase the offerings of public transportation for all residents but particularly for our elderly and disabled. This allows individuals to remain independent in their own homes for a longer time than would otherwise have been possible, thus reducing both personal and social costs of unnecessary institutionalization.
- Support employment and economic development.
- Reduce travel costs through increased ridership.
- Improve quality of life.

Lastly to make transportation in our rural communities

- Available
- Acceptable
- Adaptable
- Accessible
- Affordable

Section 5: Project Service/Evaluation

Each community we serve is unique in itself. The degree of concentration versus the degree of dispersion of people in our counties will impact potential transportation options. Through the implementation steps outlined in Section 3 in each community we will:

- Review the service types that are currently available.
- Establish local goals, objectives, and needs based on the community and its profile.
- Select and tailor services to reflect community needs.
- Estimate the volume of service anticipated and coverage.
- Evaluate available resources and forecast funding and service costs to determine how much can be afforded and offered.

The steering committee will be the eyes and ears of the communities to provide continuous input on the projects value. Public surveys will also be utilized.

To sustain the service additional funding will be pursued through:

- FTA 5311 grants
- Fees from general public use
- Contracts with stakeholders

Fiscal year 2016 Project Budget Request

Subrecipient	Elderly Opportunity Agency, Inc.
Agreement Term	October 1, 2017-September 30, 2018
Contact Name	Donna Waters
Address	134 N Washington Ave, Emmett, ID 83617
Phone Number	(208) 365-4461

FTA Grant	AN 80/20			OP 57.5/42.5			PM 92.66/7.34			CP 80/20		
	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match
5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,100.00	\$ 51,280.00	\$ 12,820.00

Total Project Cost	Total Federal Request	Total Match Needed
\$ 64,100.00	\$ 51,280.00	\$ 12,820.00

Scope of Work

Mobility planning and marketing to maximize transportation options for the elderly and disabled in 8 SW Idaho Counties.

1. Identify characteristics and demographics.
2. Identify transportation resources.
3. Establish a public involvement plan
4. Assess overall mobility needs
5. Develop goals, objectives, policies
6. Identify and evaluate mobility alternatives
7. Develop rural mobility operations and strategic implementation plan.

Donna Waters
Subrecipient Printed Name

Donna Waters
Subrecipient Signature

10/17/16
Date

OCT - 3 2016

**CAMBRIDGE MIDVALE
SENIOR CITIZENS**

P.O. BOX 57 / 40 SUPERIOR STREET
CAMBRIDGE, IDAHO 83610
(208) 257-3358

September 26, 2016

To whom it may concern:

The board of directors, of the Cambridge-Midvale Senior Center, lends their full support to E.O.A.'s grant application for planning and marketing.

The Cambridge Senior Center has had a working relationship with EOA for the past 20 plus years. We have every confidence in E.O.A.'s ability, in partnership with the senior centers, to develop a strategy to enhance mobility services in rural SW Idaho.

Sincerely,



Board of Directors
Cambridge-Midvale Senior Center

Donna Waters

From: csc@ctcweb.net
Sent: Friday, October 07, 2016 11:17 AM
To: Donna Waters
Subject: letter of support

Council Senior Center pledges support for EOA in the Mobility Planning & Marketing application.

Edith Schwartz
Council Senior Citizens
PO Box 495
Council, ID 83612

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2016.0.7797 / Virus Database: 4656/13164 - Release Date: 10/07/16

OCT - 6 2016



The Sandbar
18 Sandbar Avenue, Marsing, ID 83639
208-896-4634

To Whom it may concern,

The Sandbar would like to offer support to The Elderly Opportunity Agency, Inc. in their efforts in applying for the Grant that would help fund the planning and marketing of the Senior Citizens transportation program.

The funding would allow them to increase our services within our own communities surrounding areas.

We are in total support of their application for the Grant.

A handwritten signature in black ink that reads 'Alana Squires'. The signature is written in a cursive style with a long, sweeping underline.

Alana Squires
The Sandbar

**Melba Valley Senior Center
P.O. Box 153
115 Baseline Rd.
Melba, Id 83641**

September 13, 2016

To Whom It May Concern:

Melba Senior Center utilizes its Melba Senior Center van by transporting the disabled and seniors to:

- (1) The Melba Senior Center for breakfast and lunch**
- (2) Nampa area for weekly shopping**
- (3) Visiting neighboring Senior Centers**
- (4) Physician and other essential appointments**
- (5) Entertainment events, such as musical programs, plays in Boise, touring Christmas lights in Caldwell, Murphy Out Post Days etc.**
- (6) Advertising for the Center**

All of the above provide care friendship for seniors and disabled riders in the greater Melba area, which includes 75 sq. miles. EOA transportation allows us independence and quality of life.

We would gratefully appreciate the ITD Transportation Planning and Marketing to provide grants to EOA, which effectively and efficiently care for the Centers of western Idaho. It is a deep friendship which we rural western Idahoans enjoy and depend upon from EOA.

Allow us to reiterate, please grant grants for EOA transportation oversight. These monies are our tax dollars from our government returning to us who have paid taxes to our government for very long time.

Sincerely,

**Sue Farner
Chairman Melba Sr. Center**

Donna Waters

From: McCall Seniors <mccallsrcenter@cablone.net>
Sent: Tuesday, September 20, 2016 12:29 PM
To: 'Donna Waters'
Subject: RE: Transportation Planning & Marketing

The McCall Senior Center would benefit from this grant by studying ways to fund a paid driver. Currently we use volunteers and as such we are unable to have a set schedule to provide transportation services in the McCall area. We frequently get requests for transportation of Seniors to appointments and are unable to commit unless we have a volunteer.

Gail Melvin
Board Member.

Donna Waters

From: Parma Senior Center <parmaseniorcenter@yahoo.com>
Sent: Monday, October 10, 2016 8:41 AM
To: Donna Waters
Subject: Mobility management

Hello Donna,

Parma Senior Center would like to support EOA in the Mobility Planning and Marketing Application.

Best of luck,
April Sorrell,

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2016.0.7797 / Virus Database: 4656/13190 - Release Date: 10/11/16



Elderly Opportunity Agency, Inc.

Serving Southwest Idaho Seniors Since 1973

An Equal Opportunity Provider and Employer

Nutrition ♦ Housing ♦ Transportation ♦ Health Promotion

Elderly Opportunity Agency, Inc.
134 N. Washington Avenue
Emmett ID 83817

PH: 208-365-4461
800-273-4462
FAX: 208-365-0892

Donna Waters, Executive Director
Pamela Garrison, Housing Manager

October 17, 2016

Rachel Pallister, Grants/Contracts Officer
ITD- Public Transportation
P O Box 7129
Boise, ID 83701

RE: One-time FY 18-19 grant applications

Dear Rachel:

We are pleased to submit for your consideration applications for the FY18-19 one-time funding grant funding opportunities under the 5310 (Elderly & Disabled), 5339 (Bus & Bus Facilities), and the Vehicle Investment Program (VIP).

Elderly Opportunity Agency (EOA) was incorporated in 1973 as a private 501(c)(3) nonprofit corporation devoted to providing services to persons aged 60 and over and persons with disabilities of any age. As an association of senior centers our mission is to provide quality services and programs to senior adults and the disabled through programs that enhance their well-being, support their independence and encourage their continued involvement in and with their communities. This is accomplished through programs provided by 18 senior centers located in eight SW Idaho counties. Programs include congregate meals, home delivered meals, transportation services, nutrition education, health promotion activities, socialization and recreational opportunities.

EOA pioneered the senior services programs in our 8 SW Idaho counties. Beginning with 5 centers the program has grown over the years to 18 centers. Initially providing only a nutritious meal, services have grown to providing/arranging a wide range of activities for our elderly. Wellness programs that include blood pressure clinics, exercise classes, foot clinics, flu shots, nutrition education; driver safety programs; computer labs; medical equipment lending closets; income tax assistance; health insurance assistance; volunteer opportunities; recreational activities that include dances, card games, bingo, dominos, field trips; transportation services. Most importantly companionship and a sense of belonging and contributing.

EOA was awarded the STAR Awards for Excellence in 2012 by the Beverly Foundation, one of five awarded nationwide from 378 applicants. The STAR Awards program, given annually, are the only awards in the United States that celebrate excellence, innovations, and promising practices in providing transportation services to senior passengers.

The Senior Services program operates under the rules and regulations of the Older Americans Act and the Idaho Senior Services Program for individuals aged 60 and over, Idaho Medicaid for the aged and disabled and Federal Transportation Administration (FTA) for individuals 65 and over and persons with disabilities of any age and their caregivers/companions.

EOA owns and operates USDA Rural Development subsidized housing in the Idaho communities of Council, New Plymouth and Parma. Through rental assistance these units provide affordable housing to individuals aged 62 and older and the disabled.

EOA is operated under the direction of a non-paid 40 member board of directors. Thirty-six of the board positions consist of two representatives from each of the 18 senior centers and four are community members.

Our program model serves a two-fold purpose; (1) to provide needed services to our targeted population that enable them to maintain their independence and to remain in their communities and, (2) to involve as many as possible in this provision of service to keep them active and involved in their communities.

Volunteers play a very important role and their efforts contribute highly to the overall success of the programs. Volunteers are utilized in all of the programs and provide such services as delivering meals to homebound seniors, transporting seniors to medical and other essential appointments, providing information and assistance and assisting with the congregate meals programs.

EOA is excited to make application for:

- Mobility planning and marketing funding (5310) that will assist us in enhancing and expanding mobility services within and between our communities and ultimately reaching more people.
- The 5339 funding will allow us to place vehicles in three locations under covered parking and
- The VIP funding will allow us to replace a non-ADA vehicle with an ADA compliant vehicle and rehabilitate vehicles in our current fleet.

It is so easy for our vulnerable population in rural counties to become isolated. I would like to share a couple of comments made by our riders in our last satisfaction survey.

“My husband was wheelchair bound. We had no way to get him to the dentist until we heard of the wheelchair accessible senior bus. The bus was comfortable, the driver gracious and helpful. It was a great relief to know we could get my husband around and he loved getting out. This is a great service

for anyone not able to get around and also the family. It was everything I could hope for. Thank you for the privilege granted to us through this service. Keep up the good work. My confidence was boosted.”

This next one struck a chord with me in particular because my disabled 90 year old mother used to love to just take a road trip around the community to see the changes that were or had occurred and to drive by places that held special memories and reminisce.

“The companionship and just driving around the country side.”

Something that those of us who still drive take for granted.

We look forward to our continued partnership in providing services to our seniors and disabled in rural SW Idaho. Please let us know if you have any questions or need additional information.

Sincerely,



Donna Waters
Executive Director

Elderly Opportunity Agency, Inc.

134 N Washington Ave.

Emmett, ID 83617

(208) 365-4461

Vehicle Investment Program (VIP) One-Time Capital Application FY 18-19

Section 1: Demonstration of Need

We have a need in two areas:

1. Vehicle replacement –

- a. Replace an aging 1999 high mileage non ADA compliant van at the McCall Senior Center with an ADA compliant van. The van is used both to deliver home delivered meals and to provide transportation when not cost effective to utilize the center's bus. The current van is not ADA accessible which has limited the center's ability to transport disabled individuals due to the cost of utilizing the bus for only one or two passengers. With an ADA compliant van the center will be able to accommodate transporting persons with disabilities to the center, appointments and other activities as well as to the Treasure Valley area for medical appointments.

2. Vehicle Rehabilitation –

- a. This project will replace aging tires on vehicles, replace a damaged fender flare, and replace seat belts and other general maintenance to keep existing vehicles in a state of good repair. Tire shops have indicated that even though tires have sufficient tread, if they are 7 to 10 years old, they need to be replaced due to aging and breakdown in the rubber.

Section 2: Project Description

1. Vehicle replacement
 - a. Purchase one Braun Commercial Entervans on Dodge Caravan chassis to include purchase of winter tires. Six passenger with two wheelchair securement locations. Lowered floor from firewall to rear axle, manual swing ramp.
2. Vehicle rehabilitation
 - a. Replace aging tires on vehicles.
 - b. Replace broken fender flare on 1 vehicle.
 - c. Replace seat belts on 1 vehicle
 - d. Repairs for unexpected failures such as lifts, batteries, heaters and air conditioners.

Section 3: Project Planning

1. **Vehicle Replacement** – Replacing a non ADA mini-van with ADA mini-van is a cost saving measure to allow for transportation when it's not cost effective to utilize the bus. The van will be used to transport into the senior centers for meals and to other appointments as well as trips to the Boise area for medical appointments. This will also place the center in a position to partner with hospitals and other entities identified through the Mobility Planning project.

An RFP will be initiated as soon as funding is approved with delivery approximately 60 to 120 days after order.

We would like to eventually obtain funding for an additional mini-van located in Emmett to provide discharge transportation from the hospital here in Emmett (Valor Health), transportation to the Treasure Valley area for medical services and also for individuals in the Payette, Fruitland and Weiser area for transportation to medical services in the Treasure Valley area.

2. **Vehicle Rehabilitation** – Tires will be purchased, fender flare and seat belts replaced as soon as funding is approved. Based on history, other maintenance items will proceed throughout the grant period as unforeseen problems and issues arise with the vehicles such as wheelchair lift malfunctions, battery failures, heater/air conditioner problems, etc.

Section 4: Project Benefits

1. **Vehicle Acquisition** – The smaller van will allow for transporting when it is not cost efficient to utilize the bus and having wheelchair capability will allow for the transport of persons with disabilities in the smaller vehicle. In McCall requests by single individuals have been made for transport to Boise for medical appointments that require a vehicle with wheelchair accessibility. It has not been cost efficient when utilizing the 12 passenger bus to accommodate the requests. Having the van will improve efficiency and allow for increased ridership.

This will also put the center in the position to partner with the local hospitals and other healthcare facilities by having the availability of an ADA accessible vehicle for hospital discharges and transportation to ongoing medical treatments.

2. **Vehicle Rehabilitation** – Well maintain vehicles increase safety, boosts performance and improves fuel economy and extends the vehicles lifespan. Having funds available for unexpected failures ensures the vehicles are well maintained and out of service time is reduced.

Section 5: Project Service/Evaluation

1. **Vehicle acquisition** – An RFP will be initiated when grant funding is approved. When the vehicle is placed into service data will be collected on utilization and compared to prior year’s utilization. This analysis will include number of trips, purpose of trips, and passenger demographics.
2. **Vehicle Rehabilitation** – Well maintained vehicles reduce breakdowns and the impact on riders when a vehicle is taken out of service for repairs. Passengers are also assured of a safe and comfortable ride.

Fiscal Year 2016 Project Budget Request

Subrecipient	Elderly Opportunity Agency, Inc.
Agreement Term	October 1, 2017-September 30, 2018
Contact Name	Donna Waters
Address	134 N Washington Ave, Emmett, ID 83617
Phone Number	(208) 365-4461

FTA Grant	AN			OP			PM			CP		
	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,500.00	\$ 48,480.00	\$ 12,120.00
VIP												

Total Project Cost	\$ 60,500.00	Total Federal Request	\$ 48,480.00	Total Match Needed	\$ 12,120.00
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Scope of Work

1. Purchase Braun Commercial Entervan - \$47,000
2. Vehicle Rehabilitation - \$13,500

Donna Waters
 Subrecipient Printed Name

 Donna Waters
 Subrecipient Signature

 10/17/16
 Date

IDAHO
DEPARTMENT
OF
TRANSPORTATION

ATTENTION:

RACHEL
PALLISTER

PAYETTE
SENIOR
CENTER

137 N. MAIN STREET
PAYETTE 83661

208-642-4223
FAX # 208-405-0793

The Payette Senior Center respectfully requests a grant for \$60,000. to replace the twenty one year old bus we now have in service. Our current bus has traveled 146,652 miles as of October 14, 2016.

Our bus is in service four to six days a week. Monday, Wednesday, and Friday we transport seniors to and from our Center for meals. On Thursday we take seniors shopping at various places in Payette, Fruitland, and Ontario. Some of the places they visit are WalMart, Red Apple, BiMart, Albertsons, Dr. appointments, pharmacys, hair & nail appointments, and the bank of their choice. On the first Monday of each month my driver provides assistance with picking up and delivering food boxes provided by WICAP. Once a month we take our seniors to visit another Center for lunch. We also provide transportation monthly to a fun activity. In November we will be visiting Roystone Hot Springs in Montour, in December we will be viewing the Christmas lights on the river walk in Caldwell, January and February we will be providing transportation to McCall for the Winter Carnival. As you can see we are very active.

I have enclosed documents showing our increased ridership as well as support letters.

Thank you kindly for your time.

Kathy Patrick
Office Manager

PAYETTE SENIOR CENTER
137 NORTH MAIN STREET
PAYETTE IDAHO 83661
208-642-4223
FAX # 208-405-0793

DEMONSTRATION OF NEED

DESCRIPTION OF ANY DATA ANALYSIS CONDUCTED

In the last two years I have spent \$2193.92 in repairs on our 21 year old bus. It has about 147,00 miles on the odometer and it is worn out.

EFFORTS THAT WERE QUALITATIVE OR QUANTITATIVE THAT WERE UNDERTAKEN TO DETERMINE NEED

Need was determined by visual inspection of said bus It shows signs of wear. The wheel chair lift has weld upon weld. It continues to require costly repairs.

PROJECT DESCRIPTION

SCOPE OF WORK

Our Center provides service to Payette and Fruitland, Idaho (Payette County) and into Ontario, Oregon (Malheur County). We mainly provide service to seniors (age 60) and handicap adults. From January 1 till September 30 of this year we have traveled 4966 miles. We have had 1005 participants. The bus has been in service 620.25 hours.

RIDER ORIGINATION AND DESTINATION LOCATION

Our driver transports seniors from their home to our Center and back to their home for variety of activities. Those activities include meals served at the center, exercise class, line dancing, card playing shopping, banking, hair and nail appointments, and doctor appointments just to name a few. Once a month our bus takes individuals to visit another Center for lunch. I also plan an adventure each month for our seniors. We have visited Roystone Hot Springs at Montour, went to Jackpot, McCall Winter Carnival, Festival of Lights in Caldwell, a wine tasting tour, Payette County Fair & Rodeo and the

Zoo in Boise in the last year.

PROJECT PLANNING

I determined a need for a bus, contacted the Idaho Department of Transportation, and was advised of this grant. I went shopping on line and contacted local dealers to determine the price of a new bus. I would like to purchase the bus on October 10, 2017. I will have the matching funds of \$12,000 dollars at that time.

We service mostly low income seniors who pay very little (\$1.00) or nothing at all I receive state and federal monies from ICOA as well as individuals in our community.

PROJECT BENEFITS

A new bus will allow us to transport passengers more efficiently (better gas mileage) and safer. I continually worry about our bus breakdowning while we are transporting seniors. This actually happened earlier this year. We will have a new wheel chair lift that will work each time we need to use it. Approximately 60% of the adults in Payette our 60 or older. Their continues to be need for our service. I have communicated with several agencies in our local area notifying them of the services we offer. For example we are transporting 1 to 3 people for meals from our local nursing home. These people enjoy our lunches, the opportunity to go for a ride, and a chance to visit with other seniors.

PROJECT SERVICE/EVALUATION

I generate a monthly report for ICOA and IDOT reporting participants, mileage, hours in service, labor and maintenance costs, and administrative costs.

I will continue to communicate with people in our community as to what services the Payette Senior Center offers. I belong to several civic organizations and people who know me will tell you I am a walking, talking advertisement for our center.

If this grant is successful I will ensure that the new vehicle we will be serviced as recommended by the manufacturer. I require my driver to turn in a monthly vehicle inspection report. We discuss any issues that may arise and take care of them in a timely manner.

PROJECT BUDGET

I have e-mailed the budget request.

KATHY PATRICK

OFFICE MANAGER

Fiscal year 2016 Project Budget Request

Subrecipient	PAYETTE SENIOR CENTER
Agreement Term	October 1, 2017-September 30, 2018
Contact Name	KATHY PATRICK
Address	137 N MAIN STREET PAYETTE IDAHO 83661
Phone Number	208-642-4223

Grant	Capital, Planning, Marketing 80/20		
5310	Total	Federal	Match
	\$ 60,000.00	\$ 48,000.00	\$ 12,000.00

Total Project Cost	Total Federal Request	Total Match Needed
\$ 60,000.00	\$ 48,000.00	\$ 12,000.00

Scope of Work

TO PURCHASE A NEW BUS FOR TRANSPORTING SENIORS TO AND FROM THE CENTER AND ON OUTINGS.

 PAYETTE SENIOR CENTER
 Subrecipient Printed Name

 KATHY PATRICK
 Subrecipient Signature

 16-Nov-16
 Date

IDAHO

CERTIFICATE OF TITLE

ID-9517 (REV 6-04)

VEHICLE IDENTIFICATION NUMBER

1FDXE40F0WHB37067

YEAR

1998

MAKE

CHAM

BODY

BU

MODEL

DESCRIPTION

2ND VEHICLE IDENTIFICATION NUMBER

ODOMETER READING

DATE

EXEMPT

TITLE NUMBER

B98613878

PRINT DATE

06/26/2008

WEIGHT

LENGTH WIDTH

HULL

HORSEPOWER

PROPULSION

OWNER'S NAME AND ADDRESS

OTHER PERTINENT DATA

PAYETTE COUNTY SENIORS
829 S WASHINGTON AVE
EMMETT, ID 83617



Assignment of Title

Federal and state law requires that you state the mileage when transferring ownership of a motor vehicle. Failure to complete or providing a false statement may result in fines and/or imprisonment.

1 ODOMETER READING - Reading is actual unless indicated otherwise. (NO TENTHS):

[Empty box for odometer reading]

DATE:

[Empty box for date]

In Excess of Mechanical Limits

Exempt

Not Actual - Warning: Odometer Discrepancy

No Device

5 PURCHASER'S PRINTED NAME(S)

A.
B.

2 DATE SOLD:

SELLING PRICE:

6 ADDRESS

3 SELLER'S OR REPRESENTATIVE'S PRINTED NAME(S)

7 CITY

STATE

ZIP

4 I certify, to the best of my knowledge, that the odometer reading reflects the actual mileage, unless otherwise indicated. I also hereby release my interest and transfer ownership to the named purchaser. I understand that I must file a release of liability statement within five days of delivering the vehicle to the purchaser.

A SELLER'S OR REPRESENTATIVE'S SIGNATURE:

B

8 I am aware that if I apply for title in Idaho, I must do so within 30 days of purchase or a \$20.00 late filing penalty may be due. I am also aware of the odometer certification made by the seller.

PURCHASER'S OR REPRESENTATIVE'S SIGNATURE:

B 2nd PURCHASER'S OR REPRESENTATIVE'S SIGNATURE (or representative's printed name):

Lienholder Section

FIRST LIEN

IDAHO TRANSPORTATION DEPT
DIVISION OF PUBLIC TRANS
PO BOX 7129
BOISE, ID 83707
RECORDED 06/25/2008

SECOND LIEN

10 SIGNATURE RELEASING LIEN

DATE

9 SIGNATURE RELEASING LIEN

DATE

[Signature] 1130115
08816620

11 NEW LIENHOLDER'S NAME / LIEN-CREATION DATE

12 ADDRESS

13 CITY

STATE

ZIP

Odometer reading as of 14th October 146,652



IDAHO TRANSPORTATION DEPARTMENT
 P.O. Box 7129
 Boise ID 83707-1129

(208) 334-8000
 itd.idaho.gov

Quarter 2: April 2014-June 2014

Payette Senior Center
137 North Main
Payette, ID 83661
(208)-642-4223

Provider Comments:

(MO/YR – change from corresponding month of previous year)

Demand Response: Passenger trips.

Year	April	May	June	Quarter Total
Total Trips	64	154	174	392
% Change from Previous MO/YR	-49%	-4%	85%	3%

Demand Response: Operating costs per passenger trip.

Year	April	May	June	Quarter Total
Op Cost/Passenger Trip	\$9.05	\$3.82	\$6.14	\$5.70
% Change from Previous MO/YR	23%	-61%	15%	-28%

Demand Response: Operating cost per vehicle revenue mile.

Year	April	May	June	Quarter Total
Op Cost/VRM	\$12.32	\$3.78	\$3.60	\$4.47
% Change from Previous MO/YR	242%	-54%	20%	-8%



Payette Senior Center
 137 N Main St
 Payette, ID 83661
 (208)-642-4223

District of Operation: 3
Est. Population of District: estimated 668,000

Provider Comments: Allows Idaho Transportation Providers the opportunity to provide qualitative information on the data; i.e. context, successes, challenges faced, future projections.

(MO/YR – change from corresponding month of previous year)

Demand Response: Passenger trips.

Year	2011	2012	2013	2014
Total Trips	1,284	964	1,431	1,963
% Change from Previous Year	37%	-25%	48%	37%

Demand Response: Operating costs per passenger trip.

Year	2011	2012	2013	2014
Op Cost/Passenger Trip	\$4.71	\$6.59	\$7.65	\$5.24
% Change from Previous Year	-29%	40%	16%	-32%

Demand Response: Operating cost per vehicle revenue mile.

Year	2011	2012	2013	2014
Op Cost/VRM	\$2.60	\$2.00	\$4.30	\$3.82
% Change from Previous Year	63%	-23%	115%	-11%

**TVT Purchase of Service Contract Recipient*



Payette Senior Center
 137 N Main St
 Payette, ID 83661
 (208)-642-4223

District of Operation: 3
Est. Population of District: estimated 668,000

Provider Comments: Allows Idaho Transportation Providers the opportunity to provide qualitative information on the data; i.e. context, successes, challenges faced, future projections.

(MOYR – change from corresponding month of previous year)

Demand Response: Passenger trips.

Year	2012	2013	2014	2015
Total Trips	964	1,431	1,963	6,938
% Change from Previous Year	-25%	48%	37%	253%

Demand Response: Operating costs per passenger trip.

Year	2012	2013	2014	2015
Op Cost/Passenger Trip	\$6.59	\$7.65	\$5.24	\$3.73
% Change from Previous Year	40%	16%	-32%	-29%

Demand Response: Operating cost per vehicle revenue mile.

Year	2012	2013	2014	2015
Op Cost/VRM	\$2.00	\$4.30	\$3.82	\$3.92
% Change from Previous Year	-23%	115%	-11%	3%

**TVT Purchase of Service Contract Recipient*

2016 January Transportation Report

Beginning Odometer: 141,382
Ending Odometer: 141,834
Total 452

	Boardings	<u>570</u>	Participants	<u>123</u>
Week 1	142		27	
Week 2	169		36	
Week 3	168		40	
Week 4	91		20	

Hours in Service: 58.5

Week 1	14.5
Week 2	16.5
Week 3	20.0
Week 4	7.5

Donations: \$523.00

February 2016

Beginning Mileage	141,834
Ending Mileage	142,236
Total Miles	<u>402</u>

	Boardings	597	Participants	141
Week 1	176		40	
Week 2	99		25	
Week 3	180		43	
Week 4	142		33	

	Hours in Service	83.75
Week 1	27.75	
Week 2	14.00	
Week 3	22.50	
Week 4	19.50	

Donations \$586.00

March 2016

Beginning Odometer	142236
Ending Odometer	142855
Total Miles	<u>619</u>

	Boardings	<u>581</u>	Participants	<u>134</u>
Week 1	94		22	
Week 2	149		35	
Week 3	98		24	
Week 4	152		35	
Week 5	88		18	

	Hours On Service	<u>71.5</u>
Week 1	14.5	
Week 2	19	
Week 3	13.5	
Week 4	18	
Week 5	9.5	

Donations: \$ 240.48

April 2016

Beginning Odometer	142,855
Ending Odometer	143,446
Total Miles	<u>591</u>

	Boardings	<u>544</u>	Participants	<u>116</u>
Week 1	159		36	
Week 2	156		35	
Week 3	138		29	
Week 4	94		16	

	Hours In Service	69.5
Week 1	18.5	
Week 2	20	
Week 3	19	
Week 4	12	

Donations 49.00

ICOA - 1777.75

May 2016

Beginning Odometer	143,446
Ending Odometer	143,997
Total Miles	551

	Boardings	<u>510</u>	Participants	<u>101</u>
Week 1	115		21	
Week 2	142		30	
Week 3	90		19	
Week 4	163		31	

	Hours in Service	67
Week 1	13	
Week 2	24.5	
Week 3	10	
Week 4	19.5	

Donations \$312.00

June 2016

Beginning Odometer	143,997
Ending Odometer	144,542
Total Miles	<u>545</u>

	Boardings	<u>521</u>	Participants	<u>99</u>
Week 1	163		29	
Week 2	76		14	
Week 3	82		14	
Week 4	200		36	

	Hours in Service	<u>66</u>
Week 1	18	
Week 2	11.5	
Week 3	12.5	
Week 4	24	

Donations \$290.00

July 2016

Beginning Odometer	144,600
Ending Odometer	145,096
Total Miles	496

	Boardings	619	Participants	98
Week 1	120		20	
Week 2	90		17	
Week 3	166		31	
Week 4	243		30	

	Hours in Service	60.5
Week 1	14.5	
Week 2	12	
Week 3	17	
Week 4	17	

Donations: \$43.00

August 2016

Beginning Odometer	145,096
Ending Odometer	145,569
Total Miles	473

	Boardings	521	Participants	101
Week 1	107		20	
Week 2	119		22	
Week 3	123		25	
Week 4	127		26	
Week 5	45		8	

	Hours in Service	68.5
Week 1	11.5	
Week 2	16.5	
Week 3	15.5	
Week 4	16.5	
Week 5	8.5	

Donations: 726.66

September 2016

Beginning Odometer	145,904
Ending Odometer	146,348
Total Miles	444

Boardings: 578 Participants: 98

Week 1	184	32
Week 2	135	23
Week 3	149	26
Week 4	110	17

Hours in Service: 75

Week 1	24.5
Week 2	21.0
Week 3	16.5
Week 4	19.0

Donations: 551.63

To Whom it may concern:

I am a long time resident of Payette and involved in many organizations in town. The Payette Senior Center has proven itself to be one of the most active and influential organization in town. It not only has a large senior membership but stays involved in many activities in Payette and the surrounding area. It operates on a very well managed budget and serves both active and home bound seniors. They are in many cases the only activities available to many of our area seniors. Their bus is 20 plus years old and has served them well but is in need of replacement. I support their project to replace their existing bus as it provides service to a very active and deserving group of senior citizens.

Sincerely,



Ray Wickersham
Payette City Council

10/19/16

To Whom It May Concern:

I am writing this letter to support the Payette Senior Center request for a new bus through an IDOT grant. As the Payette City Counselor liaison between the city and the Senior Center for the last 4 years, I have seen how valuable this center is for the Seniors in our Payette & Fruitland communities respectively especially in regards to transportation. The current bus is used to pick up seniors for lunches every Monday, Wednesday and Friday of each week as well as taking them back home. Also on Wednesdays the bus will take the seniors that qualify for food boxes to WICAP and load the boxes on the bus as well as carrying the boxes into the home for them. Every Thursday the bus will take seniors to Payette, Fruitland and or Ontario to pick up groceries, prescriptions or other sundry items and this service is provided all day long. The bus is also used once a month for activities such as going to hot springs in the Spring to seeing the beautiful Christmas lights on display in Caldwell in the winter. They will also on a monthly basis take a group of seniors on the bus to other Senior Centers for lunch and this is done throughout the state. The Payette Senior Center bus is used on a average 4 to 6 days a week for our seniors and that is why I feel it is so vitally important to have a reliable bus to take care of the seniors' transportation needs in the Payette & Fruitland communities.

Sincerely,



Craig L. Jensen
Payette City Counselor

Jeffrey Williams
Mayor of Payette



CITY OF PAYETTE
700 Center Avenue
Payette, Idaho 83661
208-642-6024

OFFICE OF ADMINISTRATION

October 19, 2016

Idaho Department of Transportation
331 W. State Street
P.O. Box 7129
Boise, ID 83707

RE: Letter of Support

To Whom It May Concern:

Please accept this letter of support in your consideration of the grant application from the Payette Senior Center for the replacement of their 21 year old bus. As I frequently see this vehicle around our community, it appears to me that is a huge need within the Payette Community for the services that the Senior Center provides.

The City Council, the City of Payette and I offer our complete support to The Payette Senior Center at 137 North Main Street in their efforts to make this project a reality.

Thank you for your consideration of their application.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Jeffrey T. Williams", is written over a horizontal line.

Jeffrey T. Williams, Mayor
City of Payette

Cc: City Council



City of Fruitland

Area Code 208
Phone 452-4421
FAX 452-6146
www.fruitland.org

200 S. Whitley

P.O. Box 324
FRUITLAND, IDAHO 83619

October 19, 2016

Kathy Patrick, Office Manager
Payette Senior Center
137 N. Main Street
Payette, Idaho 83661

Re: Bus Replacement

Mrs. Patrick –

On behalf of the City of Fruitland please accept this letter as support for your efforts to replace your 21-year old bus.

As Fruitland does not currently have a senior center, your programs are a valuable resource to our elderly residents. We realize that several of our seniors are unable to drive and an up-to-date mode of transportation would be of great assistance to them.

We wish you the best in your efforts.

Sincerely,

Ken Bishop, Mayor

October 19, 2016

Kathy Patrick, Office Manager
Payette Senior Center
137 North Main
Payette, ID 83661

Re: IDOT Grant

Dear Ms. Patrick:

I am pleased to support your IDOT Rural 5310 federal grant proposal of \$60,000, for replacement of the Senior Center bus. Payette is a rural community with limited access to public transportation. A new bus would maintain the well-being and quality of life for seniors in Payette.

I believe that it is important for seniors to remain mobile to keep their social independence with friends and family; to reduce feelings of isolation and loneliness, and other life prolonging benefits. It is especially imperative for seniors, who no longer drive, that there are transportation options such as the Senior Center bus. Next to health, transportation is the most important issue for seniors.

For seniors, maintaining their independence is crucial for healthy and active aging. A big part of independence is transportation. A new bus for the Senior Center would not only provide transportation for recreation and cultural programs but also for shopping, doctor's appointments and other needs.

In conclusion, I fully support the grant application for replacement of the Senior Center bus. This program is beneficial to our seniors and we certainly want it to continue.

Sincerely,



Kathy Dodson
2560 NE 16th Ave.
Payette, ID 83661



October 19, 2016

Board of Directors

Michael Beck
Board Chair/Treasurer

Mike Walton
Secretary

Craig Aberbach
Director

Erin Buell
Director

Becky Duncan
Director

Steve England
Director

Leslie Silva
Director

Debra Rosen
Director

Shelley Seibel
Director

Teresa Beahen Lipman
Executive Director

721 S. 3rd Ave. South
PO Box 28
Hailey, ID 83333
(208) 788-3468

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: Rural 5310 One-Time Application FY 18-19

Dear Public Transportation Advisory Council and Board of Directors,

Enclosed is our grant application so that we can provide the necessary transportation needs to elderly and disabled individuals living in Blaine County.

These one-time funds match perfectly with our one-time need to add para-transit vehicles to our transportation fleet. Of our current fleet of seven vehicles, we have three vehicles with high mileage, in poor condition and need to be replaced. They are also not special needs and/or wheelchair accessible.

As our aging population continues to increase and older adults continue to live longer, the demand for our programs and special transport services is rapidly growing. Our commitment to purchasing ADA accessible vehicles is not only fiscally responsible, but age-friendly.

While we do have the need for all three vehicles as outlined in our grant application, we also appreciate that the Rural 5310 One-Time Application Fund only has \$156,388 available to distribute. We would more than appreciate a full or partial grant reward.

Thank you for your consideration.

Respectfully,

Teresa Beahen Lipman
Executive Director
The Senior Connection

Section 1: Demonstration of need

Following concern for their health, transportation is the second largest worry for the elderly. According to the 2015 United States of Aging Survey, 42% of seniors are most concerned about being a burden to others, and 34% fear not being able to get out of the house and/or drive. This is especially true in a rural area such as ours where independence is highly valued. Many seniors continue to drive as long as possible because they are unaware of, or do not believe they have access to alternative means of transportation. Lack of reliable transportation is also a significant barrier to accessing health care. The percentage of people over 65 in our community is currently at 15.8 % (the state of Idaho is at 14.7%) We anticipate this will grow rapidly in the near future as the baby boomers continue to age. Seniors are also living longer, increasing the likelihood that they will have to rely on alternative transportation.

The Senior Connection has been providing essential services and programming to older adults for 45 years. We are the only senior-specific serving organization in Blaine County. We currently operate a door-to-door group transportation service daily, Monday through Friday, as well as a demand response service, and 7-day a week transport of clients we serve through our Home Care Division. Our transportation fleet consists of a 14 passenger ADA accessible bus, three Home Delivered Meal vehicles, a mini-van and 2 small compact cars. We transport older adults to our facility and take appointments for transportation to other locations such as medical appointments or grocery shopping. We provide approximately 6,360 trips annually, making The Senior Connection the one of the largest transportation providers for the elderly and disabled in District 4.

We are experiencing more requests for door-to-door and demand response transport, especially from clients of our in-home care services. In addition to needing support for activities for daily living, these individuals need affordable, accessible and available transportation options. This service would also be able to provide “through-the-door” transport for the frail elderly, which would involve helping the client get ready for the trip, assistance during the trip and help getting settled when they return home.

We do not currently own any para-transit vehicles other than our bus.

Data analysis

This year we convened a “Role and Relevance Committee” consisting of twelve engaged community residents who are conducting interviews with individuals and groups throughout Blaine County, including civic leaders and community partners that provide service(s) to seniors. Preliminary findings are validating what our board had suspected would be the greatest need: Transportation.

Our local public transportation provider offers on request deviations of up to ¾ mile off route for those who cannot make it to regular stops. They require a minimum of 2-hours advance notice. They also offer a curb-to-curb accessible van service for persons who qualify under the regulations of the Americans with Disabilities act of 1991. This service requires an approved application, as well as 24-hours notice. Both of their offerings are curb-to-curb. Frail and elderly persons often require door-to-door and through-the-door service as referenced above. The Senior Connection can meet that need.

The Senior Connection owns a 14 passenger bus that provides 250 door-to-door boardings per month to our facility for lunch and recreation, approximately 3,000 annually. We also provide approximately 6 special transports per week to medical and therapy appointments, grocery shopping or to pick up commodity food boxes at the Hunger Coalition, and other personal appointments. In addition, our bus hosts 2 excursions per month to social events such as the symphony or art festivals, adding an additional 960 boardings per year.

Our two cars provide service for our in-home care clients. Each car services an average of 1.5 clients per day; 135 boardings per month or 1,650 rides annually.

Section 2 Project Description

Available, accessible and affordable transportation for our senior and disabled population.

This project is an expansion of our current transportation offerings. We would like to increase our current fleet of vehicles to include 3 para-transit vans allowing us to more safely and quickly transport those who are unable to transport themselves and/or use the local public transportation system. We would provide on-demand, door-to-door and through-the-door transport for our vulnerable senior and disabled population. For this population, escorted transportation is not a luxury; it is essential. This is not a service currently existing in our area. The Senior Connection would operate on a consistent basis 5-days per week, and on an on-needed basis 7-days per week. Our service area includes all of Blaine County including the cities of Sun Valley, Ketchum, Hailey, Bellevue and Carey. Riders will originate at their place of residence. Drivers will be able to assist the riders from their home to the vehicle. Destinations will mostly consist of medical appointments, grocery shopping, pharmacy pickup and therapy appointments. With the addition of these 3 para-transit vans, The Senior Connection would be able to address an unmet need in our county which would be transport to medical appointments in Twin Falls. The community has been grappling with this issue for the last 5 years and The Senior Connection is willing and suited to meet this need. As with all of our services, no one will be turned away due to inability to pay.

Section 3: Project Planning

Blaine County has a growing population of older adults who are living longer and more likely to require alternate means of transportation. Adding para-transit vehicles to our fleet will provide door-to-door and through-the-door service to the frail elderly, expanding on the current deviated fixed route curb-to-curb service provided by Mountain Rides and the current door-to-door service provided by our bus.

Our staff will consist of our currently employed in-home caregivers and bus drivers. We will increase employees as demand increases. This project is aimed directly at low-income older adults who are unable to transport themselves or utilize our current public transportation options.

In September of 2016, the Executive Director of The Senior Connection, Teresa Beahen Lipman, and the Director of St. Lukes' Center for Community Health, Erin Pfaeffle, hosted a "coffee talk" conversation with community partners to discuss the needs of seniors in our community and to explore programmatic ideas and services to address those needs. In short summary, the need for additional and accessible transportation rose to the top of the list. As a result, the aforementioned two agencies are going to champion an age-friendly sub-committee to ensure Blaine County is more responsive to the transportation needs of seniors and disabled persons. In addition to coordination with St. Lukes' Center for Community Health, the following stakeholders are involved with the planning for current and future transportation needs of this special population -- The Hunger Coalition, The Advocates, The Community Library, College of Southern Idaho, Hospice and Pallative Care of the Wood River Valley, Souper Suppers, Safe Haven Health Care, Mountain Rides, Blaine County Recreation District, Hailey Public Library, Interlink of Twin Falls, St. Lukes' Hospital and the Wood River YMCA.

Additionally, the Senior Connection is engaged in a Contract for Services with the Office on Aging in Twin Falls for a nominal amount of \$1,000 per year for transportation. The Senior Connection is also engaged with a Contract for Services with Blaine County for \$50,000 annually; \$25,000 of which is to support transportation services for the elderly and disabled.

With the growing population and the growing need, if this grant were to be awarded, we would place order for vehicles in July of 2017; vehicles would be on-site in October of 2017. Increased ability to meet the daily transport services requests would begin immediately thereafter.

Section 4: Project Benefits

Expanding our transportation offerings will greatly improve the level of service for seniors, county-wide. Currently, we only have one ADA accessible vehicle, our 14-passenger bus. Whenever a wheelchair bound individual needs transport, this is the vehicle we must use, although it does not make economic sense to do so. The addition of other para-transit options will be fiscally responsible as well improve the mobility of our senior and disabled population by providing vehicles that are designed to meet a variety of needs, yet feel familiar and comfortable.

The safety and reduction in the number of falls will improve by providing seniors and disabled adults with safe means to access a vehicle.

Senior mobility will improve by providing service to those unable to access more traditional models of transport or curb-to-curb service.

The local economy will benefit by keeping the money spent on goods in the local businesses instead of being ordered online from out of the area. If the individual cannot get to the store, the likelihood of them ordering online increases. Helping people to age-in-place (their home) and/or age-in-community is imperative to economic development.

More imperative, the quality of life for seniors will improve as they are able to continue living independently in their own homes and remain connected to their communities. The gap between life expectancy and driving expectancy is growing and studies show that quality of life improves for adults who are able to get out and remain active in their community. According to the 2015 United States of Aging survey, 54% of older adults rank running errands such as groceries or picking up medications as the top way they participate in the community. Another 40% rank attending local social events as number one. In addition, the survey found 42% of seniors express concern about becoming a burden to others as they live independently. This project provides an alternative to relying on friends and family for transportation.

Section 5: Project Service/Evaluation

In November 2017, the Board of Directors of The Senior Connection is adopting a **Key Indicator Dashboard Report** to evaluate key data needed for effective business decision making. There will be a section designated for transportation including: boardings, number of riders (seniors, disabled, minority, other), mileage and types of transports.

Annually in February, we perform **Program Satisfaction Surveys**. There are 10 key areas that we evaluate both for level of importance and level of satisfaction. Transportation is one of the key areas measured.

This year our ridership has increased by 15% over last year, most of it directly tied into our congregate meal service and recreational activities at our facility. Many of our riders are on the threshold between being able to access current curb-to-curb offerings and requiring more escorted trips. There is no other service in our area that will be able to provide for this need.

This is a one-time funding need to purchase vehicles for our fleet. Fuel, maintenance and driver cost are covered in our general operating budget.

Section 6: Project Budget

See Attachment A

Fiscal year 2018-19 Project Budget Request

Subrecipient	Blaine County Senior Council Inc., DBA The Senior Connection
Agreement Term	October 1, 2016-September 30, 2017
Contact Name	Teresa Beahen Lipman
Address	721 S. Third Ave., PO Box 28, Halley, ID 83333
Phone Number	(208) 788-3468 ext. 2

Grant	Capital, Planning, Marketing 80/20		
5310	Total	Federal	Match
\$	150,000.00	\$ 120,000.00	\$ 30,000.00

Total Project Cost	Total Federal Request	Total Match Needed
\$ 150,000.00	\$ 120,000.00	\$ 30,000.00

Teresa Beahen Lipman – Executive Director
 Subrecipient Printed Name

Teresa B. Lipman
 Subrecipient Signature

10/19/2016
 Date

Scope of Work

Three para-transit vans to meet varied transport needs for our older adult population, Senior Connection members and home-care clients. We are asking for three varieties of styles so our transportation department can accommodate the special needs and preferences of our passengers. Our total request consists of (in priority order) one van with a rear ramp \$50,840 - \$50,500, one van with rear lift \$52,500 and, one van with side ramp \$48,300 - \$50,000. The Senior Connection, in addition to being a 501 (c) (3) organization, is also exempt from sales tax. We would, however, have to pay \$88.20 per vehicle for a one year license/registration. We understand that this request would utilize a majority of the one time funds available. We would, of course, welcome grant funding for one, two or all three of the above mentioned vehicles.



October 10, 2016

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: Rural 5310 One-Time Application FY 18-19.

Dear Public Transportation Advisory Council and Board of Directors:

I write you today to urge your support for The Senior Connection's application for the Rural 5310 grant application.

As the Board Chair for The Senior Connection, I recognize the pressure that is being put on vital services as our population ages. Most want to age at home and/or in their current communities. Unfortunately, the gap between life expectancy and driving expectancy is increasing, creating a growing need for alternative transport, especially in a rural community like ours.

The addition of these para-transit vehicles will enhance the overall transportation experience for the senior population of Blaine County, and improve mobility to those unable to utilize more traditional modes of transportation. This project will augment our current public transportation offerings by offering a door-to-door service, enabling us to take care of the older adults in our community in a way that honors their dignity and improves their quality of life.

I respectfully ask for your support of this application. Thank you for your time and consideration.

Sincerely,

Michael Beck
Board Chair
The Senior Connection

Board of Directors

Michael Beck
Board Chair/Treasurer

Mike Walton
Secretary

Craig Aberbach
Director

Erin Buell
Director

Becky Duncan
Director

Steve England
Director

Leslie Silva
Director

Debra Rosen
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Shelley Seibel
Director

Teresa Beahen Lipman
Executive Director

721 S. 3rd Ave. South
PO Box 28
Hailey, ID 83333
(208) 788-3468



THE BOARD OF BLAINE COUNTY COMMISSIONERS

206 FIRST AVENUE SOUTH, SUITE 300

HAILEY, IDAHO 83333

PHONE: (208) 788-5500 FAX: (208) 788-5569

www.blainecounty.org bcc@co.blaine.id.us

Jacob Greenberg, Chairman * Angenie McCleary, Vice-Chairman * Lawrence Schoen, Commissioner

Public Transportation Office
Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

October 17, 2016

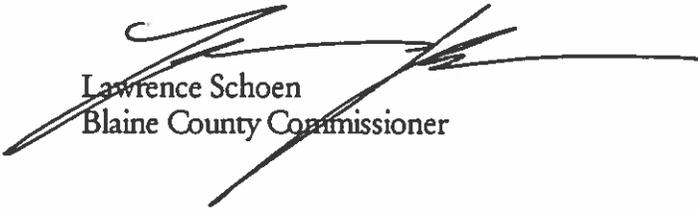
Re: Rural 5310 One-Time Application FY 18-19

Dear Pubic Transportation Advisory Council and Board of Directors:

Please accept this letter in enthusiastic support of the Senior Connection's grant application. I have worked as a Blaine County Commissioner with this non-profit organization for many years. Blaine County helps fund it through a Contract for Services. The Senior Connection has been diligent through the years in executing their contract by providing a wide range of essential, sometimes life-saving services that are broadly beneficial to our community.

The Board of Commissioners is familiar with the entities providing public transportation in our community and appreciate the ways they work together in order not to duplicate services; rather, to expand their offerings to the advantage Blaine County citizens. The vehicles requested by The Senior Connection will alleviate an area of need that is increasing as our population ages. I urge you to support this request.

Sincerely,


Lawrence Schoen
Blaine County Commissioner



October 17, 2016

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: Rural 5310 One-Time Application FY 18-19.

Dear Pubic Transportation Advisory Council and Board of Directors:

I write you today to urge your support for The Senior Connection's application.

As the Director for St. Luke's Center for Community Health, I am presented, daily, the challenges older adults and disable persons in our community face finding accessible, affordable and available transportation services in Blaine County.

These one-time funds are a perfect opportunity for The Senior Connection to procure the much needed para-transit vehicles to address this pressing and growing need in our community. Special transport to medical appointments is imperative and The Senior Connection has the willingness and capability to effectively address taking care of older adults and helping them to enjoy healthy and independent life styles.

I encourage your thoughtful consideration to their grant request. The Senior Connection provides 7,000 rides annually. While we have a remarkable public transportation system in the Wood River Valley, curb-to-curb service is limited. Additionally, many older adults require door-to-door service and transportation services that expand beyond scheduled bus routes and outside the walls of our county such as transportation to medical appointments in Twin Falls or Boise.

The Senior Connection is willing and able to help shape our county in becoming more age-friendly.

I respectfully ask for your support of this application. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "EPfaeffle", written in a cursive style.

Erin Pfaeffle
St. Luke's Center for Community Health

October 10, 2016

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: Rural 5310 One-Time Application FY 18-19.

Dear Pubic Transportation Advisory Council and Board of Directors:

I am writing in support of The Senior Connection and their grant application for additional vehicles.

Transportation is vital to seniors like me who have a hard time getting around. In my case, I'm isolated. I do not have a car. I cannot drive. I would be stranded if it were not for The Senior Connection. I am currently able to use their bus to meet my transportation needs but there are other people who cannot get around as well and need a different type of vehicle.

I hope you will fund this grant for The Senior Connection so they can provide service to even more seniors like me.

Sincerely,



Bill Cooley

Member

The Senior Connection

October 17, 2016

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: Rural 5310 One-Time Application FY 18-19.

Dear Public Transportation Advisory Council and Board of Directors:

As the former mobility manager for District 4 Community Transportation Association of Idaho, I am submitting my letter of support for The Senior Connection's grant application. The additional of these para-transit vehicles is critical to their Transportation Division. Currently, the only vehicle with a wheelchair lift is a dated 12-passenger bus. It does not make sense economic nor environmental sense to use the bus for seniors or disabled persons needed special transport services.

I am more than impressed that The Senior Connection has an annual ridership of 7,000 seniors and disabled persons. I am also impressed The Senior Connection's transportation services are coordinated with St. Luke's of Wood River, Wood River Hospice, Mountain Rides and Safe Haven Health Care Facilities.

Because the members and clients of The Senior Connection require both door-to-door and through-the-door services, these funds are desperately needed. I attended the One-Time Application Road Show with the Senior Connection Executive Director, Teresa Beahen-Lipman. I can assure you that this grant request meets or exceeds all funding expectations.

The Senior Connection has not requested Idaho Transportation Department funds for quite some time and would benefit from funding to enable access, availability, affordability, safety and mobility of seniors and disabled persons in Blaine County

I respectfully ask for your support of this application. Thank you for your time and consideration.

Sincerely,



Sarah Michael
Engaged Citizen
Blaine County Commissioner 2001-2008
Founder of Mountain Rides Transportation Authority
Prior Mobility Manager for District 4 Community Transportation Association of Idaho

October 19, 2016

Board of Directors

Michael Beck
Board Chair/Treasurer

Mike Walton
Secretary

Craig Aberbach
Director

Erin Buell
Director

Becky Duncan
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Steve England
Director

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Teresa Beahen Lipman
Executive Director

721 S. 3rd Ave. South
PO Box 28
Hailey, ID 83333
(208) 786-3468

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: VIP One-Time Application FY 18-19

Dear Public Transportation Advisory Council and Board of Directors,

Enclosed is our grant application so that we can provide the demand response transport needs of residents living in Blaine County.

These one-time funds match perfectly with our one-time need to add para-transit vehicles to our transportation fleet. Of our current fleet of seven vehicles, we have three vehicles with high mileage, in poor condition and need to be replaced. They are also not special needs and/or wheelchair accessible.

As our aging population continues to increase and older adults continue to live longer, the demand for our programs and special transport services is rapidly growing. Our commitment to purchasing ADA accessible vehicles is not only fiscally responsible, but age-friendly.

While we do have the need for all three vehicles as outlined in our grant application, we also appreciate that the VIP One-Time Application Fund only has \$228,020 available to distribute. We would more than appreciate a full or partial grant reward.

Thank you for your consideration.

Respectfully,



Teresa Beahen Lipman
Executive Director
The Senior Connection

Section 1: Demonstration of need

Following concern for their health, transportation is the second largest worry for the elderly. According to the 2015 United States of Aging Survey, 42% of seniors are most concerned about being a burden to others, and 34% fear not being able to get out of the house and/or drive. This is especially true in a rural area such as ours where independence is highly valued. Many seniors continue to drive as long as possible because they are unaware of, or do not believe they have access to alternative means of transportation. Lack of reliable transportation is also a significant barrier to accessing health care. The percentage of people over 65 in our community is currently at 15.8 % (the state of Idaho is at 14.7%) We anticipate this will grow rapidly in the near future as the baby boomers continue to age. Seniors are also living longer, increasing the likelihood that they will have to rely on alternative transportation.

The Senior Connection has been providing essential services and programming to older adults for 45 years. We are the only senior-specific serving organization in Blaine County. We currently operate a door-to-door group transportation service daily, Monday through Friday, as well as a demand response service, and 7-day a week transport of clients we serve through our Home Care Division. Our transportation fleet consists of a 14 passenger ADA accessible bus, three Home Delivered Meal vehicles, a mini-van and 2 small compact cars. We transport older adults to our facility and take appointments for transportation to other locations such as medical appointments or grocery shopping. We provide approximately 6,360 trips annually, making The Senior Connection the one of the largest transportation providers for the elderly and disabled in District 4.

We are experiencing more requests for door-to-door and demand response transport, especially from clients of our in-home care services. In addition to needing support for activities for daily living, these individuals need affordable, accessible and available transportation options. This service would also be able to provide “through-the-door” transport for the frail elderly, which would involve helping the client get ready for the trip, assistance during the trip and help getting settled when they return home.

We do not currently own any para-transit vehicles other than our bus.

Data analysis

This year we convened a “Role and Relevance Committee” consisting of twelve engaged community residents who are conducting interviews with individuals and groups throughout Blaine County, including civic leaders and community partners that provide service(s) to seniors. Preliminary findings are validating what our board had suspected would be the greatest need: Transportation.

Our local public transportation provider offers on request deviations of up to ¾ mile off route for those who cannot make it to regular stops. They require a minimum of 2-hours advance notice. They also offer a curb-to-curb accessible van service for persons who qualify under the regulations of the Americans with Disabilities act of 1991. This service requires an approved application, as well as 24-hours notice. Both of their offerings are curb-to-curb. Frail and elderly persons often require door-to-door and through-the-door service as referenced above. The Senior Connection can meet that need.

The Senior Connection owns a 14 passenger bus that provides 250 door-to-door boardings per month to our facility for lunch and recreation, approximately 3,000 annually. We also provide approximately 6 special transports per week to medical and therapy appointments, grocery shopping or to pick up commodity food boxes at the Hunger Coalition, and other personal appointments. In addition, our bus hosts 2 excursions per month to social events such as the symphony or art festivals, adding an additional 960 boardings per year.

Our two cars provide service for our in-home care clients. Each car services an average of 1.5 clients per day; 135 boardings per month or 1,650 rides annually.

Section 2 Project Description

Available, accessible and affordable transportation for our senior and disabled population.

This project is an expansion of our current transportation offerings. We would like to increase our current fleet of vehicles to include 3 para-transit vans allowing us to more safely and quickly transport those who are unable to transport themselves and/or use the local public transportation system. We would provide on-demand, door-to-door and through-the-door transport for our vulnerable senior and disabled population. For this population, escorted transportation is not a luxury; it is essential. This is not a service currently existing in our area. The Senior Connection would operate on a consistent basis 5-days per week, and on an on-needed basis 7-days per week. Our service area includes all of Blaine County including the cities of Sun Valley, Ketchum, Hailey, Bellevue and Carey. Riders will originate at their place of residence. Drivers will be able to assist the riders from their home to the vehicle. Destinations will mostly consist of medical appointments, grocery shopping, pharmacy pickup and therapy appointments. With the addition of these 3 para-transit vans, The Senior Connection would be able to address an unmet need in our county which would be transport to medical appointments in Twin Falls. The community has been grappling with this issue for the last 5 years and The Senior Connection is willing and suited to meet this need. As with all of our services, no one will be turned away due to inability to pay.

Section 3: Project Planning

Blaine County has a growing population of older adults who are living longer and more likely to require alternate means of transportation. Adding para-transit vehicles to our fleet will provide door-to-door and through-the-door service to the frail elderly, expanding on the current deviated fixed route curb-to-curb service provided by Mountain Rides and the current door-to-door service provided by our bus.

Our staff will consist of our currently employed in-home caregivers and bus drivers. We will increase employees as demand increases. This project is aimed directly at low-income older adults who are unable to transport themselves or utilize our current public transportation options.

In September of 2016, the Executive Director of The Senior Connection, Teresa Beahen Lipman, and the Director of St. Lukes' Center for Community Health, Erin Pfaeffle, hosted a "coffee talk" conversation with community partners to discuss the needs of seniors in our community and to explore programmatic ideas and services to address those needs. In short summary, the need for additional and accessible transportation rose to the top of the list. As a result, the aforementioned two agencies are going to champion an age-friendly sub-committee to ensure Blaine County is more responsive to the transportation needs of seniors and disabled persons. In addition to coordination with St. Lukes' Center for Community Health, the following stakeholders are involved with the planning for current and future transportation needs of this special population -- The Hunger Coalition, The Advocates, The Community Library, College of Southern Idaho, Hospice and Pallative Care of the Wood River Valley, Souper Suppers, Safe Haven Health Care, Mountain Rides, Blaine County Recreation District, Hailey Public Library, Interlink of Twin Falls, St. Lukes' Hospital and the Wood River YMCA.

Additionally, the Senior Connection is engaged in a Contract for Services with the Office on Aging in Twin Falls for a nominal amount of \$1,000 per year for transportation. The Senior Connection is also engaged with a Contract for Services with Blaine County for \$50,000 annually; \$25,000 of which is to support transportation services for the elderly and disabled.

With the growing population and the growing need, if this grant were to be awarded, we would place order for vehicles in July of 2017; vehicles would be on-site in October of 2017. Increased ability to meet the daily transport services requests would begin immediately thereafter.

Section 4: Project Benefits

Expanding our transportation offerings will greatly **improve the level of service for seniors**, county-wide. Currently, we only have one ADA accessible vehicle, our 14-passenger bus. Whenever a wheelchair bound individual needs transport, this is the vehicle we must use, although it does not make economic sense to do so. The addition of other para-transit options will be fiscally responsible as well improve the mobility of our senior and disabled population by providing vehicles that are designed to meet a variety of needs, yet feel familiar and comfortable.

The safety and reduction in the number of falls will improve by providing seniors and disabled adults with safe means to access a vehicle.

Senior mobility will improve by providing service to those unable to access more traditional models of transport or curb-to-curb service.

The local economy will benefit by keeping the money spent on goods in the local businesses instead of being ordered online from out of the area. If the individual cannot get to the store, the likelihood of them ordering online increases. Helping people to age-in-place (their home) and/or age-in-community is imperative to economic development.

More imperative, the quality of life for seniors will improve as they are able to continue living independently in their own homes and remain connected to their communities. The gap between life expectancy and driving expectancy is growing and studies show that quality of life improves for adults who are able to get out and remain active in their community. According to the 2015 United States of Aging survey, 54% of older adults rank running errands such as groceries or picking up medications as the top way they participate in the community. Another 40% rank attending local social events as number one. In addition, the survey found 42% of seniors express concern about becoming a burden to others as they live independently. This project provides an alternative to relying on friends and family for transportation.

Section 5: Project Service/Evaluation

In November 2017, the Board of Directors of The Senior Connection is adopting a **Key Indicator Dashboard Report** to evaluate key data needed for effective business decision making. There will be a section designated for transportation including: boardings, number of riders (seniors, disabled, minority, other), mileage and types of transports.

Annually in February, we perform **Program Satisfaction Surveys**. There are 10 key areas that we evaluate both for level of importance and level of satisfaction. Transportation is one of the key areas measured.

This year our ridership has increased by 15% over last year, most of it directly tied into our congregate meal service and recreational activities at our facility. Many of our riders are on the threshold between being able to access current curb-to-curb offerings and requiring more escorted trips. There is no other service in our area that will be able to provide for this need.

This is a one-time funding need to purchase vehicles for our fleet. Fuel, maintenance and driver cost are covered in our general operating budget.

Section 6: Project Budget

See Attachment A

Fiscal year 2018-19 Project Budget Request

Subrecipient	Blaine County Senior Council Inc., DBA The Senior Connection
Agreement Term	October 1, 2016-September 30, 2017
Contact Name	Teresa Beahen Lipman
Address	721 S. Third Ave., PO Box 28, Halley, ID 83333
Phone Number	(208) 788-3468 ext. 2

Grant	Capital, Planning, Marketing
	80/20
VIP	
Total	\$ 150,000.00
Federal	\$ 120,000.00
Match	\$ 30,000.00

Total Project Cost	\$ 150,000.00	Total Federal Request	\$ 120,000.00	Total Match Needed	\$ 30,000.00
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Teresa Beahen Lipman -- Executive Director

Subrecipient Printed Name

Teresa B. Lipman
Subrecipient Signature

10/19/2016

Date

Scope of Work

Three para-transit vans to meet varied transport needs for our older adult population, Senior Connection members and home-care clients. We are asking for three varieties of styles so our transportation department can accommodate the special needs and preferences of our passengers. Our total request consists of (in priority order) one van with a rear ramp \$50,840 - \$50,500, one van with rear lift \$52,500 and, one van with side ramp \$48,300 - \$50,000. The Senior Connection, in addition to being a 501 (c) (3) organization, is also exempt from sales tax. We would, however, have to pay \$88.20 per vehicle for a one year license/registration. We understand that this request would utilize a majority of the one time funds available. We would, of course, welcome grant funding for one, two or all three of the above mentioned vehicles.



October 10, 2016

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: VIP One-Time Application FY 18-19

Board of Directors

Michael Beck
Board Chair/Treasurer

Mike Walton
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Debra Rosen
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Executive Director

721 S. 3rd Ave. South
PO Box 28
Hailey, ID 83333
(208) 788-3468

Dear Public Transportation Advisory Council and Board of Directors:

I write you today to urge your support for The Senior Connection's application for the (VIP) grant application.

As the Board Chair for The Senior Connection, I recognize the pressure that is being put on vital services as our population ages. Most want to age at home and/or in their current communities. Unfortunately, the gap between life expectancy and driving expectancy is increasing, creating a growing need for alternative transport, especially in a rural community like ours.

The addition of these para-transit vehicles will enhance the overall transportation experience for the senior population of Blaine County, and improve mobility to those unable to utilize more traditional modes of transportation. This project will augment our current public transportation offerings by offering a door-to-door service, enabling us to take care of the older adults in our community in a way that honors their dignity and improves their quality of life.

I respectfully ask for your support of this application. Thank you for your time and consideration.

Sincerely,

Michael Beck
Board Chair
The Senior Connection



THE BOARD OF BLAINE COUNTY COMMISSIONERS

206 FIRST AVENUE SOUTH, SUITE 300

HAILEY, IDAHO 83333

PHONE: (208) 788-5500 FAX: (208) 788-5569

www.blainecounty.org bcc@co.blaine.id.us

Jacob Greenberg, Chairman * Angenie McCleary, Vice-Chairman* Lawrence Schoen, Commissioner

Public Transportation Office
Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

October 17, 2016

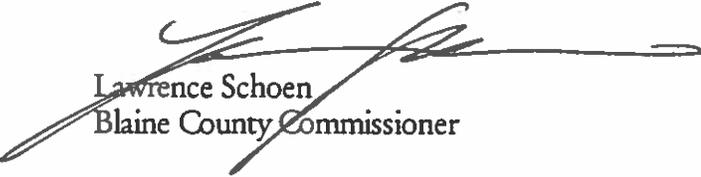
Re: Vehicle Investment Program (VIP), One-Time Capital Application FY 18-19

Dear Public Transportation Advisory Council and Board of Directors:

Please accept this letter in enthusiastic support of the Senior Connection's grant application. I have worked as a Blaine County Commissioner with this non-profit organization for many years. Blaine County helps fund it through a Contract for Services. The Senior Connection has been diligent through the years in executing their contract by providing a wide range of essential, sometimes life-saving services that are broadly beneficial to our community.

The Board of Commissioners is familiar with the entities providing public transportation in our community and appreciate the ways they work together in order not to duplicate services; rather, to expand their offerings to the advantage Blaine County citizens. The vehicles requested by The Senior Connection will alleviate an area of need that is increasing as our population ages. I urge you to support this request.

Sincerely,


Lawrence Schoen
Blaine County Commissioner



October 17, 2016

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: VIP One-Time Application FY 18-19

Dear Public Transportation Advisory Council and Board of Directors:

I write you today to urge your support for The Senior Connection's application

As the Director for St. Luke's Center for Community Health, I am presented, daily, the challenges older adults and disable persons in our community face finding accessible, affordable and available transportation services in Blaine County.

These one-time funds are a perfect opportunity for The Senior Connection to procure the much needed para-transit vehicles to address this pressing and growing need in our community. Special transport to medical appointments is imperative and The Senior Connection has the willingness and capability to effectively address taking care of older adults and helping them to enjoy healthy and independent life styles.

I encourage your thoughtful consideration to their grant request. The Senior Connection provides 7,000 rides annually. While we have a remarkable public transportation system in the Wood River Valley, curb-to-curb service is limited. Additionally, many older adults require door-to-door service and transportation services that expand beyond scheduled bus routes and outside the walls of our county such as transportation to medical appointments in Twin Falls or Boise.

The Senior Connection is willing and able to help shape our county in becoming more age-friendly.

I respectfully ask for your support of this application. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Erin Pfaeffle", is written over a light blue horizontal line.

Erin Pfaeffle
St. Luke's Center for Community Health

October 10, 2016

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: Vehicle Investment Program (VIP) One-Time Capital Application FY 18-19.

Dear Public Transportation Advisory Council and Board of Directors:

I am writing in support of The Senior Connection and their grant application for additional vehicles.

Transportation is vital to seniors like me who have a hard time getting around. In my case, I'm isolated. I do not have a car. I cannot drive. I would be stranded if it were not for The Senior Connection. I am currently able to use their bus to meet my transportation needs but there are other people who cannot get around as well and need a different type of vehicle.

I hope you will fund this grant for The Senior Connection so they can provide service to even more seniors like me.

Sincerely,

A handwritten signature in cursive script that reads "Bill Cooley". The signature is written in black ink and has a long, sweeping horizontal line extending to the right.

Bill Cooley
Member
The Senior Connection

October 17, 2016

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: Vehicle Investment Program (VIP) One-Time Capital Application FY 18-19.

Dear Public Transportation Advisory Council and Board of Directors:

As the former mobility manager for District 4 Community Transportation Association of Idaho, I am submitting my letter of support for The Senior Connection's grant application. The additional of these para-transit vehicles is critical to their Transportation Division. Currently, the only vehicle with a wheelchair lift is a dated 12-passenger bus. It does not make sense economic nor environmental sense to use the bus for seniors or disabled persons needed special transport services.

I am more than impressed that The Senior Connection has an annual ridership of 7,000 seniors and disabled persons. I am also impressed The Senior Connection's transportation services are coordinated with St. Luke's of Wood River, Wood River Hospice, Mountain Rides and Safe Haven Health Care Facilities.

Because the members and clients of The Senior Connection require both door-to-door and through-the-door services, these funds are desperately needed. I attended the One-Time Application Road Show with the Senior Connection Executive Director, Teresa Beahen-Lipman. I can assure you that this grant request meets or exceeds all funding expectations.

The Senior Connection has not requested Idaho Transportation Department funds for quite some time and would benefit from funding to enable access, availability, affordability, safety and mobility of seniors and disabled persons in Blaine County

I respectfully ask for your support of this application. Thank you for your time and consideration.

Sincerely,



Sarah Michael
Engaged Citizen
Blaine County Commissioner 2001-2008
Founder of Mountain Rides Transportation Authority
Prior Mobility Manager for District 4 Community Transportation Association of Idaho

Vehicle Investment Program Application
2016



Hope and Recovery
Resource Center

210 East Center Street, Pocatello, ID 83201
208-417-1749

Contact: Ms. Bobbie Matkin, Executive Director
Email: bobbie@hopeandrecovery.net

Section 1

Demonstration of Need

The Hope and Recovery Resource Center is a private, 501(c)3, nonprofit organization, in partnership with Peer Wellness of Boise. We provide major service needs, including access to jobs, transportation and housing, for those suffering from mental illness and/or addiction. The Hope and Recovery Resource Center helps address these needs through referral to private enterprise, community professionals and volunteers.

Our goal in the submission of this VIP grant is to obtain a Center vehicle that can be put into full-time service.

The Center currently is seeing approximately 300 peer visits per month from individuals seeking resource assistance and attending meetings and workshops. The first month we were open, we received, and were able to accommodate, 30 requests for rides. This was accomplished with one volunteer driver. However, that demand continues to increase, now about 60 inquiries per month. We have been unable to meet that demand. Even though we now have 6 volunteer drivers available, their vehicle availability is sporadic. Thus, our goal of having a Center vehicle available 24 hours a day is necessary to fulfill our project goals.

While we budgeted funding dedicated to the operation of the transportation program to support peer volunteer driver's, we do not have funding for the purchase of a Center vehicle.

Section 2

Project Description

Through the provision of needed transportation services, the Center seeks to increase the success rate for recovering individuals, increasing their safety, community mobility and access to economic opportunities and thus decreasing the burden on the citizens of Idaho.

Our transportation program is a demand-response type and we prefer advanced reservations for the times needed for transportation. The office business hours of operation for the Center are 10 am to 8 pm, Monday through Friday, and 10 am to 4 pm on Saturdays. Our office is closed on Sundays. Because we operate our transportation program on a call-ahead, reservation basis, we will provide transportation during hours when our main office doors are closed.

Transportation provided by the Center is free. We do request a nominal donation of \$3 per ride from participants. We reimburse drivers for their mileage at a rate of \$0.555/mile. Additionally, we ask a pay-it-forward commitment from service recipients, having them provide future volunteer services for the Center.

Our initial service area is limited to the cities and rural areas of Bannock County. As our program develops, our plan includes expansion of our service area to include the cities and rural areas of Idaho Area 6, including Bannock, Power, Oneida, Bear Lake, Caribou, and Franklin counties.

Currently, our program utilizes transportation provided by peer volunteers who use their personal vehicles to transport clients. Our goal, through this grant, is to purchase a multi-person van for the Center.

The primary population to be served will be those individuals that have substance abuse and/or mental health issues that are early in their recovery. These individuals generally do not have access to services nor funding to support services in place. This is particularly true for individuals that are new, walk-in clients to the Hope and Recovery Resource Center and for those being released from incarceration or from treatment centers.

We service multiple sites of rider origination. These include riders picked up at their residence, individuals leaving from the Center following services, those being released from incarceration, or treatment facilities. Destination

locations are equally varied and include transportation to the Hope and Recovery Resource Center itself, treatment programs, visiting potential lodging opportunities, medical appointments, counselling services, court and probation meetings, and general services such as grocery shopping.

Section 3

Project Planning

The Hope and Recovery Resource Center is a private, 501(c)3, nonprofit organization, in partnership with Peer Wellness of Boise. We provide major service needs, including access to jobs, transportation and housing, for those suffering from mental illness and/or addiction. The Hope and Recovery Resource Center helps address these needs through referral to private enterprise, community professionals and volunteers.

The Center's goal is to serve the largely rural Idaho Region 6. Our target population is individuals in early recovery from substance use and/or mental health disorders. Those recently released from incarceration, in treatment programs, and psychiatric hospitals, also benefit from services. This early recovery population generally lacks support in getting their recovery programs established and therefore are at risk for relapse, failure at recovery and becoming productive citizens again.

The Hope and Recovery Resource Center has been funded for 2016-2017 through a one-year grant from the Idaho Legislature through the Millennium Fund in July, 2016. This grant was developed in conjunction with the Idaho Association of Counties and was one of four such grants submitted by that organization in 2015 for funding beginning in 2016.

The project was developed by a steering committee that was established by the Recovery Support Services Subcommittee of the Area 6 Mental Health Board, Department of Health and Welfare.

We officially opened our doors for business on August 29, 2016 with a public, grand opening event. Our business plan includes establishing a demand-response transportation program utilizing peer volunteers as drivers. This program has been initiated with the use of peer volunteers who provide use of their private vehicles.

The Center operates on a peer volunteer basis. We have two paid employees, the executive director, Ms. Bobbie Matkin and a volunteer coordinator, Mr. Dan Bosquez.

The Center is governed by a 15-member Board of Directors. The board officers are Mr. Mike Beers, President (Director of Bannock County

Recovery Services), Mr. John Rauker, Vice President (Director of Juvenile Treatment, Bannock County), Mr. Bill Slaven, treasurer (Director of Lighthouse for Recovery), and Ms. Helen Lusk, secretary (community peer representative). The board meets monthly to oversee the operation of the Center.

Having a central location to access services will reduce stress on the individual and give them a sense of hope. Hope and Recovery Resource Center offers the opportunity to interact with peers, increase self-efficiency and provide insight into how others have overcome similar obstacles.

The Center's services include access to transportation, access to computers, employment information, housing referrals, peer support, educational opportunities, and support group meetings.

We are working with the pre-release programs at both the Bannock County Jail and the Pocatello Women's Correctional Center to coordinate transportation for individuals being release from those facilities. Additionally, we coordinate with all of the treatment providers in the Bannock County area. Our long term goal includes expanding our service area to Idaho District 6 counties.

As described above in Section 1, Demonstration of Need, we originally expected to staff our transportation program with peer volunteers that would utilize their personal vehicles. We are accomplishing that goal, however, demand has been greater than expected and individual vehicle availability is not adequate to meet this demand. We currently have six volunteer driver's vehicles available, however, we have moved our goal now to include acquisition of a permanent Center vehicle, mini-van, to provide transportation. We will have volunteer drivers available.

The Center also has in place appropriate policy and procedures relevant to the operation of a transportation program, including insurance and liability.

Section 4

Project Benefits

Safety

Mobility

Efficiency

Economic opportunity

Increased success in initial recovery

Reduced costs to Idaho taxpayer

Increased community stability

Section 5

Project Service/Evaluation

The Hope and Recovery Resource Center, as part of its standard operation plan, maintains a detailed data base documenting all of its services. This includes the transportation program. We document the number of service requests, number of riders, location of pick up, locations of destinations, times of service, total time utilized and total mileage driven for each transport event.

Thus we will be able to document success of the program through demonstration of increased utilization of ridership, time and mileage, diversity of locations of origin, including the rural areas of Area 6 counties, and diversity of destinations targeted.

The need for expanded services will also be identified through a comparison of the number of requests for service to those actually completed. We expect over the first two years to see a marked increase as services become expanded onto new areas.

As the grant is for one-time funding for the purchase of a vehicle, additional funds for this purchase will not be required following the end of this grant period. However, as demand increases we may need to apply for further support to purchase additional vehicles.

The Center has a Sustainability Committee that is working to provide continued funding for the long term operation of the Center's programs, including transportation.

Section 6
Project Budget

Section 7
Letters of Support

Fiscal year 2016 Project Budget Request

Subrecipient	Hope and Recovery Resource Center
Agreement Term	October 1, 2016-September 30, 2017
Contact Name	Ms. Bobbie Matkin
Address	745 E. Center Stree, Suite D, Pocatello, ID 83201
Phone Number	208-417-1749

Grant	Capital, Planning, Marketing 80/20		
5310	Total	Federal	Match
	\$ 20,000.00	\$ 16,000.00	\$ 4,000.00

Total Project Cost	Total Federal Request	Total Match Needed
\$ 20,000.00	\$ 16,000.00	\$ 4,000.00

Scope of Work

The Hope and Recovery Resource Center is a private, 501(c)3, nonprofit organization, in partnership with Peer Wellness of Boise. We provide major service needs, jobs, transportation and housing, for those suffering from mental illness and/or addiction. The Hope and Recovery Resource Center helps address these needs through referral to private enterprise, community professionals and volunteers. Our goal in the submission of this VIP grant is to obtain a Center vehicle that can be put into full-time transportation service.

Bobbie Matkin

 Subrecipient Printed Name

 Subrecipient Signature

10/21/2016

 Date

Rural 5310 One-Time Application FY 18-19

1. Demonstration of need:

Elk Bend is an area south of Salmon on Hwy 93 approx. 21 miles south of Salmon; composed of four different subdivisions areas within a three mile drive along the Salmon River. Elk Bend subdivision unit 2 is the first of these subdivision areas comprising approx. 47 year around residences, Elk Bend subdivision area unit 1 is comprised of 67 year around residences, and on the opposite side of the Salmon River at the Iron Creek Bridge then south on Old Stage Road is the Elk Bend subdivision units 3 & 4 comprised of approx. 66 year round residences. (Maps attached)

These local residents vary in age from 59 to 80, some with disabilities, and some minority and low-income populations, and have expressed a great interest in our transportation service. This would serve a population of about 360 more or less. Driving abilities and lack of transportation are the primary causes for the need to have bus service in the area. The next closed rural city is Challis approx. 45 miles further south and no bus service in that area.

Lemhi Ride would like to expand our demand response service to the area of Elk Bend for a one day a week trip to Salmon between the hours of 9 am to 4 pm. Cost for this service would be \$4.00 each way or \$8.00 round trip.

We have / are surveying that area to see approx. how many people in that area would utilize Lemhi Rides demand response service for a one day trip per week into Salmon for medical appointments, grocery shopping (there are no markets, medical service, or lunch programs in this area), senior lunches, use of the library and other appointments. Our response has been very positive and all would use the service.

2. Project Description:

Lemhi Ride would like to expand our demand response service to the area of Elk Bend for a one day a week trip to Salmon between the hours of 9 am to 4 pm. Cost for this service would be \$4.00 each way or \$8.00 round trip.

Lemhi Ride is a demand-response service and is available to everyone within the community regardless of economic or minority status. Lemhi Ride has conducted research into potential demand from numerous populations using TCRP Report 161 and data from US census, American Community Survey, and direct survey of numerous local agencies and individuals that have been identified as local demand drivers.

3. Project Planning:

Based on the survey's the most popular day for travel to Salmon is Tuesday, so we will pick up curb to curb from 8:30am to 9:30 am for the riders, bring them to Salmon for medical appointments, grocery shopping (there are no markets, medical service, or lunch programs in this area), senior lunches, use of the library and other appointments until 3:30 p.m. at which time the bus would take them all back to Elk Bend and their residence leaving the driver time to be back in Salmon by 5:0 p.m.

Reservations would need to be made prior to the trip. Staffing would be use of one driver for the full day one day a week, and some staff time to do promotions in the area to build more ridership.

4. Project Benefits:

This project expansion would be a huge benefit for the people in that area without transportation and would enable them to get to Salmon for medical appointments, groceries and medicine.

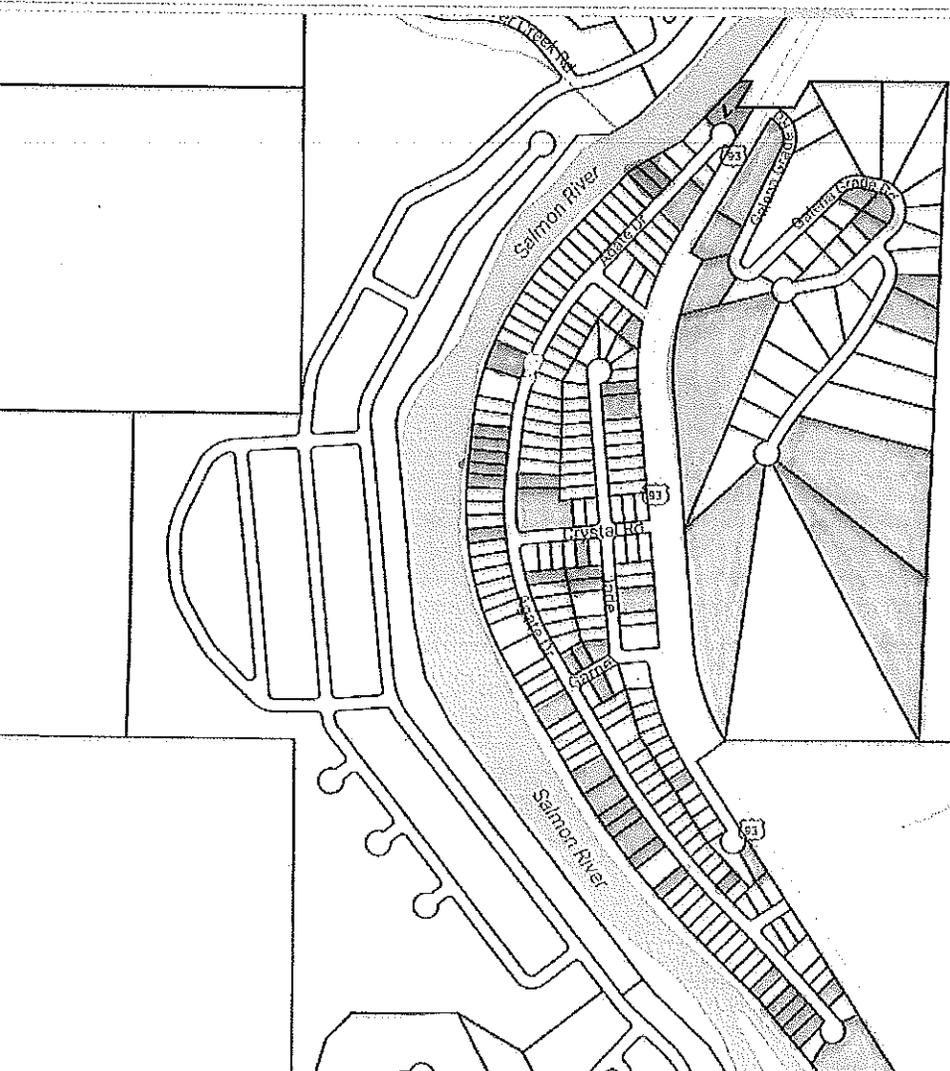
Lemhi Ride has performed demand response service in Salmon since 4-1-2015 and has an annual ridership of 10,226, adding Elk Bend area would increase ridership by approx. 1,040.

5. Project Service / Evaluation:

Based on ridership for the year Lemhi Ride would evaluate the service and deemed on the results budget the money to keep the service active for the residents of Elk Bend.



Unit 1



Unit #2

Fiscal year 2016 Project Budget Request

Subrecipient	Lemhi Ride
Agreement Term	October 1, 2016-September 30, 2017
Contact Name	Candace Forshay
Address	803 Monroe Street Salmon, ID 83467
Phone Number	208-756-1505

FTA Grant	Administration (AN) 80/20			Operating (OP) 50/50			PM 80/20					
	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match
5311	\$ 14,040.00	\$ 11,232.00	\$ 2,808.00	\$ 26,270.40	\$ 13,135.20	\$ 13,135.20	\$ 4,535.00	\$ 3,628.00	\$ 907.00	\$ -		\$ -

Total Project Cost	Total Federal Request	Total Match Needed
\$ 44,845.40	\$ 27,995.20	\$ 16,850.20

Scope of Work

Elk Bend Expansion of demand response service by Lemhi Ride.

Subrecipient Printed Name

Subrecipient Signature

Date

Vehicle Investment Program (VIP)

One – Time Capital Application FY 18-19

1. Demonstration of Need:

Our morning ridership from 7:30 to 8:30 and afternoon ridership from 2:00 to 3:30 requires a cut away bus for the quantity of person that need transported during these time frames. The majority of the rest of the day are one to three passengers at a time, some are wheelchair. It doesn't make sense to run the big cut away buses for these rides when a mini-van type vehicle would be less expensive to operate and more easily maneuvered and still get the needs of the ridership meet. Therefore we are looking to acquire an ADA accessible minivan for this type of service.

2. Project Description:

Lemhi Ride offers public transportation demand response service to the City of Salmon, Idaho and the surrounding areas 10 miles out of the city. We operate 5 days a week and from 7:30am to 5:00 pm.

Our morning ridership from 7:30 to 8:30 and afternoon ridership from 2:00 to 3:30 requires a cut away bus for the quantity of person that need transported during these time frames.

3. Project Planning:

The needs of the service area remain the same and the service remains the same, the needs and service would just be accomplished in a more efficient manner.

Our ridership statistics are as follows:

2015-2016					
General Public	Student	Disabled	Disabled Wheelchair	Senior	Senior Wheelchair
15%	7%	37%	3%	37%	1%
2016-2017					
18%	1%	36%	3%	40%	2%

4. Project Benefits:

A smaller vehicle should increase efficiency of operation and easier access for our seniors and still maintain the high standards of quality service that we provide. Our senior have trouble boarding the bus with the three to four steps, and our senior ridership is increasing. A minivan is a one step process therefore increasing mobility for out ridership.

5. Project Service / Evaluation:

Monitor feedback from riders as the accessibility and ease of boarding. The vehicle would continue to be used after the grant cycle is complete.

6. Projected Budget:

\$56,000.00 purchase of one ADA compliant minivan.

Fiscal year 2016 Project Budget Request

Subrecipient	Lemhi Ride
Agreement Term	October 1, 2016-September 30, 2017
Contact Name	
Address	
Phone Number	

Grant	Capital, Planning, Marketing 80/20		
Vehicle Investment Program	Total	Federal	Match
	\$ 56,000.00	\$ 44,800.00	\$ 11,200.00

Total Project Cost	Total Federal Request	Total Match Needed
\$ 56,000.00	\$ 44,800.00	\$ 11,200.00

Scope of Work

Purcuahse on ADA compliant Modified Mini Van.

Candace J. Shaef
Subrecipient Printed Name

Subrecipient Signature

11-9-16
Date