



Enhanced Mobility of Seniors and
Individuals with Disabilities

Section 5310

Greenville-Pickens Area Transportation Study ([GPATS](#)) MPO
301 University Ridge, Suite 3800
Greenville, SC 29601

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Federal Transit Administration

Large Urban Section 5310
Enhanced Mobility of Seniors and
Individuals with Disabilities Program
Application Form
Federal Fiscal Year 20²⁵ - ²⁶

Name of Organization: Able South Carolina

Total: \$ 176,208

Federal Match: \$ 88,104

Local Match: \$ 88,104

	Capital	Operations
Total:	<u></u>	<u></u>
Percentage:	<u></u>	<u></u>

Point of Contact: Kimberly Tissot

Title: President & CEO

Address: 720 Gracern Rd. Suite 106

City: Columbia Zip Code: 29210

Phone: (803) 779-5121 Fax: (803) 779-5114

E-mail: admin@able-sc.org

Web Site Address (if any): www.able-sc.org

Agency UEI Number: V3R5TMGX3QB5

Full Application Deadline:
Friday, January __, 20__ at 12:00 noon or until funds are exhausted

Project Application Procedures

This is the program application for the Enhanced Mobility of Seniors and Individuals with Disabilities¹ (5310) funds to be used in the Greenville Urbanized Area. The initial project application consists of the program-specific requirements detailed in this package of forms and instructions. After a project application has been selected for funding, the applicant will be required to submit appropriate background Certifications and Assurances, and other documentation necessary to meet the requirements under FTA's Enhanced Mobility of Seniors and Individuals with Disabilities (49 U.S.C. §5310) grant program.

Application Instructions

Application will be reviewed, evaluated and scored by the GPATS Transit Coordinating Committee (TCC) to ensure that all required information has been provided and that the application is complete. Incomplete applications or those submitted after the application deadline **will not** be considered for funding unless funding is still available. If requesting funding for multiple projects, complete separate applications.

The rankings and final selection recommendations from the GPATS TCC will be presented to the GPATS Study Team then Policy Committee. Submit one original (by mail) and one copy (electronically) of the completed application, including required attachments shown in the [Application Checklist](#).

Applicants seeking funding Federal Assistance must submit a 424 form. This is a standard used form to obtain and review comments on the application from other state and local agencies. Complete Form 424 as directed and send the original to GPATS. Attached is a copy of the 424 form.

¹ Disabilities also include people who are addicted to drugs.

Application Checklist

The following checklist represents the information and attachments required. Incomplete applications, or those submitted after the deadline, will not be considered for funding.

- ✓ Application – must address all points provided in the selection criteria that can be found on page 6, section f.
- ✓ Project Budget **that is $\geq 55\%$ for capital expenditures**. Any vehicle purchase(s) **MUST comply with SCDOT, FTA, and ADA Buses and Purpose-Built Vehicles procurement policy**. Please reach out to SCDOT Office of Public Transit (OPT) Transit Program Manager, Renee Miller-Cotton at MillerRC@scdot.org or (803) 737-0822, if you need assistance.
- ✓ Certifications and Assurances (**application WILL be rejected without this on pg 20 of this application**).
- ✓ Copy of the organization's Section 501(c)(3) certification (if it is not a public entity) along with three (3) most recent 990s and **COMPLETED/FILLED-IN Fiscal Health for Evaluation 990s Form**.
- ✓ [Standard Form 424: Application for Federal Assistance](#).
- ✓ Title VI Affirmation of Compliance Form under [Title VI](#) (**application WILL be rejected without this on pg 19 of this application**).
- ✓ County of Greenville Substitute [W-9](#) so that you can be added to the Greenville County vendor system.
- ✓ Letter of commitment (if applicable) - a letter of commitment – money or services – **MUST** explain the nature of the partnerships/relationship and the responsibilities, expectations, and deliverables for the partnerships/relationship. **If this partnership/relationship is not clearly explained, no points will be awarded for letters of commitment from entities/institutions/organizations that have no measurable/quantifiable effect on your project. Quantifiable and financial benefits of these coordination efforts are encouraged. For example, if staff is shared, what are the cost savings for the organization? If vehicles are shared, what are the cost savings for the organization?**
- ✓ Submit electronically (by email) including attachments with the subject "**Attn: 5310 Grant App from [Your Organization Name]**" to aikein@greenvillecounty.org.

General Information

a. Introduction

The Greenville-Pickens Area Transportation Study is pleased to announce Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) call for projects.

1. **The full Application is due no later than Friday, January __, 20__ at 12:00 noon or until funds are exhausted.**

Your agency will not be considered for funding if you do not submit the full application. If you would like to be considered for funding for Capital Projects and Operation Projects, the agency must submit separate documents which support the project in that specific area.

This program announcement utilizes the Federal Transit Administration's (FTA) Federal Fiscal Year funding authorized under the *Fixing America's Surface Transportation Act (FAST Act)* and as appropriated by the United States Congress. This announcement reflects the publication in the Federal Register dated released by Federal Transit Administration (FTA), less allowable designated recipient administration. The amount shown below will support Enhanced Mobility of Seniors and Individuals with Disabilities Program, and will be allocated for new and existing transit related projects in the GPATS urbanized area:

Authority for the Program

The Federal Transit Administration has designated the Greenville-Pickens Area Transportation Study (GPATS), as the MPO for the Greenville-urbanized area of all Federal Transit Administration (FTA) funds. As the designated recipient, GPATS has authorization to administer funds in accordance with state and federal laws, statutes, and regulations. This Program is authorized under the provisions set forth in Fixing America's Surface Transportation Act (FAST Act), and MAP-21 (Moving Ahead for Progress in the 21st Century) prior. MAP-21 consolidated the Section 5310 and Section 5317 programs as previously defined by SAFETEA-LU. The program name is now *Enhanced Mobility of Seniors and Individuals with Disabilities (5310)*.

Additionally, MAP-21 expanded the eligibility provisions to include operating expenses and the program has required performance measures. These new components will assist with improving mobility for seniors and individuals with disabilities.

Any agency requesting operational funds must provide additional information supporting the need for these funds and must also justify that the project meets the New Freedom criteria of going above and beyond what the American's with Disability Act of 1990 requires.

b. Program Objectives

Under MAP-21 the Enhanced Mobility of Seniors and Individuals with Disabilities Program provides funds to:

- Serve the special needs of transit-dependent populations beyond traditional public transportation service, where public transportation is insufficient, inappropriate, or unavailable.
- Projects that exceed the requirement of the Americans with Disabilities Act (ADA)
- Projects that improve access to fixed route service and decrease reliance on complementary

- paratransit;
- Projects that are alternatives to public transportation; and
- Program has expanded eligibility provisions to include operating expenses

c. Eligible Expenses

MAP-21 expands eligibility of the funds to be used for operating, in addition to capital, for transportation services that address the needs of seniors and individuals with disabilities. Fifty-five (55) percent of the funds available for this program must be used for projects planned, designed and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable, typically carried out by charitable organizations. The fifty-five (55) percent is a floor. Applicants may utilize more or all of the Section 5310 funds for these types of projects. Remaining funds may be used for:

- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit,
- Alternatives to public transportation that assist elderly individuals with disabilities;
- The acquisition of public transportation services (Purchase of Service – POS) and vehicles remain eligible capital expenses; or
- Until the Circular is revised all former Section 5310 and 5317 projects are considered eligible.

The expanded eligibility provisions are a result of the consolidation of the Section 5317 New Freedom Program, which was repealed in MAP-21, with the Section 5310 Program.

d. Eligible Applicants

There are three categories of eligible sub-recipients of Section 5310 Program funds:

- 1) A charitable organization is a corporation or association determined by the U. S. Department of Treasury to be an organization described by 26 U.S.C. 501(c) which is exempt from taxation under 26 U.S.C. 501(a) or one which has been determined under state law to be charitable organization and for which the designated state agency has received documentation certifying the status of the charitable organization;
- 2) Governmental authorities that certify to the Governor of South Carolina and North Carolina that no charitable organizations or associations are readily available in an area to provide the service; and
- 3) Governmental authorities approved by the state to coordinate services for Enhanced Mobility of Seniors and Individuals with Disabilities Program.

Local governmental authorities eligible to apply for Section 5310 Program funds, as coordinators of services for Enhanced Mobility of Seniors and individuals with disabilities, are those designated by the state to coordinate human service activities in a particular area. Examples of such eligible

governmental authorities are area agencies for aging or public transit providers, which the state has identified as lead agencies to coordinate transportation services funded by multiple federal or state human service programs.

e. Federal/Local Match Requirements

The matching requirements remain the same; capital assistance is provided on an 80 percent federal share, 20 percent local share. The federal share is 85 percent for the acquisition of vehicles for purposes of complying with or maintaining compliance with ADA (42 U.S.C. 12101 et seq.) or the CAA. Operating assistance is provided on a 50 federal share, 50 percent local share. MAP-21 eliminated the provision for the sliding scale match under FHWA programs to be used in this program. Funds provided under other federal programs (other than those of the Department of Transportation, with the exception of the Federal Lands Transportation Program and Tribal Transportation Program established by Sections 202 and 203 of title 23 U.S.C.) may be used for local match for funds provided under Section 5310, and revenue from service contracts may be used as local match. Please list the name of the matching source.

f. Project Selection Criteria and Process

GPATS' staff shall prioritize the applications based on: a) the standards set forth within the regional coordination plans; b) the percentage of elderly and disabled individuals served; and c) the following Section 5310 Program selection criteria.

Selection Criteria

If score of 70/100 not obtained, application will be rejected.

Description of Project	Evaluation Criteria
1. Statement of Need and Organizational Capacity (20 Points)	
- Describe the unmet transportation need that the proposed project seeks to address. Relate this to the Coordination Plan. - Describe the specific population this project will serve. As appropriate, add tables, charts, maps and data to support this project. Will the project also help meet transportation needs outside this population? (Explain how) - Estimate the number of people within the target population the project will serve and briefly describe the rationale for the projection – total number of individuals to be served and average number of one-way trips provided (if applicable) per month. If this is building upon an existing service, provide the current number of passenger trips served.	____(5 points) How does the project address a recognized need in the community? ____(5 points) How do you implement strategies to enhance your project? ____(5 points) How does the project increase or enhance availability of transportation of the targeted population? ____(5 points) How does the project help meet transportation needs outside this population? ____/20
2. Project Budget and Cost Effectiveness (20 Points)	
- Provide a budget for the proposed project. Clearly indicate all funding sources, especially the local share for the project. - Provide evidence of financial capability and the stability of the local share. - Identify reasonable sources for on-going funding – clearly indicate all funding sources if there is more than one.	____(7 points) Was a clearly defined budget submitted for each of the proposed projects? ____(7 points) How does the project budget list the source(s) of local share? Is the local share stable? ____(6 points) How does the applicant report a long-term commitment to the project to continue the effort beyond the availability of the requested grant resources? ____/20
3. Coordination and Program Outreach (20 Points)	
- Coordination among agencies is very important, describe how the project will be coordinated with other social service programs and/or transit providers in the area. This could include: - Share vehicles with other agencies; - Share dispatching or scheduling duties; - Share in maintenance costs; - Coordinate client trips; - Coordinate staff training programs; - Other strategies. - Were private sector providers included in developing the project? If so, how? - In addition to the Coordinated Public Transit-Human Services Transportation Plan, provide ways which will continue to involve key stakeholders on a consistent basis.	____(7 points) Was charitable organization sector involvement explored? ____(7 points) Was for-profit sector involvement explored? ____(6 points) What coordination efforts did the project employ? (More points should be awarded for multiple shared activities – program planning, operations, communications and/or planning) ____/20

If score of 70/100 not obtained, application will be rejected.

4. Implementation Plan (20 Points)	
• Provide an operational plan for providing service. Include time tables and route maps (if applicable) showing the service coverage from the project. • Provide a description on how the agency intends to implement the project – describe process. Include a timeline for project implementation. • Explain how the project relates to other services or programs provided by the agency and demonstrate how it can be achieved within the agency’s technical ability. • Description on how the agency will market the project to the target population and promote public awareness of the program.	11. ____ (7 points) How does the operational plan correspond with the project goals/objectives? 12. ____ (7 points) How does the implementation plan seem feasible? 13. ____ (6 points) How does the timeline seem feasible? ____/20
5. Customer Service and Accessibility (20 Points)	
• Provide the number of years the applicant has provided services for its targeted clientele (elderly, low-income populations, and/or individuals with disabilities). • Provide information on the number of personnel – existing drivers and administrative staff to support the project. Will the agency hire additional personnel to support the project? • List the training courses and the drivers who have completed these courses. • Describe the agency’s vehicle maintenance program (if applicable), addressing the following: • Pre-trip inspections • Preventive maintenance • Routine maintenance • Contingency plan for when equipment is out of service	14. ____ (7 points) How does the applicant display sufficient experience in providing services for the targeted clientele? 15. ____ (7 points) How does the agency have adequate staff resources to handle the project? 16. ____ (6 points) Does the agency display the ability to maintain vehicles? ____/20
____/100	

Award Requirements

Applicants selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities Program shall enter into an agreement with GPATS. **No funds may be drawn down by successful applicants until a signed and executed contract is in place. Purchase of Service or Vehicle procurement information must be approved by GPATS prior to starting the service or ordering the vehicle:**

a. Assurances & Certifications/Authorizing Resolution

Sub-recipients of Section 5310 Program funds are required to comply with all FTA requirements.

The “Assurances & Certifications” are based on federal and state requirements, and may not be altered in any way. Therefore, these documents shall be submitted by the applicant as originally signed in hardcopy only. In addition and where noted, the “Assurances & Certifications” must be signed and dated by the local attorney and the agency’s authorized official.

Organizations unable to complete these Assurances & Certifications will not receive funding and should not apply for funding.

b. Pre-Award and Post-Delivery Reviews

Successful applicants, who are eligible to acquire vehicles, are required to purchase vehicles through the applicable state contract following receipt of an executed sub-agreement and notice to proceed from GPATS. GPATS shall conduct a pre-award review of all vehicles purchased using federal funds, as well as an on-site, post-delivery review of all vehicles received. The review will include inspection of complete certifications, compliance with bid specifications, Buy America, and the Federal Motor Vehicle Safety Standards (FMVSS) requirements

c. Vehicle Maintenance and Disposal

Successful applicants are required to certify that equipment purchased under the Section 5310 Program shall be used for transportation services-related activities only. In addition, sub-recipients are required by GPATS to have a comprehensive maintenance plan detailing the agency’s maintenance procedures. All vehicles used for services beyond ADA must meet requirements set forth in the former Section 5317 circular. At the end of a vehicle’s useful life, Section 5310 Program sub-recipients may dispose of the equipment, after notifying and receiving disposition instructions from GPATS and Federal Transit Administration.

Local Match Requirement

An applicant is required to provide a local match for the Project and agrees as follows:

a. Restrictions on the Source of the Local Share.

The applicant agrees to provide sufficient funds or approved in-kind resources, together with the Federal assistance awarded and/or other State funds that may be awarded, that will assure payment of the actual cost of each Project activity covered by the Project Scope. The applicant agrees that no local share funds provided will be derived from receipts from the use of Project facilities or equipment, revenues of the public transportation system in which such facilities or equipment are used, or other Federal funds, except as permitted by Federal law or regulation.

b. Duty to Obtain the Local Match.

The applicant agrees to complete all proceedings necessary to provide the local match of the Project costs at or before the time the local match is needed for Project costs, except to the extent that GPATS determines otherwise in writing.

c. Prompt Payment of the Local Match.

The applicant agrees to provide the proportionate amount of the local match promptly as Project costs are incurred or become due, except to the extent that GPATS determines in writing that the local match may be deferred.

d. Reduction of the Local Match.

The applicant agrees that no reduction of the local match may be made unless, at the same time, a reduction of the proportional amount of the Federal and/or State assistance provided is made.

Policy Statement

The Greenville-Pickens Area Transportation Study (GPATS) is committed to ensuring the fundamental principles of equal opportunity are upheld in all decisions involving our employees and contractors/consultants and to ensuring that the public-at-large is afforded access to our programs and services.

To that end, no person shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to mistreatment under any GPATS program or activity on the grounds of race, color, or national origin. GPATS assures all its programs and activities will be free from mistreatment, whether those programs and activities are federally funded or not.

GPATS conducts its Title VI/Environmental Justice Program in a team approach involving all GPATS personnel. The Director of GPATS is responsible to ensure GPATS' compliance with the Title VI/EJ implementing regulations.

Inquiries concerning GPATS' policies, investigations, reports and compliance with applicable laws, regulations, and concerns regarding compliance with Title VI/Environmental Justice may be directed to the Director at Greenville-Pickens Area Transportation Study, 301 University Ridge, Ste 3800, Greenville, South Carolina 29601, telephone 864-467-7143.

This policy statement must be circulated throughout GPATS and be included by reference in all contracts, agreements, programs, and services administered by GPATS.

Notice to the Public under Title VI for GPATS

Section 601 of Title VI of the Civil Rights Act of 1964 states the following:

No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to mistreatment under any program or activity receiving Federal financial assistance.

- Greenville-Pickens Area Transportation Study (GPATS) operates its programs and services without regard to race, color, and national origin in accordance with the Title VI of the Civil Rights Act. Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a report with GPATS.
- For more information contact the GPATS Executive Director Keith Brockington at kbrockington@greenvillecounty.org or (864) 467-7143 or the Title VI Coordinator Asangwua Ikein at aikein@greenvillecounty.org or (864) 467-7287.
- If information is needed in another language, contact (864) 467-7270.
- A reportee may file a report directly with the Federal Transit Administration by filing a report with the Office of Civil Rights,
 - Attention: Title VI Program Coordinator
East Building, 5th Floor-TCR
1200 New Jersey Ave, SE
Washington, DC 20590

~Si se necesita información en otro idioma llame al (864) 467-7270.

As outlined in the [Public Participation Plan \(PPP\)](#), GPATS' public notices in public areas of the agency's offices, posted to <http://gpats.org/AboutGPATS/Calendar.aspx>, meeting notices and calendar events are listed by Greenville County, at <https://www.greenvillecounty.org/apps/CalendarGC/CountyCouncil.aspx>, as meeting rooms are reserved, and any public notices of official changes to plans (e.g., TIP Amendments) are published with the Greenville News.

Reporting Procedures

a. Investigation Plan

The investigator (only an individual who is trained in civil rights) shall prepare a written plan which includes, but is not limited to, the following:

- Names of the reportee(s) and respondent(s);
- Basis for the report;
- Issues, events, or circumstances that caused the person to believe that they has been mistreated;
- Information needed to address the issue;
- Criteria, sources necessary to obtain the information;
- Identification of key people;
- Estimated investigation time line; and
- Remedy sought by the reportee(s).

b. Conducting the Investigation

- The investigation will address only those issues relevant to the allegations in the report.
- Confidentiality will be maintained as much as possible.
- Interviews will be conducted to obtain facts and evidence regarding the allegations in the report. The investigator will ask questions to elicit information about aspects of the case.
- A chronological contact sheet is maintained in the case file throughout the investigation.
- Only individuals trained in civil rights should conduct mistreatment investigations.

c. Investigation Reporting Process

- Within 40 days of receiving the report, the investigator prepares an investigative report and submits the report and supporting documentation to the Human Resources Director or their designee for review.
- The Director or designee reviews the file and investigative report. Subsequent to the review, the Director makes a final determination of “probable cause” or “no probable cause” and prepares the final decision letter.

Reporting Requirements to an External Agency

A copy of the report, together with a copy of the investigation report and the Director’s final decision letter, is forwarded to the Federal Highway Administration South Carolina Division Office within 60 days of the date the report was received.

d. Records

All records and investigative working files are maintained in a confidential area. Records are kept for three years.

Filing a Report

a. Introduction

The Title VI/Environmental Justice and Related Statutes report procedures are intended to provide aggrieved persons an avenue to raise reports of mistreatment regarding GPATS' programs, activities and services as required by statute.

b. Purpose

The purpose of the mistreatment report procedures is to describe the process used by the Office of Human Resources (OHR) for processing reports of mistreatment under Title VI of the Civil Rights Act of 1964 and related statutes.

c. Roles and Responsibilities

The GPATS Executive Director has overall responsibility for the mistreatment report process and procedures. The Director may, at their discretion, assign a capable person within GPATS to investigate the report.

The designated investigator will conduct an impartial and objective investigation, collect factual information and prepare a fact-finding report based upon the information obtained from the investigation.

In cases where the reportee is unable or incapable of providing a written statement, the reportee will be assisted in converting the verbal report into a written report. All reports, however, must be signed by the reportee and/or by the reportee's representative.

The reportee shall make themselves reasonably available to the designated investigator, to ensure completion of the investigation within the timeframes set forth.

Filing Reports

Applicability: The report procedures apply to the beneficiaries of the GPATS programs, activities and services including, but not limited to, the public, contractors, subcontractors, consultants and other sub-recipients of federal and state funds.

Eligibility: Any person who believes that they or any specific class of persons has been subjected to mistreatment or retaliation prohibited by Civil Rights authorities may file a report. The report:

- Must be based upon race, color, and national origin;
- Must be reduced to writing; and
- Must be filed within 180 calendar days of the alleged occurrence or when the alleged mistreatment became known to the reportee.

This plan requires that SCDOT be immediately notified of any report or allegation of mistreatment. Every effort will be made to obtain early resolution of reports at the lowest possible level. The option of informal mediation meeting(s) between the affected parties and the investigator may be utilized for resolution, at any stage of the process.

Time Limitation and Filing Options Title VI/EJ reports of mistreatment may be filed with:

- a. GPATS
- b. South Carolina Department of Transportation
- c. Federal Highway Administration
- d. U.S. Department of Transportation

In all situations, the GPATS and County employees must contact the GPATS Executive Director immediately upon receipt of a Title VI/EJ report.

Keith R. Brockington, AICP

County Transportation Planning Manager/GPATS Executive Director

Greenville County Department of Planning and Code Compliance

GPATS | Greenville-Pickens Area Transportation Study

(864)-467-7143

kbrockington@greenvillecounty.org

Reports must be filed no later than 180 calendar days after:

- The date of the alleged act of mistreatment; or
- The date the person became aware of the alleged mistreatment; or
- Where there has been a continuing course of discriminatory conduct, the date on which the conduct was discontinued.

Receipt and Acceptance When any element of the Greenville-Pickens Area Transit Study (GPATS) receives an inquiry, comment or report which alleges or implies mistreatment as addressed by Title VI of the Civil Rights Act of 1964 and its progeny, it will be logged in and immediately forwarded to the SCDOT's Office of Business Development and Special Programs.

The GPATS Executive Director will respond within ten (10) calendar days from date of receipt, advising receipt of the report and that the matter was forwarded to SCDOT for further processing. The Director's letter will also contain the appropriate SCDOT contact information.

GPATS will fully cooperate with the appropriate agency throughout the entire investigative process.

Reports must be in writing and must be signed by the reportee and/or the reportee's representative. The report must set forth as fully as possible the facts and circumstances surrounding the claimed mistreatment. In the event a person makes a verbal report of

mistreatment to a GPATS employee, or other person authorized to receive reports on behalf of GPATS, shall interview the person. If necessary, the authorized person will assist the person in writing the report for the person or the person's representative to sign.

Designated GPATS special emphasis area operating elements will require the sub-recipients they serve to forward to the Director any report of mistreatment made to them about their own actions or actions of sub-grantees or contractors.

Internal Report Processing

a. Initial Contact

Special emphasis program area representatives serve as GPATS's resources for members of the public who wish to file a mistreatment report under Title VI/EJ and related statutes. As resources, they will provide reportees with:

1. An explanation of their filing options;
2. The mistreatment report process; and
3. A Title VI/EJ and Related Statutes Mistreatment report Form.

Use of the Report Form is not necessary for the reportee. Rather, it is intended to help the reportee provide enough information to begin processing the report.

b. The Report Review Process

1. The Director or their designee, reviews the report upon receipt to ensure that relevant information is provided, the report is timely, and meets jurisdiction.
2. The report shall be investigated, unless:
 - The report is withdrawn.
 - The reportee fails to provide required information.
 - The report is filed beyond the 180 calendar day timeframe.
 - The reportee is not part of a protected group.
 - The report is determined to be more appropriately under a jurisdiction other than GPATS. If this is the case, the reportee will be directed to the appropriate agency.
3. Upon determination that the report warrants a GPATS investigation, the reportee is sent a letter, acknowledging receipt of the report, and giving the name of the investigator.
4. The respondent – the person alleged to have committed the mistreatment -- is notified by mail that they have been named in a report. The letter also includes the investigator's name and informs the respondent that they will be contacted for an interview.

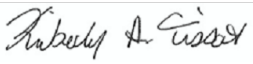
Title VI Affirmation of Compliance Form

Able South Carolina

shall not mistreat any person on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to mistreatment under any program or activity receiving Federal financial assistance in accordance with [Title VI, 42 U.S.C. § 2000d et seq.](#)

Name of Organization: Able South Carolina

Point of Contact: Kimberly Tissot

Signature: 

Certification & Assurances (C&As)

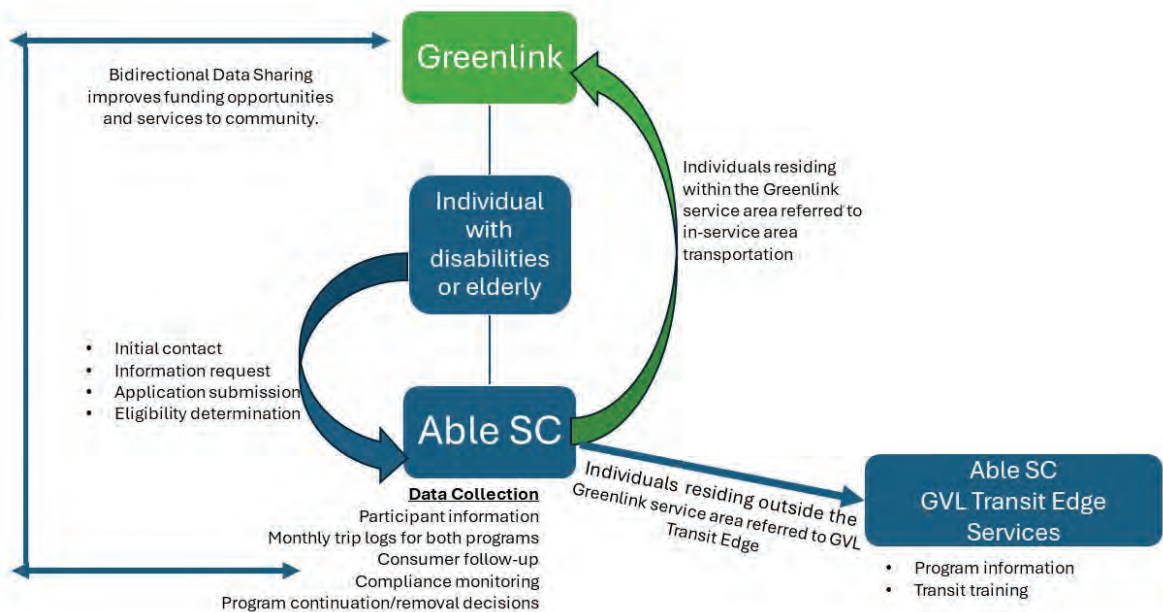
As the authorized representative for Able South Carolina,

I hereby make the following assurances:

1. Have the legal authority to sign this document and enter into contracts on behalf of this organization.
2. Give the awarding agency the right to examine all recordings including all records, books, papers, or documents related to this project.
3. Prohibits and has active safeguards against conflicts of interest real or perceived.
4. Have primary funding sources and isn't wholly dependent on 5310 funding, no matter if applying for 5310 funding from multiple sources.
5. Will comply with all local, state, and federal rules, regulations, and requirements.
6. Will reveal and document, with an [organizational tree graphic](#), the nature of all partnerships that we enter into for the purposes of this project included financial ties and commitments, responsibilities, and deliverables.
7. Will adhere to local, state, and federal procurement procedures for bidding of services associated with this project.
8. This Certification & Assurance (C&A) outlines the responsibilities and obligations concerning the federal interest in property acquired with Section 5310 federal assistance as set forth in FTA Circular 5010.1E: Award Management, dated March 21, 2017, Revised July 21, 2017 and July 16, 2018. GPATS and Sub-Recipient hereby acknowledge and agree to the following terms
 - a. **Federal Interest Retained:** The Federal Transit Administration (FTA) retains a federal interest in any federally assisted property financed with FTA assistance until, and to the extent that, the FTA relinquishes its federal interest in that property.
 - b. **Disposition of Federally Assisted Property:** The FTA is entitled to its share of the remaining federal interest upon the disposition of federally assisted property before the end of its useful life or for a value greater than \$5,000 after the useful life has been met.
 - c. **Prior Approval for Disposition:** Any disposition of federally assisted property before the end of its useful life requires prior GPATS and FTA approval. The FTA is entitled to its share of the remaining federal interest.
 - d. **Calculation of Federal Interest:** The federal interest is determined by calculating the fair market value of the federally assisted property immediately before the occurrence prompting the withdrawal of that property from appropriate use (e.g., sale, loss, etc.). When federally assisted property is lost or damaged by fire, casualty, or natural disaster, the fair market value shall be calculated based on the condition of the equipment or supplies immediately before the incident, irrespective of the extent of insurance coverage. The federal interest that the Sub-Recipient is required to return to FTA is the greater of FTA's share of the unamortized value of the remaining useful life per unit, based on straight-line depreciation of the original purchase price or the federal share of the sales price.

- e. **Remit Remaining Federal Interest:** The Sub-Recipient may fulfill its obligation to remit the federal interest by returning to GPATS an amount equal to the remaining federal interest in the withdrawn federally assisted property. GPATS will then transfer the amount of the remaining federal interest to the FTA.
- f. **Insurance Proceeds:** If the Sub-Recipient receives insurance proceeds when federally assisted property has been lost or damaged by fire, casualty, or natural disaster, the Sub-Recipient agrees to return to the FTA an amount equal to the remaining federal interest in the lost, damaged, or destroyed federally assisted property. The federal interest does not depend on the extent of insurance coverage or the insurance adjustment received.

Able SC Organizational Tree Graphic



Name of Organization: Able South Carolina

Point of Contact: Kimberly Tissot

Signature: *Kimberly A. Tissot*

Glossary of Terms for GPATS 5310 Application Form

a. Basic Program Terms

- Section 5310: A federal funding program that helps organizations provide transportation for seniors and people with disabilities
- GPATS: Greenville-Pickens Area Transportation Study - the organization that manages transportation planning and funding in the Greenville-Pickens area
- TCC: Transit Coordinating Committee - the group that reviews and scores applications
- ADA: Americans with Disabilities Act - federal law that protects the rights of people with disabilities

b. Types of Expenses

Capital Expenses: Costs for buying or maintaining equipment, such as:

- Vehicles
- Computer systems
- Maintenance equipment
- Required 20% local match (you pay \$20 for every \$80 in federal funds)

Operating Expenses: Day-to-day costs of running your service, such as:

- Driver salaries
- Fuel
- Insurance
- Office supplies
- Required 50% local match (you pay \$50 for every \$50 in federal funds)

c. Vehicle Terms

- Useful Life: How long a vehicle is expected to remain in service (usually measured in years or miles)
- Cut-A-Way: A type of small bus built on a van chassis, often used for paratransit service
- ADA Accessible Vehicle: A vehicle that meets federal requirements for carrying passengers with disabilities (includes features like wheelchair lifts)

d. Application Terms

- Local Match: Your organization's share of project costs (cannot come from other federal sources except in specific cases)
- Federal Share: The portion of costs paid by the federal government through this program
- In-Kind Match: Non-cash contributions that count toward your local match (such as volunteer time or donated facilities)
- Letter of Commitment: Written promise from a partner organization to provide money, services, or other support for your project. **Note: this is where you can give examples**

e. Service Types

- Fixed Route Service: Buses or vans that follow the same route and schedule every day
- Demand Response: Transportation that picks up and drops off passengers based on their specific needs (also called dial-a-ride)
- Paratransit: Door-to-door transportation service for people who cannot use regular bus service due to disabilities

f. Required Documents

- Form 424: Standard government form required for federal funding applications
- Title VI Plan: Document showing how you'll ensure your services don't discriminate
- 501(c)(3) Certification: Proof that your organization is a registered nonprofit (if applicable)
- 990s: Tax returns required from nonprofit organizations

g. Financial Terms

- DUNS Number: A unique nine-digit identification number for your organization (required for federal funding)
- Federal Interest: The government's share in any equipment purchased with grant funds
- Fair Market Value: Current estimated worth of a vehicle or other equipment

h. Important Contact Information

- GPATS Office: 864-467-7143

- Title VI Coordinator: 864-467-7287
- Spanish Language Assistance: 864-467-7270

Questions

A. Agency Type:

- ☒ Charitable organization 501(c)(3)
- ☐ Tribal Government or Community
- ☐ Other Agency (Specify): _____

B. Application Status:

- ☒ New Applicant
- ☐ Continuing Applicant

C. This application contains funding request for:

- ☒ Purchase of Service (PoS)/Mobility Manager
- ☐ Expansion Capital Equipment **(ALL PURCHASES MUST COMPLY WITH SCDOT, FTA, and ADA BUSES AND PURPOSE-BUILT VEHICLES PROCUREMENT POLICY)**
- ADA Accessible Cut-A-Way
- ☐ Replacement Capital Equipment (must complete this information)
- ADA Accessible Cut-A-Way
 - Please provide information regarding the vehicle(s) that's being replaced

	Vehicle			
	1	2	3	4
Make				
Model				
VIN				
Current Mileage				
Useful Life Mileage				
Useful Life Years				
Title Holder (SCDOT or Provide Name of Agency)				

If score of 70/100 not obtained, application will be rejected.

1. (5 points) **How** does the project address a recognized need in the community? Please relate to the [GPATS Coordinated Public Transit - Human Services Transportation Plan](#).

Able South Carolina, the state's oldest and largest disability-led organization, proposes the GVL Transit Edge mobility management program to address long-standing transportation barriers for people with disabilities and seniors in the Greenville Urbanized Area. This project directly supports two key priorities outlined in the GPATS Coordinated Public Transit - Human Services Transportation Plan:

- *Improve transportation options for seniors and individuals with disabilities*
- *Increase coordination among transit and human service agencies*

Transportation remains a top unmet need identified in the Plan, particularly for individuals who live beyond the reach of existing fixed-route and paratransit services. Able SC's proposed program includes two flexible, consumer-driven options:

- **A Rideshare Voucher Program:** Providing eligible individuals with a \$150/month allowance for services like Uber, Lyft, or taxis; and
- **A Volunteer Driver Program:** Offering mileage reimbursement (up to 200 miles/month) to volunteers transporting program participants.

These options address gaps in existing transit services by offering door-to-door service that is available outside the fixed-route service area, helping participants access employment, healthcare, social opportunities, and essential errands. Importantly, these services do not require walking long distances or navigating areas without sidewalks or curb cuts—barriers that can render even accessible transit unusable.

Additionally, the project includes:

- Expansion of Able SC's transportation resource hub, staffed by a mobility manager and our existing Information and Referral (I&R) team; and
- A local transportation accessibility task force to collaborate across sectors and advocate for sustainable, systems-level improvements in accessible transit.

South Carolina has one of the highest disability rates in the country, with 1 in 3 residents identifying as having a disability (CDC, 2022). Despite this, transportation options remain fragmented, underfunded, and not universally accessible. By expanding access and offering choice, this project directly addresses these disparities and supports the independence and integration of people with disabilities and older adults in our region.

If score of 70/100 not obtained, application will be rejected.

2. (5 points) **How** do you implement strategies from the [South Carolina Statewide Public Transportation and Coordination Plan](#), Section 3.6, page 37 – 39, to enhance your project? The [GPATS Coordinated Public Transit - Human Services Transportation Plan](#) doesn't list strategies at this time. One point per strategy. Quantifiable metrics are encouraged. For example, hoe many calls are you receiving and how many referrals are you making to other transit providers? How many presentations a year are you providing – and to whom – to promote the need for services? What are the costs savings you anticipate to see by coordinating efforts? **Answer box on next page.**

Table 3-2: Updated Strategies

Strategy
Establishing reliable, coordinated information resources (i.e. call center, website, information and resource referral service)
Developing coordinated mobility management strategies for each region.
Referring potential riders to public transit and or other providers of transportation services.
Promote the need for and benefits of public transit to residents and public officials to gain support for funding services.
Utilizing software applications to assist with trip scheduling and system planning.
GIS mapping (routes / customers / type of needs, etc.)
Seek additional funding sources from local officials and community organizations to supplement current funding.
Develop Volunteer Assisted Rides programs to assist persons who don't have access to or ability to pay for existing services.
Identify opportunities for pooling costs for fuel, insurance, and other common expenses.
Develop transportation voucher program that can be used across agencies to allow riders more flexibility in finding services.
Sharing of staff, facilities, and administrative services (i.e. vehicle repair, driver training, trip scheduling, vehicle storage etc.)
Sharing of rides for customers across human service/community organizations
Develop employment shuttles from fixed transit route services to outlying employment centers. Accommodate 2nd and 3rd shift workers needs for transit as part of this program.
Seek new funding sources for facility and equipment upgrades (i.e. local fees, sales tax, statewide fees).
Build relationships between human service agency services and Metropolitan Planning Organizations that have expanded their boundaries and now must work together.
Continue to work on policies that promote joint use of vehicles, staff, facilities, and equipment.
Deploy more fuel efficient vehicles.
More common performance standards across programs.

Able SC will implement a series of coordinated strategies, as outlined in the South Carolina Statewide Public Transportation and Coordination Plan, to enhance the reach, effectiveness, and sustainability of the *GVL Transit Edge* program. These strategies are aligned with state goals.

1. Centralized information and resource hub: Our Greenville office serves as a fully accessible transportation hub with our website (ables.org, which will feature GVL Transit Edge program information), helpline (864-235-1421), and walk-in support. This streamlines applications, connects individuals to best-fit transportation options, and provides education on transit rights and resources. The hub enhances efficiency by reducing duplication and improving user navigation of a fragmented system.

2. Referrals to public transit and trusted providers: We refer individuals who can access Greenlink services appropriately to help participants maximize existing public transit. For those outside the fixed route or paratransit service area, GVL Transit Edge will provide more accessible options with this grant through the voucher and volunteer programs. This tailored referral process enhances service coordination and ensures every participant receives the most appropriate, cost-effective option.

3. Dual-mode transportation support: By offering both a Volunteer Driver Program and a Rideshare Voucher Program, we address a range of mobility needs—from flexible, informal supports to tech-enabled independence. These options build in user choice and reduce reliance on any single system. This dual approach also strengthens participant satisfaction and program resilience.

4. Transportation task force: A statewide transportation task force currently meets regularly with stakeholders from across SC. With this expanded funding, a local task force can convene regional stakeholders across nonprofit, public, and private sectors to address transportation gaps. This body will enhance long-term impact by aligning efforts, improving data-sharing, and identifying opportunities for regional service expansion. Task force input will guide program improvements and regional advocacy efforts.

5. Data-driven planning and responsiveness: We use CIL Suite, our case management platform, to track applications, training participation, and unmet needs in real time. With GVL Transit Edge, we can conduct walk audits, accessible surveys, and community pop-ups more frequently to collect direct feedback from users. These practices enhance our ability to adapt programming quickly and base improvements on real-world barriers and opportunities.

6. Peer-led education to promote public transit: Many of our staff members are public transit users themselves. Through one-on-one coaching and group trainings, we empower participants with practical knowledge to navigate local systems confidently. This peer-led model enhances trust, boosts ridership, and reduces isolation.

7. Sustainability planning and funding diversification: By developing private partnerships and engaging in conversations around shared infrastructure and braided funding, we position GVL Transit Edge for long-term viability. This proactive approach enhances the project's ability to grow and evolve as community needs change. Together, these strategies ensure that GVL Transit Edge is not only innovative and user-driven but also scalable, collaborative, and built to last.

If score of 70/100 not obtained, application will be rejected.

3. (5 points) **How** does the project increase or enhance the availability of transportation of the targeted population? **Please provide tables, charts, maps, and data to support your assertion.** Estimate the number of people within the target population the project will serve and briefly describe the rationale for the projection – total number of individuals to be served and average number of one-way trips provided (if applicable) per month. If this is building upon an existing service, provide the current number of passenger trips served.

Able SC's proposed GVL Transit Edge program will significantly increase the availability of accessible and flexible transportation options for individuals with disabilities and older adults in the Greenville Urbanized Area—especially those living outside fixed-route and ADA paratransit zones.

Currently, many residents face geographic and cost barriers that limit their ability to travel independently. By offering both a Rideshare Voucher Program (\$150/month) and a Volunteer Driver Program (up to 200 miles/month in reimbursement), we will expand access to on-demand, door-to-door services that go beyond current transit coverage.

See Table 1. Impact Projections informed by our successful mobility management partnership with The COMET in Columbia, which has served 92 participants and facilitated an average of 218 trips per month as of May 2025. That program, launched in 2021, grew by 92 participants over four years and is highly regarded in the region.

How this expands availability:

- Increases fleet access through rideshare/taxi partnerships
- Enables spontaneous travel with no need for consumers to book 24+ hours in advance.
- Supports participants with mobility devices via Lyft/Uber with folding wheelchair capacity or taxi services with accessible vehicles when available.
- Reaches underserved areas outside Greenlink/CAT fixed-route and paratransit coverage zones.

In Year 1, we will invest in hiring a full-time program coordinator, launching outreach in Greenville and Pickens Counties, and finalizing program logistics. This deliberate ramp-up ensures quality service, sustainability, and a strong foundation for scaling as shown in the included Table 1.

In three years, we anticipate outcomes to include:

- Increased number of transportation trips for participants with disabilities and seniors.
- Improved access to employment, healthcare, and community resources.
- Reduced isolation and increased independence through travel autonomy.
- Strengthened cross-agency coordination for long-term transportation planning.

By Year 3, GVL Transit Edge will not only fill critical gaps in transit availability but will serve as a replicable model for other regions with similar transportation deserts.

Table 1. Projected Impact based on comparable program data

Year	Participants	Average One-Way Trips/Month
1	10	50
2	40	120
3	80	205

If score of 70/100 not obtained, application will be rejected.

4. (5 points) **How** does the project help meet transportation needs outside this population?

How will data be collected to determine the total population that is benefitted?

While the GVL Transit Edge program primarily serves people with disabilities and older adults, it also creates meaningful benefits for their caregivers, transportation providers, and the broader Greenville community.

Family and informal caregivers often provide critical transportation support—driving loved ones to appointments, errands, or social activities. These responsibilities can create time, financial, and emotional strain. Our Volunteer Driver Program reimburses mileage for family and caregivers, helping offset fuel and maintenance costs, particularly for those on fixed incomes. Meanwhile, the Rideshare Voucher Program offers participants an independent travel option, reducing reliance on family transportation and freeing caregivers' time for work or other responsibilities.

As program participants increase, the usage and demand of rideshare services, like Uber and Lyft, in the region grow. This can lead to more drivers entering the market, which in turn expands availability and potentially lowers wait times and costs, benefiting all riders in the community and the local economy.

Through program tracking and consumer feedback, Able SC will collect data on service gaps, accessibility issues, and unmet needs across the region. These insights can inform GPATS and other planning bodies, leading to improved infrastructure, better coordination, and more inclusive service design for the broader public.

In sum, this project alleviates the transportation burden on families, improves mobility infrastructure, and stimulates market and planning responses that benefit many beyond the core population served.

If score of 70/100 not obtained, application will be rejected.

5. (7 points) Provide a clearly defined budget for the proposed project.

Requested Section 5310 Program Funding Amounts **Operations – fuel, leases, salary, etc. – is 50% and Capital – vehicle or equipment purchases, preventative maintenance – is 20%.**

Type	Budget Line Item	Total Amount	Federal Match	Local Match
Capital	Please place vehicle cost here as it's a 85/15 match.		\$ 0	\$ 0
	Preventative Maintenance.		\$ 0	\$ 0
			\$ 0	\$ 0
			\$ 0	\$ 0
			\$ 0	\$ 0
			\$ 0	\$ 0
			\$ 0	\$ 0
			\$ 0	\$ 0
			\$ 0	\$ 0
			\$ 0	\$ 0
			\$ 0	\$ 0
			\$ 0	\$ 0
Operations	Salary.	\$ 137,174	\$ 68,587	\$ 68,587
	Fuel.		\$ 0	\$ 0
	Insurance.		\$ 0	\$ 0
	Travel Stipends	\$ 18,000	\$ 9,000	\$ 9,000
	Laptop for Mobility Management Specialist	\$ 1,692	\$ 846	\$ 846
	Indirect Costs (14% of Personnel + Fringe)	\$ 19,342	\$ 9,671	\$ 9,671
			\$ 0	\$ 0
			\$ 0	\$ 0
			\$ 0	\$ 0
			\$ 0	\$ 0
			\$ 0	\$ 0
			\$ 0	\$ 0
Total Requested		\$ 176,208	\$ 88,104	\$ 88,104
			Capital	Operations
Total				
Percentage				

If application is approved, applicant must provide quarterly reports on operational expenditures at the end of each quarter: March 31st, June 30th, September 30th, and December 31st and before the holiday season if applicable.

If score of 70/100 not obtained, application will be rejected.

6. **(7 points)** Does the project budget list the source(s) of local share? To get initial three (3) points, please provide proof of available funding (either via signed letter from Executive Director or copy of organization's budget). If funds will be obtained via a partnership, please include letters of commitment from partners. One extra point for every letter of commitment, after initial three points awarded.

The local match will be available from the following sources:

Funding Source	Match Amount
Local Match will be provided by Able SC's unrestricted funding and United Way Midlands Transportation Programming	\$ 86,104
Bon Secours	\$ 2,000
Total	\$ 88,104

Kimberly Tissot _____ of Able South Carolina _____ certifies that the required local match for the Section 5310 Program, which has a period of performance of October 1, 2025 ____ – September 30, 2026 ____, will be available by October 1, 2025 ____.

If score of 70/100 not obtained, application will be rejected.

7. **(6 points)** What is your long-term commitment to this project to continue the effort beyond the availability of the requested grant resources? If you didn't receive these funds, what would you do to continue offering your services? Along with your written response, please use your three (3) most recent 990s and **COMPLETED/FILLED-IN Fiscal Health for Evaluation 990s Form**. If you don't have 990s, please provide your charitable organization's Certificate of Existence or a spreadsheet defining your current fiscal year revenues/sources and current fiscal year expenses.

Able SC is committed to laying a strong foundation for long-term sustainability of this program in the Greenville Urbanized Area. As a disability-led nonprofit with over 30 years of experience, we understand the critical role accessible transportation plays in advancing equity, independence, and quality of life for our community.

While this funding is essential to launching and scaling our mobility management services in Greenville, we view it as a catalyst—not an endpoint. By establishing a multi-sector transportation task force, we will create the structure needed to identify and pursue future funding opportunities. This includes engaging private donors, philanthropic partners, and local employers who recognize the economic and social value of transportation access. The task force will also explore models for braiding and blending resources across agencies to support shared goals.

Our success managing similar programs in Columbia through our partnership with The COMET has taught us how to build efficient systems, track impact, and adapt to community needs—skills we will bring to this expansion. If not awarded, we will continue advancing the task force and advocacy efforts, while seeking alternative funding to implement the program in phases.

Able SC remains committed to addressing transportation barriers in the Upstate, and to building the partnerships and funding base necessary to sustain these efforts well into the future.

If score of 70/100 not obtained, application will be rejected.

8. (7 points) **How** was the non-profit sector involved? **MUST** include **SIGNED** letter of commitment – money or services – from non-profit sector’s contributions to the project (medical care, mental health, education, employment, **public transit**, etc.). One extra point for every letter of commitment, after initial three (3) points awarded.

The nonprofit sector has played a critical role in shaping and supporting Able SC’s mobility management project for the Greenville Urbanized Area. For this application, we are resubmitting a signed Letter of Commitment from Greenlink, which outlines a specific commitment of coordination and support aligned with their transit operations—qualifying under the grant’s criteria for service-based partnership.

In addition, we received letters from seven other nonprofit and public sector partners, including: Greenville Connects, Greenville CAN (Barbara Stone Foundation), Pickens County DSN Board, South Carolina Vocational Rehabilitation Department (SCVRD), Thrive Upstate, Goodwill Industries of Upstate/Midlands, SC Commission for the Blind, all whom will continue to support our efforts from our 2024 application.

While these letters focus on awareness-building, outreach support, and shared planning, they underscore a strong commitment to collaboration and community alignment. These agencies bring deep experience serving individuals with disabilities and are essential to our outreach efforts and systems-level coordination.

These partnerships will be activated through the creation of a transportation accessibility task force, led by Able SC, to collaboratively identify barriers, share data, and pursue long-term, community-based solutions. Though their commitments may not meet the scoring definition for monetary value, these partners are active contributors to the project’s planning and implementation strategy.

Able SC has longstanding working relationships with each of these organizations across initiatives such as Hire Me SC, a statewide campaign to reduce employment barriers for people with disabilities, where transportation access remains a top concern. The relationships we’ve cultivated over time ensure that this program is embedded in a broader, sustainable ecosystem of disability advocacy and services.

Together, this coalition of nonprofit partners, whether formally committing services or supporting strategic alignment, demonstrates sector-wide investment in reducing transportation barriers for people with disabilities and older adults in the Upstate.

If score of 70/100 not obtained, application will be rejected.

9. (7 points) **How** was the for-profit sector involved? **MUST** include **SIGNED** letter of commitment – money or services – from for-profit sector’s (not the non-profits sector’s) contributions to the project. One extra point for every letter of commitment, after initial three (3) points awarded.

The for-profit sector is meaningfully engaged in Able SC’s mobility management initiative. Bon Secours St. Francis Health System, a leading healthcare provider in the Greenville area, has committed both financial and service-based support to the program.

Bon Secours has pledged a \$2,000 contribution to support start-up efforts and will actively promote the Mobility Management program to patients, staff, and community partners—helping connect individuals in need with accessible, affordable transportation options. This partnership reflects a shared recognition of how transportation access impacts health outcomes and community well-being.

In addition, Bon Secours has agreed to participate in the planned transportation equity task force, where their healthcare and business expertise will inform long-term solutions. Their involvement deepens the program’s impact and strengthens its ties to essential community services.

Able SC continues to build relationships with other for-profit entities that have supported previous initiatives, such as Hire Me SC, and we anticipate expanding these partnerships as the program grows.

Bon Secours’ collaboration reflects the kind of cross-sector investment needed to address systemic transportation barriers and build inclusive infrastructure that serves everyone in the Greenville Urbanized Area.

If score of 70/100 not obtained, application will be rejected.

10. (6 points) What coordination efforts did the project employ? (More points awarded for multiple shared activities – (1) share vehicles with other agencies, (2) share dispatching or scheduling duties, (3) share in maintenance costs, (4) coordinate client trips, (5) coordinate staff training programs, and (6) other strategies. **MUST** include **SIGNED** letter of commitment from employers or other agencies that their clients go to in order to receive services (medical care, mental health, education, employment, **public transit**, etc.). One point for every letter of commitment, after initial three (3) points awarded. Quantifiable and financial benefits of these coordination efforts are encouraged. For example, if staff is shared, what are the cost savings for the organization? If vehicles are shared, what are the cost savings for the organization?

As a Mobility Management project, Able SC's application does not involve the direct operation or dispatch of vehicles and therefore does not engage in vehicle sharing, shared maintenance, or coordinated dispatch. Instead, our coordination efforts focus on service integration, strategic partnerships, and systems-level planning—core functions of a federally defined mobility manager role.

1. Shared staff training and technical assistance

Able SC collaborates with partners such as Greenlink, SCVRD, and Thrive Upstate to promote consistent training in disability awareness, transportation rights, and accessible service provision. These shared learning opportunities ensure alignment across agencies and improve consumer experience.

2. Coordinated referrals and outreach

We work with healthcare, employment, and human services agencies—including Bon Secours, SCVRD, and Goodwill—to identify individuals needing transportation assistance and refer them directly into the program. These partnerships streamline access and reduce fragmentation.

3. Cross-sector coordination through task force

The proposed transportation equity task force will serve as a standing mechanism for coordination between nonprofits, public agencies, and the for-profit sector. This includes aligning goals, sharing data, and planning collaborative transportation strategies across the region.

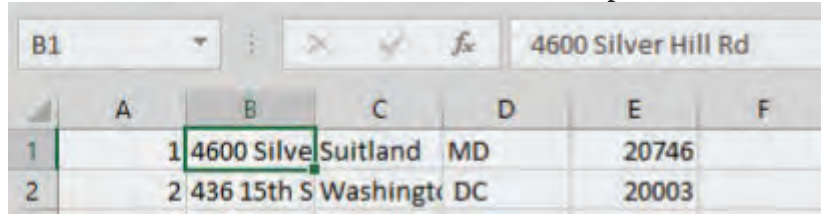
4. Letters of support reflecting cross-agency collaboration

The letters demonstrate meaningful involvement from agencies such as Greenlink, Bon Secours, and SCVRD. These partners are essential to the coordinated delivery of services, referrals, and planning.

Our mobility management model centers coordination by design, building bridges between consumers, service providers, and transportation options—especially for those who have historically been left out of planning conversations.

If score of 70/100 not obtained, application will be rejected.

11. (7 points) Do you provide services in the GPATS area? Include route maps showing the service coverage. Map **NEEDED** to substantiate if service area is within GPATS' boundaries. GPATS offers mapping services. An excel spreadsheet.cvs (**comma delimited**) with your addresses and the name of the location **MUST** be provide in [this format](#) before it can be geocoded for mapping. **In column "F," please place the name of the location addressed.** Please allow three weeks for map turnaround.



	A	B	C	D	E	F
1		1 4600 Silver Hill Rd	Suitland	MD	20746	
2		2 436 15th S Washington	DC		20003	

Able South Carolina's proposed Mobility Management programs will operate entirely within the Greenville Urbanized Area, which falls within the GPATS boundary. While we do not operate fixed-route services, our flexible transportation model, using Uber, Lyft, taxis, and volunteer drivers, allows participants to travel door-to-door anywhere within the urbanized area.

Because our services are demand-based rather than route-based, a traditional route map is not applicable. However, to clarify service boundaries:

- All eligible participants must reside within the GPATS Urbanized Area
- Trips may be taken anywhere within the same area
- Individuals outside of Greenlink's fixed-route service area are our priority target population

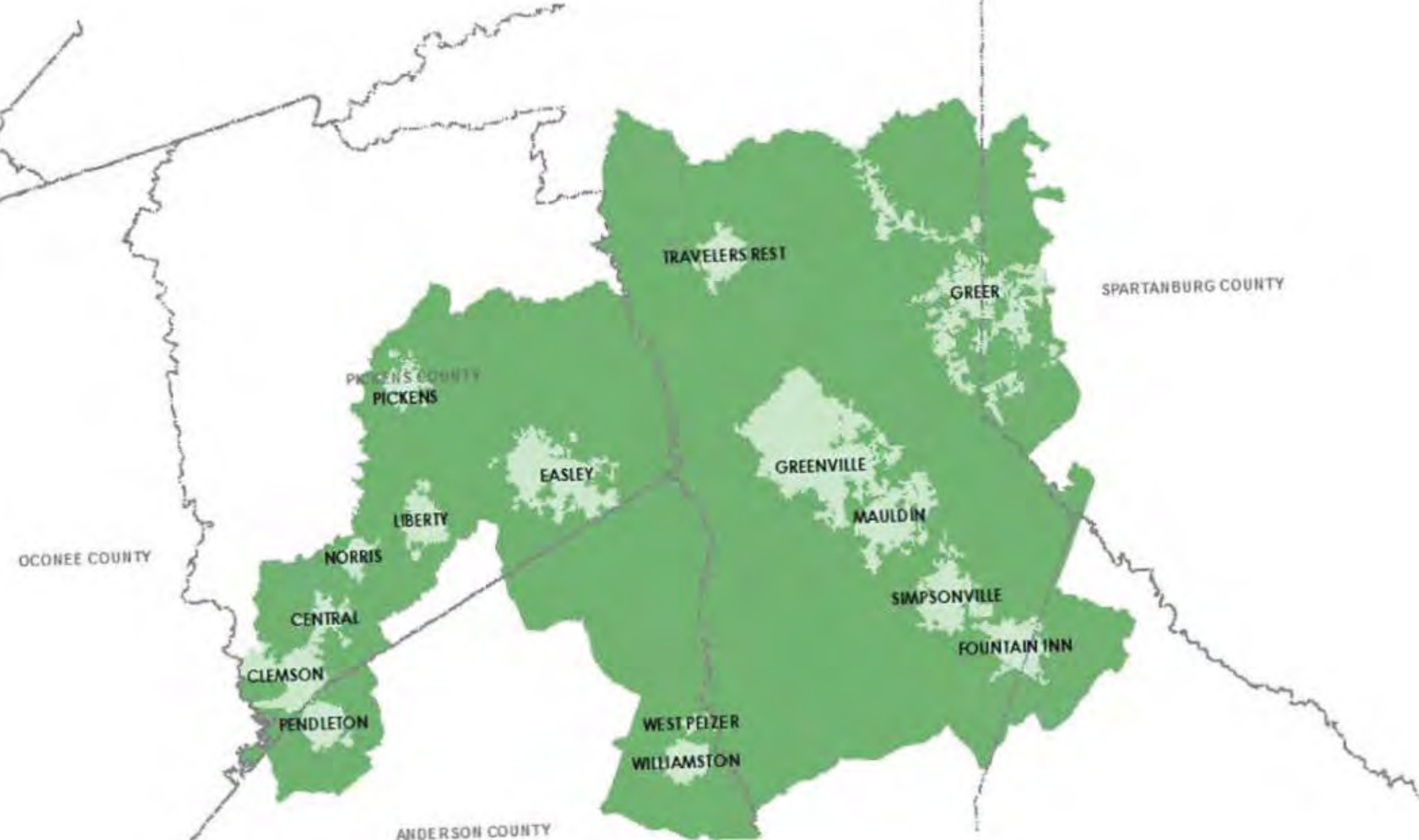
We have referenced the following publicly available maps to define and verify our coverage area:

Map 1: GPATS Study Area (shown in green)

Map 2: Greenlink Fixed-Route Map (green lines indicate coverage gaps)

Map 3: Greenville Urbanized Area (shown in yellow)

Our mobility model complements fixed-route systems by expanding access in underserved or unserved areas and fills critical gaps—particularly where traditional transit (i.e. fixed-route or paratransit) is unavailable or inaccessible. By targeting these areas within GPATS, this program enhances regional coverage and transportation inclusion.



TRAVELERS REST

GREER

SPARTANBURG COUNTY

PICKENS COUNTY
PICKENS

EASLEY

GREENVILLE

LIBERTY

MAULDIN

NORRIS

SIMPSONVILLE

OCONEE COUNTY

CENTRAL

FOUNTAIN INN

CLEMSON

WEST PELZER
WILLIAMSTON

PENDLETON

ANDERSON COUNTY





Inma

Lyman

Greer

Gre **Greenville**

Easley

Pickens

Pickens
County

Liberty

Mauldin

Simpsonville

Fountain Inn

Piedmont

Central

on

Pendleton

185
US 29

185

If score of 70/100 not obtained, application will be rejected.

12. (7 points) Explain **how** your agency has the technical capacity to implement this program. Since 2014, Able SC has demonstrated strong technical capacity in providing mobility management services. We currently partner with the COMET to conduct paratransit eligibility assessments for Richland and Lexington Counties, processing thousands of applications over the years—including 650 applications this fiscal year (since October 2024) alone. We've also provided individual travel training to 98 people and delivered group travel training to ten organizations during this same period.

In 2021, we worked with the COMET to expand our role to include management of the Volunteer Assisted Rides and Transportation Voucher programs (Volunteer Transportation Reimbursement Program [V-Trip] and Pick-Up Program [PUP]). These programs have grown from just 10 participants in 2022 to 92 individuals with disabilities currently enrolled.

Able SC is also the State Affiliate for the Southeast ADA Center, providing statewide technical assistance and education related to the Americans with Disabilities Act (ADA), including paratransit eligibility and transportation access.

We are a disability-led nonprofit with 30 years of experience serving individuals with all types of disabilities, including physical, sensory, intellectual, psychiatric, and chronic health conditions. 83% of our staff and over 51% of our board identify as people with disabilities, giving our team deep, lived expertise in navigating transportation systems and barriers.

Our Greenville office (135 Edinburgh Ct Suite 101) will serve as the hub for this program. It exceeds ADA accessibility standards with automatic doors, a lowered front desk, Braille and tactile signage, a fragrance-free policy, and robust assistive technology including TTY machines, Ubi-Duos, and iPads. We ensure individualized accommodations, including sign language interpreters on request.

All program materials are accessible and available in Braille, large print, picture-supported, or electronic formats. We contract with Certified Translation Services for Spanish translations and use a language line for additional languages. Our multilingual staff includes fluency in Spanish (2), Mandarin (1), ASL (3), Korean (1), Arabic (1), French (1), and Braille (4).

If score of 70/100 not obtained, application will be rejected.

13. (6 points) Describe **how** the agency will market the project to the target population and promote public awareness of the program. SMART goals (specific, measurable, attainable, relevant, and time-bound) for your marketing strategies are encouraged.

Able SC will implement a multi-pronged, accessible outreach strategy to market the mobility management program, GVL Transit Edge, in the Greenville Urbanized Area, building on successful efforts from our V-Trip and PUP programs in the Midlands.

We already participate in numerous outreach events targeting individuals with disabilities in the Upstate, including school-based transition programs and events in partnership with South Carolina Vocational Rehabilitation Department. With the expansion of services, we will integrate program promotion into these existing engagements and community relationships.

A dedicated Mobility Management Specialist in our Greenville office—mirroring the successful role in Columbia—will lead outreach and awareness activities. This includes bi-monthly public orientation sessions, which are required for program participants but open to the broader community. These sessions will explain program offerings, eligibility, and application processes, with materials available in multiple accessible formats and languages.

Our trained Intake & Referral (I&R) team will also support marketing efforts by educating new and returning consumers about transportation supports during service navigation. Eligibility for mobility management will be integrated with paratransit eligibility to streamline access and reduce enrollment barriers.

Able SC will collaborate with Greenlink and community partners to reach underserved populations, increase public awareness, and ensure strong program visibility. We will also market the program through:

- A fully accessible webpage featuring applications, FAQs, and training videos
- Regular social media campaigns and targeted e-blasts
- Word-of-mouth outreach through consumer networks and disability peer support groups
- Promotion through our existing youth and family programming

All outreach activities will be tracked for reach and engagement and included in monthly reporting. Budgeted costs for marketing and material development will be matched by Able SC as outlined in the proposal.

If score of 70/100 not obtained, application will be rejected.

14. (7 points) Do you have sufficient experience in providing services for the targeted clientele? Provide the number of years the applicant has provided services for its targeted clientele (elderly, low-income populations, and/or individuals with disabilities).

Able SC is a nationally recognized, disability-led organization with over 30 years of experience providing services to individuals with disabilities, including those who are low-income and elderly. Our mission is to create an equitable society that empowers people with disabilities to lead fully engaged and self-directed lives.

As a Center for Independent Living (CIL), Able SC is governed and staffed primarily by professionals with disabilities, ensuring our services are shaped by lived experience and cultural competence. We equip people with disabilities to build self-advocacy skills, direct their own lives, and participate in their communities. We also educate the broader public to challenge stereotypes and eliminate systemic barriers, and advocate for access, equity, and inclusion at the local, state, national, and international levels.

Able SC has a strong track record of managing state and federal grants and delivering high-impact programming. We currently have 57 full-time staff members and a 20-member board, with several departments focused on key service areas including:

- Community integration and access
- Educational pathways and youth transition
- Employment and economic advancement
- Transportation and mobility management
- Advocacy and public health

Our staff are frequently invited to share expertise on disability rights and systems change at the national level, and last year alone, we partnered with nearly 300 organizations to expand impact and outreach.

If score of 70/100 not obtained, application will be rejected.

15. (7 points) Does the agency have adequate staff resources to handle the project?

Provide information on the number of personnel – existing drivers, administrative staff, etc. – and ongoing training to support this project. Will the agency hire additional personnel to support the project? If additional personnel are required, please provide a job description for the new hires as well as a tentative work schedule. Please indicate how many new hires for each position are needed.

Able SC has the staffing capacity and infrastructure to successfully implement and sustain the proposed project. Our experienced transportation team, comprised entirely of professionals with disabilities, brings over a decade of direct service delivery, systems advocacy, and technical assistance in accessible transportation.

To meet the increased demand in the Greenville Urbanized Area, Able SC will hire a dedicated Greenville Mobility Management Specialist. It is our goal to promote internally from our existing transportation team in Greenville. Key responsibilities include:

- Lead the implementation of the rideshare voucher and volunteer driver programs
- Facilitate the local transportation taskforce
- Act as a liaison to transportation committees and initiatives
- Establish a centralized transportation hub for individuals with disabilities and seniors
- Strengthen community partnerships, particularly with Greenlink

This position will be funded through a 50-50 split between grant funds and Able SC's unrestricted funding and supported by our existing transportation team, including the Transportation Program Coordinator and Chief Community Integration Program Officer, who will provide programmatic support, oversight, and supervision. In addition, our Greenville office houses an Independent Living team serving 10 Upstate counties. This grant increases capacity to meet regional needs without overextending existing staff.

Able SC prioritizes ongoing staff training. We maintain an organizational membership with the Association of Travel Instruction, which provides up to 10 staff members with access to expert-led webinars and professional development opportunities. Our Transportation Program Coordinator participated in South Carolina's first Walkability Action Institute, advancing policy and infrastructure solutions for accessible, walkable communities.

Internally, we ensure quality and performance through structured management systems. Staff use Microsoft Teams, Planner, and CIL Suite to track milestones and deliverables. Quarterly program reviews are conducted by the Chief Quality Officer and department leadership, and monthly financial and programmatic oversight is provided by our CEO.

With a dedicated staffing structure, supervisory support, and a culture of continuous learning, Able SC is well-positioned to carry out this initiative and drive lasting impact.

If score of 70/100 not obtained, application will be rejected.

16. **(6 points)** Does the agency display the ability to maintain project outcomes including vehicles, infrastructure, etc.? Describe the agency's vehicle maintenance program (if applicable), addressing the following: (1) pre-trip inspections, (2) preventive maintenance; and (3) routine maintenance. What's your contingency plan for when equipment is out of service?

While Able SC's mobility management project, GVL Transit Edge, does not involve direct ownership or maintenance of vehicles, our agency is well-positioned to sustain project outcomes through strategic partnerships, strong infrastructure, and continuous quality improvement. Our focus is on coordinating accessible transportation services—such as rideshare vouchers and volunteer driver programs—rather than operating a fleet.

This service model is intentional and effective. Through our successful implementation of similar programs (PUP and V-Trip in the Columbia area), we've demonstrated the capacity to manage transportation access without the administrative and financial burden of maintaining vehicles—allowing us to focus resources directly on client services.

Although we do not conduct vehicle maintenance, we apply the same principles of upkeep and reliability to our programs:

- **Pre-Service "Inspections":** Staff conduct regular reviews of service procedures, consumer needs, and accessibility barriers before program launch and at set intervals.
- **Preventive "Maintenance":** We proactively collect consumer feedback and community input to adapt programming, preventing misalignment and service gaps.
- **Routine Monitoring:** We track participation, satisfaction, and performance in real time. In FY24, through our Independent Living services, Able SC provided information and referral services—including transportation-related resources—to 3,033 individuals with disabilities. These services are often the first point of contact for consumers navigating transportation access. We maintained a 95% satisfaction rate for direct services and 99% satisfaction for our consumer training offerings.

Our contingency plan for service disruptions is based on a resilient, community-embedded model. We maintain strong, active partnerships across Greenville, including with Thrive Upstate, SC Vocational Rehabilitation, school districts, and other disability-serving organizations. If a rideshare partner or volunteer driver becomes unavailable, we can quickly coordinate alternatives through our established network.

This flexible and adaptive approach has enabled Able SC to sustain and expand our transportation access services over time, with demonstrated impact and consistent consumer trust.

June 16, 2025

Ms. Kimberly A. Tissot
President and Chief Executive Officer
Able South Carolina
720 Gracern Road, Suite 106
Columbia, SC 29210

Dear Ms. Tissot,

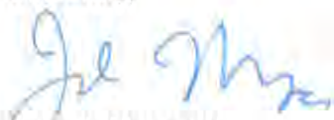
Bon Secours is pleased to offer this letter affirming our commitment to partner with Able South Carolina on their GPATS 5310 Grant proposal. As a healthcare ministry, we understand how access to reliable transportation impacts one's ability to receive crucial medical services and maintain overall well-being. Bon Secours is committed to supporting Able SC's efforts to break down transportation barriers for individuals with disabilities.

To ensure the success of this program, Bon Secours will provide an initial \$2,000 contribution to support start-up funds for this endeavor, recognizing the significant impact it will have on people with disabilities. Bon Secours believes in investing in innovative, inclusive solutions that strengthen our communities. We look forward to seeing the positive outcomes this program will achieve and are excited to be part of its launch.

Additionally, Bon Secours will actively promote Able SC's Mobility Management services among our patients, associates, and community partners who require accessible transportation. We aim to raise awareness and connect those in need with these vital resources through direct contact and community outreach.

Bon Secours views this collaboration through the lens of human dignity—ensuring every person can access the care and services they require to live the fullest lives. We are committed to the goals of Able SC's 5310 Grant proposal and believe our partnership will have a profoundly positive impact on health, equity and quality of life of citizens in the Greenville-Pickens area. We are enthusiastic about bringing this vision to fruition.

Sincerely,



Joseph Mazzawi
Vice President of Mission
Bon Secours St. Francis Health System

June 26, 2024

Ms. Kimberly A. Tissot
President & CEO
Able South Carolina
720 Gracern Road, Suite 106
Columbia, SC 29210

Dear Ms. Tissot,

Please accept this letter of support for Able South Carolina's 2024 GPATS 5310 Grant application. As the public transit agency serving Greenville County, Greenlink understands the importance of safe, affordable, convenient, and accessible transportation options. While Greenlink prides itself on its services available to all, we know that residents who live outside of Greenlink's fixed route and paratransit service area may encounter barriers to accessing employment, education, career opportunities, and more.

Able SC's proposed Transit Edge program would provide an option for individuals that Greenlink is currently unable to serve. Greenlink is interested in promoting the Transit Edge program to paratransit applicants who live outside of the Greenville Area Paratransit (GAP) boundary. Additionally, the data collected by Able SC regarding trip origins and destinations could provide insight into, and support for, future areas of public transit expansion. Callers who reach out to Able SC directly to learn more about the program that do live within the Greenlink GAP service area will be referred to GAP's services and we look forward to building a relationship with the Mobility Management Coordinator to onboard these new GAP clients as well as look forward to working with Transit Edge customers who would be eligible to use GAP for specific trips.

We look forward to collaborating with Able SC on this project as an exciting addition to transportation resources in the Upstate.

Sincerely,



Nicole McAden
Transit Public Affairs Manager
Greenlink



June 12, 2024

Ms. Kimberly A. Tissot
President and Chief Executive Officer
Able South Carolina
720 Gracern Road, Suite 106
Columbia, SC 29210

Dear Ms. Tissot,

On behalf of Greenville Connects, I am pleased to provide this letter of commitment in support of Able South Carolina's application for the GPATS 5310 Grant. We recognize the vital importance of this grant in enhancing transportation services for individuals with disabilities in the Greenville-Pickens community. Our organization is committed to collaborating with Able SC to ensure the success of this initiative to make our community more accessible and equitable to people with disabilities.

As a catalyst for positive change in Greenville County, we recognize the critical importance of accessible and equitable transportation in attracting and retaining a thriving workforce and their families. Aligning with this mission, Greenville Connects is proud to champion Able SC's visionary Mobility Management programs. Through its extensive community mobilization efforts and educational initiatives, Greenville Connects will leverage its influential network to raise awareness and drive utilization of these game-changing transportation solutions. With Able SC as our partner we aim to create a more inclusive county, where barriers to mobility are eliminated, and every resident can access opportunities for independent living and growth.

In summary, Greenville Connects is fully committed to this partnership and the goals outlined in the Able SC's 5310 Grant application. We believe that our combined efforts will significantly improve the quality of life for individuals with disabilities by providing them with accessible, reliable, and affordable transportation options. This will in turn bring more value to our community. We look forward to a successful grant award and a fruitful collaboration with Able SC.

Sincerely,

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

Erin Predmore
Executive Director
Greenville Connects



June 18, 2024

Ms. Kimberly A. Tissot
President and Chief Executive Officer
Able South Carolina
720 Gracern Road, Suite 106
Columbia, SC 29210

Dear Ms. Tissot,

The Barbara Stone Foundation, specifically through our signature initiative Greenville CAN, is proud to stand alongside Able South Carolina in their pursuit of the GPATS 5310 Grant. Greenville CAN, a coalition of self-advocates, service providers, families, caregivers, and professionals committed to making Greenville a better place to live for individuals with disabilities, we believe our strength comes from individuals and organizations working together to create change. This aligns perfectly with Able SC's goal of enhancing transportation accessibility for people with disabilities. This letter affirms our commitment to this vital partnership that promises to make Greenville a model of inclusivity and equal opportunity.

The Barbara Stone Foundation, Greenville CAN, and Able SC will work together to promote Able SC's proposed Mobility Management programs. These essential services aim to ensure that people with disabilities throughout the Greenville-Pickens region are aware of and can benefit from improved transportation solutions. With our vast network of connections in the area, Greenville CAN will leverage various communication channels like events, public materials, and social media to actively spread awareness of Able SC's Mobility Management programs. This collaborative effort will help maximize the reach and impact of the transportation initiatives for the disabled community.

In essence, the partnership between Greenville CAN and Able SC through this 5310 Grant is a testament to what's possible when organizations unite for the common good. We are fully dedicated to this cause, recognizing that enhancing transportation accessibility will have ripple effects throughout our community. We look forward to a successful grant application and the chance to co-create a more mobile, empowered Greenville.

Sincerely,

Lara Ceisel
Executive Director
Barbara Stone Foundation





Pickens County Board of Disabilities and Special Needs

1027 S. Pendleton St. PMB 12
Easley, South Carolina 29641

864-859-5416 • Fax: 864-859-1157

Elaine M. Thena
Executive Director

June 14, 2024

Ms. Kimberly A. Tissot
President and Chief Executive Officer
Able South Carolina
720 Gracern Road, Suite 106
Columbia, SC 29210

Dear Ms. Tissot,

Pickens County Disabilities and Special Needs (DSN) Board collaborates with the local community to provide high-quality services that support individuals with disabilities. Our aim is to empower the people we serve by Promoting Independence, Opportunity, New Beginning, Excellence, Employment, Rights, Service (PIONEERS). As such Pickens County DSN Board is thrilled to offer this letter of commitment for Able South Carolina's GPATS 5310 Grant application. Accessible transportation is the lifeline that connects individuals with disabilities to opportunities and independence—particularly in rural areas. We are fully committed to working alongside Able SC to ensure people with disabilities have access to their community.

The Pickens County DSN Board is proud to stand as a resolute partner in this pioneering endeavor to enhance mobility and independence for our disabled community. We pledge our commitment to actively promoting and amplifying awareness of Able SC's Mobility Management programs throughout Pickens County. Recognizing the profound impact these transportation solutions can have on empowering lives in rural areas, we will diligently disseminate information through our extensive networks, ensuring that every family and individual within our community is made aware of and can benefit from these integral services.

At the Pickens County DSN Board we value collaborative partnerships with our families, volunteers, and our local community supporters, one of which is Able SC. We are fully invested in the success of Able SC's 5310 Grant project. We are excited to embark on this journey towards a more accessible, equitable community.

Sincerely,

Elaine M. Thena
Executive Director
Pickens County DSN Board

Celebrating over 50 Years of Service

"Employment and services are offered without regard to race, color, creed, national origin, religion, or sex."



June 12, 2024

Ms. Kimberly A. Tissot
President and Chief Executive Officer
Able South Carolina
720 Gracern Road, Suite 106
Columbia, SC 29210

Dear Ms. Tissot,

I am writing on behalf of Thrive Upstate to express our wholehearted commitment to Able South Carolina's GPATS 5310 Grant application. As an organization dedicated to providing resources that empower people with disabilities to lead independent lives and reach their full potential, we understand the transformative impact accessible transportation can have on the lives of individuals with disabilities. We are eager to join forces with Able SC to turn this vision of an inclusive, barrier-free upstate into reality.

A key aspect of our partnership involves proactively sharing information and promoting the Mobility Management programs proposed by Able SC to individuals with disabilities across the Greenville-Pickens area, thereby broadening the availability and reach of these critical transportation services. Part of our programming includes many community connection events as well as employment services; it is through these partnerships and connections, we will actively raise awareness to ensure maximum utilization of the Mobility Management programs.

In conclusion, Thrive Upstate views this partnership with Able SC as an investment in a more vibrant, inclusive Greenville-Pickens region. By improving transportation accessibility, we're not just moving people; we're advancing equity, independence, and community participation. We are committed to the success of this 5310 Grant project and look forward to the positive changes it will bring to countless lives.

Sincerely,

Tyler Rex
Executive Director
Thrive Upstate



June 27, 2024

Ms. Kimberly A. Tissot
President and Chief Executive Officer
Able South Carolina
720 Gracern Road, Suite 106
Columbia, SC 29210

Dear Ms. Tissot,

On behalf of the South Carolina Vocational Rehabilitation Department (SCVRD), I would like to offer our support to Able South Carolina on their GPATS 5310 Grant initiative.

The South Carolina Vocational Rehabilitation Department prepares and assists eligible South Carolinians with disabilities to achieve and maintain competitive employment. One of the most common barriers to employment individuals with disabilities face is reliable transportation. This grant will help bridge that gap, and provide reliable, trusted transportation to individuals with disabilities in Greenville and Pickens Counties.

We are excited to support Able South Carolina in offering services that help individuals with disabilities in South Carolina achieve independence and success through competitive, integrated employment.

Sincerely,

A handwritten signature in black ink that reads 'Felicia W. Johnson'.

Felicia W. Johnson
Commissioner

Felicia W. Johnson, Commissioner

**The South Carolina Vocational Rehabilitation Department prepares and assists
eligible South Carolinians with disabilities to achieve and maintain competitive employment**

State Office • 1410 Boston Avenue • P.O. Box 15 • West Columbia, South Carolina 29170-0015 • scvrd.net
803-896-6500 (Office) • 803-896-6553 (TTY) • 800-832-7526 (Toll free) • 803-896-6558 (Fax) • info@scvrd.net



Darline Graham
Commissioner

South Carolina Commission for the Blind

1430 Confederate Avenue • Columbia, SC 29201
803-898-8731 or 888-335-5951 • Fax: 803-898-8867

June 26, 2024

Ms. Kimberly A. Tissot
President and Chief Executive Officer
Able South Carolina
720 Gracern Road, Suite 106
Columbia, SC 29210

Dear Ms. Tissot,

The South Carolina Commission for the Blind (SCCB) is pleased to provide this letter of support for Able South Carolina's GPATS 5310 Grant application. SCCB Blind provides quality individualized vocational rehabilitation, independent living and prevention services that lead to competitive and integrated employment and/or social and economic independence for individuals who are blind or visually impaired. We understand how lack of transportation can be a critical barrier to accessing employment, education, healthcare, and full community integration for people with disabilities.

To help address this need, we will share details about Able SC's Mobility Management programs with our consumers in the Greenville-Pickens area. This partnership with Able SC will increase travel options and decrease the mobility challenges for blind and low-vision individuals. Accessible, safe, reliable, and affordable transportation are key factors for our consumers to be successful and independent and we believe Able SC's Mobility Management programs will help bring these to fruition.

Sincerely,

Darline Graham
Commissioner



Corporate Office
115 Haywood Road
Greenville, SC 29607
(864) 351-0100 TEL

Midlands Division
2119 Sunset Blvd.
West Columbia, SC

www.goodwillsc.org

June 13, 2024

Ms. Kimberly A. Tissot
President and Chief Executive Officer
Able South Carolina
720 Gracern Road, Suite 106
Columbia, SC 29210

Dear Ms. Tissot,

Goodwill Industries of Upstate/Midlands South Carolina is pleased to submit this letter affirming our commitment to partner with Able South Carolina on their GPATS 5310 Grant project. Our mission is to help individuals achieve their full potential through the dignity and power of work. We recognize that accessible transportation is often a key barrier preventing people with disabilities from obtaining and keeping employment. Access to reliable, affordable, and accessible transit can truly open doors to new opportunities.

Goodwill enthusiastically supports Able SC's proposed Mobility Management programs to enhance transportation accessibility in the Greenville and Pickens areas. We will actively promote these services through our networks, retail locations, and job training programs to ensure the disabled and senior community are made aware of and can take full advantage of this essential resource. By connecting individuals to these transit solutions, we can empower them to pursue employment, build self-sufficiency, and live more independently.

By increasing transportation access, this initiative will open up new pathways to independence and self-sufficiency through work for individuals with disabilities and seniors. Goodwill is committed to the goals outlined in Able SC's application, as we believe this partnership will create a more inclusive, equitable workforce and community across the region. We are excited about the life-changing impact this initiative can have on our communities.

Sincerely,

Patrick Michaels
President & CEO
Goodwill Industries of Upstate/Midlands South Carolina

1 st of Last Three Years 990s	2 nd of Last Three Years 990s	3 rd of Last Three Years 990s
Performance Metric One: Program Expense Percentage		
Part IX line 25B		
\$ 2,648,528	\$ 5,428,689	\$ 5,774,620
Part IX line 25A		
\$ 3,144,940	\$ 6,057,184	\$ 6,509,029
Performance Metric Two: Administrative Expense Percentage		
Part IX line 25C		
\$ 496,412	\$ 628,495	\$ 734,409
Part IX line 25A		
\$ 3,144,940	\$ 6,057,184	\$ 6,509,029
Performance Metric Three: Fundraising Expense Percentage		
Part IX line 25D		
\$ -	\$ -	\$ -
Part IX line 25A		
\$ 3,144,940	\$ 6,057,184	\$ 6,509,029
Performance Metric Four: Fundraising Efficiency		
Part IX line 25D		
\$ -	\$ -	\$ -
Part VIII line 1h		
\$ 3,644,580	\$ 6,849,182	\$ 5,468,331
Performance Metric Five: Program Expense Growth		
(Part IX line 25B) in the most recent year of the interval		
	\$	5,774,620
(Part IX line 25B) in the oldest year of the interval		
\$ 2,648,528		
Performance Metric Six: Working Capital Ratio		
Part X line 27B + Part X line 28B		
	\$	2,461,693
Part IX line 25A		
\$ 3,144,940	\$ 6,057,184	\$ 6,509,029
Performance Metric Seven: Liabilities to Assets Ratio		
Part X line 26B		
	\$	963,915
Part X line 16B		
	\$	3,425,608
Financial Health Score		
CEO Pay compared to revenue		
Schedule J: Part II Column E		
\$ -	\$ -	\$ -
Part VIII line 12A		
\$ 4,039,533	\$ 6,937,581	\$ 6,201,940
Percentage of Pay		
0.00%	0.00%	0.00%

Raw Score	Converted Score
88.17%	10.0
11.83%	10.0
0.00%	10.0
\$ -	10.0
29.67%	10.0
0.47	5.0
28.14%	5.0
Rating	Seven (7) Converted Scores + 30
★★★★☆	90
★★★★★ ★★★★☆ ★★★☆☆ ★★☆☆☆ ★☆☆☆☆ ☆ Stars	≥ 90 80 – 90 70 – 80 55 – 70 < 55

Donor Advisory	N/A
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