

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #09-18**

**CERTIFYING CONSISTENCY OF FEDERAL TRANSIT ADMINISTRATION SECTION
5310 GRANT APPLICATIONS WITH TRANSPORTATION PLANS AND POLICIES IN
THE BALTIMORE REGION**

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, and the Maryland Department of Transportation, the Maryland Department of the Environment, and the Maryland Department of Planning, and

WHEREAS, the Federal Transit Administration Section 5310 Grant Program provides capital assistance to private, non-profit organizations that provide transportation service to the elderly and individuals with disabilities; and

WHEREAS, Federal funding under the Section 5310 Grant Program covers 80 percent of total project costs and applicants are expected to provide the remaining 20 percent of project costs, and

WHEREAS, the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region is required by federal regulations and policies to assist the Federal Transit Administration and the Maryland Transit Administration in reviewing and approving Federal Transit Administration Section 5310 Grant Program applications, and

WHEREAS, Section 5310 Grant Program applications submitted by private non-profit organizations that provide transportation services to the elderly and individuals with disabilities in the Baltimore region have been reviewed (see Attachment 1); and

WHEREAS, all Section 5310 Grant Program applications have been determined to be essential transportation service in the Baltimore region, and

WHEREAS, on December 8, 2008 the Maryland Transit Administration, in cooperation with the Baltimore Regional Transportation Board, conducted a Solicitation of Proposals meeting for the Section 5310 Fiscal Year 2009 grant program; and

WHEREAS, all Section 5310 Grant Program applications have been determined to be coordinated to the maximum extent feasible with other transportation services in the Baltimore region and have been determined to be consistent with regional transportation plan and policies, and

WHEREAS, grant applications have been competitively selected from identified projects included in the Baltimore Area Coordinated Public Transit-Human Service Transportation Plan called for in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users that was developed through a process that includes public, private, and non-profit transportation and human service providers and participation by the public; and

WHEREAS, all Section 5310 Grant Program applications include all necessary Local Planning Certificates from jurisdictions within which service will be provided by each grant applicant, and

NOW, THEREFORE BE IT RESOLVED that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approves all Section 5310 Grant Program applications and issues the necessary Regional Planning Certificates that will enable applicants to enter the statewide competition for Section 5310 Grant Program funding conducted by the Maryland Transit Administration.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its April 28, 2009 meeting.

Date

Carl Balsler, Chairman
Baltimore Regional Transportation Board

2009 Section 5310 Grant Applications

This report summarizes the Federal Transit Administration (FTA) Section 5310 grant applications that were received from organizations that will be providing transportation services for the Elderly and Individuals With Disabilities in the Baltimore region.

The following applications were received and reviewed by the Baltimore Metropolitan Council (BMC) staff. These applications are supported by signed Local Planning Certificates from jurisdictions in the Baltimore region. Based on the BMC review of these applications, staff recommends the Baltimore Regional Transportation Board (BRTB) approve the issuance of Regional Planning Certificates.

In addition to the BRTB resolution and supporting regional planning certificates, the BMC staff review of the service coordination categories listed below will be presented to the Maryland Coordinating Committee on Human Service Transportation (MCCHST). The MCCHST in turn will transmit its recommendations to the statewide review panel for its consideration in determining competitive Section 5310 grant awards.

Statewide Service Coordination Review Categories

- A. Applicant's knowledge of other providers' purpose, capabilities, and areas served.
- B. Degree to which proposed project demonstrates transportation coordination with local or regional service agencies and existing transit and paratransit providers.
- C. Extent of coordination of services, maintenance, fuel, and training.
- D. Percentage of operating time other agencies have use of applicant's vehicles.
- E. Existence of contracts or agreements for purchasing or providing transportation service.
- F. Applicant's involvement in local or regional coordination efforts.
- G. Degree in which the applicant identified the strategies. (see below)

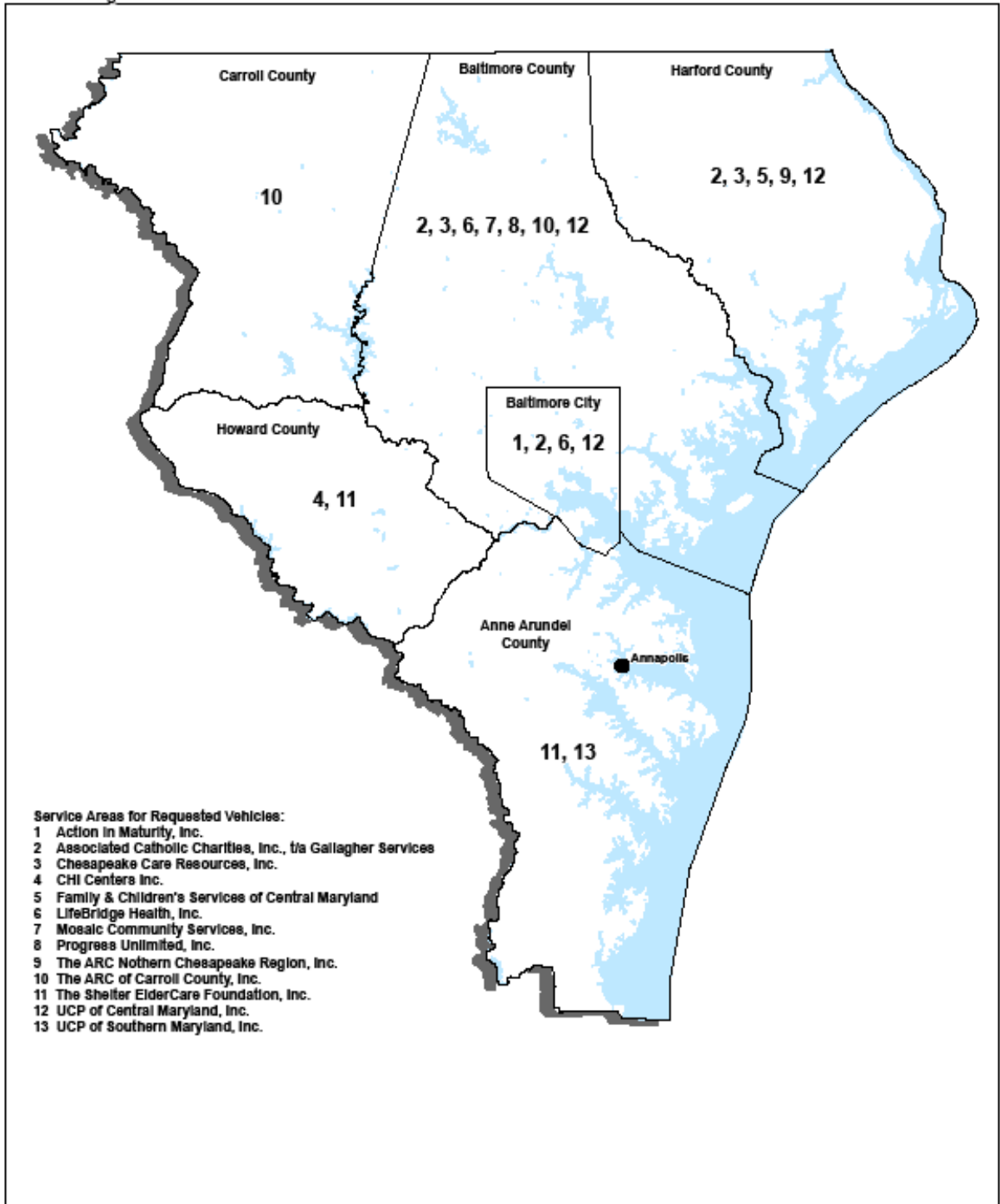
**Strategies Identified in the Baltimore Region's
Coordinated Public Transit-Human Services Transportation Plan**

1. Continue to support capital needs of coordinated human service/public transportation providers.
2. Build coordination among existing public transportation and human service transportation providers.
3. Establish a centralized point of access that provides information on available transportation options in the region.
4. Expand availability of demand-response and specialized transportation services to provide additional trips for older adults, people with disabilities, and people with lower incomes.
5. Provide flexible transportation options and more specialized and one-to-one services through expanded use of volunteers.
6. Expand availability of accessible transportation services.
7. Expand access to taxi and other private transportation providers outside MTA ADA service area.

Note: numbering does not denote priority, rather for reference purposes.

Jurisdictions Served by Section 5310 Grant Program Applicants

Baltimore Region - 2009



Summary of BMC Staff Review and Recommendations

Based on the BMC staff review, all sixteen applications meet the due process requirements of the FTA, and the services to be provided by the applicants are consistent with regional transportation plans and policies. The BMC staff review of the MCCHST service coordination criteria determined that all sixteen applicants provided relevant information that was responsive to the service coordination review categories, and thus received an endorsement recommendation from staff.

1. Organization:	Action in Maturity, Inc. 3900 Roland Avenue Baltimore MD 21211
Contact:	Patricia T. Chalfant, 410-889-7915
Request:	Small Bus (8, 2 w/c) (replacement)
Estimated Cost:	\$49,850
Area of Service:	Baltimore City
Local Planning Certificate(s) Provided:	Baltimore City
Service Coordination:	Information provided by the applicant was responsive to each of the seven MCCHST service coordination review categories, and thus received an endorsement by the BMC.

A. Applicant's knowledge of other provider's purpose, capabilities, and areas served.

Endorsement - The applicant (AIM) identifies an extensive list of service providers in Baltimore City. Their service is different from the others listed. As they provide door-to-door service to their members and member agencies for shopping, medical, and social activities.

B. Degree to which proposed project demonstrates transportation coordination with local or regional service agencies and existing transit and paratransit providers.

Endorsement - The applicant has cooperative agreements to share transportation service responsibilities with other human service organizations in its service area, and provides transportation to organizations that do not offer transportation for their clients. AIM has contracts with two senior organizations to provide transportation service to their members/residents. AIM also provides non-contract service to three nearby elderly residential facilities.

C. Extent of coordination of services, maintenance, fuel, and training.

Endorsement - AIM has an arrangement with Loyola College to park its vehicles on college property. It also has an arrangement with the College to provide vehicle maintenance by college personnel or a recommended third party contractor.

D. Percentage of operating time other agencies have use of applicant's vehicles.

Endorsement - AIM provides contract service to two senior organizations 2-3 days per week, and 1 day per week, respectively. They also provide non-contract transportation service to three nearby elderly residential facilities on a request basis throughout the week.

E. Existence of contracts or agreements for purchasing or providing transportation service.

Endorsement - Same comment as B.

F. Applicant's involvement in local or regional coordination efforts.

Endorsement - AIM has indicated its involvement in local transportation planning and integrated services for low income seniors.

G. Degree in which the applicant identified the strategies.

Endorsement - Three of the applicant's activities support strategies (2, 4, 5) in the Baltimore Area Coordinated Public Transit-Human Services Transportation Plan.

2. Organization:

Associated Catholic Charities
T/A Gallagher Services
2520 Pot Spring Road
Timonium, MD 21093

Contact:

Brian Trees, 410-252-2005 x126

Request:

1 Small Bus (diesel) (expansion) (10, 2-5 w/c)
Double Flip Seats (5)
Q'Straint/Kinedyne Retractors (5)

Estimated Cost:

\$47,600

Area of Service:

Baltimore City, Baltimore County, Harford County

Local Planning

Certificate(s) Provided: Baltimore City, Baltimore County, Harford County

Service Coordination: Information provided by the applicant was responsive to each of the seven MCCHST service coordination review categories, and thus received an endorsement by the BMC.

A. Applicant's knowledge of other provider's purpose, capabilities, and areas served.

Endorsement – The applicant (GS) identifies sixteen other service providers, types of service they provide, and service similarities and differences from that provided by the applicant. Of these identified providers, many provide some of the same services but do not duplicate all of ACC's services. The population served by the applicant is similar to some of the other programs, but does not appear to directly duplicate services available from non-profit providers in the applicant's service area.

B. Degree to which proposed project demonstrates transportation coordination with local or regional service agencies and existing transit and paratransit providers.

Endorsement - GS provides transportation to individuals they serve in their own programs and to supported employment. The applicant's vehicles which serve individuals in its day programs are also available in the evening and on weekends to provide transportation for other organizations. Back-up vehicles are shared with an organization that serves a similar population.

C. Extent of coordination of services, maintenance, fuel, and training.

Endorsement - The applicant indicates that it shares its vehicles with other human service organizations to improve operating dependability and to reduce vehicle idle time. They also have arrangements with residential facilities to store their vehicles in exchange for transportation. The applicant contracts with a private provider for vehicle maintenance to ensure vehicle dependability and safety. ACC has agreements with affiliated organizations to use their property as depots for its vehicles which facilitates passenger pickup and drop-off and reduces route miles and travel times.

D. Percentage of operating time other agencies have use of applicant's vehicles.

Endorsement - The applicant indicates that four vehicles are being used by other organizations part of the time. Three of the vehicles are used 30% of the time by two organizations and one vehicle is used 50% of the time by another organization. The uses of these vehicles are outside of applicants scheduled routes with the exception of one vehicle that is predominately a back-up vehicle.

E. Existence of contracts or agreements for purchasing or providing transportation service.

Endorsement - ACC indicates that it has arrangements with a private provider for supplemental transportation service when needed. There are no formal agreements for transportation service which the applicant provides to other affiliated organizations.

F. Applicant's involvement in local or regional coordination efforts.

Endorsement - GS was an active participant with other human service organizations regarding transportation service coordination in Baltimore that was led by MTA and KFH Group.

G. Degree in which the applicant identified the strategies.

Endorsement - Four strategies (2, 4, 6, 7) from the Baltimore Area Coordinated Public Transit-Human Services Transportation Plan are listed with an explanation as to how they support these strategies.

3. Organization: Chesapeake Care Resources, Inc.
80 Marysville Road
North East, MD 21901

Contact: Jean Marie Miller, 410-287-5040

Request: 1 Small Bus (diesel) (replacement) (12-2, 6 w/c)
Double Flip Seats (6)
Computerized fleet management system

Estimated Cost: \$72,920

Area of Service: Baltimore County, Harford County

Local Planning Certificate(s) Provided: Baltimore County, Harford County

Service Coordination: Information provided by the applicant was responsive to each of the seven MCCHST service coordination review categories, and thus received an endorsement by the BMC.

A. Applicant's knowledge of other provider's purpose, capabilities, and areas served.

Endorsement - The application identifies 12 other service providers, types of service they provide, and service similarities and differences from that provided by the applicant. Of the identified providers, many of the other public and non-profit providers

offer client-based, limited transportation services. Service provided by the applicant is similar to, but does not duplicate services available from other identified providers.

B. Degree to which proposed project demonstrates transportation coordination with local or regional service agencies and existing transit and paratransit providers.

Endorsement – The applicant is an active member of the local Transportation Coordination Council and is having discussions with three additional organizations to consider integrating transportation services.

C. Extent of coordination of services, maintenance, fuel, and training.

Endorsement - The applicant provides driver training to other organizations.

D. Percentage of operating time other agencies have use of applicant's vehicles.

Endorsement - The applicant provides transportation service to other agencies and provides on-call lift-equipped transportation services to the elderly and/or disabled, but does not have contractual agreements for service.

E. Existence of contracts or agreements for purchasing or providing transportation service.

Endorsement – The applicant does not have formal contracts for service with other organizations but has indicated they have provided transportation services to six organizations.

F. Applicant's involvement in local or regional coordination efforts.

Endorsement - The applicant has been active in local and regional coordination efforts. They are a member of the local Transportation Coordination Council, participated in the development of the Upper Eastern Shore Coordinated Public Transit-Human Services Transportation Plan, and are members of two additional transportation committees.

G. Degree in which the applicant identified the strategies.

Endorsement - The applicant listed three strategies (1, 2, 4) from the Upper Eastern Shore Coordinated Public-Human Services Transportation Plan and explained how they support these strategies.

4. Organization: CHI Centers, Inc.
10501 New Hampshire Avenue
Silver Spring, MD 20903-1197

Contact: Kristine J. Fitzpatrick, 301-439-5366

Request: 2 Small Buses (12, 3 flip seat, 2-5 wc) (replacement)
Double Flip Seats (5 each)

Estimated Cost: \$115,500

Area of Service: Howard County

Local Planning Certificate(s) Provided: Howard County

Service Coordination: Information provided by the applicant was responsive to each of the seven MCCHST service coordination review categories, and thus received an endorsement by the BMC.

A. Applicant's knowledge of other provider's purpose, capabilities, and areas served.

Endorsement - The application identified 60 other service providers, types of service they provide, and service similarities and differences from that provided by applicant. Of the identified providers, many of the other public and non-profit providers offer client-based or limited transportation service to populations in restricted or different service areas. Service provided by the applicant is similar to, but does not duplicate services available from other identified providers. The applicant cites a range of differences in the services available from other providers that limit use by the applicant, i.e., different service type, different client population, lack of lifts, and service costs. The applicant also contacted 33 other nearby organizations that did not respond to their request for information.

B. Degree to which proposed project demonstrates transportation coordination with local or regional service agencies and existing transit and paratransit providers.

Endorsement - In addition to providing transportation for its varied programs and centers, the applicant provides regular and periodic transportation to other public and private organizations in its service area. They also provide storage space and maintenance to vehicles from another human service agency. In addition, CHI shares office space and provides training in conjunction with another agency and in emergency situations shares staff and or vehicles with the same agency. The applicant also purchases transportation from other providers when such arrangements are needed.

C. Extent of coordination of services, maintenance, fuel, and training.

Endorsement - The applicant coordinates its transportation services and related activities with other organizations in the following ways: joint preventive vehicle maintenance, shared office and vehicle storage space, joint driver training, provision of

back-up vehicles, joint office employee use, and use of State of Maryland procurement system for purchase of vehicle parts and office supplies.

D. Percentage of operating time other agencies have use of applicant's vehicles.

Endorsement - The applicant provides transportation service to other agencies through agreements. The percentage of operating time other agencies have of applicant's vehicles is about 1 percent. One of the new vehicles would be dedicated 1.5% of the time to assist Montgomery County Department of Recreation/Inwood House.

E. Existence of contracts or agreements for purchasing or providing transportation service.

Endorsement – Has had a contract to provide services to disabled members of a church and a Synagogue, provides preventive maintenance to another agency as well as contracts out for service.

F. Applicant's involvement in local or regional coordination efforts.

Endorsement - The applicant has documented that it is working with a wide range of organizations in the Baltimore and Washington regions, from public school systems and departments of parks and recreation to several other human service organizations for the purpose of providing and coordinating services.

G. Degree in which the applicant identified the strategies.

Endorsement - Three strategies (1, 2, 4) from the Baltimore Area Coordinated Public Transit-Human Services Transportation Plan are listed with explanation as to how they support these strategies.

5. Organization: Family & Children's Services of Central Maryland
309 Thomas Run Road
Bel Air, MD 21015

Contact: Karen Conkel: 410-838-3222

Request: Small Bus (10, 2 w/c)
Flip seats

Estimated Cost: \$50,420

Area of Service: Harford County

Local Planning Certificate(s) Provided: Harford County

Service Coordination: Information provided by the applicant was responsive to each of the seven MCCHST service coordination review categories, and thus received an endorsement by the BMC.

A. Applicant's knowledge of other provider's purpose, capabilities, and areas served.

Endorsement - The applicant (FCS) identifies nine other service providers, types of service they provide, and service similarities and differences from that provided by the applicant. A number of the non-profit providers offer client-based transportation service to restricted populations. The transportation provided by FCS is similar to, but does not appear to duplicate service provided by others.

B. Degree to which proposed project demonstrates transportation coordination with local or regional service agencies and existing transit and paratransit providers.

Endorsement - The applicant coordinates programmatic and transportation services with public and private organizations in its service area, including the Harford County Office on Aging, Harford County Department of Social Services, Veterans Administration, and the Alzheimer's Association. Transportation is provided for special counseling programs and caregiver support activities.

C. Extent of coordination of services, maintenance, fuel, and training.

Endorsement - The applicant uses its vehicles to provide transportation service to other organizations in its immediate service area on an as-needed basis, but does not permit its vehicles to be operated by other organizations at this time.

D. Percentage of operating time other agencies have use of applicant's vehicles.

Endorsement - The applicant serves individuals in programs operated by other organizations and is able to provide door to door service when needed by passengers, but the extent of such use of the applicant's vehicles by other organizations is not available at this time.

E. Existence of contracts or agreements for purchasing or providing transportation service.

Endorsement - The applicant does not have any formal contracts with other organizations to purchase or provide transportation. The applicant has an ongoing preventive maintenance and repair agreement with a local business which is conveniently located adjacent to its adult day care center where services are provided. The applicant has an ongoing program to train and monitor the performance of its vehicle operators.

F. Applicant's involvement in local or regional coordination efforts.

Endorsement - The applicant is involved in several activities that position it to be an acting transportation partner in Harford County. Their limited fleet size presents problems in coordinating service with other agencies.

G. Degree in which the applicant identified the strategies.

Endorsement - Two strategies (3, 5) from the Baltimore Area Coordinated Public Transit-Human Services Transportation Plan are listed with explanation as to how they support these strategies.

6. Organization: LifeBridge Health, Inc.
2401 West Belvedere Avenue
Baltimore, MD 21215-5271

Contact: Anna Slesinski, 410-632-0311

Request: 7 Small Bus (diesel) (replacement) (12, 2 w/c)
Double Flip Seats (14)
Q'Straint/Kinedyne Retractors (14)
Roadnet software

Estimated Cost: \$496,410

Area of Service: Baltimore City, Baltimore County

Local Planning Certificate(s) Provided: Baltimore City, Baltimore County

Service Coordination: Information provided by the applicant was responsive to each of the seven MCCHST service coordination review categories, and thus received an endorsement by the BMC.

A. Applicant's knowledge of other provider's purpose, capabilities, and areas served.

Endorsement - The applicant (LBH) identifies an extensive list of other service providers, type of service they provide, and service similarities and differences from that provided by the applicant. Of the identified providers, many are private for-profit providers which do not appear to be directly comparable, or charge higher transportation fees for individuals that are not clients of their programs. Many of the other non-profit providers offer client-based or limited transportation service to restricted populations.

B. Degree to which proposed project demonstrates transportation coordination with local or regional service agencies and existing transit and paratransit providers.

Endorsement - LBH is an umbrella corporation for several service providers that include hospitals, psychiatric and geriatric programs, adult day care center, cancer institute, and a rehabilitation center. The merger of all of these services enables LBH to coordinate services, including transportation, internally for their clients. LBH also coordinates with other healthcare facilities under MOU to assist in medical disasters which include providing vehicles to assist in transporting victims.

C. Extent of coordination of services, maintenance, fuel, and training.

Endorsement - The applicant coordinates transportation services internally between the five major institutions and their subsidiaries. The vehicles requested are to replace an aging fleet of vehicles and to provide more space on vehicles for programs that currently utilize the transportation resources.

D. Percentage of operating time other agencies have use of applicant's vehicles.

Endorsement - Because its arrangements for transportation service within the LBH family of agencies there is limited time available for other agencies. There is the agreement to provide transportation in the event of a disaster with evacuation and/or transportation to a pediatric hospital and off-hour uses by a community center and a Big Brothers and Big Sisters program. An estimate of the time LBH vehicles are used by other organizations in "occasional" and "one Sunday a month".

E. Existence of contracts or agreements for purchasing or providing transportation service.

Endorsement - LBH contracts some services with two outside transportation providers. The vehicles requested would go towards alleviating some of the high cost of these contractual services.

F. Applicant's involvement in local or regional coordination efforts.

Endorsement - The applicant indicates that LBH works with regional partners to prepare for emergency evacuations. It also coordinates with community programs to provide free transportation services for community events.

G. Degree in which the applicant identified the strategies.

Endorsement - Three strategies (4, 6, 7) from the Baltimore Area Coordinated Public Transit-Human Services Transportation Plan are listed with explanation as to how they support these strategies.

7. Organization: Mosaic Community Services, Inc.
1925 Greenspring Drive
Timonium, MD 21093

Contact: Caryn Kilgore: 410-453-9553, x1157

Request: Small Bus (10, 2 w/c) (expansion)

Estimated Cost: \$55,000

Area of Service: Baltimore County

Local Planning Certificate(s) Provided: Baltimore County

Service Coordination: Information provided by the applicant was responsive to each of the seven MCCHST service coordination review categories, and thus received an endorsement by the BMC.

A. Applicant's knowledge of other provider's purpose, capabilities, and areas served.

Endorsement - The applicant (MCSI) identifies an extensive list of service providers, type of service they provide, and service similarities and differences from that provided by the applicant. Of the identified providers, many are private for-profit providers which do not appear to be directly comparable, or charge higher transportation fees for individuals that are not clients of their programs. Many of the other non-profit providers offer client-based or limited transportation service to restricted populations.

B. Degree to which proposed project demonstrates transportation coordination with local or regional service agencies and existing transit and paratransit providers.

Endorsement - MCSI is committed to the concept of coordinating transportation services with other programs, including transportation to MCSI treatment clinics and to private therapy providers. The applicant list six agencies with which it coordinates its transportation and program activities in addition to providing transportation between MCSI's and other residential facilities to career/vocational centers. Through its travel training program in conjunction with the MCIL Resources for Independent Living, the applicant actively encourages use of public transportation services to support client independence and community integration.

C. Extent of coordination of services, maintenance, fuel, and training.

Endorsement - The applicant coordinates with other service providers to ensure that their clients get the services they need and get to those services in a timely manner. As

Mosaic, as an organization, was created as a merger of three different organizations for the purpose of promoting community integration.

D. Percentage of operating time other agencies have use of applicant's vehicles.

Endorsement - Because its arrangements for transportation service with other human service organizations are informal, an estimate of the time MCSI vehicles are used by other organizations is not available at this time.

E. Existence of contracts or agreements for purchasing or providing transportation service.

Endorsement - MCSI does not have any formal transportation contracts or agreements with other human service agencies. However, the applicant does share transportation of clients and office space with other organizations, including On Our Own, Active Day Services, and other providers of mental health and substance abuse services.

F. Applicant's involvement in local or regional coordination efforts.

Endorsement - The applicant meets regularly with government and community organizations and employer groups to seek solutions to the transportation and other needs of individuals in its residential and medical day programs. MCSI is an active participant with the Maryland Department of Disabilities, the Maryland Department of Health and Mental Hygiene, and the Baltimore County Commission on Disabilities to improve the availability of services to individuals with mental illness.

G. Degree in which the applicant identified the strategies.

Endorsement - Three strategies (2, 4, 6) from the Baltimore Area Coordinated Public Transit-Human Services Transportation Plan are listed with explanation as to how they support these strategies.

8. Organization: Progress Unlimited
11431 Cronhill Drive, Suite C
Owings Mills, MD 21117

Contact: Mary Gatto 410-363-8550

Request: 3 Small Buses (replacement) (12, 2 w/c)

Estimated Cost: \$136,000

Area of Service: Baltimore County

Local Planning

Certificate(s) Provided: Baltimore County

Service Coordination: Information provided by the applicant was responsive to each of the seven MCCHST service coordination review categories, and thus received an endorsement by the BMC.

A. Applicant's knowledge of other provider's purpose, capabilities, and areas served.

Endorsement - The applicant (PUI) identifies eleven other service providers, type of service they provide, and service similarities and differences from that provided by the applicant. Of the identified providers, some are private for-profit or public providers which do not appear to be directly comparable, or charge higher transportation fees for individuals that are not clients of their programs. Many of the other non-profit providers offer client-based or limited transportation service to restricted populations.

B. Degree to which proposed project demonstrates transportation coordination with local or regional service agencies and existing transit and paratransit providers.

Endorsement - PUI has been coordinating and sharing transportation services with a church and purchases bus passes for clients that are able to utilize public transportation. In disaster situations, PUI has also partnered with Johns Hopkins Hospital to provide transportation services for evacuation purposes.

C. Extent of coordination of services, maintenance, fuel, and training.

Endorsement - The applicant states it has established an internal coordination committee and made cooperative agreements with 12 day programs. PUI agreed to be the transportation back-up to the 12 day programs and is attempting to develop cost saving transportation strategies with their partners.

D. Percentage of operating time other agencies have use of applicant's vehicles.

Endorsement - Because its arrangements for transportation service with the church is informal, an estimate of the time PUI vehicles are used by another organization is not available at this time.

E. Existence of contracts or agreements for purchasing or providing transportation service.

Endorsement - PUI has made cooperative agreements with 12 day programs. PUI agreed to be the transportation back-up to the 12 day programs. Their level of service for most clients needs to be hand-in-hand so they do not purchase service.

F. Applicant's involvement in local or regional coordination efforts.

Endorsement - The applicant has stated they have made a commitment to seek out coordination by establishing an internal coordinating committee which has actively sought out coordinating agreements.

G. Degree in which the applicant identified the strategies.

Endorsement - Five strategies (2, 3, 4, 6, 7) from the Baltimore Area Coordinated Public Transit-Human Services Transportation Plan are listed with explanation as to how they support these strategies.

9. Organization: The ARC Northern Chesapeake Region
4513 Philadelphia Road
Aberdeen, MD 21001

Contact: Gail Fricke: 410-879-6785

Request: Small Bus (10, 2 wc) (replacement)

Estimated Cost: \$43,000

Area of Service: Harford County

Local Planning Certificate(s) Provided: Harford County

Service Coordination: Information provided by the applicant was responsive to each of the seven MCCHST service coordination review categories, and thus received an endorsement by the BMC.

A. Applicant's knowledge of other provider's purpose, capabilities, and areas served.

Endorsement - The applicant (ARCNCR) identifies ten service providers, types of service they provide, and service similarities and differences from that provided by the applicant. Service by ARCNCR is similar to, but does not duplicate services available from other identified providers. The applicant supplements rather than duplicates transportation services provided by several organizations because of their service area restrictions, limited funding, or lack of transportation. Seven providers identified by the applicant only provide transportation to their clients in conjunction with their residential programs. ARCNCR provides transportation for its residential and vocational programs, and has cooperative agreements with other service providers to provide transportation on an as needed basis.

B. Degree to which proposed project demonstrates transportation coordination with local or regional service agencies and existing transit and paratransit providers.

Endorsement - ARCNCR has cooperating arrangements to share transportation service responsibilities with other human service organizations in its service area, provide transportation with other human service organizations that do not offer transportation for their clients, and participates with other organizations in travel training programs to help qualify individuals use conventional transit services.

C. Extent of coordination of services, maintenance, fuel, and training.

Endorsement - The applicant has a cooperative fuel purchase agreement with Harford County government to reduce operating costs. ARCNCR has an ongoing driver training program, and has a Transportation Supervisor who manages a daily vehicle inspection and preventive maintenance program. All major vehicle maintenance and service is provided by local dealerships and repair shops.

D. Percentage of operating time other agencies have use of applicant's vehicles.

Endorsement - ARCNCR provides transportation service to other human service organizations by agreement. The percentage of time the applicant's vehicles are used by other organizations ranges from five percent to twenty percent of the time.

E. Existence of contracts or agreements for purchasing or providing transportation service.

Endorsement - The applicant has formal agreements to provide transportation service to four human service organizations, and an informal understanding to provide transportation when needed to four additional groups. ARCNCR pays Harford Transit for client transportation to an employment site.

F. Applicant's involvement in local or regional coordination efforts.

Endorsement - ARCNCR actively participates with other human service transportation providers and community organizations to identify emerging transportation service needs and improve existing transportation services. The applicant is a member of the Harford County Transportation Coordinating Committee, the Harford County Transportation Management Association, and supports the travel training efforts of the county's Mobility Trainer/Coordinator.

G. Degree in which the applicant identified the strategies.

Endorsement - Two strategies (1, 3) from the Baltimore Area Coordinated Public Transit-Human Services Transportation Plan are listed with explanation as to how they support these strategies.

10. Organization: The ARC of Carroll County, Inc.
180 Kriders Church Road
Westminster, MD 21158

Contact: Duane Campanello: 410-876-2422

Request: Small Bus (12, 2 w/c) (replacement)

Estimated Cost: \$52,250

Area of Service: Baltimore County, Carroll County

Local Planning Certificate(s) Provided: Baltimore County, Carroll County

Service Coordination: Information provided by the applicant was responsive to each of the seven MCCHST service coordination review categories, and thus received an endorsement by the BMC.

A. Applicant's knowledge of other provider's purpose, capabilities, and areas served.

Endorsement - The applicant (ARCCC) identifies eighteen other service providers, types of service they provide, and service similarities and differences from that provided by the applicant. Service provided by the applicant is similar to, but does not duplicate services available from other identified providers. ARCCC points out that other services are limited to their own clients, are not wheelchair equipped, are for charter trips only, are limited in areas served, or are operated under medical assistance contract.

B. Degree to which proposed project demonstrates transportation coordination with local or regional service agencies and existing transit and paratransit providers.

Endorsement - The applicant provides service to other human service organizations in its service area. ARCCC has also partnered with the public transportation provider to shift ARCCC clients onto public transportation and offered to provide training to the drivers on their clients. When it is more economical, the applicant uses the transportation services of other providers to transport its clients to dispersed employment sites.

C. Extent of coordination of services, maintenance, fuel, and training.

Endorsement - The applicant coordinates transportation services and engages in joint driver training activities with another human service transportation provider. ARCCC obtains fuel for its vehicles from the Carroll County Government.

D. Percentage of operating time other agencies have use of applicant's vehicles.

Endorsement - ARCCC provides service to other organizations, but does not specify the percentage of operating time other agencies have of its vehicles.

E. Existence of contracts or agreements for purchasing or providing transportation service.

Endorsement - The applicant has contracts with one human service transportation provider to purchase transportation service when needed and has verbal agreements with other agencies to provide transportation services.

F. Applicant's involvement in local or regional coordination efforts.

Endorsement - The applicant cooperates with other human service organizations in its service area to plan transportation services that best meet the transportation needs of the participating organizations and the individuals they serve.

G. Degree in which the applicant identified the strategies.

Endorsement - Two strategies (2, 4) from the Baltimore Area Coordinated Public Transit-Human Services Transportation Plan are listed with explanation as to how they support these strategies.

11. Organization: The Shelter ElderCare Foundation
218 North Charles Street, Suite 220
Baltimore, MD 21201-4019

Contact: Sarah Schlenker: 410-962-0595

Request: 1 Small Buses (12, 2 w/c) (expansion)
Double Flip Seat
2 Q'Straints Retractors

Estimated Cost: \$54,420

Area of Service: Baltimore City, Anne Arundel County, Baltimore County, Harford County, Howard County (For expansion into Anne Arundel County and Howard County only)

Local Planning Certificate(s) Provided: Annapolis, Anne Arundel County, Howard County

Service Coordination: Information provided by the applicant was responsive to each of the seven MCCHST service coordination review categories, and thus received an endorsement by the BMC.

A. Applicant's knowledge of other provider's purpose, capabilities, and areas served.

Endorsement - The applicant identifies forty-two service providers, types of service they provide, and service similarities and differences from that provided by the applicant. Most of the listed service providers are limited to their own clients or provide general transportation services as a charge to clients. Where populations are the same they indicate there is a different purpose of services.

B. Degree to which proposed project demonstrates transportation coordination with local or regional service agencies and existing transit and paratransit providers.

Endorsement - The applicant coordinates its transportation internally between senior communities that are located throughout the region. TSEF wants to expand into Anne Arundel and Howard counties. TSEF currently coordinates externally with senior centers, churches and other senior housing communities. They propose coordinating some services with Partners-In-Care.

C. Extent of coordination of services, maintenance, fuel, and training.

Endorsement - The applicant engages in contracts with local merchants for maintenance and driver training purposes. Driver training is coordinated through a public transportation provider.

D. Percentage of operating time other agencies have use of applicant's vehicles.

Endorsement - The applicant's current vehicle is being used between 15 and 30 percent of the time by a partnering organization. The new vehicle would be coordinated with Partners-In-Care 20 percent of the time.

E. Existence of contracts or agreements for purchasing or providing transportation service.

Endorsement - The applicant currently does not have any contracts with public or private transportation providers to purchase transportation service but is looking at the options for their expansion areas.

F. Applicant's involvement in local or regional coordination efforts.

Endorsement - The applicant has indicated that they are coordinating with Emergency Services and their vehicles are available to assist in emergencies.

G. Degree in which the applicant identified the strategies.

Endorsement - The applicant identifies three of the strategies (1, 3, 4) listed in the Baltimore Area Coordinated Public Transit-Human Services Transportation Plan as activities to which their project responds.

12. Organization: United Cerebral Palsy of Central Maryland, Inc.
1700 Reisterstown Road, Suite 266
Baltimore, MD 21208

Contact: Rich Ottone: 410-484-4540 x4092

Request: 4 Small Bus (ranges w/c) (diesel)

Estimated Cost: \$219,900

Area of Service: Baltimore City, Anne Arundel, Baltimore, Carroll, Harford, and Howard counties. For expansion into Baltimore City, Baltimore County and Harford County only.

Local Planning

Certificate(s) Provided: Baltimore City, Baltimore County and Harford County

Service Coordination: Information provided by the applicant was responsive to each of the seven MCCHST service coordination review categories, and thus received an endorsement by the BMC.

A. Applicant's knowledge of other provider's purpose, capabilities, and areas served.

Endorsement - The applicant (UCPCM) includes an extensive list of other human service organizations, types of service they provide, and similarities to and differences from that provided by the applicant. UCPCM indicates that some of the providers do provide similar services while most have no transportation services or some difference.

B. Degree to which proposed project demonstrates transportation coordination with local or regional service agencies and existing transit and paratransit providers.

Endorsement - The applicant states it coordinates with numerous providers throughout the state. UCPCM coordinates with 15 transportation providers in the Baltimore region and an additional 8 west of Carroll County.

C. Extent of coordination of services, maintenance, fuel, and training.

Endorsement - The applicant currently performs routine maintenance in-house and uses local services providers for larger mechanical problems.

D. Percentage of operating time other agencies have use of applicant's vehicles.

Endorsement - UCPCM states that other organizations do not have full access of their vehicles but does transport residential clients of other organizations. There was not an estimate of the time its vehicles are used by other organizations or outside clients on their vehicles.

E. Existence of contracts or agreements for purchasing or providing transportation service.

Endorsement - The applicant does not have any operating agreements or contracts with any other organization to provide transportation services, however, has informal arrangements to ensure reliable transportation for its clients.

F. Applicant's involvement in local or regional coordination efforts.

Endorsement - The applicant cooperates with other human service organizations in its service area to plan transportation services that best meet the transportation needs of the participating organizations and the individuals they serve.

G. Degree in which the applicant identified the strategies.

Endorsement - The applicant identifies two of the strategies (1, 4) listed in the Baltimore Area Coordinated Public Transit-Human Services Transportation Plan and two from the Western Maryland Coordinated Public Transit-Human Services Transportation Plan as activities to which their project responds.

13. Organization:	United Cerebral Palsy of Southern Maryland, Inc. 1919-A West Street Annapolis, MD 21401
Contact:	Michelle Tilman: 410-224-4205
Request:	2 Small Busses (8, 2 w/c) (diesel)
Estimated Cost:	\$94,000
Area of Service:	Anne Arundel County
Local Planning Certificate(s) Provided:	Anne Arundel County
Service Coordination:	Information provided by the applicant was responsive to each of the seven MCCHST service coordination review

categories, and thus received an endorsement by the BMC.

A. Applicant's knowledge of other provider's purpose, capabilities, and areas served.

Endorsement - The applicant (UCPSM) identifies twenty-seven other human service organizations in Anne Arundel County and 31 in other counties, types of service they provide, and similarities to and differences from that provided by the applicant. Service provided by UCPSM is similar to services available from some other identified providers. However, the applicant points out that service area, service cost, service conditions, client restrictions, and inability to guarantee available service hours eliminates many of the general service similarities.

B. Degree to which proposed project demonstrates transportation coordination with local or regional service agencies and existing transit and paratransit providers.

Endorsement - UCPSM is currently involved in transportation coordination process with Providence Center for several years and are in the process of working out logistics. UCPSM is open to working with other agencies.

C. Extent of coordination of services, maintenance, fuel, and training.

Endorsement - The applicant currently participates in the State of Maryland Gas Tax Rebate program and coordinates with taxi services for a discounted rate for services in times of need.

D. Percentage of operating time other agencies have use of applicant's vehicles.

Endorsement - UCPSM states that an estimate of the time its vehicles are used by other organizations is not currently available.

E. Existence of contracts or agreements for purchasing or providing transportation service.

Endorsement - The applicant has operating agreements with five organizations to provide supplemental transportation service when needed.

F. Applicant's involvement in local or regional coordination efforts.

Endorsement - UCPSM is currently involved in transportation coordination activities as a member of the Transportation Coalition. They are also a member of the Tri-County Council Regional Coordination Committee.

G. Degree in which the applicant identified the strategies.

Endorsement - The applicant identifies two of the strategies (2, 6) listed in the Baltimore Area Coordinated Public Transit-Human Services Transportation Plan as activities to which their project responds.