

Maricopa Association of Governments
Elderly Persons and Persons with Disabilities 5310 Transportation Program
Ad Hoc Committee Meeting Minutes
March 31, 2010, Agave Room

MEMBERS ATTENDING

John Fischbach, City of Goodyear, Chair
Gary Bretz, Valley Metro/RPTA
Loretta Crimi, Arizona Department of
Transportation
Matt Dudley, City of Glendale
Julie Howard, City of Mesa, Vice Chair
Ken-Ichi Maruyama, Town of Gilbert
Wendy Miller, City of Phoenix
Ann Marie Riley, City of Chandler
Kristen Sexton, City of Avondale

OTHERS PRESENT

Pam Allan, Living Well with Disabilities
+Annette Iniguez, Foundation for Senior
Living
Olivia Mora, Valle Del Sol
+Courtney Grace, Interfaith Community
Care
Mary Hartle-Smith, MAG Associate

DeDe Gaisthea, MAG
Amy St. Peter, MAG
Rachel Brito, MAG

*Those members neither present nor represented by proxy.
+Those members present by audio or videoconference.

1. Welcome and Introductions

Chair John Fischbach called the meeting to order at 9:13 a.m. Introductions ensued.

2. Call to the Audience

No comments were made at this time.

3. Approval of the FTA Ad hoc Elderly and Persons with Disabilities Transportation Program Committee March 20, 2009 and March 8, 2010 Meeting Minutes

Chair Fischbach asked for a motion to approve the meeting minutes. Kristen Sexton, City of Avondale, motioned to approve the minutes of March 20, 2009 and March 8, 2010. Gary Bretz, Valley Metro/RPTA seconded the motion. The motion passed unanimously.

4. Arizona Department of Transportation Statement of Confidentiality

This item was taken after agenda item number five, to allow for Ms. Crimi's arrival.

Chair Fischbach introduced Loretta Crimi, Arizona Department of Transportation (ADOT) who provided an update on the Statement of Confidentiality. Ms. Crimi began by saying members participating in the evaluation of the FY 2010 Federal Transit Administration, Elderly Individuals and Individuals with Disabilities (Section 5310) Special Needs Transportation program administered by the Arizona Department of Transportation (ADOT) are now required to sign a Statement of Confidentiality.

Ms. Crimi said ADOT's intent of the Statement of Confidentiality is to maintain the integrity of the evaluation process to ensure that each application is given fair and equal consideration. She asked Committee members to sign, date, and return the Statement of Confidentiality form. Hard copies were provided for Committee member signatures.

5. Section 5310 Application Discussion

Chair Fischbach introduced DeDe Gaisthea, MAG, to discuss the Section 5310 application process. Ms. Gaisthea provided a brief overview of the application process. She said applicants were notified they would have ten minutes to provide a brief overview of their agency, respond to the questions previously provided to them, and to answer additional questions from Committee members if time permits. Ms. Gaisthea said agencies have been forwarded the Committee's questions and notified of their agencies status for coordination participation efforts.

Ms. Gaisthea noted Ben Baxter will attend on behalf of TERROS. The Committee had requested to interview the two mobility management projects, TERROS and Foothills Caring Corps (FCC), back to back. She advised the FCC representative was unaware of the revised interview time of 9:40 a.m. and will interview at 11:10 a.m. Ms. Gaisthea noted additional letters of support for Foothills Caring Corps have been received from the Desert Foothills Library and the City of Phoenix. One Step Beyond has also submitted additional materials about the agency's policies and procedures.

Chair Fischbach confirmed individuals in attendance via teleconference: Courtney Grace, Interface Community Care and Annette Iniguez, Foundation for Senior Living. Chair Fischbach returned to agenda item number four.

6. Agency Interviews

Chair Fischbach requested the interviewing process to begin. He advised each applicant would be asked to provide a brief overview of their agency and then respond to the Committee questions previously provided to them.

Mary Brannoch: **Valley Life** has been in existence for 62 years and offers Residential, Vocational and Adult Day programs as well as training and Home and Community Based Services.

Question 1: The source of revenue funds was not fully explained. Are State of Arizona funds the only revenue source to support transportation? Ms. Brannoch confirmed the State of Arizona funds are the only funds received by the agency for transportation. She said Valley Life has a few people that have private pay for a variety of reasons. Ms. Brannoch advised Valley Life has had some budgetary cuts, but matching funds are secure.

Question 2: Please identify sister agencies. Ms. Brannoch said Gompers is the main sister agency Valley Life coordinates with. Other sister agencies include: One Step Beyond, STARS, Goodwill, Lura Turner Homes, The Center for Habilitation (TCH), and Beacon Group. Ms. Brannoch advised the agencies will be discussing opportunities to coordinate transportation efforts.

Question 3: Please let us know of plans to expand coordination efforts. Mr. Brannoch advised Valley Life will discuss efforts to coordinate transportation efforts with Gompers. Wendy Miller, City of Phoenix, asked if coordination efforts will be considered with the other sister agencies if all goes well with Gompers. Ms. Brannoch confirmed this possibility.

Ben Baxter: TERROS provides behavioral health and crisis services as well as housing services to those seeking assistance. TERROS has a partnership with Triple R. They provide similar services, although Triple R's focus is housing populations with Serious Mental Illness (SMI). Other collaboration efforts include the National Association for Mental Illness (NAMI), Crisis Response Network, Inc. (CRN) and EMPACT – Suicide Prevention Center. CRN is a network of crisis providers in Maricopa County that conducts dispatch and analysis for all crisis calls.

Question 1: How did you decide on the matching fund ratio? Mr. Baxter said determining the ratio was a collaborative process, realistically based on amount of usage, and the number of vehicles each organization has. He said CRN does not have any vehicles but will have some usage therefore; they provided a small portion of the local match.

Question 2: Please let us know of plans to expand coordination efforts. Mr. Baxter advised TERROS continues to expand through use of data to make service more efficient, more effective and provide better levels of transportation. He said the participating groups are members of CHOICES Network of Arizona which brings 30 to 40 behavioral health providers together and allows them the opportunity to discuss transportation coordination and how to improve those efforts for the benefit of consumers, specifically for SMI.

Ms. Miller commented TERROS' application has one of the better examples of coordination efforts. Kristen Sexton, City of Avondale, noted TERROS' efforts to meet the Committees' request from last year to increase collaboration efforts with additional partners. Mr. Baxter said TERROS has a no barriers approach when looking at the need and how best to meet the need. Ms. Miller asked if other agencies may be referred to TERROS when seeking assistance. Mr. Baxter agreed and recommended Kristin Chung to provide assistance.

Ken-Ichi Maruyama, Town of Gilbert, asked for further clarification on the hardware request. Mr. Baxter said the hardware consists of two obligation units, as well as black box tracking. The units go into all vehicles and allow TERROS to gather data. The data is then used to produce reports and provide input on best ways to look at transportation. Mr. Baxter said the request is to expand use of the systems and add partners. Matt Dudley, City of Glendale, asked for a brief summary of the partnerships. Mr. Baxter said EMPACT and TERROS both serve a large population of people with disabilities. EMPACT manages crisis calls for people with disabilities; fitting perfectly into the partnership. CRN fits into the partnership because of crises network technology receiving and distributing calls to EMPACT and TERROS. The advantage is in seeing people in need on a computer screen opposed to push pins on a map.

Vicki Kringen and Eduardo Galindo: The Center for Habilitation (TCH) has been providing services for people in the valley with disabilities since 1967. TCH has a large fleet of vehicles and transports several hundred people every day throughout the valley to different services including group homes, day programs, in home residential support, and independent living.

Question 1: How many of your 51 vehicles are required in your peak service? Ms. Kringen said TCH's peak service period is between 6:30 a.m. to 5:00 p.m., Monday through Friday. During this time period, all 51 vans are regularly utilized. She said most are being used for client transport, primarily for medical appointments, some are for back-up when a van is out for repairs and others may be assigned to a special project or activity. On weekends, a majority is assigned to group homes and this meets a number of needs including transportation to church or grocery shopping.

Question 2: Please explain the "vacation" program? Ms. Kringen said prior to state budget cuts, TCH provided transportation services as needed and as available to individuals with disabilities who traveled to other areas of the regions for social activities. She said due to budget cuts, TCH can no longer afford to pay for staffing required on the trips; therefore, services have been eliminated or significantly curtailed.

Question 3: You are requesting several vehicles without lifts that will be replacing vehicles with lifts. Will your capacity to transport those that need these lifts be affected? Ms. Kringen said they will not be affected. She advised the request for vehicles without lifts was specifically done to assure that TCH is adequately meeting the needs of all individuals, ambulatory and non-ambulatory, in the most cost efficient manner. Ms. Kringen said client and resident needs have changed and many have been grouped differently to maximize all resources including transportation. She said all residents and clients who need lift services are and will be adequately provided transportation services.

Question 4: Please let us know of your plans to expand coordination efforts: Ms. Kringen said TCH has coordinated transportation services with the City of Tempe and the Tempe Community Council in an effort to better meet the needs of the community. Additionally, by attending the MAG Transportation Ambassador Program (TAP) meetings, TCH looks at utilizing best practices and sharing information. Ms. Kringen said TCH has collaborated with Valley Life and the Marc Center on different programs and looks forward to expanding on those efforts.

Ms. Sexton asked for clarification on why the vehicle with 61,000 miles is being requested for replacement. Mr. Galindo advised 61,000 is a typing error; the correct mileage is 160,000 miles. Gary Bretz, Valley Metro/RPTA asked for further clarification on the number of spare vehicles. Mr. Galindo advised there are 41 vehicles with 10 spares. Mr. Bretz suggested TCH contact Veolia Transportation in Mesa because they also operate East Valley Dial-A-Ride. Mr. Dudley asked for clarification on the Cutty Legacy. Ms. Kringen explained the Cutty Legacy Foundation is a subsidiary of TCH. She said it is a foundation whose goal is to provide financial support for TCH through a number of different venues. The foundation has investment portfolio where proceeds are used to support TCH and also serves as a resource for individuals that may have dire unmet needs. Ms. Kringen advised matching funds are provided through the Cutty Legacy Foundation.

William Parker: Chandler Gilbert ARC provides services to individuals with developmental disabilities and has been active and growing since 1975. Chandler Gilbert ARC serves individuals with mental retardation, epilepsy cerebral palsy and offers

employment and summer programs for students with disabilities. Chandler Gilbert ARC serves 250 to 350 individuals per year; much of those individuals have received services for more than 15 years.

Question 1: What is the reliability of your fundraising to acquire matching funds in this economy? Do you expect any problems in getting this matching money? Mr. Parker said Chandler Gilbert ARC typically receives \$20,000 per year through various fund raising efforts. Additionally, they have sub-contractor revenue from Sheltered Workshop that would be available if needed. He said support is also received from civic groups such as Knights of Columbus and Chandler Gilbert ARC has a Board approved back-up plan in place. Mr. Parker said the various resources in place have been untouched up to this point. He noted Chandler Gilbert ARC has a debt-to-income ratio of 5.86, which is a healthy financial position despite the current economic condition. Mr. Parker said they do not anticipate any issues getting matching funds.

Question 2: Please let us know of plans to expand coordination efforts: Mr. Parker noted different working agreements with agencies including the Chandler Unified School District and Chandler Therapeutic Recreation Program. He said Chandler Gilbert ARC provides transportation for clients served by these programs and are available to provide additional assistance if necessary. Additionally, they participate in MAG sponsored events, participate as TAP partners, and within the last year, have become members of the City of Chandler's Mayor's Committee for People with Disabilities. Mr. Parker said Chandler Gilbert ARC has a current Request for Proposal (RFP) with the City of Tempe to provide case management services for people who are chronically homeless which would involve transportation coordination. The outcome of the RFP is pending.

Mr. Maruyama asked if there are any working relationships with the Town of Gilbert. Mr. Parker said there is a definite opportunity as they work with the Chandler and Gilbert School Districts to transport special education students to their day program and they are more than willing to do additional coordination. Ms. Miller asked for clarification regarding the use of federal funds. She said the application indicates Chandler Gilbert ARC does not receive federal funds and advised Mr. Parker the 5310 programs are federally funded. Ms. Crimi confirmed vehicles received through the 5310 program should be noted as federal funds.

Jackie Johnson: PEPP, Inc. with ENCOMPASS serves elderly adults with developmental disabilities in group homes and through day programs for individuals in settings across the state.

Question 1: Please let us know of plans to expand coordination efforts: Ms. Johnson said they will continue to participate in regional coordination meetings and PEPP has regularly attended meeting not only at MAG but also the Central Arizona Association of Governments (CAAG) and Pima Association of Governments. Ms. Johnson said PEPP would like to coordinate more training but they have concerns regarding liability. She said Dan Harrigan recently clarified there is no training liability, however, the difficulty is coordinating late evening programs. Ms. Miller inquired about efforts to coordinate with other agencies that provide similar services. Ms. Johnson agreed that would be a very good possibility.

Mr. Maruyama requested clarification on the vehicle request. Ms. Johnson said they currently serve 30 individuals with routes that travel to rural areas. PEPP requests the maxi van to be able to transport a capacity of 12 people. She said the new cut-away vehicle has a capacity for nine people. Ms. Johnson said PEPP currently has five cutaways within their fleet. She noted the maxi van provides a higher ground clearance that would assist with transport in rural areas. All other vehicles are lift equipped. Ms. Sexton asked if individuals from Avondale are being transported to day programs. Ms. Johnson confirmed, stating they are periodically transported to medical appointments or on various shopping trips.

Marsha Ashcroft: Horizon Human Services was first organized in 1975 as a behavioral health agency which provides service in six counties. In Maricopa County, they primarily serve people with developmental disabilities. They provide services to ten group homes.

Question 1: Horizon offers other 5310 agencies in area transportation during breakdowns. What barriers exist to expand the opportunity for greater coordination of services with these other agencies during regular service? Ms. Ashcroft said one of the biggest barriers is the difficulty in meeting the needs of individuals they serve while providing safe transport to other individuals. She said Horizon Human Services serves individuals with severe developmental disabilities and several participants have behaviors that can become volatile. She said it is difficult transporting other individuals at the same time and on occasion have had to restrain individuals while being transported. This has required that the vehicle be pulled off the road to a safe area.

Question 2: To date, how many drivers are on probation? Ms. Ashcroft said there are 23 new employees currently on probation which lasts a minimum of 120 days. She said all new employees are required to successfully complete driver training and the majority of staff transports clients as part of their job duties.

Question 3: Have there been any accidents in 2010? Ms. Ashcroft reported one minor vehicle accident in 2010. She said the accident occurred in Yuma and involved another vehicle backing into the agency's parked van.

Question 4: Who is Statewide Express and what kind of transportation service do they provide to your organization? Ms. Ashcroft said Statewide Express is a private transport company located in Casa Grande, Arizona. Horizon Human Services utilizes Statewide Express to transport individuals home once they have been discharged from a psychiatric hospital. She said the trips often involve transporting individuals from Cottonwood, Glendale, Phoenix, or Tucson to Globe, Casa Grande or Yuma.

Question 5: Please let us know your agency's plans to expand coordination efforts: Ms. Ashcroft said Horizon Human Services plans to participate in a special coordination meeting sponsored by the Pinal Rides Advisory Committee on June 10, 2010. The meeting will involve Dave Cyra, District Ambassador for United We Ride, and several Mobility Managers from throughout the State of Arizona. She said the purpose of the meeting is to discuss the different mobility management projects currently in place and how those projects might benefit future coordination efforts among attendees.

Chair Fischbach asked for further information regarding probation for drivers involved in accidents. Ms. Ashcroft replied there are no drivers with accidents in Maricopa County. However within the agency, two drivers have been involved in accidents. She said if a driver has been found at fault and if they are a new employee, driving privileges would be suspended. Employees on probation may be terminated. If the employee has been with the agency for some time; their driving privileges will be suspended for six months and additional extensive training required.

Ms. Miller asked what was done to address the accidents that had occurred and whether ADOT was notified. Ms. Ashcroft advised the accidents did not all involve 5310 funded vehicles. She said one incident involved an individual running a red light which resulted in the employee being terminated, other accidents involved incidents in parking lots and backing into other vehicles. She said Horizon Human Services has worked with their insurance broker to implement a safety first program which places stickers on vehicles with a phone number for people to call in and report how drivers are doing. Management receives a report when a call has been placed regarding one of the drivers. They are then able to identify and meet with the driver.

Ms. Sexton asked for clarification on the number of clients. Ms. Ashcroft said in Maricopa County, individuals served are from group homes. The day treatment program has 12 clients. Overall, Horizon Human Services serves around 5000 statewide. The vehicle requested will serve Maricopa County.

Kamisha Gooch: Interfaith Communities is based in the Northwest Valley and provides services to adults with developmental disabilities.

Question 1: The disabled overall count was 31 however, later in the application it is listed as 80 percent disabled. This looks much higher than the count listed on previous page. Please explain. Ms. Gooch clarified there are 39 registered participants; 12 are elderly, all of them have cognitive disabilities.

Question 2: Please let us know of your agency's plans to expand coordination efforts. Ms. Gooch said Interfaith Communities coordinates with Dial-a-Ride and SCAT. She advised some of those options do not cross over city lines therefore Interfaith Communities utilizes their busses to pick up those participants.

Mr. Dudley inquired about matching funds. Ms. Gooch said the funding source is through DES-DDD who reimburses for transportation but not fuel. Mr. Bretz advised Valley Metro provides a program for non residents and for residents of unincorporated areas and recommended Ms. Gooch contact him for further information. Mr. Bretz noted an error in the training section regarding tying down wheelchairs at a 90 degree angle; the correct angle should be 45 degrees. Ms. Gooch advised that error will be corrected.

Jeff Gray, Dan Pontius, Tom Garrett: TRIPLE R provides services to adults with SMI, serving over 600 persons per year and employs 250 employees. Residential services are

provided for persons with SMI at four level three licensed locations. Three facilities are located in Phoenix; one is located in the Chandler Gilbert area. Each program has a vehicle assigned for the purpose of transporting clients to various appointments, social recreation activities, and teaching individuals how to participate in public transportation. The volunteer corps program provides individuals with mental health issues an opportunity to give back to community.

Question 1: The application suggests that Triple R is maintaining the same level of service meets all requests and has 39 vehicles of which only 16 are required in peak service, yet they are asking for an expansion vehicle. Please explain. Mr. Gray said Triple R currently has two in inventory, each located at one of their clubhouses. The third vehicle is being requested for the third clubhouse to be able to expand capacity to serve wheelchair bound individuals.

Question 2: Twenty-five drivers are disabled. Can you briefly describe the nature of their disabilities? Mr. Gray said each of the drivers have disclosed psychiatric disability of one type or another; they are not physically handicapped.

Question 3: How much travel out of county will occur with this vehicle? Mr. Gray said the expansion vehicle will be located in Apache Junction in Pinal County and will travel within Pinal and Maricopa County. The location serves folks from both counties as they receive referrals from both Regional Behavioral Health Authorities and Magellan. There is the potential of taking trips outside of the county to visit different attractions or recreation activities such as the Grand Canyon or to Flagstaff.

Question 4: Please let us know of your agency's plans to expand coordination efforts. Mr. Gray said Triple R has no set routes or schedules that lend themselves to sharing or collaborating with other agencies. He said they are currently part of the TERROS Mobility Management program that incorporates the fleet resources of four agencies to improve the efficiency and safety of transportation activities. Triple R is willing to participate in, or help organize, an emergency response plan to utilize their vehicles (MAG and non-MAG procured) to respond in the event of emergencies or natural disasters.

Mr. Maruyama asked for input regarding quarterly meeting attendance. Mr. Gray said Triple R has had conflicts and missed meetings however, their records indicate attendance at one meeting which was not counted. Ms. Gaisthea will follow-up on attendance. Mr. Bretz advised Valley Metro provides public transit training and is available to assist with group training. Mr. Gray said Triple R encompasses satellite tracking and receives reports of any excessive driving behavior. There have been three individuals who have been terminated for excessive speed, and/or multiple incidents. The accident rate has gone down. Triple R remains willing to participate in any joint emergency plan for use of their vehicles.

Jane Hubbard: Foothills Caring Corps is a nonprofit that provides serves to the Northeast Phoenix. They provide services to keep the homebound safe, provide transportation, mobile meals and handy persons.

Question 1: When will your risk management policy be finished? Ms. Hubbard said completion of the risk management policy is expected by mid-April.

Question 2: With LTAF money no longer available from Carefree and Cave Creek, where do they plan to get the matching money? Ms. Hubbard said it has been easier for FCC to conduct fundraising events since becoming a 501(3)(c) nonprofit.

Ms. Miller asked if any funding is being provided by Cave Creek and/or Carefree. Ms. Hubbard said FCC has received some funds from Carefree. She said funding is for mobility management and Foothills Caring Corps is the only provider. She said they currently have three vehicles and will soon have four. Ms. Hubbard said volunteers are utilized and have done incredible work. They have one volunteer that works 1,000 hours per year. They have 50 drivers and their vans are out two to three times per day.

Ms. Hubbard noted a possibility for collaboration with Carefree and Cave Creek along with the Kiwanis and local churches. Mr. Bretz said the Town of Fountain Hills coordinates volunteer efforts. He recommended Ms. Hubbard contact their volunteer coordinator. Mr. Dudley asked if the defensive driving training is a requirement for volunteers. Ms. Hubbard said Foothills Caring Corps does not have required training but provides extensive training for volunteers. Mr. Dudley recommended a synopsis of the type of training provided be included in future applications.

Darlene Howard and Jeremiah Smith: Salvation Army provides congregate and home delivered meals for ages 60 and above and for the disabled who reside at the facility and in the surrounding community including the Westward Ho and the YMCA. They also supply shuttle service to the market, banking, and doctor appointments. Ms. Howard reported over 300 trips in one month for seniors and people with disabilities. Monday afternoons are kept open for drivers to inspect vehicles however clients are accommodated if it is an emergency. The rest of the week, a schedule is posted in the vehicle and passed out to clients on a daily basis. The vehicles are also used for special trips such as to the museum or to parks.

Question 1: Service Area map differs from listed locations of service. Please explain. Ms. Howard said the service map misrepresented the service area for the Laura Danieli Senior Center. The area mapped should have stretched to Bethany Home to the north and 44th Street to the east. She said the area was expanded to accommodate seniors with banks in a particular area and to include more shopping choices such as to the Christown mall area.

Question 2: Bus, rail, and Dial-A-Ride services are listed as “not accessible for wheelchair and power chairs”, please explain. Ms. Howard said although all these services provide handicap accessibility, they are limited in services hours and areas. The Salvation Army’s Laura Danieli Senior Center transportation services are more flexible and accommodating to individuals needs.

Question 3: Could your clients benefit from receiving travel training to utilize public transit due to your location? Ms. Howard said guest speakers regularly present to the residents

however, training on public transportations and access would be very beneficial to the residents. Mr. Bretz offered to provide assistance in securing a speaker.

Question 4: Please describe outcomes of meetings with Area Agency on Aging. Ms. Howard said meetings with the Area Agency on Aging are held on a monthly basis and are attended by program managers. She said the meetings address various topics, but are primarily informative in nature and will, on occasion, identify training needs of agencies. There are no measureable outcomes to speak of as a result from meetings with the Area Agency on Aging.

Question 5: When will the agency have a policy for lift vehicles? Ms. Howard said the Salvation Army complies with all federal and local nondiscrimination laws and ADA policies.

Question 6: Agency looking to replace a vehicle with only 20K miles, what is the condition of this vehicle? Ms. Howard said the vehicle in question has incurred over \$9,000 in repairs in the last three years, beginning with replacing the transmission in 2007. Copies of maintenance logs for both vehicles are available. She also noted the material on the driver seat is disintegrating.

Question 7: Please let us know of your agency's plans to expand your coordination efforts: Ms. Howard said the Salvation Army will be in compliance with all required meetings, events and reports.

Ms. Miller advised meetings are designed to help introduce agencies to other possible coordination efforts. Mr. Maruyama said the meeting participation does not seem to be as complete as others. He inquired if the information currently available is what the Committee should refer to. Ms. Gaisthea confirmed.

Phil Pajak and D. Williamson: Nobody's Perfect Inc. provides services to the developmentally disabled, provides job training, contract with the state and are also licensed to do day programs for adults. The vocational department focuses on the work center, self employment and entrepreneurship.

Question 1: Who is Guthrie Mainstream Services and how do they apply to your service? Mr. Pajak said Guthrie Mainstream Services provides adults and children with habilitation care, respite, day programs and transportation in Maricopa County through a contract with the Arizona DES/Division of Developmental Disabilities. Nobody's Perfect Inc., was founded by Terry Guthrie, owner of GMS, to provide vocational services to people with disabilities. GMS offers donated office space and supplies as needed and supports executive staff salaries. GMS is willing to make a lease agreement for a van to supplement their transportation program as they implement their own independent facility in Queen Creek. Mr. Pajak said the intention is to use the GMS van, driver training program, transportation expertise and preventative maintenance program. Nobody's Perfect will coordinate trips in integrated areas to minimize trip distances for clients and mileage on vehicles.

Ms. Crimi asked if GMS is the umbrella agency and whether or not they provide insurance. Mr. Pajak said this move would make Nobody's Perfect Inc. an independent agency which seems to be a real area of need in the southeast valley. However, they will adopt some GMS' operating procedures and the insurance company will remain the same.

Mr. Dudley asked for clarification on need for service. Mr. Pajak said Nobody's Perfect, Inc. does training programs in the Guthrie facility and contracts with the State for two clients but they serve 27 individuals inside their facilities. Mr. Dudley also inquired about tenant improvements. Mr. Pajak advised a lease was signed in January and permits are currently under review. They hope to have all completed by June at the latest.

Mr. Bretz asked for clarification on the county served. Ms. Williamson replied Maricopa County. Mr. Bretz commented the section with ADA indicated the common wheelchair is less than 45 inches and clarified the correct answer is up to 48 inches. Mr. Dudley inquired about collecting fares. Mr. Pajak advised fare collection is set up through the State's Division of Developmental Disabilities. Ms. Miller notes they have applied for Section 5317 also and inquired about preference in funding. Mr. Pajak said Section 5310 is preferable as it provides a larger percentage of funding.

Question 2: Please let us know of your plans to expand coordination efforts. Mr. Pajak said Nobody's Perfect, Inc. will continue to attend meetings and be involved in the Human Services Coordination Transportation plan. He said they have been in communication with the Queen Creek, Florence and Coolidge high school districts discussing school to work programs for vocational training. Additionally, Mr. Pajak said when young people age out of school Nobody's Perfect, Inc. will provide transportation. Due to the distance between their location and the districts, they are coordinating efforts to bring in people from the farther outlying areas into their programs, such as families carpooling to drop off points. He said Nobody's Perfect Inc. is also researching ways vehicles awarded could be used on weekends and off hours when a person with a disability has a bigger challenge finding transportation. Once established in the Queen Creek location, they will be looking into services offered by Valley Metro.

Jennifer Dangremond and Kari Callaway: STARS is looking for a 12-passenger van to replace an existing van. They have been servicing Scottsdale for 37 years. They serve 170 to 180 individuals each day. Some individuals are low functioning while others are extremely high. Due to their dependence on transportation, services are critical.

Question 1: A vehicle inventory was not provided. Could you please provide? Ms. Dangremond provided a vehicle inventory as requested.

Question 2: Your agency lists only four of nine vehicles are needed during peak service. Please explain the need for the replacements. Ms. Dangremond said STARS has seven vehicles, not nine as listed. STARS' peak service hours are during the pick up/drop off which occurs each morning and afternoon for clients at three different program sites. She said four of the seven vehicles are dedicated to this transportation activity. At the same time, clients who are already at STARS program sites may be utilizing existing vehicles for

transportation from a STARS' site to a community outing venue such as the library, museums, special events, etc. Such activity is a part of each Day Training Program Client's Individual Service Plan and contributes to the mastery of his/her community environment. Ms. Dangremond said these transportation trips most often create the need for multiple vehicles to be available to meet all program demands. She said it should be noted that space on each vehicle must be sufficient to hold both clients and the STARS' staff members. Multiple vehicles also allow for coverage if one vehicle is unavailable due to mechanical issues.

Question 3: Please be specific about which "other service providers" you work with. Ms. Dangremond said STARS' transit service coordination occurs mostly at the client level and not at the agency level. STARS' primary partner is the Arizona Department of Developmental Disabilities including Vocational Rehab. She said all transportation is coordinated between the client, parent/family/guardian, and STARS' case managers and program staff unless the client is private pay. In addition, STARS has worked with local hospitals with regard to the rehabilitation of individuals with traumatic brain injuries. Most often, this will include individuals who come to STARS based upon a private pay arrangement or Workmen's Compensation Insurance. Transportation is then coordinated between the parent/family/guardian and STARS' case managers and program staff. Ms. Dangremond said due to the unique needs of most clients and a general lack of other service providers in the Scottsdale area, STARS does not have agency level coordination.

Question 4: Please explain relationships with Scottsdale Unified School District and yellow cab. Ms. Dangremond said STARS' Fry's enclave at 92nd Street and Shea serves as a site for vocational assessments for students who are still enrolled in a Scottsdale Unified High School but who are beginning the transition process. Such students are transported to and from STARS' by the Scottsdale Unified School District transportation system. STARS' relationship with yellow cab is more informal in nature. Program staff has established relationships with certain cab drivers who may be called upon in special instances (doctor appointments) to transport only certain clients.

Question 5: Please describe policies/guidelines regarding use of vehicles on page 20, question 27. Information provided in attachment.

Question 6: What is the fare that you charge for this service? Ms. Dangremond said STARS' charges those individuals who are eligible for transportation reimbursement through DDD/Voc Rehab at \$9.01/trip. Only 15 of STARS' total 150 clients (approximately 10 percent) are eligible for reimbursement when attending a STARS' program.

Question 7: Where does the revenue from the fare go? It is not in your budget. Ms. Dangremond advised an error was made in preparing the budget. On average, STARS receives \$36,000 in transportation reimbursement.

Question 8: Please let us know of your agency's plans to expand coordination efforts. Ms. Dangremond said STARS is continuing to transition the agency to offer a greater diversity of programs and services to meet the needs of adults with developmental and cognitive

disabilities. STARS is looking at creating new and different vocational opportunities for its clients including the development of their own income producing business enterprise. Transportation expenses will be a key component of any new program design and may require further collaboration with other agencies. She said unlike much of the human service/social service landscape, the disabilities service sector includes non profit and for profit entities that at times present challenges to coordination efforts.

Mr. Bretz advised there is a replacement for STS in the Town of Fountain Hills and five STARS individuals are currently using the service. Additionally, Foothills Caring Corps provides transportation in the north area. Ms. Miller said the MAG TAP meetings provide an opportunity to meet and coordinate with other agencies.

Kimberly Phillips: United Cerebral Palsy (UCP) works with children and adults with developmental disabilities. UCP also has several afterschool and summer programs. UCP provides transportation from school to the facility, to adult programs and day treatment programs. They transport clients to and from home. Other programs on site include the early learning center, child care, preschool, typical and non typically developing children, early intervention through the state, physical therapy, and occupational speech programs.

Question 1: Regarding question six on page 68, please advise how many vehicles are available for passenger service and how many for peak service. Ms. Phillips said 19 vans, including two back up vans rotate quite frequently. Eighty percent are used for education and training and 20 percent for social and recreational activities to serve children and adults.

Question 2: Please let us know of your agency's plans to expand coordination efforts. Ms. Phillips said there is one other agency located in the general area which is a for-profit agency that does not provide transportation. UCP is located farther north than other agencies and there are no non-profits within a close proximity with whom they can collaborate for transportation. Vans are used for transporting to and from programs and for daily outings for volunteer and social skills training opportunities. She said making the vans available to other agencies for part of the day has not been workable. UCP is open to any coordination with other agencies in the valley.

Mr. Dudley asked for clarification on vehicle preference and which vehicle was being replaced. Ms. Phillips commented the first choice would be the cut-away, the second choice is the maxi van and the vehicle being replaced is the 2001 Dodge. Vice Chair Julie Howard, City of Mesa, inquired about approximate federal funds for all programs, not just transportation. Ms. Phillips replied most of their programs go through state funding and that she was unaware of any federal funds. Ms. Miller advised section 5310 funds are federal funds. She suggested including 5310 awards in the future.

Vice Chair Howard inquired on the Limited English Proficiency plan. Ms. Phillips said she was unaware of an English proficiency requirement. Ms. Crimi clarified the requirement depends on the service area, demographics, and if there is a large percentage of people in the service area that speak a language other than English. She said in that situation, the requirement would be to have information available in the other language. She

recommended Ms. Phillips review the tri-annual mail review submitted to ADOT as someone previously at their agency was responsible for providing this information.

Mimi Rogers: One STEP Beyond was started in 2003; the primary goal is to provide community inclusion and friends. The vocational program offers job training through the animal shelter, or thrift stores. Through the use of grants, One STEP Beyond established the culinary institute with training provided by a chef from California with a culinary degree. Once clients have gone through the training, they can become employees. Currently 17 clients have been employed by the catering company.

Question 1: Regarding question three on page 65, do volunteers drive vehicles? Ms. Rogers said volunteers do not drive the vehicles as they are not covered on the insurance. She said a volunteer will use their personal vehicle on occasion to drive a client to an event. On such occasions, the volunteer's vehicle insurance covers the driver for any accidents and One Step Beyond Insurance covers liability to the organization.

Question 2: One page 78, question 17, when will you have a policy for lift vehicles? Ms. Rogers said they are presently discussing this option with their insurance carrier and will have coverage in place by the time they are able to acquire a van with a lift. Ms. Miller advised another way to accomplish is to have a contract in place with someone who can provide that service. Ms. Sexton advised there are several companies that offer this service. Mr. Bretz said there are also some cab companies that have accessible vehicles, such as discount cab. He also advised Valley Metro provides training for use on bus and light rail.

Question 3: What is your agency undertaking to improve your training program for drivers? The new employee orientation includes a driver's training component. Ms. Rogers said driver safety concerns are a regular agenda item on employee in-service trainings and weekly staff meetings. She said they are also eager to explore training opportunities offered by ADOT and to share training opportunities through collaboration with other agencies involved in the MAG Human Services Transportation meetings, or any other training opportunities they might access. Ms. Rogers said they are committed to maximizing training opportunities for their drivers.

Question 4: Please let us know of your agency's plans to expand coordination efforts. Ms. Rogers said One Step Beyond plans to attend all MAG Human Services Transportation Committee meetings. She said she had recently attended her first meeting and truly learned much that she did not know about transportation opportunities for individuals with disabilities. Ms. Rogers said One Step Beyond intends to consider all collaborative opportunities presented and if they are able to help other agencies, particularly with emergency transportation needs, they are certainly committed to doing so. Ms. Rogers said since submitting the grant application, they have been exploring ways to collaborate with other agencies in the West Valley.

Suzanne Legander: STAR (Stand) provides services for adult's people with SMI, as well as veterans with closed brain injuries and post traumatic stress disorder illnesses to reintegrate them into the community, work programs and employment. They provide

education on mental illness, help with socialization, employ people, teach job skills, and help them find employment.

Question 1: The same vehicle is listed in both applications for replacement. Please clarify the vehicles you are replacing under each application. Ms. Legander said the request is for a replacement van for the STAR East (East Valley) application. It would replace a van that has cost almost \$4,000 in repairs during this past fiscal year. In the application for STAR Central (Phoenix), a new additional van is being requested. She said STAR currently only has one van for the Phoenix center and is averaging close to 35 members a day, which requires a second van. The vans will free up additional money with future budget cuts in July.

Question 2: The Committee expressed concern about the application being handwritten. They believed the agency had merged with another nonprofit and therefore questioned the resources available and/or how those resources are being utilized based on the way the applications were completed. Ms. Legander apologized for handwriting the applications. She said she had difficulty accessing the application online but since turning in the applications, she has found the correct site to download and enter the application electronically. She offered to resubmit an electronic copy.

Question 3: Please let us know of your agency's plans to expand coordination efforts. Ms. Legander said she started with STAR two years ago as their CEO. At that time, they received one van from the 2006 application. She said the Board member who had completed the application is no longer on the Board and did not leave a copy of the application. When she started to apply for the current van she realized that participation with the state transportation coordination was a requirement. She apologized for this error and now plans to attend all required meetings and participate in joint efforts.

Ms. Legander said STAR has grown from a “mom and pop organization” with revenue of \$428,000 per year to \$1.7 million in just over two years, passed every audit, and received three perfect scores by Magellan. There have been some struggles, but they are strong and have very little debt which will help them remain financially stable through this recession. By receiving ADOT vans, STAR will save money in vehicle purchases and thus use the extra money to serve adults with SMI that would otherwise be cut from the program as of this coming July due to budget cuts.

Ms. Miller asked for more information about the different locations. Ms. Legander said the Mesa locations serves Chandler, Mesa, Tempe, the southern part of Scottsdale, and those areas especially in far East Mesa and Chandler/Gilbert areas. She said there are no active bus routes specifically where low-income housing tends to be. There are three locations all together.

Dawn Trapp and Cheri Bjornrud: Civitan Foundation has been in existence since 1968 and started with a camp in Williams for individuals with disabilities. During the last seven years, they have expanded throughout the valley. Programs are usually offered at night or afterschool. The programs give parents and families respite. They also provide individuals peer socialization and education.

Question 1: Agency's current vehicles seat 9-12 passengers, however they are requesting (2) mini vans that only seat 6-7 passengers. Why not request just one 9-12 passenger van? Ms. Trapp said it is more cost effective and fuel efficient to utilize mini vans when transporting five to six clients and is also easier for clients to get in and out of mini vans. She said because Civitan Foundation operates programs throughout the valley, many times clients are transported to one central location for the planned enrichment, educational or social outing and smaller more efficient vehicles would be preferred.

Question 2: Regarding question three on page 13, what agency(s) do you have working agreements with? Ms. Trapp said Civitan is a Qualified Vendor with DES/DDD and is authorized to provide transportation services for clients. At this time, they have no other working agreements with other agencies, but would be very open to help and coordinate any way possible. Ms. Trapp suggested more opportunities for discussion at the MAG meetings, such as small breakout sessions with table topics. Ms. Gaisthea advised the focus of the TAP Regional Meeting will be World Café.

Question 3: One page 15, question five, please explain why you don't have a contingency plan. Ms. Trapp said Civitan has not had a need for a contingency plan, but will have one in place by June 30, 2010.

Question 4: Please let us know of your agency's plans to expand coordination efforts. Ms. Trapp said Civitan will continue expanding coordination efforts and partnerships with other agencies such as Arizona Spinal Cord Injury Association, Chandler Gilbert ARC, Scottsdale Training and Rehab Services (STARS), Triple R, Valley Life, and Lura Turner homes. They believe more networking opportunities with roundtables of other participants would help in combining efforts and crafting more partnerships.

Ms. Trapp said she is aware the application indicates they had not attended any meetings in 2008. She expressed concern about receiving a bad mark and advised they did have representation at the meetings on April 8, 2008 and September 29, 2008. The Committee clarified information for 2008 was indicative of the last time an application was submitted. Mr. Dudley inquired about matching funds. Ms. Trapp said they have funders that continue to give every year and they have already received \$10,000.

Robert Miller: Hacienda, Inc. is a 501(C)(3) non profit organization that has been around for 40 years and whose primary focus is serving the disabled and medically fragile. Hacienda, Inc. operates five group homes, a federally serviced facility for people with cognitive disabilities, day program and other opportunities. Fifty-five percent of the total operation is DDD funded. The main facility is in South Phoenix and they have recently moved other group homes with the exception of two into that area.

Question 1: In your application on page 18, question four, you mention that this vehicle will only accommodate four trips per day. Is this correct? It is anticipated that medical appointments last one to two and one-half hours. He said the information is more or less

correct given the time frame to transport to and from the appointment including any wait time.

Question 2: Please let us know of your agency's plans to expand coordination efforts.

Mr. Miller said they do not have a whole lot of plans to expand. They are a specialized provider whose clients are people with developmental disabilities, medically fragile people, on ventilators, paraplegics or quadriplegics. He said their transportation services also offer a driver and respiratory therapist. He said Hacienda, Inc. does not have the ability to work with a lot of other agencies.

Ms. Miller asked if there are any other service providers that provide that level of medical transportation. Mr. Miller advised there are no other providers; the only other source of transportation would be ambulance service. Mr. Dudley asked about driver opportunities for cross training with other agencies. Mr. Miller said they do their own driver training because drivers are employed as aides first, giving them a better level of understanding. He said they have talked with other agencies but most agencies do not provide the level of care provided by Hacienda, Inc.

Mr. Bretz asked if a smaller vehicle would work as opposed to a cut-away since they only have four trips per day. Mr. Miller said the transportation director prefers cutaways as they feel safer and drivers are used to driving them more. The cutaway also allows them to transfer two to three clients with one-on-one staff. Ms. Crimi noted a cutaway is roomier especially when a client needs to have their oxygen or other people tending to them.

7. Development of Priority Listing

Chair Fischbach asked Ms. Gaisthea to provide an overview of the process to develop the priority list. Ms. Gaisthea began by saying each Committee member's initial evaluation scores have been tallied and entered into a spreadsheet. She said the coordination participation spreadsheet has been revised and provided to members. She noted per the Committee's request, all applicants have turned in the inventory survey form.

Chair Fischbach asked for discussion about possible changes to scores members may want to make as a result of the interviews and committee discussion. He noted the developed priority listing of applications will be forwarded through the MAG committee process for recommendation and then submitted to the Arizona Department of Transportation.

Ms. Sexton inquired how much funding is available, noting more vehicles were requested in last year's process. Ms. Crimi noted the funding level has not been confirmed but is expected to be close to the same level as the previous year. Ms. St. Peter said typically, agencies' first requests have been awarded. Ms. Miller asked if there were any agencies that Committee members would NOT fund. No agencies were noted. Committee members inquired about an exemplary match beyond 90/10. Ms. Crimi advised that if an agency was exemplary, a match above 90/10 may be considered.

Committee members discussed the handwritten application submitted by One Step Beyond. They expressed concern regarding the agencies ability to meet future requirements and not

having requested assistance to access the application. Ms. Gaisthea noted technical assistance was offered to all grantees. The Committee also discussed TERROS' consistently high scores. Committee members agreed TERROS is a good example of what is being requested for coordination efforts and the agency has been consistently expanding their efforts.

Mr. Bretz offered a suggestion of awarding one vehicle to every applicant and awarding more than one if they ranked high. Ms. Crimi advised requests from agencies for more than one vehicle can be spread out and do not have to be grouped together. Ms. St. Peter said in the past agencies' first requested vehicles are awarded, then all second vehicles, and so forth. Ms. Miller recommended funding one vehicle to each applicant, then funding remaining requests based on score. Ms. Sexton asked for clarification regarding funding vehicles and mobility management. Ms. St. Peter advised the Committee can also determine whether or not to separate the mobility management from the vehicle requests.

Mr. Bretz expressed disagreement with granting all agencies their first request and then going through the second request and so forth. He said some agencies scored much lower and he would prefer to give the second vehicle to the agencies that scored higher. Ms. St. Peter advised of an agency that was awarded a vehicle in the past, but did not have the capacity to carry out the grant. She recommended the Committee take into consideration the agency's capacity to maintain the requirements such as reporting. Ms. Crimi commented all agencies have demonstrated the ability to meet the match requirement.

Ms. Sexton suggested meeting with agencies to have their applications reviewed prior to being submitted. Ms. Gaisthea commented applicants were informed of the opportunity to have their application reviewed before submission. She noted one agency, Nobody's Perfect, Inc., had come in for a review. Ms. Miller acknowledged the difficulty in grant writing and agreed there should be a forum for agencies to learn more about the process. Mr. Maruyama inquired if there is set criteria to measure the quality of the grant application. Ms. St. Peter advised the evaluation form is used for that purpose. Ms. Crimi noted the evaluation is based on content and does not indicate points for presentation of the content. She recommended any changes the Committee would like to have implemented be forwarded to Ms. Gaisthea. She said ADOT has begun conducting Webinars based on feedback and input received from different Councils of Government.

Ms. Miller expressed her disagreement to award all vehicle requests to top scoring agencies first. Committee members questioned how many vehicles are available to be awarded. Ms. Crimi said that is dependent on the amount of funding received. She said last year, the "B" list was awarded because there was available funding that had not been closed out. The amount of funding for this year is unknown. Ms. Miller commented since members agreed there was not any one agency that would NOT be funded, to give all agencies their first request vehicle, then in score order, to give the second request vehicle and so forth.

Ms. Crimi inquired how mobility management would be ranked. The committee noted TERROS ranked high in the scoring process and demonstrated collaboration while Foothills Caring Corps did not clearly identify their use of mobility management funds. Mr. Bretz

commented Foothills Caring Corps may be looking for a way to fund a position they have had for several years. Ms. McMurdy mentioned the position had been previously done by a volunteer and the request is for a part-time position. Ms. Miller noted sustaining a mobility management position is acceptable. Ms. Crimi advised if the mobility management is awarded to Foothills Caring Corps, the award is only for one year. They would have to reapply and will be required to submit quarterly reports. Ms. St. Peter noted this is the third year Foothills has requested mobility management funds. Committee members agreed to fund both mobility management projects.

The Committee came to a consensus on awarding the two mobility management projects at the top of the list based on their evaluation scores. They recommended awarding one vehicle for every agency and then awarding additional vehicles in order of the agencies evaluation scores for the B and C list. Ms. Gaisthea gave an overview of the final ranking which recommends 29 vehicles and two mobility management projects for funding.

FTA ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES TRANSPORTATION PROGRAM GRANT 30 (2010) RECOMMENDED PRIORITY LISTING OF MAG REGION APPLICATIONS		
PRIORITY	APPLICANT & CAPITAL REQUEST(S)	POPULATION SERVICE
Group A		
1	TERROS, INC. < Mobility Management	Terros serves adults who have serious mental illness and may have substance abuse issues. Most have been determined to be disabled and are dependent on transportation. Coordination includes these agencies: Triple R, New Arizona Family and Arizona Healthcare.
2	FOOTHILLS COMMUNITY FOUNDATION/FOOTHILLS CARING CORP < Mobility Management	Provides transportation for older adults and people with disabilities to and from medical and nutrition appointments; grocery and other shopping; and social and recreational outings.
3	CHANDLER/GILBERT ARC < One Type 1, Lift equip maxi van (replacement)	Clients of all ages in southeastern Maricopa County with developmental disabilities who need transportation to the agency's supervised day program, employment training, medical and therapy appointments, and social-recreational events.
4	THE CENTERS FOR HABILITATION < One Type 3, Maxi van no lift (replacement)	Clients are a diverse population that includes low-income children and adults with developmental and physical disabilities. Provides transportation to and from various medical facilities and social activities.
5	PPEP, INC. /ENCOMPASS <One Type 3, Maxi van no lift (replacement)	Provides services to adults with developmental/physical disabilities and serious mental illnesses. Service includes activities related to job training, employment socialization, medical care, and community independence.
6	HORIZON HUMAN SERVICES < One Type 1, Lift equip maxi van (replacement)	Private, nonprofit agency serving individuals with psychiatric disabilities and/or developmental disabilities, some who are elderly. Programs include behavioral health treatment, prevention and other services.
7	VALLEYLIFE < One Type 3, Maxi van no lift (replacement)	Provides services to individuals with developmental disabilities for their medical, dental, nutritional, dialysis, surgery appointments from their group homes, and day

		program areas to their respective destinations.
8	HACIENDA HEALTHCARE < One Type 2, Lift equip cutaway (replacement)	Provides transportation services to people with developmental disabilities and ventilator dependent individuals who require respiratory therapists during transport.
9	UNITED CEREBRAL PALSY OF CENTRAL ARIZONA, INC. (UCP) < One Type 2, Lift equip cutaway (replacement)	Provides persons with disabilities transportation to and from daily programming which includes day treatment and training for adults and children, work adjustment training, and employment services.
10	NOBODY'S PERFECT < One Type 2, Lift equip cutaway (new)	Provides services for individuals with developmental disabilities related to job training, employment services and day programs focusing socialization, education and community interaction.
11	FOOTHILLS COMMUNITY FOUNDATION/FOOTHILLS CARING CORP < One Type 5, Minivan with ramp (expand)	Provides transportation for older adults and people with disabilities to and from medical and nutrition appointments; grocery and other shopping; and social and recreational outings.
12	ONE STEP BEYOND < One Type 1, Lift equip cutaway (new)	Provides services to individuals with developmental disabilities related to job training, education, socialization and community independence.
13	TRIPLE R BEHAVIORAL HEALTH < One Type 1, Lift equip maxi van (new)	Triple R Behavioral Health provides residential and rehabilitation services including transportation to treatment sites, community resources, medical appointments, rehabilitation, public services, socialization activities, and retail activities of daily living.
14	CIVITAN, INC. < One Type 4, Minivan, no lift/ramp (replacement)	Services individuals with developmental disabilities through respite, recreational, educational, and habilitation programs throughout the Valley.
15	INTERFAITH COMMUNITY CARE < One Type 2, Lift equip cutaway (replacement)	Services older adults and people with disabilities promoting physical psychological and social well-being. Helps participants meet day-to-day needs while they are at the center.
16	SCOTTSDALE TRAINING AND REHABILITATION SERVICES, INC. (STARS) < One Type 3, Maxi van, no lift (replacement)	Provides individuals with severe disabilities a variety of programs, including day treatment and training, sheltered employment, job development and placement, on the job training, and residential treatment.
17	STAND TOGETHER AND RECOVER-PHOENIX (STAR) < One Type 3, Maxi van no lift (replacement)	Services adults with serious mental illness and potentially other forms of accompanied disabilities. Transportation from home, recovery center, community event, and advocacy activities.
18	STAND TOGETHER AND RECOVER-MESA (STAR) < One Type 3, Maxi van no lift (new)	Services adults with serious mental illness and potentially other forms of accompanied disabilities. Transportation from home, recovery center, community event, and advocacy activities.
19	THE SALVATION ARMY < One Type 1, Lift equip maxi van (replacement)	Provides transportation to individuals who are older adults and people with disabilities to and from grocery stores, shopping centers and social activities.
Group B		
20	THE CENTERS FOR HABILITATION < One Type 3, Maxi van, no lift (replacement)	Clients are a diverse population that includes low-income children and adults with developmental and physical disabilities. Providing transportation to and from various medical facilities and social activities.

21	NOBODY'S PERFECT < One Type 4, Minivan, no lift/ramp (replacement)	Provides services to individual with developmental disabilities related to job training, employment services and day programs focusing socialization, education and community interaction.
22	ONE STEP BEYOND < One Type 5, Minivan with ramp (new)	Provides services to individuals with developmental disabilities related to job training, education, socialization and community independence.
23	TRIPLE R BEHAVIORAL HEALTH < One Type 3, Maxi van, no lift (replacement)	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation, public services, socialization activities, and retail activities of daily living.
24	CIVITAN, INC. < One Type 4 Minivan, no lift/ramp (replacement)	Services individuals with developmental disabilities through respite, recreational, educational, and habilitation programs throughout the Valley.
25	THE SALVATION ARMY < One Type 1, Lift equip maxi van (replacement)	Provides transportation to individuals who are older adults and people with disabilities to and from grocery stores, shopping centers, and social activities.
Group C		
26	THE CENTERS FOR HABILITATION < One Type 4, Minivan, no lift/ramp (replacement)	Clients are a diverse population that includes low-income children and adults with developmental and physical disabilities. Providing transportation to and from various medical facilities and social activities.
27	THE CENTERS FOR HABILITATION < One Type 4, Minivan, no lift/ramp (replacement)	Clients are a diverse population that includes low-income children and adults with developmental and physical disabilities. Providing transportation to and from various medical facilities and social activities.
28	TRIPLE R BEHAVIORAL HEALTH < One Type 4, Minivan, no lift/ramp (expand)	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation, public services, socialization activities, and retail activities of daily living.
29	TRIPLE R BEHAVIORAL HEALTH < One Type 4, Minivan, no lift/ramp (expand)	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation, public services, socialization activities, and retail activities of daily living.
30	TRIPLE R BEHAVIORAL HEALTH < One Type 4, Minivan, no lift/ramp (expand)	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation, public services, socialization activities, and retail activities of daily living.
31	TRIPLE R BEHAVIORAL HEALTH < One Type 4, Minivan, no lift/ramp (expand)	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation, public services, socialization activities, and retail activities of daily living.

Chair Fischbach called for a motion to recommend the priority list as discussed. Ms. Taylor made a motion to approve. Mr. Bretz seconded the motion. The motion passed unanimously.

8. Evaluation of Application Process

Chair Fischbach asked for discussion to evaluate the Section 5310 application process. Ms. Sexton requested a map be provided either in the application packet or at the meeting so that agencies can visually see all other agencies that provide service in their same area. A recommendation was made to color-code the map to be able to see all service providers and/or overlay the location of agencies. Ms. Sexton noted the request to have smaller groups meet to review applications.

Vice Chair Howard suggested showing all different agencies either region-wide or for a specified location by color coding them. She recommended including public transit services, Dial-a-Ride, light rail, and any agencies previously awarded vehicles through the 5310 program. Ms. Miller said maps could be used by the panel to educate agencies on other service providers in their area. For larger areas, it was recommended to have meetings with smaller breakout sessions to allow agencies to collaborate.

Ann Marie Riley, City of Chandler Public Works Transit Division, said this is a very competitive process. She suggested the need to advise agencies that it is a competitive process and put emphasis on the presentation. Additionally, she recommended offering assistance to those who may need it. Ms. Sexton inquired whether or not agencies should receive points for the application presentation. Ms. Miller noted MAG has offered applicants assistance. She recalled the Committee has previously discussed technical workshops to educate on coordination.

Vice Chair Howard noted several agencies were unaware they received federal funds through their Section 5310 awards. Ms. Miller stressed the need to educate and clarify application questions to grantees. She said giving points for presentations only adds points to those agencies that are more polished. She suggested granting points only for first time applicants. Vice Chair Howard suggested not awarding points for presentation. She said it is to their benefit to present a good application. Committee members agreed a better option would be to offer workshops to review applications and offer assistance with presentation. Ms. Gaisthea and Ms. Miller agreed to coordinate these efforts.

Ms. Gaisthea summarized the Committee's requests:

- Provide an overall agency map of past and present Section 5310 agencies indicating location and color coded by service area such as state-wide, regional, and local service area.
- Emphasize to all applicants the importance of their agency's presentation and reiterate this is a competitive process.
- Provide additional training for new or interested applicants to provide a better understanding of the process.

Chair Fischbach called for a motion to approve the suggestions for the evaluation process. Mr. Bretz made a motion to approve the recommendations submitted by the Committee. Mr. Maruyama seconded the motion. The motion passed. Chair Fischbach thanked the Committee for all their commitment and expertise during the application process. He also thanked Ms. Gaisthea for providing staff support.

9. Evaluation of the Section 5310 Chair and Vice Chair Appointment Process

Ms. Gaisthea said on July 22, 2009, the MAG Regional Council approved the MAG Committee Operating Policies and Procedures. Officer positions for technical committees have one-year terms with possible reappointment to serve up to one additional term, by consent of the respective committee. According to these policies and procedures, the Chair and Vice Chair appointments of the MAG Section 5310 Committee are due to expire on June 30, 2010. Ms. Gaisthea advised Chair Fischbach and Vice Chair Howard have offered to extend their term a second year upon consent of the Committee.

Mr. Bretz made a motion to recommend reappointment of the current Chair and Vice Chair terms for a second year. Ms. Miller seconded the motion. The motion was approved unanimously.

10. Request for Future Agenda Items

Chair Fischbach requested topics or issues of interest to consider for future agendas. Mr. Maruyama expressed concern regarding agencies participating in coordination efforts. He commented the need to attend the meetings may not be as important to the agencies if they are awarded even when they do not attend the meetings. He suggested, as the program matures, the need to consider rewarding agencies that attend the meetings as required. Ms. Gaisthea noted the Committee has recommended that applicants will be encouraged to attend, at a minimum, two coordination meetings and to turn in all survey requests.

Ms. McMurdy noted in the application there is a question regarding an applicant's interest in activities to increase coordination. She suggested identifying how many times an agency has indicated their interest in an activity and whether or not the agency has pursued that interest. Ms. Miller noted the Committee had also requested agencies provide a coordination policy. She said this is an example of getting them more involved. Ms. St. Peter advised the information provided to the Committee should indicate whether or not the agency has a coordination policy. No further topics were discussed.

11. Comments from the Committee

No comments were offered.

12. Adjourn

The meeting adjourned at 3:04 p.m.