

16608 - South Sound 2-1-1

Application Details

Funding Opportunity: 15644-2023-2025 Consolidated Grant Program - Mobility Management
Funding Opportunity Due Date: Oct 27, 2022 3:01 PM
Program Area: Consolidated Grant Program
Status: Editing
Stage: Final Application

Initial Submit Date:
Initially Submitted By:
Last Submit Date:
Last Submitted By:

Contact Information

Primary Contact Information

Name: Salutation Penni Middle Name Belcher
First Name Last Name
Title: 211 Director
Email*: pennib@uwpc.org
Address*: 1501 Pacific Avenue

Tacoma Washington 98402-3302
City State/Province Postal Code/Zip
Phone*: (253) 682-1823 Ext.
Phone
###-###-####
Fax: ###-###-####

Organization Information

Legal Name*: United Way of Pierce County
DBA Name*: United Way of Pierce County
Organization Type*: Non Profit

DUNS #: 148445695
#####

Unique Entity Identifier (UEI): PZKUMM9MWK73

Organization Website: (Please enter http://... for this field)

Physical Address*: 1501 Pacific Avenue
STE 400
Tacoma Washington 98402-3322
City State/Province Postal Code/Zip

Mailing Address*: PO Box 2215
Tacoma Washington 98401-2215
City State/Province Postal Code/Zip

Remit to Address*: PO Box 2215
Tacoma Washington 98401-2215
City State/Province Postal Code/Zip

Phone*: (253) 272-4263 Ext.
###-###-####

Fax: (253) 682-1863
###-###-####

Fiscal Year End June

Last day of*:

Organization Contact Information

Organization Contact Information

Organization Director

Name*: Dona Ponepinto
First Name Last Name
President & CEO donap@uwpc.org
Title Email Address

Applicant Contact

Name*: Penni Belcher
First Name Last Name
211 Director pennib@uwpc.org
Title Email Address

Project Contact

Name*: Penni Belcher
First Name Last Name
Director, South Sound 2-1-1 pennib@uwpc.org
Title Email Address

Summary of Project Information

Summary of Project Information

Does your mobility management project include the purchase of capital equipment*:

No

Capital equipment includes items that have a useful life of more than one year, exceed your organization's capital cost threshold or \$5,000, and are subject to depreciation and inventory records.

Willing to Accept FTA funds for the biennium Yes

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.

*:

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

Congressional District(s)*: 10,6,8

Legislative District(s)*: 02,25,26,27,28,29,31

County(ies)*: Pierce

Duration of Project*: Four Years

Dependency on Other Projects

Is this project dependent on any other projects submitted by your organization?

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*: Puget Sound Regional Council

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?* Yes

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.*:

Preserve existing South Sound 211 Transportation Resource Center (SS211 TRC) operations, the centralized intake service for special needs transportation, providing the access point for the special needs population to learn about all available mobility options in Pierce County, apply for rides, and receive one-on-one navigation assistance.

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*:

PSRC's outreach with stakeholders & literature review identified a need for more information about available services, identified in Coordinated Mobility Plan as Need #3. Often riders are unaware of the options available and people with mobility challenges need not only referral but assistance in connecting with an appropriate transportation option. With that assistance, older adults, people with disabilities, and others can learn about the best available transportation options serving their needs and become informed on how to use such services. SS211 TRC addresses this by implementing 2 High Priority Strategies for our region (3.1 & 3.2). We continue to tailor our center to community needs beyond educating people about their mobility options, explaining how to use them & determining which they are eligible for. We can provide more than a referral by directly connecting callers to transportation services or send their information to the service to expedite their ride. Bilingual staff & interpreters allow us to serve over 200 languages. People with special needs & service providers say they need this single point of contact for centralized intake. Navigators spend unlimited time and have multiple contacts with riders to navigate with them to service connection. We're working to connect our regional trip planning tools and other social services to leverage all mobility options.

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*:

We coordinate with the PSRC by participating in the Special Needs Transportation Committee, including providing information and updates. Our service is producing outcomes aligned with the High Priority Strategy in the plan to conduct/tailor information referral & assistance to meet the needs of riders including people with LEP, and High Priority Strategy to coordinate in the development of our One Call/One Click to provide the navigation support to riders with special transportation needs in Pierce County to use available services, customized to language, cultural, technological and accessibility needs. We are supported locally by transportation providers and human services agencies who agree to use SS211 TRC as the central intake, information and referral center for Pierce County. Our local planning organization, Pierce County Coordinated Transportation Coalition identified 3 goals for our county plan and determined that South Sound 211 Transportation Resource Center is at the core of one of those goals - to Connect the Transportation System locally. We helped to lead the PCCTC plan update in which we agreed to implement the region's High Priority Strategy 4.1 to coordinate partnerships with healthcare to better address patient's unmet needs and ensure they understand their options, by sharing referrals directly from

healthcare offices to our Navigators and offering on demand ride share dispatch in addition to connection to partner providers. We are convening Healthcare providers in our planning efforts.

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:

One interaction with SS211 TRC provides the eligibility screening, education on transportation modes, and one intake for 5 transportation services in one universal form. Our program is unique as the only place for Pierce County residents to receive this assistance from live, trained Navigators via human centered conversation and multiple follow up contacts for continued support. We screen for eligibility, offer information on the most efficient mobility options, or completes a universal intake with demographic and contact information that's sent to partners as a ride request. We share caller data with partners through a single and mutually agreed on combined intake so the ride can be scheduled and dispatched. The process has greatly advanced the accessibility to services. Since implementation, we're able to confirm 80% or more of riders entering the system through 211 were approved and completed their trip. We're unique because we're the only centralized intake & resource center in Pierce Co. We don't duplicate work, instead we connect to/send intakes to trip providers so they get fewer ineligible calls, save 15 to 20 minutes per call to their program, time to provide more rides. This allows riders to now get their ride in 1 interaction instead of 4 or 5. Data collected from each caller, shows the majority of our callers have low-income, are Senior or have young children, and/or have disabilities, and this is the primary transportation population we serve. Therefore, our SS211 TRC Navigators typically spend a lot of time on calls/conversations, which increases the efficiency of our transportation partners on their contacts and to give potential riders the best experience when interacting with their service. There are no similar services or programs to provide Pierce County residents an access point for transportation which also provides wraparound service connections to financial stability and basic needs supports which often contribute to transportation barriers.

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*:

Our program provides more efficient and effective access, education and connection to transportation by maintaining information and relationships with all available services in Pierce County, in order to provide accurate, up to date information, dispatch a ride, or submit an intake for eligibility to transportation services. Our work is to reach more riders with information to successfully get a ride, and to reduce the number of interactions it takes and barriers to getting a ride. Program success and improved transportation efficiency is monitored by collecting data on each call in a software program which generates reports weekly, monthly, and quarterly. Supervisors monitor live calls. Caller satisfaction surveys and outcome reports from all providers on each submitted intake are used. We measure number of contacts, number of seniors and people with disabilities served, number of intakes submitted for rides, percentage of intakes approved for rides, and caller satisfaction rate. As quality of service is monitored, plans are implemented should we fail to meet the goal targets. If call volumes and Seniors/people with

disabilities served may decline we will target outreach, promotion & awareness strategies. If approval and caller satisfaction rates decline, we have multiple strategies for staff training, cross training with providers, call monitoring and coaching, and referral information updates and clarification.

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*:

We provide a central intake in partnership with a coalition of transportation providers. When dialing 211 for a ride, a single intake is completed for multiple transportation services and sent to the appropriate provider to expedite a ride. If a rideshare is appropriate we can dispatch or schedule free Lyft rides on-demand or for future trips from our internal platform. The blending of these programs has been successful in advancing accessibility to rides, increasing efficiency in dispatching/scheduling, and decreasing number of calls and applications for the rider. Our Navigators assist in exploring all potential long-term transportation options in full. Many times, the immediate need is filled while the client is applying for and securing permanent transportation, all of which were accessed in a single call. In addition to connections to NEMT broker, public transit, and human service providers, our referrals include: Sound Transit Sounder Train, Sound Transit Tacoma Link Light Rail, Amtrak, Greyhound, Park & Rides, Vanpool/Carpool, Pierce County Ferries, Travel Training, Bike & Bike Parking, Rideshare programs. We're coordinating with our regional One Call/One Click to provide the contact center for the online platform to provide the human navigation assistance for those who need/prefer the support.

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*:

Peter Grignon, CFO, and a CPA has worked with United Way for over 35 years. On average he manages a \$8,000,000 operating budget which includes federal dollars from the Help Me Grow and Basic Food Outreach program. He has managed the grant for the 2-1-1 WSDOT contract since its launch in 2007. Penni Belcher, 211 Director, has been managing this program for over 13 years. Experience includes QA/Training for the Special Needs Transportation Hotline at North Sound 2-1-1 from 2003 to 2008, a project funded by 5316 JARC and 5317 New Freedom funds. Each of the projects have been successful, met requirements and maintained compliance. Dennise Cervantes, 211 Supervisor, came to 211 in 2009 and has been providing oversight for the program since 2012. Audrey Lewis, Sr. Transportation Navigator, brought her experience in managing the Ride United program, a partnership with Lyft to meet unmet on-demand ride needs in Pierce county to our SS211 Resource Center, in May 2021.

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

Coordinated Public Transit- Human Services Transportation Plan	Page number(s) or TBD
Puget Sound Regional Council	41, 42

Budget

Expenses

		July 1, 2021 - June 30,							
		**July 1, 2021 - June 30, 2022	**July 1, 2022 - June 30, 2023	2023 July 1, 2023 (Total of Actual and Budgeted)		2025 - June 30, (Projected)	Variance Between Biennia	**July 1, 2025 - June 30, 2027 (Projected)	Variance Between Biennia
Expenses	List	(Actual)	(Budgeted)	Budgeted)	(Projected)	Biennia	(Projected)	Biennia	
	Labor & Benefits	\$90,962.00	\$113,900.00	\$204,862.00	\$355,147.00	73.36%	\$397,109.00	11.82%	
	Project Supplies	\$0.00	\$0.00	\$0.00	\$250.00	0.00%	\$250.00	0.00%	
	Other Mileage	\$0.00	\$0.00	\$0.00	\$250.00	0.00%	\$250.00	0.00%	
	Overhead	\$9,096.00	\$11,390.00	\$20,486.00	\$35,565.00	73.61%	\$39,761.00	11.80%	
		\$100,058.00	\$125,290.00	\$225,348.00	\$391,212.00		\$437,370.00		

Revenue and/or Match

		July 1, 2021 -		July 1, 2023 -		July 1, 2025	
		**July 1, 2021 - June 30, 2022	**July 1, 2022 - June 30, 2023	(Total of Actual and Budgeted)	June 30, 2025 (Projected)	June 30, 2027 (Projected)	June 30, 2027 (Projected)
Revenue and/or Match Sources	If Other, Please List	(Actual)	(Budgeted)	Budgeted)	(Projected)	(Projected)	(Projected)
Local: Other	Unrestricted Dollars from donations	\$20,012.00	\$25,058.00	\$45,070.00	\$82,154.00	\$91,848.00	\$91,848.00
		\$20,012.00	\$25,058.00	\$45,070.00	\$82,154.00	\$91,848.00	\$91,848.00

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

Requested Amount: \$309,058.00

Revenue / Match Amount: \$82,154.00

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

Requested Amount: \$345,522.00

Revenue / Match: \$91,848.00

Variances

Variance between 2021-2023 and 2023-2025: 73.60%

Variance between 2023-2025 and 2025-2027: 11.80%

Variances:

The 73.60% explained: The last contract started July 1 of 2019. We had to forecast salary and benefits in 2018 for 4 years out ending June 2023. Since then labor costs increased more than the annual 2.0% we had projected in that budget. In addition medical premiums and other benefits have increased. That said, we are starting with a

higher base hourly rate for 2023-2025 and are using 5% annual increases from the projected June 30 2023 base. 11.80% explained: Increase in labor and benefits.

Other Sources

Other Sources*:

We have an annual campaign appeal for donations that are unrestricted. Those unrestricted donations are what we use to fund the match. We are matching at 21%. A higher rate than the 20% in the last budget.

Comments

Comments*:

The budget took current labor and benefit costs and projected those out. There is a small amount for supplies and mileage and we kept that the same for each 24 month period. We applied 10% indirect costs to the total and a 21% local match of unrestricted dollars. Note, the 21% is higher than the 20% in the last budget.

DBE Goals

DBE

Goals Percentage Efforts No DBE

No	0.00%	Because our funded project is an information and referral call center, we do not anticipate making major purchases with funding provided by WSDOT. However, for any services or product purchases we make, we will consult with OMWBE Directory at http://omwbe.wa.gov/certification_directory.shtml to find potential sources.
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Summary

July 1, 2023 - June 30, 2025

Expense Total:	\$391,212.00
Revenue Total:	\$82,154.00
Requested Amount	\$309,058.00
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:	21.00%

July 1, 2025 - June 30, 2027

Expense Total:	\$437,370.00
Revenue Total:	\$91,848.00
Requested Amount	\$345,522.00
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:	21.00%

Measurable Outcomes

Measurable Outcomes

For mobility management, 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 this will be the baseline measurement for the following biennium's application. Qualitative measures are optional.

Intended Outputs*:

of Calls per year - 2,800 # Senior/disabled served per year - 1,700 # of intakes for rides per year - 250 Intake approval for ride rate per year - 80% Caller satisfaction rate per year - 85% 2021-2022 Outputs 2683 Calls 1,734 Senior/disabled served 128 intakes for rides 98% intakes approved for rides 86% Caller satisfaction rate Client Experience Feedback: "I have zero short term memory and [211 Navigator] just hung in there with me and helped me and was really kind and really informative. I'm happy to know about you. I have to ask questions again and again and this is just an amazing asset to have." "This now has given us such peace of mind, and a foundation by which to plan for what we need and carry on with our lives, we are eternally grateful.? "This appointment is so necessary, I knew I had to be there, but I just had no idea how it would be possible. Thank you so much for taking the time and being patient to explain this to me."

Milestones

Milestones

	Date (mm/yy)
MOBILITY MANAGEMENT	
Project Start	07/23
Project Complete	06/25

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Copy of organization's most recent audit report 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)	✓	12 31 2021 Year End Audit	UnitedWayPierceCounty_Audit_2021Final.pdf	pdf	402 KB	10/20/2022 01:45 PM
Service area map	✓	Service Area Map - All Pierce County	pierce-wa-county-map.png	png	780 KB	10/26/2022 12:15 PM
Population density map	✓	Population Density Map Pierce County	sntf2020-map-piercetyppopdensity.pdf	pdf	469 KB	10/26/2022 12:08 PM
Letters committing matching funds In-kind match valuation proposal (only operating and mobility management projects may use in-kind contributions as matching funds)		Matching Funds Letter	UnitedWayPierceCountyMatchLetter2023to2027.docx	docx	50 KB	10/20/2022 02:06 PM

Named Attachment	Required Description	File Name	Type	Size	Upload Date
Letters of support (combine into one file attachment)	Letters of Support	Letters of Support.pdf	pdf	122 KB	10/27/2022 11:54 AM
Letter of concurrence (for projects that operate in multiple planning regions)					
Federal Indirect Cost Rate Approval Letter					
Cost Allocation Plan	Cost Allocation Plan	Indirect Cost Plan 2022.pdf	pdf	101 KB	10/26/2022 12:10 PM

Supplemental Information

Supplemental Information

Supplemental Information:

Scope of Work, Project Description, Special Needs Transportation: During the pandemic our community experienced a shift in their needs of how to access services. While providers move to online and remote channels in order to continue to provide services, many people with special needs found greater hardships in receiving services. The digital divide became apparent with new barriers such as lack of internet or cell service availability or ability to understand and master intake or trip requests. Even to those with availability and ability, the complexity of navigation could be stressful and emotional during a time of crisis and isolation. We responded by adapting our service delivery to allow our trained Transportation Navigators unlimited time on calls in conversation with people, an unlimited number of communications to reconnect, check-in, follow-up, and continue navigation, and additional assistance to complete intakes and online forms on behalf of callers seeking transportation. Our clients tell us they value having this option for human connection and support in addition to our other channels of access such as online, email, and text. Scope of Work, Project Description, Measurement of Efficiency & Effectiveness: We're aware that some quantitative measures of our program (such as ride approval and satisfaction rate) are dependent on available transportation resources for very specific needs, so we also focus on creative conversations with people to support them in identifying and connecting with their own transportation solutions and other supports to be successful. We have and will continue to adapt our services to meet potential rider needs and monitor qualitative measures through client feedback we receive via phone calls, surveys and email/text contacts. Vulnerable Populations in Overburdened Communities and Tribes: We are currently in communication with the Puyallup Tribe requesting formal support. Our contact person there requested that we do not share the emails until all the information is approved by Tribal Council. That request has been made but we are respecting the request to not share the communication until it is council approved. We have received support from the Tribe through a capital Charity Trust grant for program operations which we have attached.

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*:

SS211 TRC's work addresses the interconnected issues affecting children and families. Poverty is the biggest issue facing many families in our community - especially during the ongoing COVID-19 pandemic. Currently in Pierce County, one in three households struggle to make ends meet, especially those from BIPOC (Black, Indigenous, People of Color) communities. Families who are low-income are a critical focus of our work. Examples of how our program contributes to reducing vulnerable population characteristics, environmental burdens, or associated risks that contribute significantly to the cumulative impact designation of highly impacted communities are, providing free rides to food, medical, and other essential services, a high volume of trips provided for employment & financial stability services, including free trips to a new job until the first paycheck is received to secure long term income. In addition at the time of the transportation request, our program can provide a full array of wraparound services for basic needs, mental health, and financial assistance.

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? : Yes

Estimate the percentage of your project that serves the tribe: 0.50%

By checking this box, you are confirming your outreach to the tribe in pursuit of a resolution formally supporting your project : Yes

Attachments

Tribal support correspondence/resolution: AwardLetterPuyallupTribe_12132021.pdf

Certification

Certification

I certify, to the best of my knowledge, that the information in this application packet is true and accurate and that this

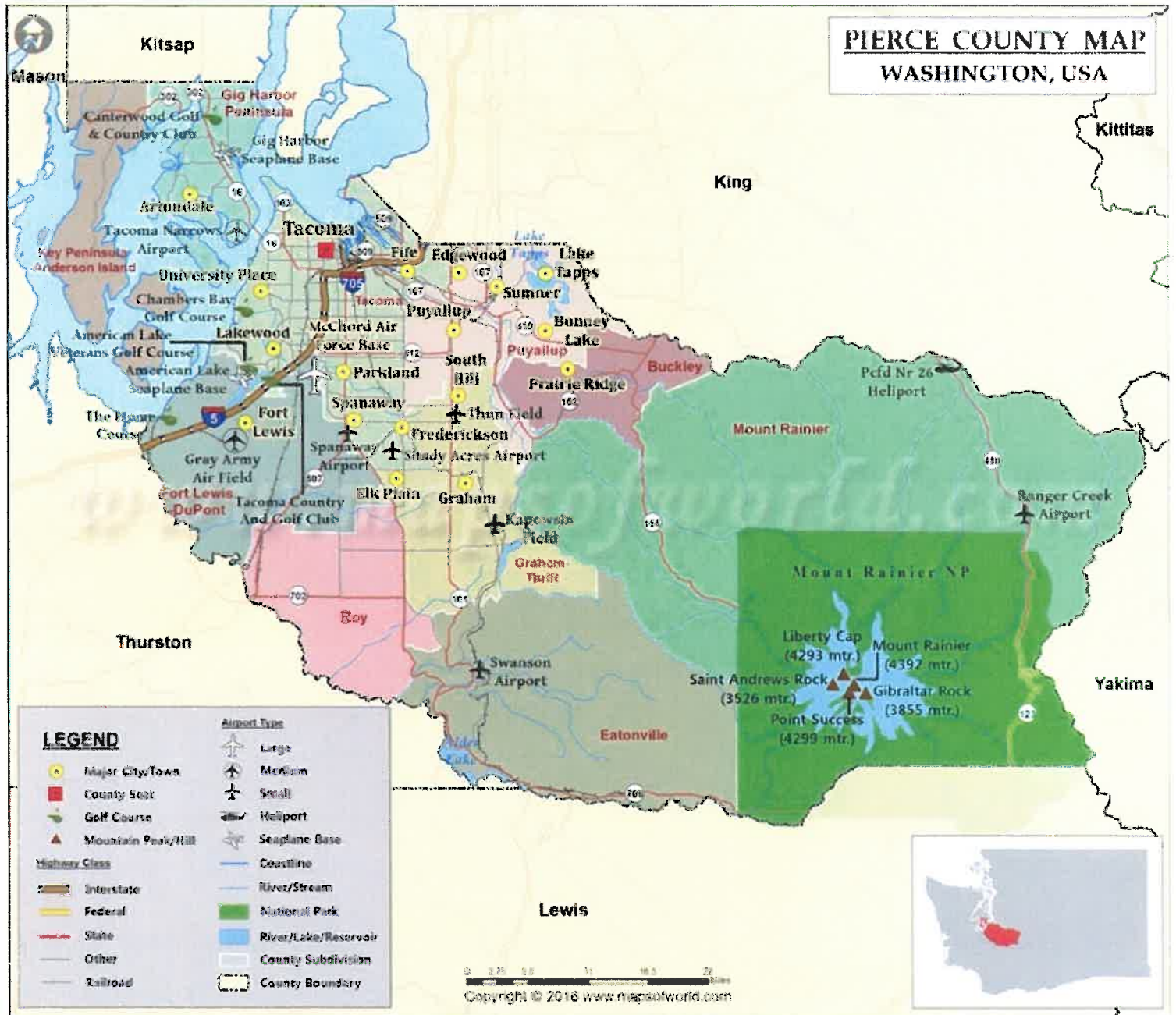
organization has the necessary fiscal, data collection and managerial capabilities to implement and manage the project associated with this application:

Certification*: Yes

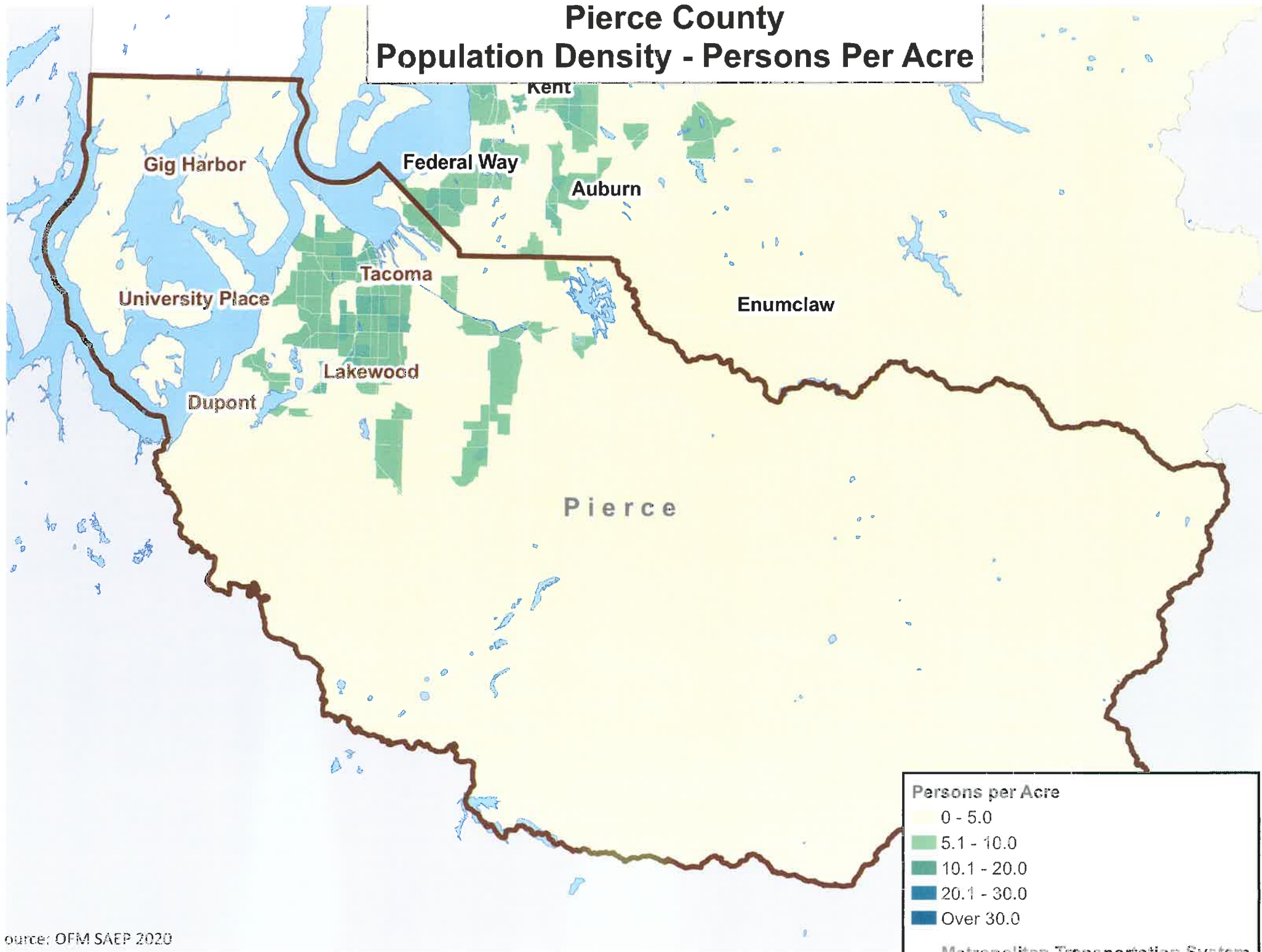
Application Authority*: Peter Grignon
First Name Last Name

Title*: Sr. VP Finance/CFO, CPA

Date*: 10/27/2022



Pierce County Population Density - Persons Per Acre





September 16, 2022

Penni Belcher, Director of 211
1501 Pacific Ave
Tacoma WA 98402

RE: 2023-2025 WSDOT Consolidated Grants Program

On behalf of Pierce County Human Services, I am pleased to provide this letter of support for the United Way of Pierce County.

United Way of Pierce County (UWPC) is a member of the Pierce County Coordinated Transportation Coalition (PCCTC) whose mission is to develop and coordinate transportation services for those with limited transportation options in Pierce County and the Puget Sound region. Our project has had the pleasure of partnering with PCCTC in the creation of South Sound 2-1-1's Transportation Resource Center. United Way of Pierce County serve all Pierce County areas and allies with several transportation partners in the community. The citizens of Pierce County have leaned on UWPC numerous times and the service they provide is priceless to our community.

This program supports clients in getting to their jobs, access to health care, senior to meal sites, grocery shopping, homeless and other day-to-day activities in all areas in Pierce County.

Pierce County Human Services is pleased to have United Way of Pierce County as a PCCTC partner in Pierce County and strongly encourage continued funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Daeveene J. May". The signature is fluid and cursive, with the first name being the most prominent.

Daeveene May
Pierce County- Special Needs Mobility Manager



To Whom It May Concern:

RE: 15644-2023-2025 Consolidated Grant Program - Mobility Management

On behalf of the Puget Sound Educational Service District (PSESd) Road to Independence (RTI) I am writing in support of United Way of Pierce County's South Sound 211 (211) and their request for critical support staff for their Transportation Resource Center.

South Sound 211 is a member of the Pierce County Coordinated Transportation Coalition (PCCTC) whose mission is to develop and coordinate transportation services for those with limited transportation options in Pierce County and the Puget Sound region. RTI has had the pleasure of partnering with South Sound 211 in the past and appreciates their willingness to provide a centralized intake process to assist callers in finding the best solution to meet their transportation needs, apply for transportation, and receive transportation. The RTI program depends on this vital resource offered to the community for both ride and driver referrals.

This project is a prime example of the transportation service coordination that is vital for the special needs populations within Pierce County and the entire Puget Sound Region who are seeking transportation to meet their daily needs.

The PSESd RTI Program is pleased to have South Sound 211 as a PCCTC partner in Pierce County and strongly encourage continued funding for this project.

Sincerely,

Jacqueline Mann
Director of Transportation
PSESd



October 20, 2022

Penni Belcher, Director 211
United Way of Pierce County
1301 Pacific Avenue, Suite 400
Tacoma, WA 98402

To Whom It May Concern:

RE: 15644-2023-2025 Consolidated Grant Program - Mobility Management

On behalf of Catholic Community Services-Volunteer Services, I am writing in support of United Way of Pierce County's South Sound 211 (211) and their request for critical support staff for their Transportation Resource Center.

South Sound 211 is a member of the Pierce County Coordinated Transportation Coalition (PCCTC) whose mission is to develop and coordinate transportation services for those with limited transportation options in Pierce County and the Puget Sound region. Our project has had the pleasure of partnering with South Sound 211 in the past and appreciates their willingness to provide a centralized intake process to assist callers in finding the best solution to meet their transportation needs, apply for transportation, and receive transportation.

This project is a prime example of the transportation service coordination that is vital for the special needs populations within Pierce County and the entire Puget Sound Region who are seeking transportation to meet their daily needs.

Catholic Community Services-Volunteer Services, is pleased to have South Sound 211 as a PCCTC partner in Pierce County and strongly encourage continued funding for this project.

Sincerely,

Jodie Moody
Director of Volunteer Services SW

Volunteer Services
1323 S Yakima avenue
Tacoma WA 98405
(253) 383-3697



October 20, 2022

RE: 2023-2027 FTA 5310 Funding for 2-1-1 Transportation

Dear Grantor,

United Way of Pierce County supports the South Sound 2-1-1 Transportation Resource Center program and will earmark \$82,154 for the July 1, 2023, to June 30, 2025 and \$91,848 for the July 1, 2025 to June 30, 2027 biennium's towards the match for this important human service program.

If you have any questions, please contact me directly at 253 597-7486.

Sincerely,

A handwritten signature in black ink that reads "Peter J. Grignon". The signature is written in a cursive, flowing style.

Peter J Grignon, CFO, CPA
United Way of Pierce County



Indirect Cost Plan – United Way of Pierce County

Annually, during the budget process, United Way of Pierce County reviews projected time allocation with each employee who is spread across different program areas. If there are changes to be made in time allocation, an adjustment is made and applied to the new budget. In addition, if an employee's time changes materially during the budget year, Finance is notified and the new percentage is applied. Indirect cost is then applied by FTE%, by department to purchases that are typically shared across the organization such as general office supplies.

The projected indirect cost allocation for 211 is 10% for 2022.

A handwritten signature in black ink that reads "Peter J. Grignon". The signature is written in a cursive style with a large initial "P".

Peter J Grignon
CFO
United Way

Puyallup Tribe of Indians

Charity Trust Board

MEMORANDUM OF UNDERSTANDING (Puyallup Tribe's Charity Fund)

This Charity Trust Board Memorandum of Understanding (MOU) is entered into on the Puyallup Indian Reservation between the Puyallup Tribe of Indians ("Tribe"), 5580 Pacific Highway E, Suite "F", Tacoma, WA 98424 and **United Way of Pierce County ("Grantee")**.

- A. Based on a review of applications submitted in accordance with the Tribe's regulations (or any alternative award approval process adopted by the Tribe) for the period ending **September 30th, 2021** the Tribe gives a onetime award to the Grantee in the amount of **\$3,125.**
- B. As a condition for receipt of the award, Grantee shall comply with the terms of this Memorandum of Understanding, and shall be fully accountable to the Tribe for the entire award.
- C. **WHEREFORE**, the Tribe and Grantee hereby agree as follows:
 - 1. Grantee shall receive the aforementioned award from the Tribe after authorized officials of the Tribe and Grantee have properly executed this MOU.
 - 2. Consistent with the Grantee's application and/or alternative approval process from which the Tribe has decided to grant the award, the Grantee shall use the award for: **South Sound 211 Program.**
 - 3. Grantee agrees to maintain accurate accounting records of the use of the award for three (3) years following the use of the award, and shall make such recors available to the Tribe upon request. In the event Grantee shall cease operations, the Grantee shall deliver a copy of their accounting records for the use of the award(s) to the Tribe for the previous three (3) years preceding the cessation of operations.

4. Grantee further agrees that if the Grantee has received an award from the Tribe in one or more of the last three years preceding the award granted pursuant to this MOU, the Tribe may request the accounting records for the use of such award(s) for any of such years. For any improper use of such award(s) found by the Tribe, the remedies in Paragraph 8 below shall apply.
5. The Grantee must disclose, as a prerequisite to receiving the award herein granted, if the Grantee has received an award from any other entity or fund of the Tribe (e.g., the Tribal Government, etc.). The Grantee is not eligible to receive the award of this MOU if the Grantee has already received an award from the Tribe or any of its entities for this year.
6. Grantee understands and agrees that this award is for one year only, and this award shall not be construed as an assurance of continued funding in any subsequent year.
7. **Grantee agrees to submit a final report to the Tribe's Gaming Advisory Commission within thirty (30) days after the award has been expended.** An authorized official of Grantee, who will verify that the award has been fully disbursed in accordance with this MOU, shall certify the report. The final report shall be provided to the Tribe as a pre-requisite for the Grantee to be eligible for subsequent awards.
8. Grantee further understands and agrees that any failure to comply with the terms and intent of this MOU will result in the Grantee's removal from the Tribe's list of organizations qualified to receive future awards. In addition, for any improper use (or non-use) of the award in accordance with the purpose for which the award was granted, the Tribe may require the Grantee return the award or any property obtained with such award to the Tribe. The Tribe may also require the return of such award or property should the Grantee fail to adhere to the accounting or reporting requirements of this MOU.
9. As a further condition for receiving the award, the Grantee hereby consents to the regulatory and adjudicatory jurisdiction of the Puyallup Tribe of Indians for any matter arising under or related to this MOU.

PUYALLUP TRIBE OF INDIANS

By: Paul Leland

Title: Chairman

Date: 10-28-21

GRANTEE

By: [Signature]

Title: Chief Development Officer

Date: 12/13/21