



2018 Regional Congestion Mitigation Air Quality Improvement Program (CMAQ) Grant Application

PROJECT TITLE:	Propane-Fueled Vans for Dial-A-Lift Service	TRPC use only
<i>If the proposal is programmed in the STIP, please use the same title.</i>		
PROJECT SPONSOR		
Agency or Organization	Intercity Transit	
Contact Person	Emily Bergkamp	
Phone Number	360-705-5893	
Email Address	ebergkamp@intercitytransit.com	
PROJECT CO-SPONSOR (Leave blank if not applicable)		
Agency or Organization		
Contact Person		
Phone Number		
Email Address		

STATUS OF EXISTING FEDERAL PROJECTS		Yes	No
Does the applicant have any other federal funded projects underway?		X	
<i>If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.</i>			
YEAR OF OBLIGATION (Select the federal fiscal year the project will obligate) *		ADVANCE CONSTRUCTION (Select if A/C is an option)	
2021	X	2020	
2022		2021	
<i>*Applicants are expected obligate their project on time if the proposal is selected.</i>			

PROJECT OVERVIEW
<i>Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high-level summary suitable for reports and on-line descriptions. Detailed project information is provided on pages 4-5.</i>
<p>Dial-a-Lift (DAL) provides door-to-door transportation service for customers whose disabilities prevent them from using fixed-route service. DAL is a federally mandated (unfunded) requirement to provide ADA comparable paratransit service within a quarter mile of fixed-route service. The elimination, then severe reduction in federal funding has had a significant negative impact on our ability to fund replacement vehicles.</p> <p>This project will replace 6 diesel-powered vehicles that are beyond their useful life with 6 propane-powered vehicles which will reduce PM10 emissions (diesel vs. propane) and result in a reduction of 1,285,134 pounds of carbon monoxide. Exceptional maintenance, conservative financial practices and few grant options result in IT retaining DAL vehicles beyond their federal 7-year life-cycle and keeping them for no less than 10 years. IT provided 166,213 trips in 2016 and 170,714 in 2017. DAL has increased 21% over the last 10 years and is anticipated to grow even faster in the coming years based on age and population statistics. Funding these replacement vehicles will ensure we can continue services and do so while improving air quality in the PM-10 area.</p>

SUPPORT FOR RECOGNIZED REGIONAL INITIATIVES

Identify ways in which the proposed project supports the goals and policies of the Regional Transportation Plan, implementation of Sustainable Thurston transportation initiatives, or other regional initiatives. Examples of other initiatives include, but are not limited to, The Thurston Regional Trails Plan, Urban Corridor Communities and associated District Plans, Healthy Kids Safe Streets Action Plan, South Thurston Economic Development Initiative, Thurston Thrives, Walk and Roll, Commute Trip Reduction, I-5 Action Plan, Bountiful Byways, Smart Corridors, and the Human Services Coordinated Transportation Plan.

The proposed project supports the 2040 Regional Transportation Plan (RTP) with several policies, including:

Chapter 3. Goals and Policies, Policy 1.d

Design and invest in transportation projects that have a lasting positive impact, reflect the goals of the people who live and work in the area, and contribute to a sense of place and community.

Chapter 3. Goals and Policies, Policy 18.d

Promoting alternative fuels and technology developments that reduce motorized vehicle emissions.

Chapter 6. Environmental Considerations

Thurston County’s direct greenhouse gas emissions totaled roughly 2.71 million metric tons of carbon dioxide equivalent in 2012, according to analysis by the non-profit Thurston Climate Action Team. The emissions figure was up about 30 percent from 1990 — a widely used benchmark year for measuring and managing emissions — while population grew by about 59 percent over the same period.

Additionally, the Sustainable Thurston vision principally addresses the need to invest in a robust and accessible public transit system with the goal of creating a carbon-neutral community.

THRESHOLD CRITERIA (check all that apply)

	Yes	No
The project is in the Air Quality Maintenance Area (see application instructions)	X	
Project elements meet all regional eligibility requirements	X	
Project elements and administration meet all federal eligibility requirements	X	
Applicant can demonstrate ability to obligate funding as proposed	X	

Answering ‘No’ to any eligibility item above will disqualify the proposal.

APPLICATION PRIORITY

If submitting more than one proposal, indicate the priority of this proposal compared to others submitted (i.e. 1, 2, or 3).	N/A
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TYPE OF PROJECT OR PROGRAM

Identify project type that applies to this proposal

Alternative Fuels and Vehicles	X
Congestion Reduction and Traffic Flow Improvements	
Transit Vehicle Acquisition	X
Transit Capital Facilities	
Transit Incentives Program	
Bicycle and Pedestrian Facilities and Programs	
Travel Demand Management	
Public Education and Outreach Activities Related to Air Quality	
Carpooling and Vanpooling	
Freight / Intermodal	
Diesel Engine Retrofits and Other Advanced Truck Technologies	
Idle Reduction Programs	
Training for Implementation of Air Quality Programs	
Inspection / Maintenance (I/M) Program	

Other:

PM10 AIR QUALITY BENEFITS			
Briefly describe how this project will reduce PM10 emissions and improve air quality within the Air Quality Maintenance Area.			
<p>Transportation generates PM10 emissions through a variety of activities, primarily through diesel exhaust, brake and tire wear, and dirt roads. Since the region has no dirt roads in the designated maintenance area, the primary area of focus in complying with these requirements is on diesel exhaust and brake/tire dust.</p> <p>This project will reduce PM10 emissions by replacing 6 diesel powered vehicles with 6 propane-powered vehicles. While the federal standard for useful life of a paratransit vehicle is 7 years, due to budgetary constraints and excellent maintenance, IT retains DAL vehicles for no less than 10 years. With a minimum expected lifecycle of 350,000 miles, one propane engine creates 214,189 fewer pounds of carbon monoxide. That equals 1,285,134 fewer pounds of carbon monoxide released and a reduction of 2,100,000 miles of diesel fueled vehicles within the Air Quality Maintenance Area during the life of the project.</p>			
PM10 AIR QUALITY ANALYSIS AND DATA		Yes	
I acknowledge as an applicant that I will coordinate with TRPC and provide relevant information to measure this proposal's air quality benefits before the project is selected for funding.		<input checked="" type="checkbox"/>	
An air quality improvement report is submitted to WSDOT Local Programs when a project sponsor obligates a CMAQ-funded project.			
PROJECT LOCATION AND DETAILS – applicants may submit a map of the project or program/service area			
Construction Projects	Project Location	N/A	
	Type of Construction Project		
	Length/Size of Construction Project		
Programs/Services	Delivery Area of Program/Service	Public Transportation Benefit Area	
	Duration of Program/Service		
PROJECT PHASING AND COSTS - Identify project phases and costs			
Construction Projects (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:		\$ 0.00
	Right-of-Way:		\$ 0.00
	Construction:		\$ 0.00
Programs or Capital Costs	Program Costs:		\$ 0.00
	Vehicle or Capital Costs:	<input checked="" type="checkbox"/>	\$ 852,000.00
Total Project Cost (Sum of all project phase costs identified above):			\$ 852,000.00
CMAQ FUNDING REQUEST AND MATCHING REVENUES			
*Applicants must provide a minimum of 13.5% non-federal share to federal share. Federal share cannot exceed 86.5% of total project cost.		Non-federal share: \$13,500 Federal CMAQ Funds: <u>\$86,500</u> Total Project Cost: \$100,000	
Local funding or other sources:		\$ 143,000.00	
State funding:		\$ 0.00	
Federal CMAQ Grant Request:		\$ 709,000.00	
Total Project/Phase Revenue:		\$ 852,000.00	

Project Title: Propane-Fueled Vans for Dial-A-Lift Service

PROJECT DESCRIPTION & SIGNIFICANCE (2 PAGES MAX, 10 POINT FONT MINIMUM)

Using the space provided below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it completes or lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments.

DAL, Intercity Transit's complementary ADA paratransit service, is a critical lifeline to individuals with disabilities who are unable to use fixed route service. A 2015 customer survey of DAL riders shed light on the demographics of the people we serve and the important role DAL plays in their lives. Nearly 40% of the trips taken by DAL customers are for medical appointments, including lifesaving treatments to dialysis. DAL customers are primarily senior and female, with a total annual household income of \$14,999 or less. The survey also reflected a 95% customer satisfaction rating with our service overall.

This project will result in 6 DAL replacement vehicles being funded with an expected useful life of ten years. Each vehicle results in a reduction of 350,000 miles traveled within the Air Quality Maintenance area using propane vs. diesel fuel. This means a total of 2,100,000 miles of particulate reduction in the area during the life of the project. It also supports serving our DAL clients in a period of uncertain funding for replacement vehicles required to provide this service.

Demands for DAL service are expected to increase as the population continues to grow and age. Census numbers show that in the US, the over-65 population is projected to increase 77% by the year 2045. 10,000 people are turning 65 per day and one-third has a disability. Thurston Regional Planning Council's age-based forecasts show 20% of Thurston County's population will be 65 and older by 2030. Additionally, METRO Magazine's 2016 Annual Paratransit Survey showed 70% of respondents cited an increase in rides delivered over the previous year.

In 2012, The United States Government Accountability Office conducted research on the health of ADA Paratransit Services nationwide and provided a report to the Committee on Banking, Housing, and Urban Affairs. In that report, more than half of the transit agency officials interviewed identified fuel costs as a contributor to increasing ADA paratransit costs. (Source: <https://www.gao.gov/assets/660/650079.pdf>)

With the increased demand in service and the inevitable aging of Intercity Transit's fleet, the necessity to manage DAL costs and purchase replacement vehicles is a constant factor. Intercity Transit is committed to being a good steward of public funds and operates in an environmentally sustainable manner, considering we are an agency funded primarily with local sales tax and whose fleet is mainly comprised of diesel vehicles. We also take our commitment to providing life sustaining transportation to seniors and people with disabilities very seriously. Finding innovative ways to manage DAL costs – including the cost of fuel – shows our commitment ensuring DAL is available to people with disabilities long into the future. Considering the use of alternative fuels such as propane is also good for the environment.

Intercity Transit is not alone in its efforts to identify strategies to address high fuel costs, including the use of alternative fuels like propane. After a two-year pilot program testing five propane paratransit buses, Delaware Transit Corp (DTC) also made the switch to propane. DTC purchased 50 more, and will purchase an additional 75 by 2018. That will bring the total number of propane-fueled vehicles in DTC's paratransit fleet to 130 — almost half the fleet. "Our first five propane-fueled buses collectively traveled 450,000 miles with no fuel system-related failures, and saved \$15,000 in fuel costs alone," said John T. Sisson, chief executive officer of Delaware Transit Corporation. "That, combined with the reduction in greenhouse gas emissions, made it an easy decision to expand the propane program with our new private fuel stations and 130 buses by 2018." Currently, DTC pays \$.78 per gallon for propane compared with \$1.75 per gallon for gasoline. (Source: <http://www.masstransitmag.com/article/12317049/why-transit-agencies-choose-propane-vehicles>)

Project Title:

PROJECT DESCRIPTION & SIGNIFICANCE (continued)

The following benefits of propane vehicles are also compelling:

- Propane poses no harm to groundwater, surface water, or soils.
- Propane is non-toxic, non-carcinogenic, and non-corrosive.
- Propane is a domestic product.
- Propane vaporizes upon release posing no threat of a spill or pooling, and does not leave a residue.
- The risk of propane flammability is half that of gasoline, since the flash point is double that of gasoline.
Gasoline flash point: 430-500 degrees F.
Propane flash point: 930 degrees F.

Propane's high octane rating, low-carbon, low oil-contamination characteristics, also results in improved engine life. (Source: https://www.afdc.energy.gov/fuels/propane_benefits.html)

Intercity Transit is respectfully requesting funding for 6 of the planned 20 (17 replacements and 3 expansions) DAL vehicles that are needed to stay within the FTA's recommended "Useful Life" of 7 years. The DAL average fleet age is 4.1 years. Matching funds for this project will be provided using local sales tax proceeds and will be over-matched at 17%.


In closing, DAL provides a critical lifeline service for those that need it most. "You have to think of transport as an equalizer, a catalyst that facilitates access to many other sectors," said Charlotte McClain-Nhlapo, the World Bank's Global Advisor on Disability. "Mobility improvements are key because transport gives you access to jobs, schools, healthcare, markets, leisure."

(Source: <http://www.worldbank.org/en/news/feature/2015/12/03/for-persons-with-disabilities-accessible-transport-provides-pathways-to-opportunity>). Additionally, purchasing replacement propane DAL vehicles allows IT to operate more sustainably, be good stewards of public funds, and keep service going further so we can meet the increasing need for transportation.

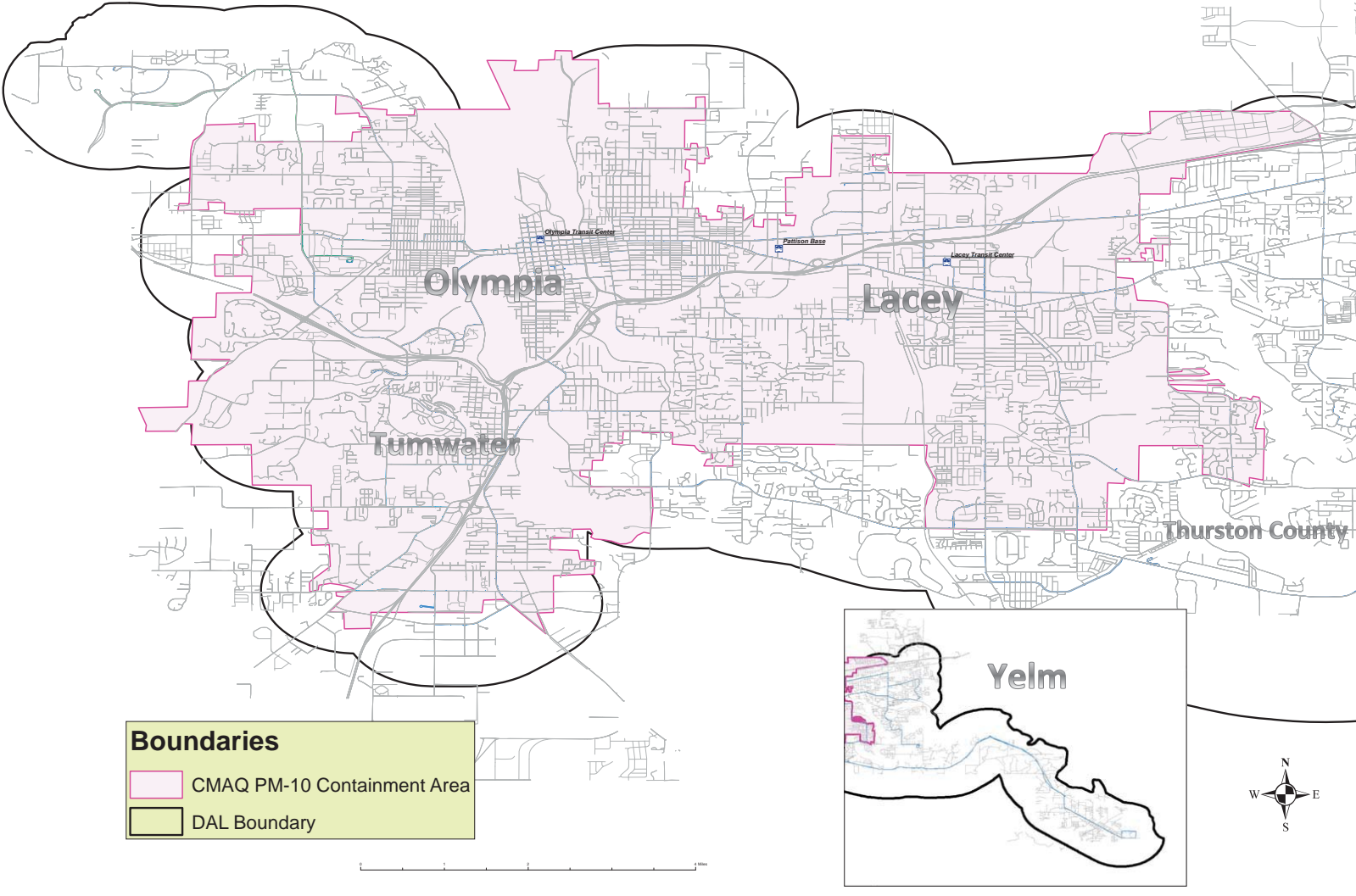
COMBINATION A63077/5K07	
CA Agency and Representative	Olympic Region Local Programs B. Moorehead
CA Signature and Date	Ben Moorehead 4-17-18 01/01/2018

Project Verification and Endorsement

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if TRPC awards the requested TAP grant. If selected, **the project shall obligate by the date specified on the award letter.** Failure to do so will result in loss of funding for the project and an alternate project will be funded instead. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

AUTHORIZATION	
Ann Freeman-Manzanores	General Manager
Name of Representative Authorized to Submit Application	Title
	04/27/2018
Signature	Date

Co-AUTHORIZATION	
Name of Representative Authorized to Submit Application	Title
	04/27/2018
Signature	Date





Thurston Regional Planning Council
2424 Heritage Ct SW, Suite A
Olympia, WA 98502

April 24, 2018

RE: Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Since 1956, Behavioral Health Resources (BHR) has supported and strengthened individuals, families and the community by promoting mental health and chemical dependency recovery. Many of the people we serve rely on public transportation to access our services, especially those with physical or mental disabilities that prevent them from using fixed route service. Dial-A-Lift (DAL) vans, equipped with space for those using mobility devices and those who have other needs that prevent them from driving vehicles or riding on fixed route, serve some of our most vulnerable clients at BHR. Supporting Intercity Transit's Propane-Fueled Vans for Dial-A-Lift grant proposal helps meet a principle need in the community which we serve-- transportation.

When our clients cannot secure transportation to travel to one of our locations, in some situations, case managers arrange to meet clients off site. This causes several unintended side effects. It increases a client's dependence on case managers, while their therapeutic goals focus on building personal responsibility. Time spent in travel to and from clients creates un-billable travel time and fuel costs, decreasing the effectiveness and productivity of case management staff during a time of limited resources.

By providing support for those with the greatest needs—those who physically can't drive, those who are blind, those that have seizures that prevent them from driving—the DAL program offers people a way to access services at BHR which provide more opportunities to live healthy, connected, and fulfilled lives. A client's lack of access to transportation should not negatively affect their mental health or recovery from chemical dependency. DAL access, especially by vans fueled by propane, is essential for many of our clients.

On behalf of BHR, I strongly encourage full funding of this proposal through the CMAQ program.

A handwritten signature in black ink, appearing to read "Laurie Tebo".

Laurie Tebo, CEO
Behavioral Health Services

Mailing Address 3857 Martin Way E
Olympia, WA 98506

Phone (360) 704-7170 or (800) 825-4820
Website www.bhr.org

FAX Administration (360) 709-4374
Medical Records (360) 704-7182

Olympia 3857 Martin Way E **Shelton** 110 West K St **Elma** 575 E Main Ste C **Hoquiam** 205 8¹ St

A United Way Funded Agency



222 Columbia St NW, Olympia, WA 98501 • (p) 360.586.6181 • (f) 360.586.7408

April 25, 2018

Ann Freeman-Manzanares
General Manager, Intercity Transit
526 Pattison SE
Olympia, WA 98501

RE: Letter of Support
Congestion Mitigation and Air Quality (CMAQ) Grant

Senior Services for South Sound takes great pride in providing a wide variety of services supporting area seniors. We change lives by helping local seniors remain active and independent. Our programs strengthen individuals, care-providers, families and the whole community.

Many seniors in our community would not have the opportunity to benefit from our programs if not for Intercity Transit and their Dial-A-Lift (DAL) services. Funding to replace aging DAL vehicles is absolutely critical. As our population ages, the need to expand the program is even more critical! The alternative is dangerous and worse for our environment. When elderly drivers had no options for transportation they push their ability to drive beyond what is safe, endangering themselves and community members. When families try to offer driving support to their loved ones who no longer drive, they spend more time on the roads between home, work, their loved one's residence, and essential medical and other errands thus creating more pollution and congestion. Serving the most vulnerable members of our community with cleaner, propane powered DAL vehicles makes good sense.

I encourage you to support Intercity Transit's request to purchase DAL vehicles to serve those in our community with the greatest need and inability to drive. A senior's lack of access to transportation should not negatively impact their physical and mental health. There are seniors who would be homebound, lonely and hungry without access to DAL services. The DAL program offers them a way to access services at the Olympia and Lacey Senior Centers as well as get to medical appointments, the grocery store, senior nutrition sites and a variety of other locations. We encourage you to focus on the importance of DAL services to our community as a whole and support transportation that allows seniors to live healthy, connected and fulfilled lives.

Sincerely,

A handwritten signature in black ink, appearing to read "Eileen McKenzie Sullivan", written in a fluid, cursive style.

Eileen McKenzie Sullivan
Executive Director



Thurston County Food Bank

220 Thurston Ave. NE

Olympia, WA 98501

(360) 352-8597

www.thurstoncountyfoodbank.org

April 25, 2018

Thurston Regional Planning Council
2424 Heritage Ct SW, Suite A
Olympia, WA 98502

Thurston Regional Planning Council Grant Reviewers:

I am writing to support Intercity Transit's application for 6 replacement propane Dial-a-Lift (DAL) vans. As you know the Thurston County Food Bank (TCFB) provides resources that support families, their children and our community. Our mission has not changed since our beginnings in 1972, ending hunger in our community. Our success in meeting this mission is in part due to Intercity Transit which provides many of our client's access to our services. Our most recent client survey lifted up the dependence of many of our most at risk clients on Intercity Transit's service to get their needs met, including fixed route, travel training, bus buddies, and especially DAL. Currently 20% of our clients use public transportation. It is no accident that our main distribution center is located two blocks from the Olympia Transit Center. The Food Bank serves many of the most vulnerable populations in our community; including those faced with food insecurity, the homeless and struggling families just a paycheck away from crisis. Unfortunately because many do not have access to their own transportation and/ or are not able to drive due to disabilities, they find it difficult to meet their basic human needs.

According to the Center for Disease Control: "A poor transportation system cuts off access to many food outlets—especially for those who do not own a car or have no access to reliable and affordable public transportation. Improving transportation options to and from such food sources... increases a community's access to healthy foods."

<https://www.cdc.gov/healthyplaces/healthtopics/healthyfood/transportation.htm>

The DAL program has always provided their clients a way to access the Food Bank's services. I have seen the benefits first-hand that our clients experience when they have reliable, safe transportation.

The mission of the Thurston County Food Bank is focused on eliminating hunger within our community. We do this meaningful work with many collaborators, volunteers, and dedicated staff. We consider Intercity Transit's DAL program, with its emphasis on serving those who most need consistent, reliable, and safe transportation, to be a strong partner.

Thank you for your consideration of Intercity Transit's application for 6 additional DAL vans which are propane fueled. Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Coit", with a long horizontal line extending to the right.

Robert Coit
Executive Director

Intercity Transit
2018 TRPC Call for Projects:
Status of Existing Federal Projects Summary

- **Regionally selected projects underway:**
 - a. 2017 CMAQ – Walk N’ Roll \$95,000 FFY 2018 - obligated
 - b. 2017 CMAQ – Smart Corridors Phase II – \$387,500 FFY 2018 – obligated
 - c. 2017 & 2018 – WSDOT Sec. 5339 Bus and Bus Facilities (STIP 5/18) FFY 2016 = \$235,863 & FFY 2017 = \$241,858
 - d. 2016 (TRPC) – TAP “Bus Stop Enhancements for safety and accessibility” obligated (TrAMS 1745-2017-2) \$338,777 –Construction will be completed in 2018.
 - e. 2016 (TRPC) TAP – “Youth Education – Walk-N-Roll” obligated (TrAMS WA-2017-060-00) \$145,000
 - f. 2015 (TRPC) – CMAQ: “Tumwater Square Station Improvements” \$198,950 Transfer to FTA completed 3/16. Construction will be completed 5/2018. (WA-95-X095) (TrAMS)
 - g. 2017 (TRPC) – CMAQ: Bus Stop Enhancements \$63,050 – Obligated 6/2017 - Construction will be completed in 2018.
 - h. 2011 Regional STP Project: Olympia Transit Center Facility Expansion - Construction Federal Amount: \$1,252,490, FTA Project # WA-95-X054 (TrAMS). GCCM - awarded to DES for CM services and support 8/17.
 - i. 2013/14 Regional STP(U) Project: Olympia Transit Center Expansion – Construction. Federal Amount: \$474,657, FTA Project # WA-95-X072-01 (TrAMS). GCCM - awarded to DES for CM services and support 8/2017.
- **State selected & federally funded projects underway:**
 - a. WSDOT Regional Mobility Grant 2017-2019: Operating Grants. Funds (State -\$993,320) for regional express bus service between Olympia– Tacoma – Service initiated 7/1/17
 - b. WSDOT – Consolidated Grant 2017-2019– Paratransit Special Needs Operating Grant (\$1,762,790)
 - c. WSDOT Regional Mobility Grant 2017-2019 – State – Pattison MOA design (\$2,000,000)
 - d. WSDOT Regional Mobility Grant 2019-2021 –Pattison MOA – Vanpool Service Center construction (\$3,900,000 – notice of award, pending 2019-2021 budget)
 - e. WSDOT – DASH operating support 2017-2019 (750,000 for two years)
- **Projects receiving other Federal funding underway:**
 - a. WA-04-0038-01: Olympia Transit Facility: \$2,575,500, GCCM - awarded to DES for CM services and support 8/18.
 - b. WA-95-X071 – CMAQ: Thurston Smart Corridors Project, \$805,820 obligated (WA 95-X071-00 –TrAMS) (In progress)
 - c. Village Vans - Workforce Development Cooperative Agreement – “Ladders of Opportunity” FTA Cooperative Agreement 2015. \$200,000 (TrAMS WA-2017-061-00)

Note: Summary does not include grant applications pending review and notification; or, formula funds distributed to Intercity Transit and obligated through direct application via the Federal Transportation Award Management System (TrAMS) including 5307 direct and PSRC Earned Share formula distributions, or those State formula distributions (noncompetitive) awards and contracts.