Peninsula RTPO
2022 Consolidated Grants Project

Click here for presentation video

Project Name: **Thurston/Mason County Driven to Opportunity**

Organization Name: Coastal CAP

Contact Name: Tony Russell

Project Description (from WSDOT form)

To continue to sustain the Driven to Opportunity (DTO) Program. Providing demand response to low income, disabled and special needs in the underserved rural areas of Thurston and Mason counties 24/7 days a week. To provide transportation to those employed, seeking employment or educational activities leading to employment.

Project Need (from WSDOT form)

Unfortunately, the lack transportation for employment, shift-work, school and taking children to childcare. Driven to Opportunity provides the only 24 hour/ 7 days a week work-related on demand rural public transportation service in Thurston and Mason counties. It serves low-income, underemployed workers and individuals with special needs who need access to jobs, interviews, trainings and school activities that directly lead to employment. Transportation presents a difficult and underreported challenge to low-income workers trying to find jobs and manage daily life in the US without a car. * Project addresses major hurdle to employment- transportation. Current unemployment rates: Thurston County 4.4%; Mason County 6% as compared to Washington State 4.1% * Service is available during late shifts, graveyard shifts and early shifts, including holidays. It addresses shift work that is not in sync with fixed route service for transit-dependent workers. * Serves rural riders with lack of transportation options. It is the only work related transportation available in rural areas of the counties not served by fixed route transit. Average trip is 21 miles one way. * Provides specialized door-to-door service to fill special needs transportation gaps. On average, 65% of trips are for individuals with disabilities unable to access the public transit system.

Special Needs Transportation (from WSDOT form)

DTO has a wheelchair accessible vehicle to serve our special needs riders. The project advances efficiencies and accessibility of special needs transportation through a user-oriented, curb-to-curb form of public transportation. It is characterized by flexible routing and scheduling in shared ride mode according to passenger needs. Its flexibility makes it more suitable to serve areas of low passenger demand, such as rural areas, where a regular bus service would not be sustainable. On average, DTO's special needs riders account for 65% of our riders. DTO provides special needs riders essential access to employment and educational opportunities not always offered by transit so can become part of the community and perhaps someday live on their own. All DTO drivers and dispatchers take an ADAPTS passenger assistance training to assist in safely transporting passengers with special needs. Working with Morningside is one of our main special needs company's that we work closely with.

Service Connections with Other Modes and Systems (from WSDOT form)

DTO connects riders to both Thurston and Mason County transits at their Olympia, Tumwater, Lacey, Hawks Prairie, Belfair, Bremerton and Shelton stations for a first mile/last mile partnership. While transit helps provide the core of rides to and from work or school, it's not always an option for both portions of the trip. The rural layout of both counties presents challenges reaching fixed route transit and walking/bicycling is not always feasible due to distance. Most shift-work employees are working late at night or on weekends when conventional transit services are either reduced or non-exist. DTO enhances public transportation by connecting riders to transit with a safe, affordable, flexible service that operates 24/7, including holidays. It supplements fixed route transit and increases employment transportation access. Most employment related trips are complex and involve multiple destinations including reaching childcare centers. Children can be dropped at child care with a qualifying adult going to work/training to help working parents maintain their employment and provide for their families. DTO staff coordinates with transit to connect riders, avoid duplication of services and help only those who cannot utilize transit. The biggest gain will be the smooth transition from using DTO and connecting with Transit and the knowledge that the clients in the area will always have a way to get from point A to point B in a safe an timely manner.

Thurston/Mason County Driven to Opportunity

Type of Project

Select one project type

- [x] Operating
  - (•) Two-year
  - ( ) Four-year
- [ ] Capital
  - ( ) Expansion
  - ( ) Replacement
- [ ] Mobility Management
- [ ] Planning

Project Funding Summary

	July 1, 2023 - June 30, 2025	July 1, 2025 - June 30, 2027 (if applicable)
Total Project Cost	$ 421,920	
Grant Request	$ 421,920	
Match Amount	$ 0	
Match Percent	0.0%	0.0%

No required minimum match provided

SUPPORT FOR PRTPO HUMAN SERVICES TRANSPORTATION PLAN

Applicable HSTP Coordination Strategies this project will support.

NOTE: Ranked projects will be amended into the HSTP upon approval by the Executive Board.

Maintain Existing Transportation Services

- [ ] Maintain and replace vehicles
- [ ] Maintain infrastructure and facilities
- [x] Maintain existing services & recruit/retain operators
- [ ] Coordinate siting of facilities with existing services
- [ ] Sustain shared-cost programs for service providers

Enhance or Expand Transportation Services

- [ ] Increase hours of service
- [ ] Increase days of service
- [ ] Increase frequency of existing service
- [ ] Expand service into new areas
- [ ] Recruit/retain operators, drivers to expand services
- [ ] Enhance or introduce first- / last-mile connections
- [ ] Expand long-distance single-seat services
- [ ] Improve special needs traveler amenities
- [ ] Deploy ZEV benefiting special needs populations
- [ ] Increase broadband access
- [ ] Reduce travel cost as barrier to accessing services
- [ ] Improve NEMT services for discharged patients

Increase Public Awareness of Available Resources

- [ ] Develop and deploy travel training programs
- [ ] Promote existing 2-1-1 call center resources
- [ ] Develop coordinated on-line resources and brochures
- [ ] Promote long-distance one-seat options to target pops
- [ ] Educate human services providers about client travel
- [ ] Establish consolidated call center for travelers

Increase Cooperation, Coordination Among Providers

- [ ] Expand service provider-referral agency communication
- [x] Support coordination between service providers
- [ ] Enhance capacity for coordination scheduling, dispatch
- [ ] Enable vehicle & maintenance sharing agreements
- [ ] Enhance special needs emergency mgmt coordination
- [ ] Expand tribal transit-tribal health service coordination
- [ ] Coordinate services with vets' transportation programs
- [ ] Reduce duplication of services or consolidate services

16775 - Thurston/Mason County Driven to Opportunity

Application Details

Funding Opportunity:	15642-2023-2025 Consolidated Grant Program - Operating
Funding Opportunity Due Date:	Oct 27, 2022 3:01 PM
Program Area:	Consolidated Grant Program
Status:	Submitted
Stage:	Final Application
Initial Submit Date:	Oct 26, 2022 3:49 PM
Initially Submitted By:	Tony Russell
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Name:	Salutation Tony R Russell First Name Middle Name Last Name
Title:	DTO Transportation Coordinator
Email*:	tonyr@coastalcap.org
Address*:	101 E Market St. Aberdeen Washington 98520-5208 City State/Province Postal Code/Zip
Phone*:	(360) 500-4524 124 Phone Ext. ###-###-####
Fax:	###-###-####

Organization Information

Legal Name*:	Coastal Community Action Program
DBA Name*:	Coastal CAP
Organization Type*:	Non Profit
DUNS #:	039270673 #########
Unique Entity Identifier (UEI):	KM6FKH3XN3P5
Organization Website:	http://coastalcap.org/ (Please enter http://... for this field)
Physical Address*:	101 East Market St

Aberdeen Washington 98520-5208
City State/Province Postal Code/Zip

Mailing Address*: 101 East Market St

Aberdeen Washington 98520-5208
City State/Province Postal Code/Zip

Remit to Address*: 101 East Market St

Aberdeen Washington 98520-5208
City State/Province Postal Code/Zip

Phone*: (360) 500-4524 Ext.
###-###-####

Fax: ###-###-####

Fiscal Year End Last day of*: June

Organization Contact Information

Organization Contact Information

Organization Director

Name*: Craig Dublanko
First Name Last Name

CEO craigd@coastalcap.org
Title Email Address

Applicant Contact

Name*: Tony Russell
First Name Last Name

DTO Transportation Coordinator tonyr@coastalcap.org
Title Email Address

Project Contact

Name*: Lucy Machowek
First Name Last Name

CFO lucym@coastalcap.org
Title Email Address

Summary of Project Information

Summary of Project Information

PLEASE NOTE:
OPERATING - General operating assistance ? Select this option if you are a transit agency and are submitting only one operating project that includes all of the transportation services your organization provides (maximum grant request of $ 1.5 million).
OPERATING - Operating assistance for a specific service ? Select this option if your organization is submitting an application for specific services you provide.

Operating Type*: Operating assistance for a specific service

Refer to the glossary in the Consolidated Grants Guidebook for service-type definitions.

Service Type*: Demand-response

Select either ?Sustain Existing Service? or ?Expand Service.?

Need for Service*: Sustain existing service
Select One

Checking yes to federal funds means that your organization is willing and able to comply with the associated federal requirements. For an example of last biennium's federal requirements see the Consolidated Grants Program Guidebook.

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

Select all of the Congressional District(s), Legislative District(s) and County(ies) the project will serve.
Congressional & Legislative District map

Congressional District(s)*: 10,3,6

Legislative District(s)*: 02,20,22,35

County(ies)*: Mason, Thurston

Duration of Project*: Two Years

Dependency on Other Projects

Dependent on other projects?	Project Title
No	

Scope of Work

Project Description

Select the Regional Transportation Planning Organization / Metropolitan Planning Organization (RTPO/MPO) that will be ranking this project from the drop-down menu.

RTPO/MPO*: Southwest Washington RTPO

Is this project primarily serving a rural area?*: Yes Any service that supports Public Transportation in rural areas with populations less than 50,000.

Is this project primarily serving the Seattle, Tacoma, Everett urbanized area?*: No

Provide a brief, high-level description of what your project proposes to do (address who, what and where).
This description may be used to describe your project to the Legislature.

Proposed scope/description of the work.*:

To continue to sustain the Driven to Opportunity (DTO) Program. Providing demand response to low income, disabled and special needs in the underserved rural areas of Thurston and Mason counties 24/7 days a week. To provide transportation to those employed, seeking employment or educational activities leading to employment.

Why is this project needed, and how does this proposal address the need?

Describe why you are pursuing the proposed project. Include a description of the transportation problem that needs to be addressed, how the problem was identified, and how the proposed project will address the problem.

Need*:

Unfortunately, the lack transportation for employment, shift-work, school and taking children to childcare. Driven to Opportunity provides the only 24 hour/ 7 days a week work-related on demand rural public transportation service in Thurston and Mason counties. It serves low-income, underemployed workers and individuals with special needs who need access to jobs, interviews, trainings and school activities that directly lead to employment. Transportation presents a difficult and underreported challenge to low-income workers trying to find jobs and manage daily life in the US without a car. * Project addresses major hurdle to employment- transportation. Current unemployment rates: Thurston County 4.4%; Mason County 6% as compared to Washington State 4.1% * Service is available during late shifts, graveyard shifts and early shifts, including holidays. It addresses shift work that is not in sync with fixed route service for transit-dependent workers. * Serves rural riders with lack of transportation options. It is the only work related transportation available in rural areas of the counties not served by fixed route transit. Average trip is 21 miles one way. * Provides specialized door-to-door service to fill special needs transportation gaps. On average, 65% of trips are for individuals with disabilities unable to access the public transit system.

Describe coordination efforts with your regional planning organization.

Include details such as inclusion in regional plans, what prioritized strategies are being addressed, who was involved in defining the problem, other alternatives that were/are being considered for solving the problem, and demonstrations of local/regional support for implementing the proposed project.

Coordination Efforts*:

Coastal Cap actively participates in the Southwest Washington RTPO that covers a five county region, including Thurston and Mason County. DTO works closely with Intercity Transit and the Village Vans program to pick up the clients theat they cant get to. Also works with Mason Transit connecting clients to Transit Stations when available. Morningside is another entity that DTO works closely with transporting the Special needs clients that they serve. The Driven To Opportunity project is listed in the HSTP. The project helps alleviate the following unmet needs identified in

the HSTP- sustain transportation for low income, TANF, and underemployed individuals during off-transit hours and access to job and job training needs to be expanded for rural residents. Coastal Cap actively participates in the Cowlitz-Wahkiakum Council of Government (CWCOG) to help communities find solutions at the local level to improve transportation access with the ultimate goal of enhancing the quality of life for its residents.

How does the project advance efficiencies in, accessibility to, or coordination of transportation services provided to persons with special transportation needs?

To be eligible for funding for special needs transportation, RCW 47.01.450 requires that applicants address how their project advances the efficiency, accessibility, and/or coordination of special needs transportation.

Describe how your project advances these areas, and how you are going about developing these advancements. Additionally, identify the special needs population to be served by this project.

Special Needs Transportation:

DTO has a wheelchair accessible vehicle to serve our special needs riders. The project advances efficiencies and accessibility of special needs transportation through a user-oriented, curb-to-curb form of public transportation. It is characterized by flexible routing and scheduling in shared-ride mode according to passenger needs. Its flexibility makes it more suitable to serve areas of low passenger demand, such as rural areas, where a regular bus service would not be sustainable. On average, DTO's special needs riders account for 65% of our riders. DTO provides special needs riders essential access to employment and educational opportunities not always offered by transit so can become part of the community and perhaps someday live on their own. All DTO drivers and dispatchers take an ADAPTS passenger assistance training to assist in safely transporting passengers with special needs. Working with Morningside is one of our main special needs company's that we work closely with.

For operating, mobility management and capital projects: How will your organization measure whether the project is successful and improves the efficiency and effectiveness of public transportation?

Identify data sources and monitoring processes. Explain how the project provides more efficient and effective transportation services to the target population(s) within the community. Describe strategies or steps to be taken if the project does not meet its performance targets.

For Planning Projects: How will your organization measure the planning project?s success?

Identify data sources used in the planning process.

Measurement of Efficiency and Effectiveness*:

Coastal Cap not only determines success based on the number of trips, miles and hours of the project, but on the success of our riders. Rider success includes: maintaining jobs, promotion of better working hours that are in sync with public transportation, attainment of a driver's license, paying off fines to get a license reinstated and/or purchasing a vehicle. DTO's short term goal is to support riders while they become self-sufficient. The ultimate goal of the project is to provide safe, reliable and cost effective employment transportation that improves our communities and economic vitality for people and businesses. This project improves public transportation efficiencies by operating 24/7 when transit is not available. It fills a public transportation gap by offering 24/7 flexibility ? where the timetable, routes, and stops vary. Vehicles are dispatched more efficiently with potential passengers in close vicinity. It's a rural community-based project that eases the burden on existing systems allowing a more efficient transportation system. DTO is efficient, sustainable and functionally integrated to meet passenger's demand. If performance goals aren't met then its the going out and promoting the program. Whether its going to business in the areas letting them know this program is available to a potential employee. Also working with other employment agencies in the area that work with temporary job placement.

How does your project connect to, coordinate with, leverage or enhance other modes of transportation in your service area (i.e., aviation, intercity bus or rail, park and rides, bicycle/pedestrian)?

Describe how this project supports and interacts with other modes of transportation in the project area. Does this project enhance other transportation or social services within your organization or among partners?

What efficiencies will be gained within the service area as a result this project?

Other Modes of Transportation*:

DTO connects riders to both Thurston and Mason County transits at their Olympia, Tumwater, Lacey, Hawks Prairie, Belfair, Bremerton and Shelton stations for a first mile/last mile partnership. While transit helps provide the core of rides to and from work or school, it's not always an option for both portions of the trip. The rural layout of both counties presents challenges reaching fixed route transit and walking/bicycling is not always feasible due to distance. Most shift-work employees are working late at night or on weekends when conventional transit services are either reduced or non-exist. DTO enhances public transportation by connecting riders to transit with a safe, affordable, flexible service that operates 24/7, including holidays. It supplements fixed route transit and increases employment transportation access. Most employment related trips are complex and involve multiple destinations including reaching childcare centers. Children can be dropped at child care with a qualifying adult going to work/training to help working parents maintain their employment and provide for their families. DTO staff coordinates with transit to connect riders, avoid duplication of services and help only those who cannot utilize transit. The biggest gain will be the smooth transition from using DTO and connecting with Transit and the knowledge that the clients in the area will always have a way to get from point A to point B in a safe an timely manner.

Identify the project staff for this project. What type of experience do these individuals have with grant management?

Provide the names and experience of the key staff that will be working on this project, including their experience managing projects similar to the proposed project.

Project Staff*:

Lucy Machowek has been CFO since 2011, she has two fiscal staff working under her that are both long term employees and have extensive experience in the state and federal grants funds management. Tony Russell is currently the Driven to Opportunity Transportation Coordinator. Has been with Coastal Community Action Program since 2016. Started out as a driver for the DTO program. First time managing a program or projects like this but understand the program and how it runs.

Coordinated Public Transit - Human Services Transportation Plans (CPT - HSTP)

Coordinated Public Transit- Human Services Transportation Plan	Page number(s) or TBD
Southwest Washington RTPO	TBD

Budget

Expenses

Expenses	If Other, Please List	**July 1, 2021 - June 30, 2022 (Actual)	**July 1, 2022 - June 30, 2023 (Budgeted)	July 1, 2021 - June 30, 2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	Variance Between Biennia	**July 1, 2025 - June 30, 2027 (Projected)	Variance Between Biennia
Rent & Utilities (if not included in overhead, above)		$4,087.02	$11,512.98	$15,600.00	$16,000.00	2.56%	$0.00	-100.00%
Fuel & Lubricants		$2,877.04	$16,322.96	$19,200.00	$44,400.00	131.25%	$0.00	-100.00%
Labor & Benefits		$51,778.44	$107,428.56	$159,207.00	$306,520.00	92.53%	$0.00	-100.00%
Maintenance Parts & Supplies		$807.93	$2,792.07	$3,600.00	$3,600.00	0.00%	$0.00	-100.00%
Vehicle Use Fees		$158.88	$241.12	$400.00	$400.00	0.00%	$0.00	-100.00%
Other	Admin	$10,805.92	$29,388.08	$40,194.00	$42,000.00	4.49%	$0.00	-100.00%
Contracted Services - Other		$645.37	$154.63	$800.00	$800.00	0.00%	$0.00	-100.00%
Overhead		$1,590.85	$6,569.15	$8,160.00	$8,200.00	0.49%	$0.00	-100.00%
		$72,751.45	**$174,409.55**	**$247,161.00**	**$421,920.00**		**$0.00**	

Revenue and/or Match

Revenue and/or Match Sources	If Other, Please List	**July 1, 2021 - June 30, 2022 (Actual)	**July 1, 2022 - June 30, 2023 (Budgeted)	July 1, 2021 - June 30, 2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	**July 1, 2025 - June 30, 2027 (Projected)
Local: In-kind		$10,645.91	$4,019.00	$14,664.91	$0.00	$0.00
Local: Other	Donations & Misc revenue	$1,368.01	$2,951.99	$4,320.00	$0.00	$0.00
		$12,013.92	**$6,970.99**	**$18,984.91**	**$0.00**	**$0.00**

Summary of Awarded Amount for July 1, 2023 - June 30, 2025

Requested Amount: $421,920.00

Revenue / Match Amount: $0.00

Summary of Awarded Amount for July 1, 2025 - June 30, 2027

Requested Amount: $0.00

Revenue / Match: $0.00

Variances

Variance between 2021-2023 and 2023-2025: 70.71%

Variance between 2023-2025 and 2025-2027: -100.00%

Variances:

Other Sources

Other Sources*:

CCAP will use other fee for service programs to help leverage along with any other grants that become available to apply for.

Comments

Comments*:

Description 1st year 2nd Year Labor & Benefits 2 FTE @$19.49hr Wages $37416 Benefits $13096 $101024 Labor & Benefits 2 FTE @$22.20hr Wages $42624 Benefits $14918 $115084 Labor 1PTE @ 19.49hr $28068 Labor 1PTE @ 22.20hr $31968 Trans. Coordinator 11% of wages $14,200 $14,200 Fuel $1850 month $22,200 $22,200 Maintenance $1,800 $1,800 Rent/Utilities $8,000 $8,000 Overhead- $4100 $4100 Vehicle Registration $200 year $200 $200 Admin $21,000 $21,000 Contracted Services $400 $400 Totals $200992 $218952 Grand Total $419944

DBE Goals

DBE Goals	Percentage	Efforts	No DBE
Yes	15.00%	Coastal Cap uses the omwbe.gov to search for business that will fit our needs as well as helping out those DBE's that would benefit also. Coastal Caps procurement process will always post RFPs to the omwb.wa.gov website.	
No	0.00%		None at this time but actively looking to find a DBE that fits with the DTO program. Always want to support the smaller business so that they can succeed.

Summary

July 1, 2023 - June 30, 2025

Expense Total: $421,920.00

Revenue Total: $0.00

Requested Amount $421,920.00
This is the amount of grant funds your organization is requesting from July 1, 2023 - June 30, 2025. Expense Total minus Revenue Total
:

Percentage of Match: 0.00%

July 1, 2025 - June 30, 2027

Expense Total: $0.00

Revenue Total: $0.00

Requested Amount $0.00
This is the amount of grant funds your organization is requesting from July 1, 2025 - June 30, 2027. Expense Total minus Revenue Total.
:

Percentage of Match: 0.00%

Service Level

Project Service Level Information

Project Specific Information	July 1, 2021 - June 30, 2022 (Actual)	July 1, 2022 - June 30, 2023 (Budgeted)	July 1, 2021 - June 30, 2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	Percent of Change	July 1, 2025 - June 30, 2027 (Projected)	Percent of Change
Revenue Vehicle Hours	1915	3120	5035	5400	7.25%	0	-100.00%
Revenue Vehicle Miles	42597	25803	68400	90000	31.58%	0	-100.00%
Passenger trips should be entered as whole numbers only.							
Passenger Trips	1612	2160	3772	4800	27.25%	0	-100.00%
Volunteer Hours	0	0	0	0	0.00%	0	0.00%
					66.08%		**-300.00%**

Project Service Level Description

Describe the methodology used to develop these estimates, including any assumptions used in their development.

How were service-level estimates developed?*:

Service levels estimates were figured from the past numbers during the first year. These numbers are taken from the Driver Daily Manifests (actual) after the day is complete. The numbers are then added up for all the drivers for the month then track each month to get the entire years' worth of number for Hours, Miles, Trips.

For demand response, or deviated fixed route projects, summarize the intended outputs of this project in both qualitative (narrative) and quantitative (statistical) formats. There may be some projects where traditional performance measures (e.g., revenue vehicle hours/miles, passenger trips) do not apply. In those cases, quantifiable objectives can be used instead by submitting the following information: number of trainings or outreach, or number of passengers served, or other measurable outcomes produced by this project. Ensure there is a quantitative output, as these will be the baseline measurement for the following biennium?s application. Qualitative measures are optional.

Intended Outputs:

We are projecting Driven to Opportunity (DTO) will provide an approximately 4800 round trips, along with 90,000 miles, 5400 hours for 2023-2025 Biennium. Rides: 4,800 two years Miles: 90,000 two years Hours: 5,400 two years 2,400 yearly 4,500 yearly 2,700 yearly 200 monthly 3,750 monthly 225 monthly 6.5 Daily 120 daily 7.25 daily

Milestones

Milestones

OPERATING ACTIVITIES	Date (mm/yy)
Service Start	07/23
Service Complete	06/25

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Copy of organization?s most recent audit report	✓	The most current audit 2021 of Coastal Community Action Program	2021 Audited Financial Reporting Package 3.pdf	pdf	400 KB	10/11/2022 12:40 PM
501(c) IRS Letter of Determination (for new non-profit applicants only)						
WA Utilities & Transportation Commission (UTC) Certification (for new non-profit applicants who are direct service providers)						
Service area map	✓	Thurston & Mason County Service area	CCAP Coverage area.jpg	jpg	527 KB	10/11/2022 12:48 PM
Population density map	✓	2022 Thurston/Mason County population density map	2022 Thurston-Mason county Pop density.pdf	pdf	210 KB	10/11/2022 12:44 PM
Letters committing matching funds						
In-kind match valuation proposal (only operating and mobility management projects may use in-kind contributions as matching funds)		Coastal Community Action Program 2023-2025 In Kind Valuation Plan	CCAP 2023-2025 In Kind Valuation.docx	docx	13 KB	10/11/2022 01:46 PM
Letters of support (combine into one file attachment)		Morningside letter of support 2023-2025	Morningside letter of support.pdf	pdf	259 KB	10/11/2022 01:57 PM
Letter of concurrence (for projects that operate in multiple planning regions)						
Federal Indirect Cost Rate Approval Letter						
Cost Allocation Plan						

Supplemental Information

Supplemental Information

Supplemental Information:

Great to see the Driven to Opportunity program continue to grow after the first 2yrs of operation. The only hiccups were the cost of fuel and the price of repairs and maintenance due to inflation.

Vulnerable Populations in Overburdened Communities & Tribes - May 2022

Vulnerable Populations in Overburdened Communities

Identify the type of direct and meaningful benefits to vulnerable populations your project provides using the descriptions above, if any. Explain how your project provides these benefits. Your response may include suggestions about how WSDOT should evaluate project(s) against Climate Commitment Act requirements in the future.

Vulnerable Populations in Overburdened Communities*:

Again, the populations that we directly help are everyone who needs help. This includes Low income, rural area populations, special needs clients. Helping these clients improve their lives by creating an income to be able to better their lives and living situations.

Tribal Support

Is this project directly operated by a tribe?*: No

Is your project serving and is it supported by a tribal nation in Washington? : No

Estimate the percentage of your project that serves the tribe: 0.00%

By checking this box, you are confirming your outreach to the tribe in pursuit of a resolution formally supporting your project : No

Attachments

Tribal support correspondence/resolution:

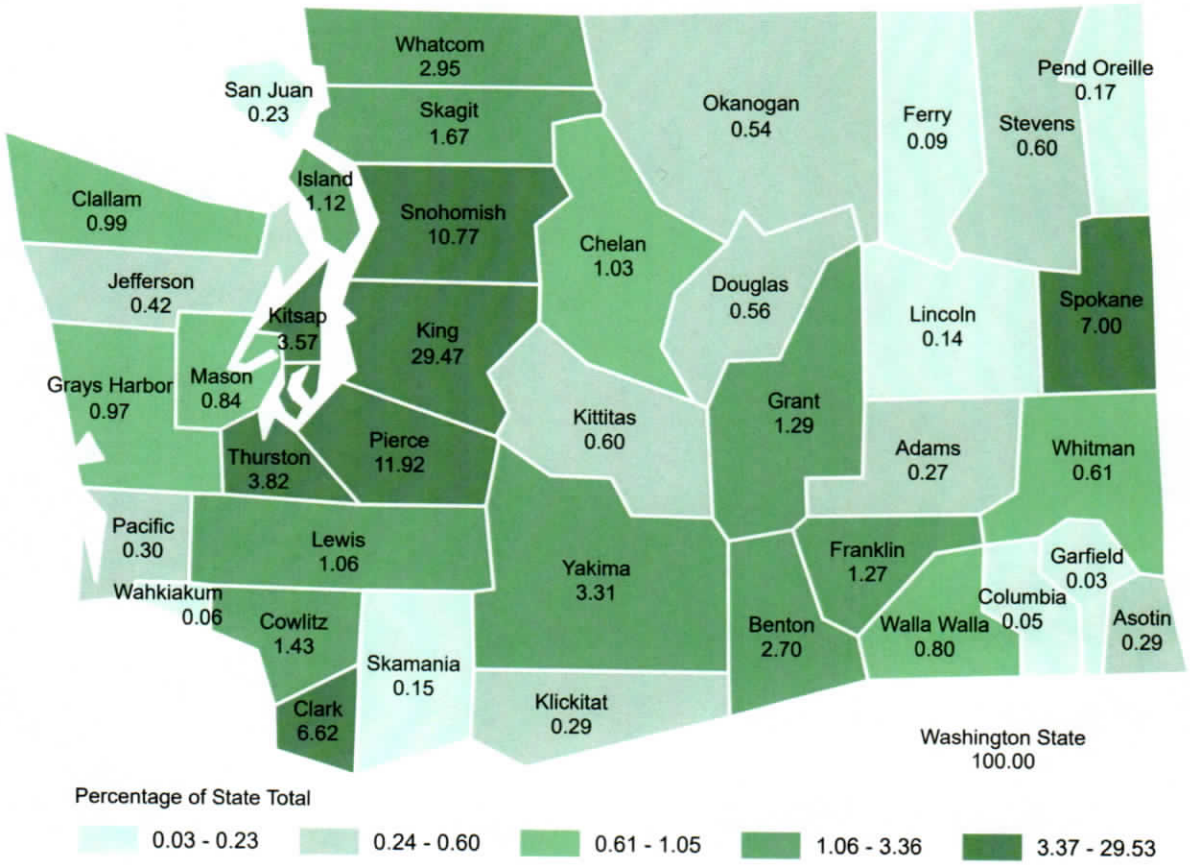
Certification

Certification

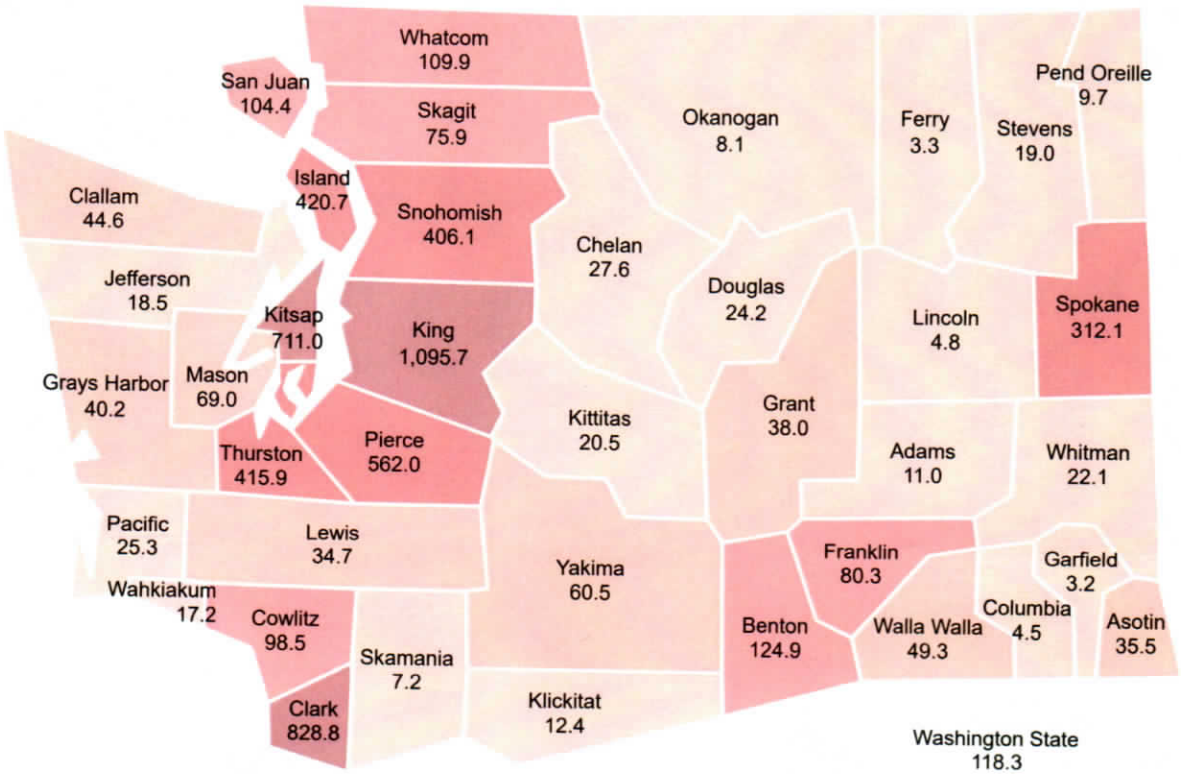
I certify, to the best of my knowledge, that the information in this application packet is true and accurate and that this organization has the necessary fiscal, data collection and managerial capabilities to implement and manage the project associated with this application:

Certification*:	Yes
Application Authority*:	Craig Dublanko First Name Last Name
Title*:	CEO
Date*:	10/26/2022

Percentage of State Total Population: 2022

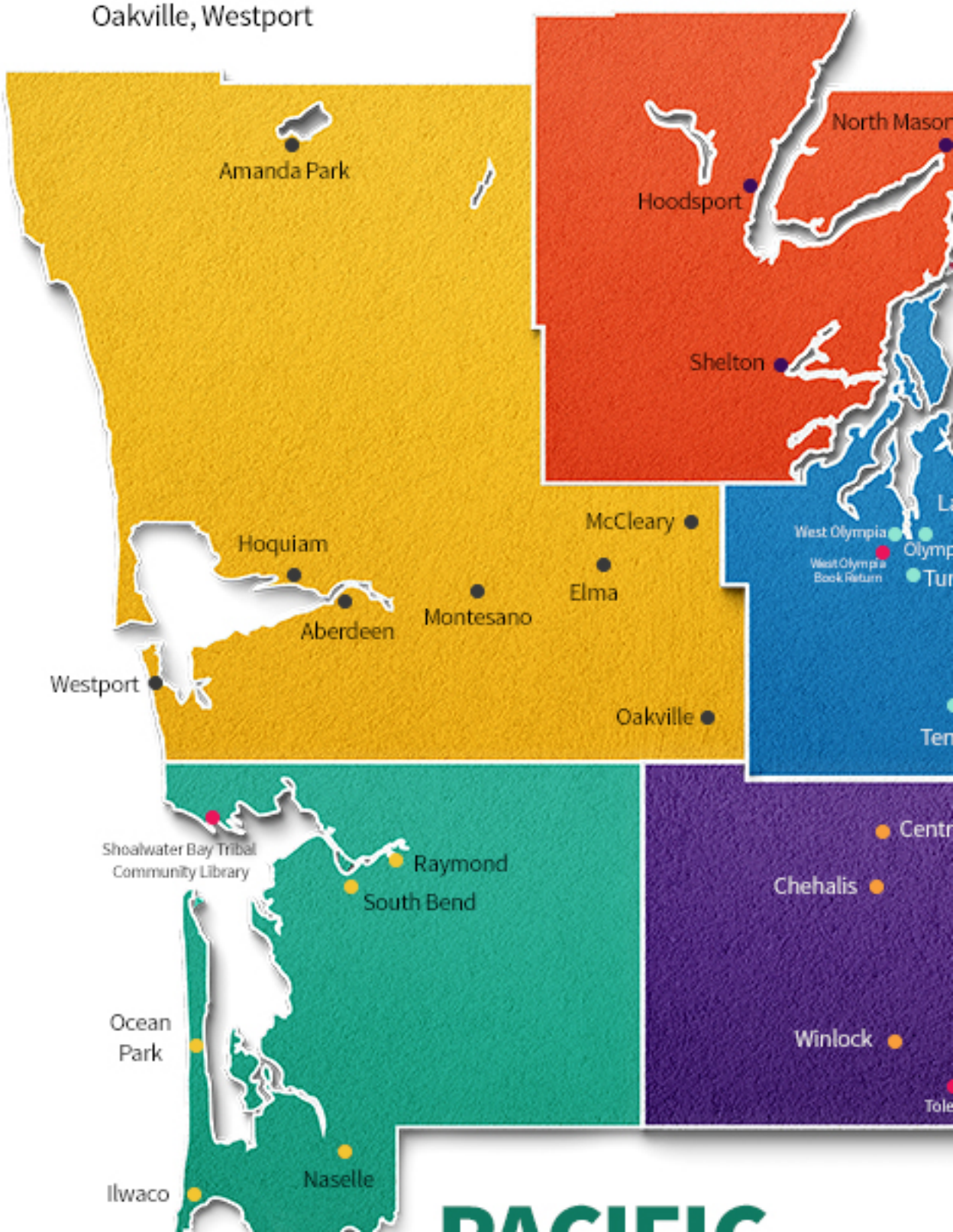


Population Density: 2022



GRAYS HARBOR

Aberdeen, Amanda Park, Elma, Hoquiam, McCleary, Montesano, Oakville, Westport



Morningside

Everybody Works • Everybody Wins

Corporate Office
Thurston County
Mason County
809 Legion Way SE
P.O. Box 7936
Olympia, WA 98507
TEL 360.943.0512
FAX 360.943.8466

Clallam County
113 S. Valley St.
Port Angeles, WA 98362
TEL 360.452.7919
FAX 360.452.7962

Grays Harbor County
110 West Market St.
Suite 206A
P.O. Box 2161
Aberdeen, WA 98520
TEL 360.533.8820
FAX 360.533.8857

Lewis County
605 W Main Street
Suite 4
Centralia, WA 98531
TEL 360.807.2100
FAX 360.807.2111

Pierce County
3906 S. 74th Street
Suite 201
Tacoma, WA 98409
TEL 253.301.0502
FAX 253.625.7661

ASPIRE to Excellence® carf ACCREDITED

A CARF
Accredited Agency

morningsideservices.com

Subject: Letter of Support

Coastal Community Action Program- Driven to Opportunity Program and Morningside

Date: 09/01/22

Morningside's mission is to work on advancing the employment and self-sufficiency of people with disabilities.

We focus on finding what our client's specific assets are and work with those assets to help build their self-reliance by achieving and keeping employment.

CCAP has been a key factor in helping Morningside with achieving this goal.

Many of our clients are not able to use the public transportation system due to a variety of reasons. Such as, their unique disability, the location of their homes, or job, and possibly the hours of employment.

Since CCAP has expanded their Driven to Opportunity program to Thurston, Mason and Lewis counties Morningside has counted on and appreciated the support we have received from CCAP's DTO program. CCAP has a great team of friendly, reliable, and supportive drivers and management that is vital to our clients in their goals of employment.

Morningside and other employment vendors could use even more support from this program. This would assist in a further reduction of employment vendors providing needed transportation for clients.

Morningside has hundreds of clients that they support in our Individual Employment for developmentally disabled clients. Our clients would benefit greatly in any expansion that CCAP could provide with more availability of transportation for our clients.

The more availability of CCAPs DTO program means more opportunity for our clients and a stronger and more diverse community. When everybody works, everybody wins.

Thank you for your support,

Shawna Harper

Shawna Harper
Morningside/Regional Manager
Individual Employment Program