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Compensation: Per Government Code §54952.3, legislative body members receive the following compensation for simultaneous or serial meetings attended: \$100 for Executive Committee, \$100 for Borders Committee, and \$150 for Board of Directors, pursuant to the SANDAG Bylaws; \$100 for Regional Transportation Commission pursuant to state law.

**1. Call to Order**

**2. Non-Agenda Public Comments/Member Comments**

Members of the public shall have the opportunity to address the Board of Directors on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to eight public speakers. If the number of public comments under this agenda item exceeds eight, additional public comments will be taken at the end of the agenda. Board members and SANDAG staff also may present brief updates and announcements under this agenda item.

**3. Consent**

**3.1 Approval of Meeting Minutes**

*Michael Garcia, SANDAG*

ACTION: APPROVE

The Board of Directors is asked to approve the minutes from its April 10, 2026, meeting.

**3.2 Policy Advisory Committee Actions**

*Francesca Webb, SANDAG*

ACTION: APPROVE

The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees as noted in the report.

**3.3 Chief Executive Officer Delegated Actions and Other Reportable Actions\***

*Jennie Sharp, SANDAG*

ACTION: INFORMATION

In accordance with various Board Policies, this report summarizes delegated actions taken by the Chief Executive Officer.

**3.4 Revised Section 5310 Cycle 13 Call for Projects Funding Recommendations**

*Aly Vasquez, SANDAG*

ACTION: APPROVE

The Transportation Committee recommends that the Board of Directors approve the revised Section 5310 Cycle 13 call for projects awards as detailed in the report.

**3.5 Proposed FY 2026 Program Budget Amendment: Downtown to Imperial Avenue Bikeway Project**

*Clint Peace, Omar Atayee, SANDAG*

ACTION: APPROVE

The Board of Directors is asked to approve the acceptance of additional funds from the City of San Diego in the amount of \$1,487,707; and an amendment to the FY 2026 Program Budget for the Downtown to Imperial Avenue Bikeway Project (Capital Improvement Program Project No. 1223058), increasing the total project budget by \$4,565,000 (including the new City of San Diego contribution).

**4. State Route 11/Otay Mesa East Port of Entry Project Update and Approval of Proposed Contract Award for the Non-Intrusive Inspection Technology Services**

*Maria Rodriguez Molina, SANDAG*

ACTION: APPROVE

The Board of Directors will receive an update on the Otay Mesa East Port of Entry project and is asked to authorize the Chief Executive Officer to award and execute the Non-Intrusive Inspection Technology Services Agreement for the project.

**5. FY 2026 SANDAG Vacancies, Recruitment, and Retention Efforts**

*Joshua Golter, SANDAG*

ACTION: INFORMATION

Staff will provide an overview of SANDAG vacancies, recruitment, and retention efforts.

*This item was not ready at the time of posting and will be posted when complete.*

**6. Adjournment**

The next Board of Directors meeting is scheduled for Friday, May 08, 2026, at 9 a.m.

# **SANDAG** Board of Directors

The Board of Directors serves as the governing body of SANDAG and is made up of elected mayors, councilmembers, and county supervisors that are appointed from each of the region's 19 local governments. The Board of Directors serves as the forum for bringing together our local governments and public agencies to plan, program, and implement cooperative comprehensive planning across the San Diego region. Members are eligible recipients of salary, per diem, and/or reimbursement of expenses from their associated governmental entity. Members should notify the Clerk of the Board if any information is incomplete or incorrect.

<b>Chair</b>	<b>Vice Chair</b>	<b>Second Vice Chair</b>	<b>Chief Executive Officer</b>
Hon. Lesa Heebner	Hon. Joe LaCava	Hon. John Minto	Mario Orso
<b>City of Carlsbad</b> Hon. Kevin Shin, Councilmember (A) Hon. Priya Bhat-Patel, Mayor Pro Tem (A) Hon. Keith Blackburn, Mayor		<b>City of Santee</b> Hon. John Minto, Mayor (A) Hon. Laura Koval, Councilmember (A) Hon. Ronn Hall, Vice Mayor	
<b>City of Chula Vista</b> Hon. Carolina Chavez, Councilmember (A) Hon. Cesar Fernandez, Deputy Mayor (A) Hon. Michael Inzunza, Councilmember		<b>City of Solana Beach</b> Hon. Lesa Heebner, Mayor (A) Hon. David A. Zito, Councilmember (A) Hon. Jewel Edson, Councilmember	
<b>City of Coronado</b> Hon. John Duncan, Mayor (A) Hon. Carrie Downey, Mayor Pro Tem (A) Hon. Mark Fleming, Councilmember (A) Hon. Amy Steward, Councilmember		<b>City of Vista</b> Hon. Corinna Contreras, Councilmember (A) Hon. Katie Melendez, Councilmember (A) Hon. Jeff Fox, Councilmember	
<b>City of Del Mar</b> Hon. Terry Gaasterland, Councilmember (A) Hon. Tracy Martinez, Mayor (A) Hon. John Spelich, Deputy Mayor		<b>County of San Diego</b> Hon. Paloma Aguirre, Supervisor Hon. Joel Anderson, Supervisor (A) Hon. Monica Montgomery Steppe, Supervisor (A) Hon. Terra Lawson-Remer Supervisor	
<b>City of El Cajon</b> Hon. Bill Wells, Mayor (A) Hon. Steve Goble, Councilmember		<b>Advisory Members</b>	
<b>City of Encinitas</b> Hon. Bruce Ehlers, Mayor (A) Hon. Marco San Antonio, Councilmember (A) Hon. Joy Lyndes, Councilmember		<b>Imperial County</b> Martha Cardenas-Singh, Supervisor (A) Vacant	
<b>City of Escondido</b> Hon. Dane White, Mayor (A) Hon. Judy Fitzgerald, Councilmember (A) Hon. Joe Garcia, Deputy Mayor		<b>California Department of Transportation</b> Ann Fox, District 11 Director (A) Melina Pereira (A) Caridad Sanchez	
<b>City of Imperial Beach</b> Hon. Jack Fisher, Mayor Pro Tem (A) Hon. Mitch McKay, Mayor (A) Hon. Matthew Leyba-Gonzalez, Councilmember		<b>Metropolitan Transit System</b> Hon. Matthew Leyba-Gonzalez (A) Hon. Vivian Moreno (A) Hon. Ronn Hall	
<b>City of La Mesa</b> Hon. Lauren Cazares, Vice Mayor (A) Hon. Patricia Dillard, Councilmember (A) Hon. Laura Lothian, Councilmember		<b>North County Transit District</b> Hon. Jewel Edson (A) Hon. Priya Bhat-Patel (A) Hon. Mike Sannella	
<b>City of Lemon Grove</b> Hon. Alysson Snow, Mayor (A) Hon. Jennifer Mendoza, Councilmember (A) Hon. Jessyka Heredia, Mayor Pro Tem		<b>U.S. Department of Defense</b> Dennis Keck, Navy Region Southwest Executive Director (A) Anna Shepherd, Navy Region Southwest (A) Muska Laiq, Navy Region Southwest	
<b>City of National City</b> Hon. Luz Molina, Vice Mayor (A) Hon. Ron Morrison, Mayor (A) Hon. Ditas Yamane, Councilmember		<b>Port of San Diego</b> Dan Malcolm, Commissioner (A) Job Nelson	
<b>City of Oceanside</b> Hon. Esther Sanchez, Mayor (A) Hon. Eric Joyce, Deputy Mayor (A) Hon. Jimmy Figueroa, Councilmember		<b>San Diego County Water Authority</b> Hon. Joy Lyndes (A) Joel Scalzitti (A) Valentine Macedo, Jr.	
<b>City of Poway</b> Hon. Steve Vaus, Mayor (A) Hon. Peter De Hoff, Councilmember (A) Hon. Christopher Pikus, Councilmember		<b>San Diego County Regional Airport Authority</b> Vacant (A) James Sly, Board member	
<b>City of San Diego</b> Hon. Joe LaCava, Council President (A) Hon. Sean Elo-Rivera, Councilmember (A) Hon. Marni Von Wilpert, Councilmember Hon. Todd Gloria, Mayor (A) Hon. Kent Lee, Council President Pro Tem (A) Hon. Vivian Moreno, Councilmember		<b>Southern California Tribal Chairmen's Association</b> Hon. Raymond Welch, Chairman, Barona Band of Mission Indians Hon. Cody Martinez, Chairman, Sycuan Band of the Kumeyaay Nation	
<b>City of San Marcos</b> Hon. Rebecca Jones, Mayor (A) Hon. Ed Musgrove, Councilmember (A) Hon. Mike Sannella, Deputy Mayor		<b>Mexico</b> Hon. Alicia Kerber-Palma Cónsul General of Mexico (A) Hon. Gilberto Luna Deputy Cónsul General of Mexico (A) Hon. Barbara del Castillo	
		<b>Association of Planning Groups</b> Hon. Robin Joy Maxson (A) Hon. Eileen Delaney	



## Board of Directors

### Meeting Minutes

**April 10, 2026, 9 a.m.  
SANDAG Boardroom  
1011 Union Street, First Floor  
San Diego, CA 92101**

Voting Members Present: Second Vice Chair John Minto (Santee)  
Councilmember Carolina Chavez (Chula Vista)  
Mayor John Duncan (Coronado)  
Councilmember Terry Gaasterland (Del Mar)  
Councilmember Steve Goble (El Cajon)  
Mayor Bruce Ehlers (Encinitas)  
Mayor Dane White (Escondido)  
Mayor Mitch McKay (Imperial Beach)  
Councilmember Patricia Dillard (La Mesa)  
Mayor Alysson Snow (Lemon Grove)  
Vice Mayor Luz Molina (National City)  
Mayor Esther Sanchez (Oceanside)  
Councilmember Christopher Pikus (Poway)  
Council President Pro Tem Kent Lee (City of San Diego – Seat B)  
Mayor Rebecca Jones (San Marcos)  
Councilmember Corinna Contreras (Vista)  
Supervisor Paloma Aguirre (County of San Diego – Seat A)

Voting Members Absent: Chair Lesa Heebner (Solana Beach)  
Vice Chair Joe LaCava (City of San Diego – Seat A)  
Councilmember Kevin Shin (Carlsbad)  
Supervisor Joel Anderson (County of San Diego – Seat B)

Others Present: Robin Joy Maxson (Association of Planning Groups)  
Ann Fox (Caltrans)  
Consul Barbara del Castillo (Mexico)  
Commissioner Dan Malcolm (Port of San Diego)  
Councilmember Joy Lyndes (San Diego County Water Authority)

[Meeting Video](#)

**1. Call to Order**

Second Vice Chair Minto called the meeting to order at 9:05 a.m.

**2. Non-Agenda Public Comments/Member Comments**

Public Comments: Truth, Purita Javier, Cesar Javier, Allegedly Audra, Shirli Weiss, Camilla Rang, Andrea Ebbing, Consuelo, Paul the Bold, Blair Beekman.

Member Comments: Robin Joy Maxson, Councilmember Lyndes, Second Vice Chair Minto.

Chief Executive Officer Mario Orso presented an update on agency activities.

**3. Consent**

Public Comments: Truth, Cesar Javier, Allegedly Audra, Mark, Blair Beekman, Paul the Bold, Consuelo.

**Motioned by:** Councilmember Gaasterland

**Seconded by:** Mayor Sanchez

to approve Consent Agenda Item Nos. 3.1 - 3.5 and 3.7 - 3.8.

For (16): Second Vice Chair Minto, Councilmember Chavez, Mayor Duncan, Councilmember Gaasterland, Councilmember Goble, Mayor Ehlers, Mayor White, Mayor McKay, Councilmember Dillard, Vice Mayor Molina, Mayor Sanchez, Councilmember Pikus, Council President Pro Tem Lee, Mayor Jones, Councilmember Contreras, and Supervisor Aguirre

Absent (3): Chair Heebner, Councilmember Shin, and Mayor Snow

**The motion passed. (16 to 0)**

**3.1 Approval of Meeting Minutes**

Approved the minutes from the March 19 and 20 Board Retreat and March 27, 2026, Board meeting.

**3.2 Policy Advisory Committee Actions**

Ratified the actions taken by the Policy Advisory Committees as noted in the report.

**3.3 Meetings and Events Attended on Behalf of SANDAG**

This report provided an update on meetings and events attended by members of the Board of Directors. This item was provided for information only.

**3.4 FY 2027 Transit Capital Improvement Program**

Approved the submittal of Federal Transit Administration grant applications for the San Diego region and adopted Regional Transportation Commission Resolution No. RTC-2026-02, approving Amendment No. 16 to the 2025 Regional Transportation Improvement Program.

**3.5 Proposed FY 2026 Program Budget Amendment: Capital Program Management**

Approved an amendment to the FY 2026 and FY 2027 Annual Program Budgets to establish and fund a new Capital Program Management Support Costs project to centralize, standardize, and appropriately allocate departmental support costs associated with delivery of the capital program.

**3.7 2025 Regional Transportation Improvement Program (RTIP) Amendment No. 18**

Adopted Regional Transportation Commission Resolution No. RTC-2026-04, approving Amendment No. 18 to the 2025 RTIP.

**3.8 Equal Employment Opportunity Program**

In accordance with SANDAG Board Policy No. 007: Equal Employment Opportunity Program, this report summarized employment results for FY 2025. This item was provided for information only.

**4. Closed Session**

Second Vice Chair Minto adjourned the meeting to closed session at 10:10 a.m.

Public Comment: Truth, Allegedly Audra, Mark, Blair Beekman, Paul the Bold.

Second Vice Chair Minto resumed open session at 11:23 a.m.

Board Counsel Alfred Smith reported that the Board met in Closed Session on Item 4.1 and 4.2, and provided direction was provided to counsel. On Item No. 4.3, the Board of Directors considered and denied the claim filed by Patrick Hughes, Esq., on behalf of Ronald and Nicole Rouette as Successors in Interest for their son, Maxwell Rouette.

**3.6 Wall 508 Stabilization Project Change Order and Phase 2 Budget Amendment**

Public Comments: Paul the Bold.

**Motioned by:** Mayor Sanchez

**Seconded by:** Mayor Duncan

to approve a Construction Change Order worth more than 25% of the original contracted amount.

For (16): Second Vice Chair Minto, Mayor Duncan, Councilmember Gaasterland, Councilmember Goble, Mayor Ehlers, Mayor White, Mayor McKay, Councilmember Dillard, Mayor Snow, Vice Mayor Molina, Mayor Sanchez, Councilmember Pikus, Council President Pro Tem Lee, Mayor Jones, Councilmember Contreras, and Supervisor Aguirre

Absent (3): Chair Heebner, Councilmember Shin, and Councilmember Chavez

**The motion passed. (16 to 0)**

**5. Adjournment**

The next Board of Directors meeting is scheduled for April 24, 2026, at 9 a.m.

Second Vice Chair Minto adjourned the meeting at 11:29 a.m.

## Policy Advisory Committee Actions

### Overview

[SANDAG Board Policy No. 001](#) delegates certain responsibilities to the Policy Advisory Committees to allow SANDAG to effectively address key public policy and funding responsibilities. All items delegated to the policy advisory committees are subject to ratification by the Board of Directors. Below are the delegated actions taken by the policy advisory committees that are subject to ratification.

The link provided below will navigate to the SANDAG web page where the meeting agenda and minutes (when available) will be posted. Any actions taken that differ from those outlined below will be reported to the Board at the April 24 meeting.

**Action: Approve**

The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees as noted in the report.

**Fiscal Impact:**

None.

**Schedule/Scope Impact:**

None.

### [Audit Committee – April 10, 2026](#)

Approved the proposed revisions to the Office of the Independent Performance Auditor FY 2026 Annual Audit Plan.

### [Transportation Committee – April 17, 2026](#)

Adopted Resolution Nos. 2026-11 through 2026-15, in substantially the same form as attached, approving the FY 2026 Transportation Development Act claim amendments for the Metropolitan Transit System, North County Transit District, SANDAG, and the Coordinated Transportation Service Agency.

### **Robyn Wapner, Senior Director of Administration and Public Affairs**

- Attachments:
1. Audit Committee Report: Proposed Revisions to the FY 2026 Annual Audit Plan
  2. Transportation Committee Report: FY 2026 Transportation Development Act Claim Amendments

## Chief Executive Officer Delegated Actions and Other Reportable Actions

### Overview

Various Board Policies require the Chief Executive Officer (CEO) to report certain actions to the Board of Directors monthly or upon taking specified actions.

### Action: Information

In accordance with various Board Policies, this report summarizes delegated actions taken by the Chief Executive Officer.

### Delegated Actions

**Investment Transactions:** [Board Policy No. 003](#) delegates the authority to invest or to reinvest funds, or to sell or exchange securities so purchased, to the Chief Executive Officer annually upon approval of the SANDAG annual budget. See Attachment 1 for the reportable investment transactions for March 2026.

**Legal Matters:** [Board Policy No. 008](#), Section 6.2, authorizes the Office of the General Counsel or outside counsel to file documents and make appearances on behalf of the agency in court proceedings.

### Fiscal Impact:

One security reached maturity and seven securities were sold in March for a total of \$12.5 million, and four securities were purchased for \$11.4 million, providing approximately \$1.1 million of liquidity to SANDAG.

### Schedule/Scope Impact:

None.

In the matter of *Young-Pen v. City of San Diego* (Superior Ct. Case No. 25CU006712C), the following actions were taken by Clapp Moroney on behalf of SANDAG:

- On March 27, 2026, filed an Answer to Cross-Complaint

In the matter of *Montoya v. City of San Diego* (Superior Ct. Case No. 2024-00021327), the following actions were taken by Nossaman and/or Taylor Anderson on behalf of SANDAG:

- On March 4, 2026, filed an Answer
- On March 20, 2026, filed an Association of Attorney
- On March 26, 2026, attended a Status Conference

In the matter of *Johnson v. SANDAG* (Superior Ct. Case No. 2022-00050113), the following actions were taken by Quarles & Brady on behalf of SANDAG:

- On March 2, 2026, filed a Renewed Motion for Summary Judgment and/or Adjudication and supporting documents

[Board Policy No. 017](#), Section 4.9, authorizes the CEO to settle all lawsuits that SANDAG must defend when the settlement amount does not exceed \$100,000.

- On March 2, 2026, SANDAG settled the lawsuit in the matter of *Osmon v. City of San Diego* (Superior Ct. Case No. 2020-00018911). Mid Coast Transit Constructor's insurance carrier, on behalf of SANDAG, agreed to pay plaintiffs a total of \$100,000.

**Sole Source Awards:** [Board Policy No. 017](#), Section 1, authorizes the Chief Executive Officer to enter into any agreements or take any other actions necessary to implement the budget items or other actions approved by the Board. See Attachment 2 for all sole source contracts and amendments awarded in March 2026.

**Protests:** [Board Policy No. 017](#), Section 4.6, authorizes the Chief Executive Officer to provide the final determination to persons filing a protest regarding SANDAG's procurement or contracting process or procedures.

- On March 12, 2026, the protest filed by Tri-Group Construction and Development Inc. ("Tri-Group") regarding a determination of non-responsive for the Central Avenue Bikeway Project solicitation was rejected. Upon review, it was determined that Tri-Group failed to establish SANDAG violated a specific law, rule, regulation or policy and their failure to meet the required deadline for submission of Post Bid Documents justifies the non-responsive finding.

**Schedule Extensions:** [Board Policy No. 035](#), Section 4.3.1, authorizes the Chief Executive Officer to approve requests by grantees for project schedule extensions of up to twelve months. See Attachment 3 for the project extensions from March 2026.

**Regional Transportation Improvement Program Administrative Modifications:** Regional Transportation Commission (RTC) Resolution No. RTC-2020-01 authorizes the Chief Executive Officer to approve administrative modifications to the Regional Transportation Improvement Program (RTIP). Changes are authorized by the requesting agencies by resolution or approved policy. Administrative Modification No. 15 was approved on March 3, 2026. See Attachment 4 for a summary of changes made to eight projects and five grouped listings in the region.

**Mario Orso, Chief Executive Officer**

- Attachments:
1. Investment Securities Transactions Activity – March 2026
  2. Sole Source Contract Awards – March 2026
  3. Schedule Extensions – March 2026
  4. 2025 RTIP Amendment No. 15

**MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS**  
**MARCH 1 THROUGH MARCH 31**

<b>Transaction Date</b>	<b>Security/Coupon/Maturity Date</b>	<b>Par Value</b>	<b>Original Cost</b>
<b>BOUGHT</b>			
03/04/26	ABBVIE INC 3.775% 3/03/28	\$ 3,589,000.00	\$ 3,587,779.74
03/09/26	F H L M C MLTCL MTG 4.250% 1/15/31	2,564,012.71	2,570,422.74
03/10/26	JOHN DEERE MTN 3.900% 3/09/29	2,600,000.00	2,596,516.00
03/13/26	AMAZON COM INC 4.000% 3/13/29	2,675,000.00	2,674,705.75
	TOTAL BOUGHT:	<u>\$ 11,428,012.71</u>	<u>\$ 11,429,424.23</u>
<b>MATURED</b>			
03/31/26	U S TREASURY NT 4.500% 3/31/26	\$ 5,000,000.00	\$ 5,051,383.94
	TOTAL MATURED:	<u>\$ 5,000,000.00</u>	<u>\$ 5,051,383.94</u>
<b>SOLD</b>			
03/06/26	F H L B DEB 4.800% 3/06/28 <sup>1</sup>	\$ 4,250,000.00	\$ 4,274,650.00
03/09/26	F N M A 0.750% 10/08/27 <sup>2</sup>	300,000.00	268,404.00
03/13/26	INTER AMERICAN DEV 4.000% 1/12/28 <sup>2</sup>	2,750,000.00	2,763,777.50
03/25/26	F H L M C MLTCL MT 2.282% 7/25/26 <sup>3</sup>	122,682.70	120,296.13
03/25/26	F N M A #AL6330 3.000% 8/01/29 <sup>3</sup>	22,064.40	21,781.70
03/25/26	F N M A #AS5153 3.000% 6/01/30 <sup>3</sup>	31,847.40	31,324.90
03/25/26	F N M A #BM5182 3.000% 10/01/30 <sup>3</sup>	17,355.54	17,119.61
	TOTAL SOLD:	<u>\$ 7,493,950.04</u>	<u>\$ 7,497,353.84</u>

<sup>1</sup> This security was called by the issuer.

<sup>2</sup> Proceeds from this sale were used to purchase new securities that would provide higher returns over a longer holding period.

<sup>3</sup> Paydown on an amortizing bond at the discretion of the issuer. No gain or loss generated from activity.

## SANDAG Sole Source Contract Awards

Monthly Report for Period: March 1-31, 2026

*By direction of the Board of Directors: The Director of Contracts and Procurement Services shall oversee the preparation of a monthly report for review by the CEO, and the Board of Directors. The report shall include sole source contract awards for the period; including the project, the underlying reason (and demonstrating adherence to public procurement laws), funding source(s), value of the award, and name of the approving official. All sole source requests were reviewed and approved by Mario Orso, Chief Executive Officer, prior to award.*

Sole Source Contract Awards					
Vendor Name/ Contract Number	Project/Program title	Underlying Reason*/ Description of Action	Value of Sole Source Award	Award Date	Funding Source(s)
SanGIS / S1580069	Nearmap Aerial Imagery	3, 5, 13 3-year purchase of Nearmap's dual imagery capability—providing both nadir and oblique views—enables SANDAG staff to make comprehensive analyses and informed decisions across a variety of projects.	\$134,832.00	March 5, 2026	Federal, Local
Central Square Technologies, LLC / S1580591	OneSolution software support	3, 5, 17, 18 2-year extension of OneSolution annual maintenance. SANDAG continues to utilize its legacy financial system, OneSolution, to access historical Fringe and Overhead data.	\$21,040/73	March 10, 2026	Admin (mixed)

\*Refer to the Appendix: Sole Source Award Justifications on the following page.

Appendix: Sole Source Award Justifications

SANDAG'S procurement policies, including Board Policy No. 016 (Procurement of Services), require full and open competition.

In limited situations, the award of a contract without competition may be permitted if justified by one or more of the reasons below, fully documented as part of the procurement record, and approved in accordance with the Delegation of Authority by CEO policy.

Additionally, the need for a sole source award cannot be due to a failure to plan or because federal funds are expiring.

Acceptable Justifications for Sole Source Awards by Funding Type

No.	Reason
<b>Applicable to <u>all</u> funding sources</b>	
1	Authorized by Statute
2	Funding Agency Approval
3	Public Interest
4	<i>No longer used</i>
5	Unique or Innovative Concept (One Source)
6	Unusual and Compelling Urgency/Emergency
<b>Applicable to <u>Local or Federal Transit Administration</u> funding sources</b>	
7	International Arrangements
8	National Emergency
9	National Security
10	Protests, Disputes, Claims, Litigation
11	Substantial Duplication Costs (Equipment)
12	Unacceptable Delay (Equipment)
<b>Applicable to <u>ONLY Local</u> funding sources</b>	
13	Unique/Highly Specialized Item/Service
14	Existing Contractor/Consultant Follow-on Work
15	Competitive Procurement Cost Exceeds Cost of Work/Item
16	Integral to Existing Equipment
17	Essential to Research or Operational Continuity
18	Existing Specialized Training/Expertise

## Project Schedule Extensions

*Board Policy No. 035:* Competitive Grant Program Procedures authorizes the Chief Executive Officer to approve requests by grantees for project schedule extensions of up to twelve months. The delegated action(s) to report to the Board are summarized below:

Contract No.	Grantee	Project	Justification	Extension (in Months)	From	To	Date Signed
6000333	City of National City	Own National City	The California Department of Housing and Community Development (HCD) provided a six-month extension of the expenditure deadline for the Regional Early Action Planning (REAP) 2.0 program.	5	3/31/2026	8/31/2026	3/4/2026
6000330	City of San Diego	Affordable Home Development Master Plan	The California Department of Housing and Community Development (HCD) provided a six-month extension of the expenditure deadline for the Regional Early Action Planning (REAP) 2.0 program.	5	3/31/2026	8/31/2026	3/23/2026

**2025 RTIP Amendment No. 15  
Summary of Changes (in '000s)**

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
CAL09	Caltrans	Interstate 5 - HOV/Managed Lanes	\$915,540	\$915,540	\$0	0%	Revised Regional Surface Transportation Block Grant Program (RSTP) funding and Congestion Mitigation and Air Quality (CMAQ) funding between fiscal years based on recent project deobligations, and added CMAQ to FY 2026 in the same amount.
CAL09D	Caltrans	Interstate 5 and 805 - Convert HOV lanes to Express lanes.	\$193,969	\$193,969	\$0	0%	Revised RSTP and CMAQ funding in fiscal years 2026 and 2027, moved to FY 2028.
CAL46B	Caltrans	Grouped Projects for Safety Improvements - SHOPP Collision Reduction (CR) Program	\$21,433	\$21,634	\$201	1%	Added new project CAL621 'Near Rincon east of Rincon Ranch Road' to grouped project CAL46B: Increased State Highway Operation and Protection Program - Collision Reduction (SHOPP - CR) funding as approved by the California Transportation Commission in January 2026.
CAL105	Caltrans	Grouped Projects for Highway Safety Improvement - HSIP Program	\$26,317	\$27,223	\$906	3%	Added two new Highway Safety Improvement (HSIP) Cycle 12 projects: (1) CAL736 'San Diego County - the intersection of W Aviation Road and S Main Avenue in the community of Fallbrook' (H12-11-011) (2) CAL737 'San Diego County - Bonita Road from Central Avenue to the County Limits near Villas Drive' (H12-11-013)
NCTD02	North County Transit District	Preventive Maintenance	\$289,007	\$287,062	-\$1,945	-1%	Reduced Federal Transit Administration (FTA) 5337 State of Good Repair (SGR) funding and transferred funds to North County Transit District (NCTD) project NCTD20.
NCTD06	North County Transit District	Bus/Rail Support Equipment & Facilities	\$118,847	\$117,561	-\$1,286	-1%	Reduced FTA 5337 SGR funding and transferred funds to NCTD project NCTD20.
NCTD20	North County Transit District	Rail Vehicles & Related Equipment	\$12,497	\$15,728	\$3,231	26%	Increased FTA 5337 SGR funding transferred from NCTD projects NCTD02 and NCTD06.
POW48	Poway, City of	Espola Road Safety Improvements Phase 2	\$3,116	\$3,116	\$0	0%	Changed funding source from TransNet - Local System Improvements (LSI) (Cash) to TransNet - Local System Improvements (LSI) Carry Over.
SAN227	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways	\$104,494	\$104,494	\$0	0%	SAN230 'Howard Bikeway': Moved RSTP funding from FY 2026 Design to FY 2027 Construction.

**2025 RTIP Amendment No. 15  
Summary of Changes (in '000s)**

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
SB16	Solana Beach, City of	Pavement Resurfacing	\$2,699	\$2,699	\$0	0%	Deleted TransNet - LSI funding from FY 2024 and added same amount of TransNet - LSI Carry Over funding to FY 2025.
SB18	Solana Beach, City of	Pavement Maintenance	\$280	\$330	\$50	18%	Deleted TransNet - LSI funding from FY 2024 and added TransNet - LSI Carry Over to FY 2025.
V10	Various Agencies	Grouped Projects for TransNet Smart Growth Incentive Program	\$56,585	\$188,380	\$131,795	233%	Added 15 new projects from TransNet Smart Growth Incentive Program Cycle 6, approved by SANDAG Board of Directors on 1/23/2026 (Item 3.5); and removed \$251k Local Funds from project EL41 'El Cajon Main Street - Green Street Gateway.'
V20	Various Agencies	Grouped Projects for Engineering - Complete Corridor Studies	\$27,202	\$27,202	\$0	0%	SAN255 'Corridor System Management Plan (CSMP) - High Speed Transit/SR 56': Moved RSTP funding from FY 2027 to FY 2026.

Abbreviation	Fund Type
CMAQ	Congestion Mitigation and Air Quality
FTA 5337	Federal Transit Administration State of Good Repair Grant Program
HSIP	Highway Safety Improvement Program
Local Funds	Funds available from other sources such as developer fees, fare revenue or general fund
RSTP	Regional Surface Transportation Block Grant Program
SHOPP - CR	State Highway Operation and Protection Program - Collision Reduction
TransNet - LSI	Prop A Extension - Local System Improvements
TransNet - LSI	Prop A Extension - Local System Improvements Carry Over
TransNet - LSI (Cash)	Prop A Extension - Local System Improvements (Cash)
TransNet - SGIP	Prop A Extension - Smart Growth Incentive Program

## Revised Section 5310 Cycle 13 Call for Projects Funding Recommendations

### Overview

Through a biennial call for projects (CFP) process, the SANDAG Specialized Transportation Grant Program (STGP) allocates Federal Transit Administration (FTA) Section 5310 (Section 5310) and TransNet Senior Mini-Grant (SMG) funding to support projects that improve mobility for older adults and individuals with disabilities throughout the region.

The FTA Section 5310 Program provides formula funding to SANDAG based on the region's large, urbanized population size. The funding can support traditional projects or nontraditional projects.

Traditional projects are defined as core capital investments that directly provide or support specialized transportation service (e.g., vehicle purchases, contracted transportation service). Nontraditional projects fund alternative transportation, exceed Americans with Disabilities Act requirements, or improve the environment to help the target population access fixed route transportation (e.g., mileage reimbursement, volunteer driver programs). The FTA requires that 55% of program funds go to traditional projects and 45% of program funds go to nontraditional projects. Up to 10% of the nontraditional funding can be allocated toward grant program administration.

### Key Considerations

The Board of Directors (BOD) approved the evaluation criteria and release of the Cycle 13 STGP CFP on [June 28, 2024, \(Item 16\)](#). One year later, on [June 27, 2025 \(Item 5\)](#), the BOD approved the recommended FTA Section 5310 awards.

Since BOD approval, the Section 5310 Cycle 13 CFP funding recommendations need to be modified. Attachment 1 itemizes the revisions. A summary of the changes is as follows:

- 1) The total available award amount increased by \$39,439 due to sale proceeds SANDAG received from a previous Section 5310 vehicle loss.
- 2) Facilitating Access to Coordinated Transportation (FACT)'s RideFACT transportation service funding total was reclassified to the traditional category to reduce grantee match burden.
- 3) Noah Homes declined four vehicle awards due to limited service demands. See documentation in Attachment 2.
- 4) To satisfy the FTA 55% traditional project funding requirement, the traditional project category award amount must be increased, and the nontraditional award amount must be decreased. Funding modifications were therefore applied in descending order based on evaluation scores per project category. This results in St. Paul's Senior Services (grantee) receiving an increased vehicle award (+\$570, 941) while San Diego Metropolitan Transit System (grantee) receives a decreased vehicle award (-\$99,218). Both awardees have been notified of this modification.

The SANDAG Data Science Department has verified the accuracy of the revisions, and the FTA has provided its concurrence. All STGP Cycle 13 awardees and applicants were informed of the revisions on January 20, 2026. The revised recommended projects maintain a broad geographic coverage of services, align with the funding priorities in the region's [Coordinated Plan](#), and further the STGP goal and

### Action: **Approve**

The Transportation Committee recommends that the Board of Directors approve the revised Section 5310 Cycle 13 call for projects awards as detailed in the report.

### Fiscal Impact:

None.

### Schedule/Scope Impact:

None.

objectives. The Transportation Committee recommended the BOD approve the revised Section 5310 Cycle 13 Call for Projects funding recommendations at its April 17, 2026, meeting.

**Next Steps**

The awarded STGP projects will be revised in the Regional Transportation Improvement Program (RTIP). Once FTA Section 5310 awarded projects begin, they will be monitored and included in regular quarterly grant status reports provided to the Transportation Committee. SANDAG anticipates that the next STGP Call for Projects will be released in Fall 2026.

***Antoinette Meier, Senior Director of Regional Planning***

- Attachments:
1. Revised FTA Section 5310 Funding Recommendations
  2. Noah Homes Award Declination Letter

Revised Section 5310 Funding Recommendations

Traditional Projects

Shortened Applicant Name	Shortened Project Name(s)	Shortened Project Type(s)	Traditional Type	Evaluator 2 Score	Evaluator 3 Score	Evaluator 4 Score	Average Qualitative Score	Past Performance Adjustment <sup>5</sup>	Quantitative Scores	Total Application Score	Grant Request	Previous Recommended Grant Award	Revised Recommended Grant Award	Remaining Funding	Difference	Notes	
FACT	CTSA	MM	Traditional	Sole Source	Sole Source	Sole Source	Sole Source	Sole Source	Sole Source	Sole Source	\$ 1,041,084.00	\$ 1,041,084.00	\$ 1,041,084.00	\$ 4,121,398.47		1	
FACT	RideFACT	CAP - Contracted Transportation	Traditional	Sole Source	Sole Source	Sole Source	Sole Source	Sole Source	Sole Source	Sole Source	\$ 380,000.00	\$ 380,000.00	\$ 617,500.00	\$ 3,080,314.47	\$ 237,500.00	1	
TASSD	RIDEfinder 5310	MM	Traditional	88	90	87	88.33	5.00	10.00	103.33	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 2,462,814.47			
HGH	Fleet Management Software	CAP - Procurement	Traditional	88	89	88	88.33	3.00	10.00	101.33	\$ 128,640.00	\$ 128,640.00	\$ 128,640.00	\$ 2,262,814.47			
HGH	1 Class C Vehicle	CAP - Procurement	Traditional	88	89	88	88.33	3.00	8.00	99.33	\$ 137,354.00	\$ 137,354.00	\$ 137,354.00	\$ 2,134,174.47			
HGH	1 Class C Vehicle	CAP - Procurement	Traditional	88	89	88	88.33	3.00	8.00	99.33	\$ 137,354.00	\$ 137,354.00	\$ 137,354.00	\$ 1,996,820.47			
HGH	1 Class C Vehicle	CAP - Procurement	Traditional	88	89	88	88.33	3.00	8.00	99.33	\$ 137,354.00	\$ 137,354.00	\$ 137,354.00	\$ 1,859,466.47			
HGH	1 Class V Vehicle	CAP - Procurement	Traditional	88	89	88	88.33	3.00	8.00	99.33	\$ 81,906.00	\$ 81,906.00	\$ 81,906.00	\$ 1,722,112.47			
HGH	1 Class V Vehicle	CAP - Procurement	Traditional	88	89	88	88.33	3.00	8.00	99.33	\$ 81,906.00	\$ 81,906.00	\$ 81,906.00	\$ 1,640,206.47			
ArcSD	MCRD Contracted Transportation	CAP - Contracted Transportation	Traditional	81	85	77	81.00	3.50	14.00	98.50	\$ 544,464.00	\$ 544,464.00	\$ 544,464.00	\$ 1,558,300.47			
Noah Homes	1 Class Z-1 Vehicle	CAP - Procurement	Traditional	84	90	86	86.67	2.50	6.00	95.17	\$ 108,071.00	\$ 108,071.00	\$ -	\$ 1,013,836.47	-\$108,071.00	7	
Noah Homes	1 Class Z-1 Vehicle	CAP - Procurement	Traditional	84	90	86	86.67	2.50	6.00	95.17	\$ 108,071.00	\$ 108,071.00	\$ -	\$ 1,013,836.47	-\$108,071.00	7	
Noah Homes	1 Class Z-1 Vehicle	CAP - Procurement	Traditional	84	90	86	86.67	2.50	6.00	95.17	\$ 108,071.00	\$ 108,071.00	\$ -	\$ 1,013,836.47	-\$108,071.00	7	
Noah Homes	1 Class Z-1 Vehicle	CAP - Procurement	Traditional	84	90	86	86.67	2.50	6.00	95.17	\$ 108,071.00	\$ 108,071.00	\$ -	\$ 1,013,836.47	-\$108,071.00	7	
SMSC	1 Class C Vehicle	CAP - Procurement	Traditional	88	90	84	87.33	1.00	6.00	94.33	\$ 102,294.00	\$ 102,294.00	\$ 102,294.00	\$ 1,013,836.47			
SMSC	1 Class C Vehicle	CAP - Procurement	Traditional	88	90	84	87.33	1.00	6.00	94.33	\$ 102,294.00	\$ 102,294.00	\$ 102,294.00	\$ 911,542.47			
SMSC	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	84	87.33	1.00	6.00	94.33	\$ 72,739.00	\$ 72,739.00	\$ 72,739.00	\$ 809,248.47			
SMSC	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	84	87.33	1.00	6.00	94.33	\$ 72,739.00	\$ 72,739.00	\$ 72,739.00	\$ 736,509.47			
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 71,141.00	\$ 71,141.00	\$ 71,141.00	\$ 663,770.47			
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 71,141.00	\$ 21,688.12	\$ 71,141.00	\$ 592,629.47	\$ 49,452.88		
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 71,141.00	\$ -	\$ 71,141.00	\$ 521,488.47	\$ 71,141.00		
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 71,141.00	\$ -	\$ 71,141.00	\$ 450,347.47	\$ 71,141.00		
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 71,141.00	\$ -	\$ 71,141.00	\$ 379,206.47	\$ 71,141.00		
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 71,141.00	\$ -	\$ 71,141.00	\$ 308,065.47	\$ 71,141.00		
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 71,141.00	\$ -	\$ 71,141.00	\$ 236,924.47	\$ 71,141.00		
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 71,141.00	\$ -	\$ 71,141.00	\$ 165,783.47	\$ 71,141.00		
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 71,141.00	\$ -	\$ 71,141.00	\$ 94,642.47	\$ 71,141.00		
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 71,141.00	\$ -	\$ 23,501.47	\$ 23,501.47	\$ 23,501.47	\$ 23,501.47	2
Sharp	1 Class C Vehicle	CAP - Procurement	Traditional	83	90	83	85.33	-3.00	8.00	90.33	\$ 114,818.00	\$ -	\$ -	\$ -			
Sharp	1 Class C Vehicle	CAP - Procurement	Traditional	83	90	83	85.33	-3.00	8.00	90.33	\$ 114,818.00	\$ -	\$ -	\$ -			
Tri-City	1 Class B Vehicle	CAP - Procurement	Traditional	81	90	76	82.33	N/A	8.00	90.33	\$ 112,921.00	\$ -	\$ -	\$ -			
Tri-City	1 Class B Vehicle	CAP - Procurement	Traditional	81	90	76	82.33	N/A	8.00	90.33	\$ 112,921.00	\$ -	\$ -	\$ -			
Tri-City	1 Class D Vehicle	CAP - Procurement	Traditional	81	90	76	82.33	N/A	8.00	90.33	\$ 87,831.00	\$ -	\$ -	\$ -			
Non-Responsive Applicant	Non-Responsive Project	MM	Traditional								\$ 244,103.00	\$ -	\$ -	\$ -			
Non-Responsive Applicant	Non-Responsive Project	CAP - Procurement	Traditional								\$ 459,272.00	\$ -	\$ -	\$ -			
<b>Traditional Subtotal</b>											<b>\$ 5,610,506.00</b>	<b>\$ 3,745,241.12</b>	<b>\$ 4,121,398.47</b>		<b>\$ 376,157.35</b>		

## Revised Section 5310 Funding Recommendations

### Nontraditional Projects

Shortened Applicant Name	Shortened Project Name	Shortened Project Type	Traditional Type	Evaluator 2 Score	Evaluator 3 Score	Evaluator 4 Score	Average Qualitative Score	Past Performance Adjustment <sup>5</sup>	Quantitative Scores	Total Application Score	Grant Request	Previous Recommended Grant Award	Revised Recommended Grant Award	Remaining Funding	Difference	Notes
FACT	RideFACT	OP	Nontraditional	Sole Source	Sole Source	Sole Source	Sole Source	Sole Source	Sole Source	Sole Source	\$ 237,500.00	\$ 237,500.00	\$ -	\$ 2,548,497.57	-\$237,500.00	3
JFS	OTG 5310	OP	Nontraditional	83	84	81	82.67	5.00	14.00	101.67	\$ 1,150,000.00	\$ 1,150,000.00	\$ 1,150,000.00	\$ 2,548,497.57		
TASSD	Senior Solutions 5310	OP	Nontraditional	83	84	81	82.67	5.00	14.00	101.67	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 1,398,497.57		
SMSC	Mileage Reimbursement	OP	Nontraditional	81	84	80	81.67	5.00	15.00	101.67	\$ 388,000.00	\$ 388,000.00	\$ 388,000.00	\$ 1,998,497.57		
Tri-City	Patient Transport	OP	Nontraditional	72	84	74	76.67	N/A	12.00	88.67	\$ 60,855.00	\$ 60,855.00	\$ 60,855.00	\$ 1,937,642.57		
MTS	1 Class B Vehicle	CAP - Procurement	Nontraditional	75	90	79	81.33	-3.00	8.00	86.33	\$ 157,903.00	\$ 157,903.00	\$ 157,903.00	\$ 1,779,739.57		
MTS	1 Class B Vehicle	CAP - Procurement	Nontraditional	75	90	79	81.33	-3.00	8.00	86.33	\$ 157,903.00	\$ 157,903.00	\$ 157,903.00	\$ 1,621,836.57		
MTS	1 Class B Vehicle	CAP - Procurement	Nontraditional	75	90	79	81.33	-3.00	8.00	86.33	\$ 157,903.00	\$ 157,903.00	\$ 157,903.00	\$ 1,463,933.57		
MTS	1 Class B Vehicle	CAP - Procurement	Nontraditional	75	90	79	81.33	-3.00	8.00	86.33	\$ 157,903.00	\$ 157,903.00	\$ 157,903.00	\$ 1,306,030.57		
MTS	1 Class B Vehicle	CAP - Procurement	Nontraditional	75	90	79	81.33	-3.00	8.00	86.33	\$ 157,903.00	\$ 157,903.00	\$ 118,030.57	\$ 118,030.57	-\$39,872.43	
MTS	1 Class B Vehicle	CAP - Procurement	Nontraditional	75	90	79	81.33	-3.00	8.00	86.33	\$ 157,903.00	\$ 59,345.86	\$ -	\$ -	-\$59,345.86	2
MTS	1 Class B Vehicle	CAP - Procurement	Nontraditional	75	90	79	81.33	-3.00	8.00	86.33	\$ 157,903.00	\$ -	\$ -	\$ -		
MTS	1 Class B Vehicle	CAP - Procurement	Nontraditional	75	90	79	81.33	-3.00	8.00	86.33	\$ 94,678.00	\$ -	\$ -	\$ -		
<b>Nontraditional Subtotal</b>											<b>\$ 3,236,354.00</b>	<b>\$ 2,885,215.86</b>	<b>\$ 2,548,497.57</b>		<b>-\$336,718.29</b>	
<b>Section 5310 Grand Total</b>											<b>\$ 8,846,860.00</b>	<b>\$ 6,630,456.98</b>	<b>\$ 6,669,896.04</b>		<b>\$ 39,439.06</b>	

Section 5310 Funding Source	Revised Amount Available	Previous Amount Available	Difference
<b>FFY 2023-24 Cycle 13 Apportionment Traditional Funds (55%)<sup>1</sup></b>	\$ 3,898,383.00	\$ 3,508,544.65	\$389,838.35
<b>FFY 2023-24 Cycle 13 Apportionment Nontraditional Funds (35%)</b>	\$ 2,480,789.09	\$ 2,870,627.44	-\$389,838.35
<b>FFY 2023-24 Cycle 13 Pass-Through Apportionment Subtotal (90%)</b>	\$ 6,379,172.09	\$ 6,379,172.09	
<b>FFY 2023-24 Cycle 13 Administrative Budget<sup>4</sup> (10%)</b>	\$708,797.00	\$708,797.00	
<b>Total FFY 2023-24 Cycle 13 Apportionment</b>	\$ 7,087,969.09	\$7,087,969.09	
<b>FACT Sole Source (26% of FFY 2023-24 Cycle 13 Pass-through Apportionment)</b>	\$ 1,658,584.74	\$ 1,658,584.74	
<b>Remaining FFY 2023-24 Cycle 13 Apportionment Competitive Funds</b>	\$ 4,720,587.35	\$ 4,720,587.35	
<b>Previous Cycle Rollover Traditional Funds</b>	\$ 223,015.47	\$ 236,696.46	-\$13,680.99
<b>Previous Cycle Rollover Nontraditional Funds<sup>6</sup></b>	\$ 67,708.48	\$ 14,588.42	\$53,120.06
<b>Total Traditional Funds</b>	\$ 4,121,398.47	\$ 3,745,241.12	\$376,157.36
<b>Total Nontraditional Funds</b>	\$ 2,548,497.57	\$ 2,885,215.87	-\$336,718.29
<b>Grand Total Funds Available<sup>6</sup></b>	\$ 6,669,896.04	\$ 6,630,456.98	\$39,439.06

Recommended for full funding

Recommended for partial funding

Not recommended for funding

Red/Green text highlights changes from the previously approved funding recommendations published on June 27, 2025.

- Notes**
- 1 On June 28, 2024 under Item No. 16, the SANDAG Board approved a 26% annual allocation of Federal Fiscal Year 2023 and 2024 Section 5310 pass-through funding available to Facilitating Access to Coordinated Transportation (FACT) for RideFACT service and mobility management. These two activities are considered traditional Section 5310 projects if under the capital and mobility management project types.
  - 2 Partial vehicle award
  - 3 On June 28, 2024 under Item No. 16, the SANDAG Board approved a 26% annual allocation of Federal Fiscal Year 2023 and 2024 Section 5310 pass-through funding available to Facilitating Access to Coordinated Transportation (FACT) for RideFACT service and mobility management. RideFACT activity is considered a nontraditional Section 5310 project if under the operating project type.
  - 4 FFY 2023-24 Cycle 13 Pass-thru Apportionment total subtracts 10% for SANDAG administrative costs. The FTA requires 55% of the Section 5310 apportionment, including administration costs, be categorized as traditional.
  - 5 Applicants who have never held an STGP grant or applicants who have not held an STGP grant within the Past Performance Adjustment Review Period did not receive a Past Performance Adjustment.
  - 6 Includes \$39,439.06 of additional insurance revenue received, as well as \$13,681.00 in previous insurance funds cited in the previous recommendation. Surplus insurance proceeds can be classified as either traditional or nontraditional project types. SANDAG classified all surplus insurance funds for nontraditional purposes to remain as consistent as possible with previous funding recommendations the Board of Directors approved on June 27, 2025.

**SANDAG Specialized Transportation Grant Program  
Cycle 13 Call for Projects: Section 5310 Program**

Line #	Application ID	Applicant Name	Shortened Applicant Name	Project Name	Shortened Project Name	Project Type	Shortened Project Type	Project Description	Grant Request	Proposed Matching Funds	Traditional or Nontraditional
1	C13-5310-1	Tri-City Hospital Foundation	Tri-City	Patient Transportation Express Grant	Patient Transport	Operating	OP	To provide curb-to-curb non-emergency medical transportation in the North San Diego area to individuals who can't access the buses due to the severity of their disabilities.	\$60,855	\$60,855	Nontraditional
2	C13-5310-2	Tri-City Hospital Foundation	Tri-City	Patient Transport Express Grant	2 Class B Vehicles and 1 Class D Vehicle	Capital - Vehicle and Other Equipment Procurement	CAP - Procurement	2 Class B Vehicles, 1 Class D Vehicles to provide curb-to-curb non-emergency medical transportation in the North San Diego area to individuals who can't access the buses due to the severity of their disabilities.	\$313,675	\$33,877	Traditional
3	C13-5310-3	Noah Homes	Noah Homes	Noah Homes Electric Vehicle Equipment Procurement Program	4 Class Z-1 Vehicles	Capital - Vehicle and Other Equipment Procurement	CAP - Procurement	4 Class Z-1 Vehicles for client transportation	\$432,284	\$150,000	Traditional
4	C13-5310-4	Sharp HealthCare Foundation	Sharp	Sharp Transportation Program	2 Class C Vehicles	Capital - Vehicle and Other Equipment Procurement	CAP - Procurement	2 Class C vehicles for client transportation	\$229,636	\$40,524	Traditional
5	C13-5310-5	The Arc of San Diego	ArcSD	MCRD Contracted Transportation Program	MCRD Contracted Transportation	Capital - Contracted Transportation Service	CAP - Contracted Transportation	Maintains existing door-to-door services, particularly during early morning hours when public transportation is unavailable. It connects Arc clients to specialized transportation via contracted vehicles that cater to their unique schedules and needs.	\$544,464	\$136,116	Traditional
6	C13-5310-6	San Diego Metropolitan Transit System	MTS	FY25 ADA Bus Procurement	8 Class B Vehicles	Capital - Vehicle and Other Equipment Procurement	CAP - Procurement	8 Class B vehicles for paratransit service	\$1,200,000	\$379,032	Nontraditional
7	C13-5310-7	Jewish Family Service of San Diego	JFS	On the Go 5310	OTG 5310	Operating	OP	Continue serving senior residents and senior service organizations of Greater San Diego utilizing Rides & Smiles volunteer donation based driving program, OTG Navigator sliding scale fee based for urgent requests, meal delivery, and OTG fee based Shuttles. The program may expand/adjust service boundaries within the proposed zip codes. OTG staff drivers and Transportation Network Companies will provide back up for Rides & Smiles rides not selected by a volunteer. Provide rides to/from appointments and activities up to 25 miles of the rider's residence or centralized pick up point. Offer personalized assistance required by seniors suffering from physical and mental disabilities, including assistance getting in and out of vehicle or utilizing vehicle lift system.	\$1,150,000	\$1,150,000	Nontraditional

**SANDAG Specialized Transportation Grant Program  
Cycle 13 Call for Projects: Section 5310 Program**

8	C13-5310-8	Travelers Aid Society of San Diego	TASSD	RIDEFinder 5310	RIDEFinder 5310	Mobility Management	MM	Improve access to existing transportation services within the large urbanized area of SD County to low income older adults, ages 65 and over and persons with disabilities of any age. This will be accomplished through coordination efforts with agency partners, information & referral services, matching transportation needs of our clients to available resources, and by providing training to allow individuals to better utilize public transportation where appropriate.	\$200,000	\$50,000	Traditional
9	C13-5310-9	Travelers Aid Society of San Diego	TASSD	Senior Solutions 5310	Senior Solutions 5310	Operating	OP	Fill transportation gaps for low-income seniors ages 65+ and individuals with disabilities of any age who are immunocompromised, and need safe travel options for doctor visits, dialysis appointments, cancer treatments, and shopping trips. The program provides free 1:1 trip options to enrolled clients, including door-to-door & door-through-door services utilizing volunteer drivers, rides with partner agency door-to-door services, and ride share services.	\$200,000	\$200,000	Nontraditional
10	C13-5310-10	Home of Guiding Hands	HGH	HGH Community Integration and Mobilization Transportation Program	3 Class C vehicles and 2 Class V vehicles and fleet management software	Capital - Vehicle and Other Equipment Procurement	CAP - Procurement	3 Class C vehicles and 2 Class V vehicles as well as fleet management software for client transportation	\$704,514	\$133,787	Traditional
11	C13-5310-11	St. Paul's Episcopal Home, Inc.	SPSS	St. Paul's Transportation Services	10 Class V Vehicles	Capital - Vehicle and Other Equipment Procurement	CAP - Procurement	10 Class V vehicles for client transportation	\$711,410	\$125,550	Traditional
12	C13-5310-12	St. Madeleine Sophie's Center	SMSC	Mileage Reimbursement	Mileage Reimbursement	Operating	OP	Operating support through mileage reimbursement funds. This project will serve over 400 individuals with intellectual and developmental disabilities enrolled at SMSC annually. These individuals use our fleet of vehicles on a daily basis for trips to and from vocational training, work sites, and community activities throughout San Diego County.	\$388,000	\$388,000	Nontraditional
13	C13-5310-13	St. Madeleine Sophie's Center	SMSC	Vehicle Procurement	2 Class C Vehicles and 2 Class V Vehicles	Capital - Vehicle and Other Equipment Procurement	CAP - Procurement	2 Class C vehicles and 2 Class V vehicles for client transportation	\$350,066	\$61,780	Traditional

**SANDAG Specialized Transportation Grant Program  
Cycle 13 Call for Projects: Section 5310 Program**

14	C13-5310-14	Facilitating Access to Coordinated Transportation	FACT	CTSA	CTSA Services	Mobility Management	MM	Sole source to enhanced mobility management services to the region that improves coordination among specialized transportation providers, resulting in an increase in the number of trips provided to seniors and individuals with disabilities over the grant term. This will be accomplished through additional telephone referral services, brokerage management, accessible vehicle sharing, technical assistance, regional coordination, outreach and marketing, and research besides those services provided under the Consolidated Transportation Service Agency contract with SANDAG.	\$1,041,084	\$832,146	Traditional
15	C13-5310-15	Facilitating Access to Coordinated Transportation	FACT	RideFACT	RideFACT	Capital - Contracted Transportation Service	CAP - Contracted Transportation	Sole source to provide specialized dial-a-ride service designed to provide wheelchair accessible transportation to seniors and persons with disabilities who lack other available transit options.	\$617,500	\$154,376	Traditional
16	<del>C13-5310-16</del>	<del>Facilitating Access to Coordinated Transportation</del>	<del>FACT</del>	<del>RideFACT</del>	<del>RideFACT</del>	<del>Operating</del>	<del>OP</del>	<del>Sole source to provide specialized dial-a-ride service designed to provide wheelchair accessible transportation to seniors and persons with disabilities who lack other available transit options.</del>	<del>\$237,500</del>	<del>\$237,500</del>	<del>Nontraditional</del>

# Section 5310 Evaluator 2 Score Sheet

**Evaluator Instructions:**

**Step 1:** Review the STGP Cycle 13 Evaluation Criteria and Scoring Rubric included in your Evaluator Packet.

**Step 2:** Score each project application's qualitative responses using the Evaluation Criteria and Scoring Rubric. While most qualitative responses can be found in the Project Narrative section of the Project Application, others can be found in the Project Scope of Work and other application materials. SANDAG scores the quantitative responses against the quantitative evaluation criteria, which vary based on project type. To score the qualitative responses, enter an integer not greater than the maximum number of points allowed for the qualitative response you are scoring. The scoring cells contain formulas that will not allow you to enter a number greater than the maximum points allowed for the qualitative criteria you are scoring; neither will they allow you to enter half-points. Do not enter a zero unless a response to a criterion is missing or is so incomplete or incoherent that you cannot reasonably understand or infer the meaning of the response. The Total Score will autopopulate.

**Step 2a:** For **Capital - Contracted Transportation Service and Operating Projects**, provide scores for Evaluation Criteria 1 through 8, except 2A, 7A, and 7B; SANDAG scores these criteria.

**Step 2b:** For **Mobility Management Projects**, provide scores for Evaluation Criteria 1 through 8, except 2A and 7A; SANDAG scores these criteria.

**Step 2c:** For **Capital - Vehicle and Other Equipment Procurement Projects** provide scores for Evaluation Criteria 1 through 8, except 2A and 7A; SANDAG scores these criteria.

## Step 2: Score Project Applications

### Step 2a: Score Capital - Contracted Transportation Service and Operating Projects

Shortened Applicant Name	Shortened Project Name	Evaluation Criteria																Total Evaluator Score	
		1			2			3		4			5		6	8			
		A.	B.	C.	B.	C.	D.	A.	B.	A.	B.	C.	A.	B.	A.	B.	C.		
		Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points		
Tri-City	Patient Transportation	3	3	3	5	5	5	4	5	5	5	5	5	5	3	5	2	4	72
JFS	On the Go	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	83
TASD	Senior Solutions	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	83
SMSC	Mileage Reimbursement	5	3	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	81
ArcSD	MCRD Contracted Transportation	5	3	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	81

### Step 2b: Score Mobility Management Projects

Shortened Applicant Name	Shortened Project Name	Evaluation Criteria																Total Evaluator Score		
		1			2			3	4			5		6	7		8			
		A.	B.	C.	B.	C.	D.	A.	A.	B.	C.	A.	B.	A.	B.	A.	B.		C.	
		Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 10 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points		Up to 5 points	
TASD	RIDEFinder	5	5	5	5	5	5	10	5	5	5	5	5	3	5	5	5	5	88	

## Section 5310 Evaluator 2 Score Sheet

### Step 2c: Score Vehicle and Other Equipment Procurement Projects

Shortened Applicant Name	Shortened Project Name	Evaluation Criteria																		Total Evaluator Score		
		1			2			3		4			5		6		7		8			
		A.	B.	C.	B.	C.	D.	A.	B.	A.	B.	C.	A.	B.	A.	B.	A.	B.	A.		B.	C.
		Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points		Up to 5 points	Up to 5 points
Tri-City	2 Class B Vehicles and 1 Class D Vehicle	4	4	4	5	5	5	5	5	5	5	5	5	5	5	3	5	5	2	4	81	
Noah Homes	4 Class Z-1 Vehicles	4	4	4	5	4	5	5	5	5	5	5	5	3	5	5	5	5	5	5	84	
Sharp	2 Class C Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	5	88	
MTS	8 Class B Vehicles	5	5	5	3	3	5	3	5	3	4	5	3	4	3	4	3	4	5	5	75	
HGH	3 Class C Vehicles and 2 Class V Vehicles with Fleet Software	5	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	5	88	
SPSS	10 Class V Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	5	88	
SMSC	2 Class C Vehicles and 2 Class V Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	5	88	

# Section 5310 Evaluator 3 Score Sheet

**Evaluator Instructions:**

**Step 1:** Review the STGP Cycle 13 Evaluation Criteria and Scoring Rubric included in your Evaluator Packet.

**Step 2:** Score each project application's qualitative responses using the Evaluation Criteria and Scoring Rubric. While most qualitative responses can be found in the Project Narrative section of the Project Application, others can be found in the Project Scope of Work and other application materials. SANDAG scores the quantitative responses against the quantitative evaluation criteria, which vary based on project type. To score the qualitative responses, enter an integer not greater than the maximum number of points allowed for the qualitative response you are scoring. The scoring cells contain formulas that will not allow you to enter a number greater than the maximum points allowed for the qualitative criteria you are scoring; neither will they allow you to enter half-points. Do not enter a zero unless a response to a criterion is missing or is so incomplete or incoherent that you cannot reasonably understand or infer the meaning of the response. The Total Score will auto populate.

**Step 2a:** For **Capital - Contracted Transportation Service and Operating Projects**, provide scores for Evaluation Criteria 1 through 8, except 2A, 7A, and 7B; SANDAG scores these criteria.

**Step 2b:** For **Mobility Management Projects**, provide scores for Evaluation Criteria 1 through 8, except 2A and 7A; SANDAG scores these criteria.

**Step 2c:** For **Capital - Vehicle and Other Equipment Procurement Projects**, provide scores for Evaluation Criteria 1 through 8, except 2A and 7A; SANDAG scores these criteria.

## Step 2: Score Project Applications

### Step 2a: Score Capital - Contracted Transportation Service and Operating Projects

Shortened Applicant Name	Shortened Project Name	Evaluation Criteria																Total Evaluator Score			
		1			2				3		4			5		6			8		
		A.	B.	C.	B.	C.	D.	A.	B.	A.	B.	C.	A.	B.	A.	B.	A.		B.	C.	
		Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points		Up to 5 points	Up to 5 points	
Tri-City	Patient Transportation	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	84	
JFS	On the Go	5	5	5	5	5	5	5	5	5	5	5	5	4	5	5	5	5	5	84	
TASD	Senior Solutions	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	84	
SMSC	Mileage Reimbursement	5	5	5	5	5	5	5	5	5	5	5	4	5	5	5	5	5	5	84	
ArcSD	MCRD Contracted Transportation	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	85	

### Step 2b: Score Mobility Management Projects

Shortened Applicant Name	Shortened Project Name	Evaluation Criteria																Total Evaluator Score		
		1			2				3	4			5	6	7	8				
		A.	B.	C.	B.	C.	D.	A.	A.	B.	C.	A.	B.	A.	B.	A.	B.		C.	
		Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 10 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points		Up to 5 points	Up to 5 points
TASD	RIDEFinder	5	5	5	5	5	5	10	5	5	5	5	5	5	5	5	5	5	5	90

## Section 5310 Evaluator 3 Score Sheet

### Step 2c: Score Vehicle and Other Equipment Procurement Projects

Shortened Applicant Name	Shortened Project Name	Evaluation Criteria																		Total Evaluator Score	
		1			2			3			4			5		6	7	8			
		A.	B.	C.	B.	C.	D.	A.	B.	A.	B.	C.	A.	B.	A.	B.	A.	B.	C.		
		Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points		Up to 5 points
Tri-City	2 Class B Vehicles and 1 Class D Vehicle	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	90		
Noah Homes	4 Class Z-1 Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	90		
Sharp	2 Class C Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	90		
MTS	8 Class B Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	90		
HGH	3 Class C Vehicles and 2 Class V Vehicles with Fleet Software	5	5	5	5	5	5	5	5	5	4	5	5	5	5	5	5	5	89		
SPSS	10 Class V Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	90		
SMSC	2 Class C Vehicles and 2 Class V Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	90		

## Section 5310 Evaluator 4 Score Sheet

**Evaluator Instructions:**

**Step 1:** Review the STGP Cycle 13 Evaluation Criteria and Scoring Rubric included in your Evaluator Packet.

**Step 2:** Score each project application's qualitative responses using the Evaluation Criteria and Scoring Rubric. While most qualitative responses can be found in the Project Narrative section of the Project Application, others can be found in the Project Scope of Work and other application materials. SANDAG scores the quantitative responses against the quantitative evaluation criteria, which vary based on project type. To score the qualitative responses, enter an integer not greater than the maximum number of points allowed for the qualitative response you are scoring. The scoring cells contain formulas that will not allow you to enter a number greater than the maximum points allowed for the qualitative criteria you are scoring; neither will they allow you to enter half-points. Do not enter a zero unless a response to a criterion is missing or is so incomplete or incoherent that you cannot reasonably understand or infer the meaning of the response. The Total Score will autopopulate.

**Step 2a:** For **Capital - Contracted Transportation Service and Operating Projects**, provide scores for Evaluation Criteria 1 through 8, except 2A, 7A, and 7B; SANDAG scores these criteria.

**Step 2b:** For **Mobility Management Projects**, provide scores for Evaluation Criteria 1 through 8, except 2A and 7A; SANDAG scores these criteria.

**Step 2c:** For **Capital - Vehicle and Other Equipment Procurement Projects**, provide scores for Evaluation Criteria 1 through 8, except 2A and 7A; SANDAG scores these criteria.

### Step 2: Score Project Applications

#### Step 2a: Score Capital - Contracted Transportation Service and Operating Projects

Shortened Applicant Name	Shortened Project Name	Evaluation Criteria															Total Evaluator Score			
		1			2			3		4			5		6			8		
		A.	B.	C.	B.	C.	D.	A.	B.	A.	B.	C.	A.	B.	A.	A.		B.	C.	
		Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points		Up to 5 points	Up to 5 points	
Tri-City	Patient Transportation	4	4	5	5	4	4	5	3	5	5	5	5	5	3	4	5	3	74	
JFS	On the Go	5	5	5	5	5	5	5	5	5	5	3	5	5	5	5	5	3	81	
TASD	Senior Solutions	5	5	5	5	5	5	5	3	5	5	5	5	5	5	3	5	5	81	
SMSC	Mileage Reimbursement	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	3	4	80	
ArcSD	MCRD Contracted Transportation	3	3	5	5	5	5	5	4	5	5	5	5	5	3	5	5	4	77	

#### Step 2b: Score Mobility Management Projects

Shortened Applicant Name	Shortened Project Name	Evaluation Criteria															Total Evaluator Score		
		1			2			3	4			5		6	7	8			
		A.	B.	C.	B.	C.	D.	A.	A.	B.	C.	A.	B.	A.	B.	A.		B.	C.
		Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 10 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points	Up to 5 points		Up to 5 points	Up to 5 points
TASD	RIDEFinder	5	5	5	5	5	5	10	5	5	3	5	5	5	5	5	4	87	

## Section 5310 Evaluator 4 Score Sheet

### Step 2c: Score Vehicle and Other Equipment Procurement Projects

Shortened Applicant Name	Shortened Project Name	Evaluation Criteria																		Total Evaluator Score
		1			2			3		4			5		6	7	8			
		A.	B.	C.	B.	C.	D.	A.	B.	A.	B.	C.	A.	B.	A.	B.	A.	B.	C.	
		<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	<i>Up to 5 points</i>	
Tri-City	2 Class B Vehicles and 1 Class D Vehicle	4	4	5	4	4	4	5	1	5	5	5	5	5	3	5	4	5	3	76
Noah Homes	4 Class Z-1 Vehicles	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	3	86
Sharp	2 Class C Vehicles	5	5	5	5	4	5	5	5	5	5	3	4	5	3	5	5	5	4	83
MTS	8 Class B Vehicles	5	5	5	5	5	3	2	4	5	5	5	5	5	5	5	3	4	3	79
HGH	3 Class C Vehicles and 2 Class V Vehicles with Fleet Software	5	5	5	5	5	5	5	5	5	5	5	5	5	4	5	5	5	4	88
SPSS	10 Class V Vehicles	5	5	1	2	4	3	2	3	5	5	4	3	5	5	5	5	5	3	70
SMSC	2 Class C Vehicles and 2 Class V Vehicles	5	5	5	5	5	5	4	5	5	5	5	5	5	3	5	5	3	4	84

## Section 5310 Evaluator Scores

### Capital - Contracted Transportation Service and Operating Projects

Evaluator Number	Shortened Applicant Name	Shortened Project Name	1A	1B	1C	2B	2C	2D	3A	3B	4A	4B	4C	5A	5B	6A	8A	8B	8C	Total Evaluator Score
2	Tri-City	Patient Transportation	3	3	3	5	5	5	4	5	5	5	5	5	5	3	5	2	4	72
3	Tri-City	Patient Transportation	5	5	5	5	5	5	5	5	5	5	5	5	5	4	5	5	5	84
4	Tri-City	Patient Transportation	4	4	5	5	4	4	5	3	5	5	5	5	5	3	4	5	3	74
2	JFS	On the Go	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	83
3	JFS	On the Go	5	5	5	5	5	5	5	5	5	5	5	4	5	5	5	5	5	84
4	JFS	On the Go	5	5	5	5	5	5	5	5	5	5	3	5	5	5	5	5	3	81
2	TASD	Senior Solutions	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	83
3	TASD	Senior Solutions	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	84
4	TASD	Senior Solutions	5	5	5	5	5	5	5	3	5	5	5	5	5	5	3	5	5	81
2	SMSC	Mileage Reimbursement	5	3	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	81
3	SMSC	Mileage Reimbursement	5	5	5	5	5	5	5	5	5	5	5	4	5	5	5	5	5	84
4	SMSC	Mileage Reimbursement	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	3	4	80
2	ArcSD	MCRD Contracted Transportation	5	3	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	81
3	ArcSD	MCRD Contracted Transportation	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	85
4	ArcSD	MCRD Contracted Transportation	3	3	5	5	5	5	5	4	5	5	5	5	5	3	5	5	4	77

### Mobility Management Projects

Evaluator Number	Shortened Applicant Name	Shortened Project Name	1A	1B	1C	2B	2C	2D	3A	4A	4B	4C	5A	5B	6A	7B	8A	8B	8C	Total Evaluator Score
2	TASD	RIDEFinder	5	5	5	5	5	5	10	5	5	5	5	5	3	5	5	5	5	88
3	TASD	RIDEFinder	5	5	5	5	5	5	10	5	5	5	5	5	5	5	5	5	5	90
4	TASD	RIDEFinder	5	5	5	5	5	5	10	5	5	3	5	5	5	5	5	5	4	87

### Vehicle and Other Equipment Procurement Projects

Evaluator Number	Shortened Applicant Name	Shortened Project Name	1A	1B	1C	2B	2C	2D	3A	3B	4A	4B	4C	5A	5B	6A	7B	8A	8B	8C	Total Evaluator Score
2	Tri-City	2 Class B Vehicles and 1 Class D Vehicle	4	4	4	5	5	5	5	5	5	5	5	5	5	3	5	5	2	4	81
3	Tri-City	2 Class B Vehicles and 1 Class D Vehicle	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	90
4	Tri-City	2 Class B Vehicles and 1 Class D Vehicle	4	4	5	4	4	4	5	1	5	5	5	5	5	3	5	4	5	3	76
2	Noah Homes	4 Class Z-1 Vehicles	4	4	4	5	4	5	5	5	5	5	5	3	5	5	5	5	5	5	84
3	Noah Homes	4 Class Z-1 Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	90
4	Noah Homes	4 Class Z-1 Vehicles	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	3	86
2	Sharp	2 Class C Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	5	83
3	Sharp	2 Class C Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	90
4	Sharp	2 Class C Vehicles	5	5	5	5	4	5	5	5	5	5	3	4	5	3	5	5	5	4	83
2	MTS	8 Class B Vehicles	5	5	5	3	3	5	3	5	3	4	5	3	4	3	4	5	5	5	75
3	MTS	8 Class B Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	90
4	MTS	8 Class B Vehicles	5	5	5	5	5	3	2	4	5	5	5	5	5	5	5	3	4	3	79
2	HGH	3 Class C Vehicles and 2 Class V Vehicles with Fleet Software	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	5	88
3	HGH	3 Class C Vehicles and 2 Class V Vehicles with Fleet Software	5	5	5	5	5	5	5	5	5	4	5	5	5	5	5	5	5	5	89
4	HGH	3 Class C Vehicles and 2 Class V Vehicles with Fleet Software	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	5	5	4	88
2	SPSS	10 Class V Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	5	88
3	SPSS	10 Class V Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	90
4	SPSS	10 Class V Vehicles	5	5	1	2	4	3	2	3	5	5	4	3	5	5	5	5	5	3	70
2	SMSC	2 Class C Vehicles and 2 Class V Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	5	88
3	SMSC	2 Class C Vehicles and 2 Class V Vehicles	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	90
4	SMSC	2 Class C Vehicles and 2 Class V Vehicles	5	5	5	5	5	5	4	5	5	5	5	5	5	3	5	5	3	4	84

\*Scores of three or less are in red text and scores of one or less are in red text and highlighted yellow.

## Quantitative Scores

### A. Quantitative Evaluation Criteria

Criterion 2A			Criterion 7A			Criterion 7B		
<u>Description:</u> The percentage of those served by the proposed serve that are members of the Target Population			<u>Description:</u> The proposed Minimum Service Hours per Week, as indicated in the Scope of Work			<u>Description:</u> The cost per One-Way Passenger Trip (OWPT), as indicated in the Scope of Work		
Applicable Project Types: <b>All</b>			Applicable Project Types: <b>All</b>			Applicable Project Types: <b>Capital - Contract Transportation Service and Operating Projects</b>		
Minimum Percentage	Maximum Percentage	Points	Minimum Hours	Maximum Hours	Points	Minimum Value	Maximum Value	Points
0%	80%	0	0	19	0	0	14.99	5
80%	85%	1	20	24	1	15	29.99	4
85%	90%	2	25	29	2	30	44.99	3
90%	95%	3	30	34	3	45	59.99	2
95%	100%	4	35	39	4	60	74.99	1
100%	100%	5	40	168	5	75	1000	0

### B. Quantitative Scores

#### Capital - Contracted Transportation Service and Operating Projects

Shortened Applicant Name	Shortened Project Name	Criterion 2A		Criterion 7A		Criterion 7B		Total Score
		Proposed Percentage (indicated in Project Scope of Work)	Total Points Based on Evaluation Criteria	Proposed Hours (indicated in Project Scope of Work)	Total Points Based on Evaluation Criteria	Proposed Cost (indicated in Project Scope of Work)	Total Points Based on Evaluation Criteria	
Tri-City	Patient Transportation	100%	5	30	3	\$17.18	4	12
JFS	On the Go	100%	5	84	5	\$28.88	4	14
TASD	Senior Solutions	100%	5	40	5	\$26.56	4	14
SMSC	Mileage Reimbursement	100%	5	40	5	\$2.16	5	15
ArcSD	MCRD Contracted Transportation	100%	5	57	5	\$24.31	4	14

#### Mobility Management Projects

Shortened Applicant Name	Shortened Project Name	Criterion 2A		Criterion 7A		Total Score
		Proposed Percentage (indicated in Project Scope of Work)	Total Points Based on Evaluation Criteria	Proposed Hours (indicated in Project Scope of Work)	Total Points Based on Evaluation Criteria	
TASD	RIDEFinder	100%	5	40	5	10

#### Capital - Vehicle and Other Equipment Procurement Projects\*

Shortened Applicant Name	Shortened Project Name	Criterion 2A		Criterion 7A		Total Score
		Proposed Percentage (indicated in Project Scope of Work)	Total Points Based on Evaluation Criteria	Proposed Hours (indicated in Project Scope of Work)	Total Points Based on Evaluation Criteria	
Tri-City	1 Class B Vehicle	100%	5	30	3	8
Tri-City	1 Class B Vehicle	100%	5	30	3	8
Tri-City	1 Class D Vehicle	100%	5	30	3	8
Noah Homes	1 Class Z-1 Vehicle	100%	5	20	1	6
Noah Homes	1 Class Z-1 Vehicle	100%	5	20	1	6
Noah Homes	1 Class Z-1 Vehicle	100%	5	20	1	6
Noah Homes	1 Class Z-1 Vehicle	100%	5	20	1	6

## Quantitative Scores

Sharp	1 Class C Vehicle	100%	5	32	3	8
Sharp	1 Class C Vehicle	100%	5	32	3	8
MTS	1 Class B Vehicle	100%	5	32	3	8
MTS	1 Class B Vehicle	100%	5	32	3	8
MTS	1 Class B Vehicle	100%	5	32	3	8
MTS	1 Class B Vehicle	100%	5	32	3	8
MTS	1 Class B Vehicle	100%	5	32	3	8
MTS	1 Class B Vehicle	100%	5	32	3	8
MTS	1 Class B Vehicle	100%	5	32	3	8
MTS	1 Class B Vehicle	100%	5	32	3	8
HGH	1 Class C Vehicle	100%	5	32	3	8
HGH	1 Class C Vehicle	100%	5	32	3	8
HGH	1 Class C Vehicle	100%	5	32	3	8
HGH	1 Class V Vehicle	100%	5	32	3	8
HGH	1 Class V Vehicle	100%	5	32	3	8
HGH	Fleet Management Software*	100%	5	160	5	10
SPSS	1 Class V Vehicle	100%	5	35	4	9
SPSS	1 Class V Vehicle	100%	5	35	4	9
SPSS	1 Class V Vehicle	100%	5	35	4	9
SPSS	1 Class V Vehicle	100%	5	35	4	9
SPSS	1 Class V Vehicle	100%	5	35	4	9
SPSS	1 Class V Vehicle	100%	5	35	4	9
SPSS	1 Class V Vehicle	100%	5	35	4	9
SPSS	1 Class V Vehicle	100%	5	35	4	9
SPSS	1 Class V Vehicle	100%	5	35	4	9
SMSC	1 Class C Vehicle	100%	5	20	1	6
SMSC	1 Class C Vehicle	100%	5	20	1	6
SMSC	1 Class V Vehicle	100%	5	20	1	6
SMSC	1 Class V Vehicle	100%	5	20	1	6

\*Quantitative scores are judged based on equipment project for the Capital category because each equipment could have different hours of service and this way applicants that apply for multiple equipment types are not at an advantage.

\*Vehicle Service Hours were totaled for HGH's Fleet Software project because it will be the least amount of hours needed for software requested.

## Past Performance Adjustment

Past Performance Adjustment is a method that would connect information on an Applicant's recent performance for one or more prior Specialized Transportation Grant Program (STGP) projects to the Applicant's proposed project(s) through the STGP. It is intended to discourage poor performance and reward strong performance. Past Performance Adjustment scores are based on an assessment of an Applicant's performance during a review period. For the STGP Cycle 13 Call for Projects, the Past Performance Adjustment Review Period is July 1, 2023, through June 30, 2024, to coincide with SANDAG's fiscal year, the Specialized Transportation Grant Program monitoring schedule, and the Cycle 13 timeline. Applicants that have never held an STGP grant or applicants that have not held an STGP grant within the Past Performance Adjustment Review Period would not receive a Past Performance Adjustment. Additionally, if the duration of an STGP grant that occurred in the Past Performance Review Period was three months or fewer, SANDAG would exempt this grant from the calculation of the Past Performance Adjustment score due to insufficient performance data.

SANDAG staff uses a standardized monitoring checklist that the grantees sign off on to monitor grantee compliance with its STGP grant agreement(s). Consistent with this monitoring checklist, staff would determine Past Performance Adjustment scores based on three indicators and weights, shown in bold text and discussed below. For the first and third indicators, the monitoring checklist poses multiple questions that an STGP Program Manager completes with "Yes," "No," or "Not applicable." "No" responses may indicate a compliance deficiency. The number of points assigned for the first and third indicators would be based on the percentage of affirmative responses to the total applicable questions.

An Applicant would receive a Past Performance Adjustment score for each STGP grant it has held within the Past Performance Adjustment Review Period. If an Applicant has two or more STGP grants of the same project type within the Past Performance Review Period, an average of the Past Performance Adjustment scores would be calculated so that the Applicant would receive one Past Performance Adjustment score by project type. If an Applicant has held an active STGP grant of one project type within the Past Performance Review Period but is applying for grant funds under a different project type, then the Past Performance Adjustment score would be based only on the first indicator, Grantee Compliance. Past Performance Adjustment scores would range from -15 to +5 points.\* Past performance adjustments is something that has been employed by STGP since 2012/Cycle 7. At that time, SANDAG staff worked with a subcommittee of the Social Services Transportation Advisory Council (SSTAC) (composed of social service agencies, individuals, transportation providers, and the Consolidated Transportation Services Agency) to develop a proposed methodology to incorporate the past performance of grantees in the final scoring and ranking of projects for grant funding. Past performance scores were graded in an objective fashion based on an updated and peer reviewed standardized monitoring checklist and existing grantees did have an opportunity to review and sign off on their past performance scores.

### A. Past Performance Adjustment Evaluation Criteria

Criterion 1			Criterion 2			Criterion 3		
Grantee Compliance			Units of Service Delivered			Grant Agreement Compliance		
This indicator assesses the extent to which STGP grantees comply with cross-cutting requirements applicable to multiple grants and project types. If an Applicant has held an active STGP grant of one grant type within the Past Performance Review Period but is applying for grant funds under a different grant type, then the Past Performance Adjustment score would be based only on the Criterion 1.			This indicator compares the actual number of units of service delivered during the Past Performance Review Period to the proportional number of units of service provided in the STGP Cycle 12 Call for Projects application and agreed to in the grant agreement. Criterion 2 scores are only based on the project type performance requested. Example: Capital application past performance score is from their previous capital project performance only, not their operating or mobility management performance. Each project type has specific project compliance requirements so this ensures other project type scores do not interfere with the reflection of performance.			This indicator assesses the extent to which an STGP grantee complies with requirements specific to its STGP grant agreement(s). Criterion 3 scores are only based on the project type performance requested. Example: Capital application past performance score is from their previous capital project performance only, not their operating or mobility management performance. Each project type has specific project compliance requirements so this ensures other project type scores do not interfere with the reflection of performance.		
Criterion Weight: 40%			Criterion Weight: 40%			Criterion Weight: 20%		
Minimum Percentage	Maximum Percentage	Points	Minimum Percentage	Maximum Percentage	Points	Minimum Percentage	Maximum Percentage	Points
0.00%	59.99%	-6.0	-1000.00%	-30.00%	-6.0	0.00%	59.99%	-3.0
60.00%	64.99%	-5.0	-29.99%	-25.00%	-5.0	60.00%	64.99%	-2.5
65.00%	69.99%	-4.0	-24.99%	-20.00%	-4.0	65.00%	69.99%	-2.0
70.00%	74.99%	-3.0	-19.99%	-15.00%	-3.0	70.00%	74.99%	-1.5
75.00%	79.99%	-2.0	-14.99%	-10.00%	-2.0	75.00%	79.99%	-1.0
80.00%	84.99%	-1.0	-5.00%	-9.99%	-1.0	80.00%	84.99%	-0.5
85.00%	89.99%	0.0	-4.99%	4.99%	0.0	85.00%	89.99%	0.0
90.00%	94.99%	1.0	5.00%	9.99%	1.0	90.00%	94.99%	0.5
95.00%	100.00%	2.0	10.00%	200.00%	2.0	95.00%	100.00%	1.0

### B. Past Performance Adjustment (PPA) Quantitative Scores

Shortened Applicant Name	Shortened Project Name	Project Type	Was an FY24 Grantee?	Was an FY24 Applicable Project Type Grantee?	Criterion 1		Criterion 2		Criterion 3		Total PPA Score
					Monitoring Score	Total Points Based on Evaluation Criteria	Average of Monitoring Scores	Total Points Based on Evaluation Criteria	Average of Monitoring Scores	Total Points Based on Evaluation Criteria	
Noah Homes	4 Class Z-1 Vehicles	CAP - Procurement	Yes	Yes*	100.00%	2.00	N/A	N/A	92.31%	0.50	2.50
Sharp	2 Class C Vehicles	CAP - Procurement	Yes	Yes*	100.00%	2.00	-59.14%	-6.00	96.67%	1.00	-3.00
ArcSD	MCRD Contracted Transportation	CAP - Contracted Transportation	Yes	Yes	100.00%	2.00	85.00%	2.00	81.82%	-0.50	3.50
MTS	8 Class B Vehicles	CAP - Procurement	Yes	Yes*	100.00%	2.00	-66.60%	-6.00	95.33%	1.00	-3.00
JFS	OTG 5310	OP	Yes	Yes	96.00%	2.00	77.00%	2.00	98.20%	1.00	5.00
TASSD	RIDEFinder 5310	MM	Yes	Yes	100.00%	2.00	21.00%	2.00	100.00%	1.00	5.00
TASSD	Senior Solutions 5310	OP	Yes	Yes	100.00%	2.00	106.50%	2.00	100.00%	1.00	5.00
HGH	3 Class C Vehicles and 2 Class V Vehicles with Fleet Software	CAP - Procurement	Yes	Yes*	100.00%	2.00	N/A	N/A	100.00%	1.00	3.00
SMSC	Mileage Reimbursement	OP	Yes	Yes	100.00%	2.00	32.00%	2.00	100.00%	1.00	5.00
SMSC	2 Class C Vehicles and 2 Class V Vehicles	CAP - Procurement	Yes	Yes*	100.00%	2.00	-11.00%	-2.00	96.67%	1.00	1.00
Tri-City	Patient Transport	OP	No	No**	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tri-City	2 Class B Vehicles and 1 Class D Vehicle	CAP - Procurement	No	No**	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SPSS	10 Class V Vehicles	CAP - Procurement	No	No***	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*These applicants had older vehicle grants (Cycles 8 and 9) that did not have Units of Service. Therefore, Criterion 2 is Not Applicable (N/A) for those grants and they are not included in the Average of Monitoring Scores.

\*\*Tri-City was not an FY24 grantee, so they did not receive a Past Performance Adjustment per the Call for Projects.

\*\*\*SPSS did not have a grant that was active for three months or longer during FY24, so they did not receive any Past Performance Adjustment per the Call for Projects.

**Negative scores are in red text.**

## Past Performance Adjustment

### Criterion 1. Grantee Compliance Score Summary (40% of Total Monitoring Score)

Applicant	Total Affirmative Responses	Total Applicable Questions	Percentage of Affirmative Responses	Score
JFS	24	25	96.00%	2
MTS	22	22	100.00%	2
Sharp	17	17	100.00%	2
TASSD	23	23	100.00%	2
ArcSD	21	21	100.00%	2
HGH	16	16	100.00%	2
Noah Homes	19	19	100.00%	2
SMSC	18	18	100.00%	2

Past Performance Adjustment

Criterion 2. Units of Service Score Summary (40% of Total Monitoring Score)

Applicant	Agreement Number	Cycle Number	FY24 Months Active	Grant Type	Target Quantity	Actual Units of Service Delivered	Percent Above or Below Target Units	Score
ArcSD	S893921	11	11	Capital/Contracted Services	9,342	17,300	85%	2
HGH	5005202	9*	12	Capital/Equipment	Not Applicable	Not Applicable	Not Applicable	Not Applicable
HGH	5004691	8*	12	Capital/Equipment	Not Applicable	Not Applicable	Not Applicable	Not Applicable
JFS	S980734	11	6	Operating	6,637	25,646	286%	2
JFS	S980735	11	9	Operating	9,956	11,360	14%	2
JFS	S893828	11	6	Operating	6,638	5,383	-19%	-4
JFS	S1213367	12	9	Operating	29,868	45,510	52%	2
JFS	S1213368	12	9	Operating	29,868	45,510	52%	2
MTS	5005206	9*	10	Capital/Equipment	Not Applicable	Not Applicable	Not Applicable	Not Applicable
MTS	5005914	10	12	Capital/Equipment	25,480	8,510	-67%	-6
MTS	S1053431	11**	12	Capital/Equipment	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Noah Homes	5005201	8*	9	Capital/Equipment	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Sharp	5004695	8*	9	Capital/Equipment	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Sharp	5005205	9*	10	Capital/Equipment	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Sharp	5005908	10	12	Capital/Equipment	41,496	16,956	-59%	-6
SMSC	5004688	8*	12	Capital/Equipment	Not Applicable	Not Applicable	Not Applicable	Not Applicable
SMSC	5005203	9*	12	Capital/Equipment	Not Applicable	Not Applicable	Not Applicable	Not Applicable
SMSC	5005909	10	12	Capital/Equipment	11,184	9,941	-11%	-3
SMSC	S893856	11	12	Operating	139,636	183,630	32%	2
TASSD	S1213369	12	9	Mobility Management	24,000	29,066	21%	2
TASSD	S1213199	12	12	Operating	106,000	167,081	58%	2
TASSD	S1213364	12	9	Operating	3,330	8,496	155%	2

\*Cycle 8 and 9 projects did not have Units of Service targets. Criterion 2 is Not Applicable.

\*\*MTS Cycle 11 project contained Units of Service targets, but the vehicles had not yet been delivered. Criterion 2 is Not Applicable.

Past Performance Adjustment

4. Grant Agreement Compliance (20% of Total Monitoring Score)

Applicant	Agreement Number	Cycle Number	FY24 Months Active	Grant Type	Total Affirmative Responses	Total Applicable Questions	Percentage of Affirmative Responses	Score
ArcSD	S893921	11	11	Capital/Contracted Services	9	11	81.82%	-0.5
HGH	5005202	9	12	Capital/Equipment	9	9	100%	2
HGH	5004691	8	12	Capital/Equipment	10	10	100%	2
JFS	S980734	11	6	Operating	11	11	100%	2
JFS	S980735	11	9	Operating	11	11	100%	2
JFS	S893828	11	6	Operating	11	11	100%	2
JFS	S1213367	12	9	Operating	11	11	100%	2
JFS	S1213368	12	9	Operating	10	11	91%	1.5
MTS	5005206	9	10	Capital/Equipment	11	11	100%	2
MTS	5005914	10	12	Capital/Equipment	12	14	86%	0
MTS	S1053431	11	12	Capital/Equipment	4	4	100%	2
Noah Home	5005201	8	9	Capital/Equipment	12	13	92.31%	1.5
Sharp	5004695	8	9	Capital/Equipment	11	11	100%	2
Sharp	5005205	9	10	Capital/Equipment	11	11	100%	2
Sharp	5005908	10	12	Capital/Equipment	9	10	90%	1.5
SMSC	5004688	8	12	Capital/Equipment	9	9	100%	2
SMSC	5005203	9	12	Capital/Equipment	10	10	100%	2
SMSC	5005909	10	12	Capital/Equipment	9	10	90%	1.5
SMSC	S893856	11	12	Operating	12	12	100%	2
TASSD	S1213369	12	9	Mobility Management	12	12	100%	2
TASSD	S1213199	12	12	Operating	9	9	100%	2
TASSD	S1213364	12	9	Operating	12	12	100%	2



September 16, 2025

SANDAG

Attention: Mrs. Aly Vazquez, Associate Grants Analyst

1011 Union Street, Suite 400

San Diego, CA 92101

Subject: SANDAG Minivan Grant Declinations by Noah Homes

Dear Mrs. Vazquez:

On behalf of Noah Homes, I wish to express my sincere thanks for the generous award from SANDAG's Cycle 13 STGP Call for Projects for the purchase of four new electric vans. After due diligence and consideration with our Legal Counsel, Noah Homes and its Leadership Team have determined that the program's 20-hour average weekly vehicle service hour minimum would be difficult, if not impossible for us to achieve given our agency's population size.

For this reason, we have decided to decline all four vehicle awards. We appreciate that SANDAG strives to hold grantees accountable to vehicle operation to ensure assets benefit the target population. We take this responsibility very seriously and want to be a part of SANDAG's success in the future.

Thank you for your consideration of our bid proposal. Because of the reasons set forth above, we must decline all four vehicle grants.

We wish you continued success with all your grantees in this program.

Sincerely,

A handwritten signature in black ink that reads "Sandra Rocco Melville". The signature is written in a cursive, flowing style.

Sandra Rocco-Melville

Executive Director, Noah Homes

## Proposed FY 2026 Program Budget Amendment: Downtown to Imperial Avenue Bikeway Project

### Overview

Pursuant to Board of Directors Policy No. 017, changes to the budget over \$300,000 require Board approval. There are two pending actions for the Board's consideration: acceptance of additional funds from the City of San Diego (City) and approval of a Fiscal Year 2026 budget amendment for the Downtown to Imperial Avenue Bikeway project.

The Downtown to Imperial Avenue Bikeway was approved by the Board of Directors as part of the Regional Bike Plan Early Action Program (Bike EAP) in 2013. The 3.5-mile project runs mainly along Imperial Avenue from 17th Street to 47th Street, and once completed, will connect to the regional bike network. The project spans four districts in the City and will provide access to the communities of Lincoln Park, Mountain View, Logan Heights, Stockton, Grant Hill and East Village.

### Key Considerations

#### **Additional Work to Construction Contract**

In December 2023, the Board of Directors approved a contract award to Reyes Construction, Inc. for \$15,789,040.10. The Downtown to Imperial Avenue Bikeway project (Capital Improvement Program No. 1223058) issued a notice to proceed on February 8, 2024. Construction is currently ongoing near the eastern terminus of the project. The project is slated for substantial completion in December 2026.

The project experienced significant delays resulting in the need of an additional \$3,077,293. Delay impacts include requested changes to traffic control plans, light and signal foundation changes, signal design, and lane configuration changes.

In addition, the City has requested and is prepared to provide funding for additional pavement rehabilitation work (mill and inlay) along the Downtown to Imperial Avenue Bikeway project. If approved, this work will be added to the construction contract with Reyes Construction, Inc. The additional mill and inlay work will fix deteriorated pavement areas outside of the bikeway footprint, improve the smoothness of the pavement, and enhance the experience of all road users in the community. By doing the pavement and bikeway work in one contract, the community impacts due to construction will be minimized. For this work, the City is prepared to contribute \$1,487,707, which includes construction capital costs, soft costs such as administration and construction management, and contingency.

### Action: **Approve**

The Board of Directors is asked to approve the acceptance of additional funds from the City of San Diego in the amount of \$1,487,707; and an amendment to the FY 2026 Program Budget for the Downtown to Imperial Avenue Bikeway Project (Capital Improvement Program Project No. 1223058), increasing the total project budget by \$4,565,000 (including the new City of San Diego contribution).

### Fiscal Impact:

Approval of the proposed budget amendment will increase the FY 2026 Program Budget by \$4,565,000.

The additional funding will come from the City of San Diego (\$1,487,707), federal Carbon Reduction Program (\$463,000), federal RSTP (\$2,288,000) and TransNet-BPNS (\$1,488,000).

### Schedule/Scope Impact:

Approval of this action by the Board of Directors would allow the project to proceed on schedule.

## **Next Steps**

### ***Budget Amendment***

Upon approval of the budget increase and acceptance of additional funds, staff will amend the project budget as shown in Attachment 1 and as described below:

- Accept the City's funding of \$1,487,707 for additional pavement rehabilitation work.
- Increase FY 2026 Program Budget for the Downtown to Imperial Avenue Bikeway Project by \$4,565,000.

### ***Clint Peace, Senior Director of Capital Delivery***

Attachment: 1. Proposed FY 2026 Bike Program Budget Changes: Downtown to Imperial Avenue Bikeway (Capital Improvement Program Project No. 1223058)

Project Name: **Downtown to Imperial Avenue Bikeway**  
 CIP No.: **1223058** RTIP No.: **SAN206 (V12)**

Corridor Director: **Omar Atayee**  
 Project Manager: **Madai Parra**

**Project Scope**

Environmental clearance, design, and construction of 3.5 miles of urban on-street bikeways.

**Site Location**



**Project Limits**

In San Diego, on Imperial Avenue from 17th Street to 47th Street with connections to Downtown San Diego at various locations.

**Progress to Date**

Construction is 66% complete.

**Major Milestones**

Draft Environmental Document	N/A
Final Environmental Document	Apr-19
Ready to Advertise	Jun-23
Begin Construction	Jan-24
Open to Public	Oct-26
Construction Complete	Oct-27

**SANDAG Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 25	FY 25	FY 26	FY 26	FY 27	FY 27	FY 28	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	Total	Total
Administration	\$1,070	<del>\$738</del>	\$793	<del>\$262</del>	\$713	<del>\$89</del>	\$450	<del>\$29</del>	\$104	\$0	\$0	\$0	\$0	\$0	\$0	<del>\$2,479</del>	\$3,130
Environmental	839	0	0	0	0	0	0	0	0	0	0	0	0	0	0	839	839
Design	1,720	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,720	1,720
Right-of-Way Support	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	75
Right-of-Way Capital	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	116
Construction Support	542	<del>1,018</del>	1,022	<del>1,224</del>	1,400	<del>299</del>	1,265	<del>99</del>	361	0	0	0	0	0	0	<del>3,923</del>	4,590
Construction Capital	285	<del>7,696</del>	8,086	<del>8,500</del>	7,000	<del>900</del>	3,500	<del>144</del>	659	0	0	0	0	0	0	<del>17,492</del>	19,530
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	7	7
Communications	101	0	0	4	4	5	5	14	14	0	0	0	0	0	0	124	124
Project Contingency	0	0	0	31	31	20	20	20	20	0	0	0	0	0	0	71	71
<b>Total SANDAG</b>	<b>\$4,754</b>	<b>\$9,452</b>	<b>\$9,901</b>	<b>\$10,022</b>	<b>\$9,149</b>	<b>\$1,205</b>	<b>\$5,240</b>	<b>\$204</b>	<b>\$1,158</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<del><b>\$26,637</b></del>	<b>\$30,202</b>

**Caltrans Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 25	FY 25	FY 26	FY 26	FY 27	FY 27	FY 28	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	Total	Total
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Caltrans</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Total Expenditures**

	\$4,754	<del>\$9,462</del>	\$9,901	<del>\$10,022</del>	\$9,149	<del>\$1,205</del>	\$5,240	<del>\$204</del>	\$1,158	\$0	\$0	\$0	\$0	\$0	\$0	\$25,637	\$30,202
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**Funding Plan (thousands of dollars)**

Funding Source	Prior Years	FY 25	FY 25	FY 26	FY 26	FY 27	FY 27	FY 28	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	Total	Total
<b>Federal</b>																	
74030003 ATP-R	\$0	<del>\$3,244</del>	\$4,450	<del>\$1,206</del>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,450	\$4,450
74090001 Carbon Red Prg (CRP)	0	<del>3,334</del>	1,201	<del>6,167</del>	5,511	<del>238</del>	2,131	<del>405</del>	463	0	0	0	0	0	0	<del>8,843</del>	9,306
74100001 RSTP	777	<del>687</del>	2,036	<del>482</del>	0	<del>967</del>	1,594	<del>0</del>	694	0	0	0	0	0	0	<del>2,843</del>	5,101
75500001 CRRSAA	0	<del>1,636</del>	946	<del>2,464</del>	2,639	<del>0</del>	515	<del>0</del>	0	0	0	0	0	0	0	4,100	4,100
<b>State</b>																	
85170002 Cap & Trade - AHSCP	0	<del>360</del>	691	<del>334</del>	0	0	0	0	0	0	0	0	0	0	0	691	691
<b>Local</b>																	
91000100 TransNet-BPNS	3,977	<del>299</del>	576	<del>372</del>	511	0	0	<del>99</del>	0	0	0	0	0	0	0	<del>4,739</del>	5,065
City of San Diego	0	0	0	<del>0</del>	488	<del>0</del>	1,000	<del>0</del>	0	0	0	0	0	0	0	<del>0</del>	1,488
<b>Total Funding</b>	<b>\$4,754</b>	<b>\$9,462</b>	<b>\$9,901</b>	<b>\$10,022</b>	<b>\$9,149</b>	<b>\$1,205</b>	<b>\$5,240</b>	<b>\$204</b>	<b>\$1,158</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<del><b>\$26,637</b></del>	<b>\$30,202</b>

## State Route 11/Otay Mesa East Port of Entry Project Update and Approval of Proposed Contract Award for the Non-Intrusive Inspection Technology Services

### Overview

The State Route 11/Otay Mesa East Port of Entry (OME POE) project is a new, innovative border crossing being developed in the San Diego region. The facility will deploy state-of-the-art technology to provide secure, predictable, and efficient crossings for passenger and commercial vehicles. It will be the first U.S. land port of entry to use dynamic tolling to manage demand via dedicated access roads, integrated with advance technologies and intelligent transportation management systems to alleviate supply chain bottlenecks and deliver reliability, particularly critical for time-sensitive trips and cargo. The project is a joint venture between SANDAG and Caltrans, in collaboration with state and federal partners in the U.S. and Mexico.

Currently the design team is working with U.S. Customs and Border Protection (CBP) and other federal partners to determine the layout and features of the facility. Construction began on the first work package November 3, 2025. As the Project approaches 95%-100% design for the entire facility and upcoming work packages are being negotiated, it is critical to procure long lead items, including Non-Intrusive Inspection (NII) technology. Pursuant to the Federal Project Agreement, which the Board authorized in January 2025, SANDAG agreed to procure certain scanning equipment for the OME POE, including NII technology, used by CBP to improve the processing of vehicles and cargo by reducing the need for manual inspections. Procurement of this NII equipment vendor is key to completion of final project design because the supporting infrastructure must be designed to accommodate the selected vendor's specifications.

This report requests authorization to award an agreement for NII Technology Services for this project.

### Key Considerations

The Board approved the solicitation for a Request for Proposals (RFP) on May 23, 2025, to solicit proposals from qualified firms with NII technology knowledge and experience.

The solicitation was advertised on the SANDAG public bidding portal from November 7, 2025, to February 9, 2026. The project notice was distributed electronically to all prospective bidders registered under the relevant work category codes and published in traditional newspapers in accordance with the requirements. A total of four proposals were received, all of which met the RFP requirements and were deemed responsive for further evaluation. A standard evaluation process was conducted in accordance with Board Policy No. 16 requirements. The evaluation committee recommended awarding the contract to Smiths Detection, Inc. After identifying it to be the most qualified firm with the best value, the agency

### Action: Approve

The Board of Directors will receive an update on the Otay Mesa East Port of Entry project and is asked to authorize the Chief Executive Officer to award and execute the Non-Intrusive Inspection Technology Services Agreement for the project.

### Fiscal Impact:

The total value of the contract awarded by SANDAG will not exceed \$47.8 million and will be derived from Capital Improvement Program Project No. 1201108.

### Schedule/Scope Impact:

The contract duration is three years with two one-year option periods. The maximum contract length is up to five years.

conducted negotiations regarding the scope, level of effort, and fee, and determined the final cost to be fair and reasonable.

The proposed contract will allow for a term of three years with two one-year option periods. The total contract value will not exceed \$47.8 million.

**Next Steps**

Pending approval by the Board of Directors, SANDAG will award the OME POE NII Technology Services contract to Smiths.

***Clint Peace, Senior Director of Capital Delivery***

# SR 11 OTAY MESA EAST

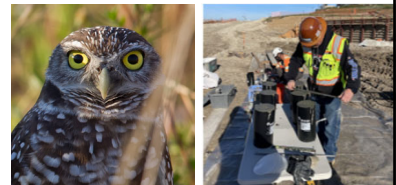
PORT OF ENTRY

Board of Directors | Item 4  
Maria Rodriguez Molina, Director of Mega Projects, Border and Goods Movement  
April 24, 2026

1

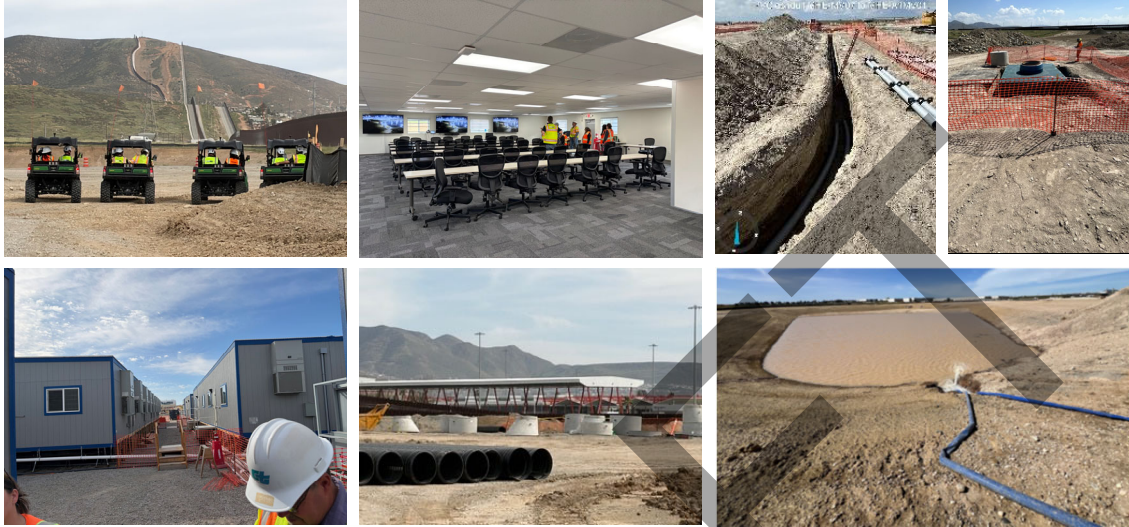
## Project Status

- Began Construction on November 3, 2025
- Construction Package #1 – retaining walls, deep utilities, fine grading, and removal of border fence
- Technology Package – Non-Intrusive Inspection (NII) equipment
- Construction Package #2 – Construct Northbound Passenger Vehicle Facilities
  - Under negotiation. Target contract award July 2026



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## Construction Activities Underway



SANDAG | Caltrans | 3

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## Binational Coordination: Tolling and ITS

- Tolling system requires equipment on both sides of the border
- Intelligent Transportation System Operation and Maintenance Agreement



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# Construction Phasing



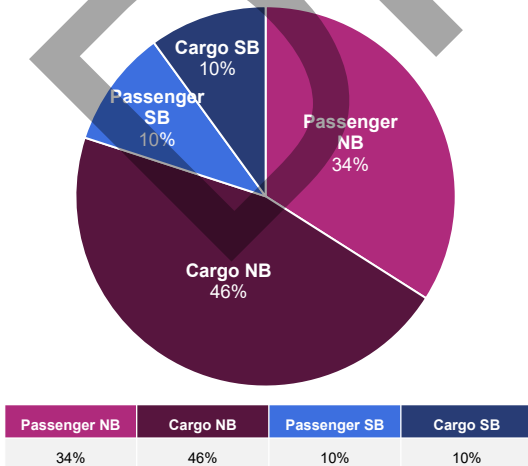
## Phase 1 Opening:

- NB Passenger vehicle facilities
- Main Building Headhouse (supports both Cargo and passenger functions)
- Utility corridor

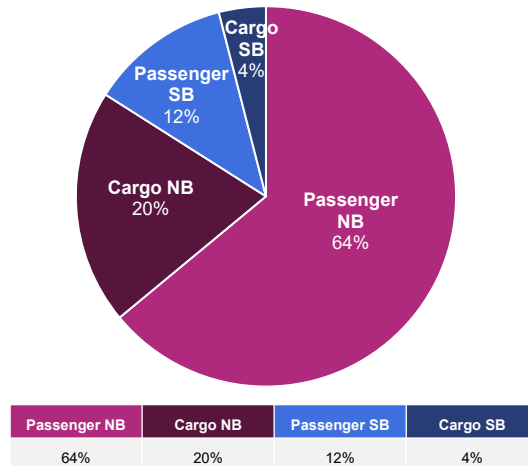
5

# Costs and Revenues

POE Facilities Cost

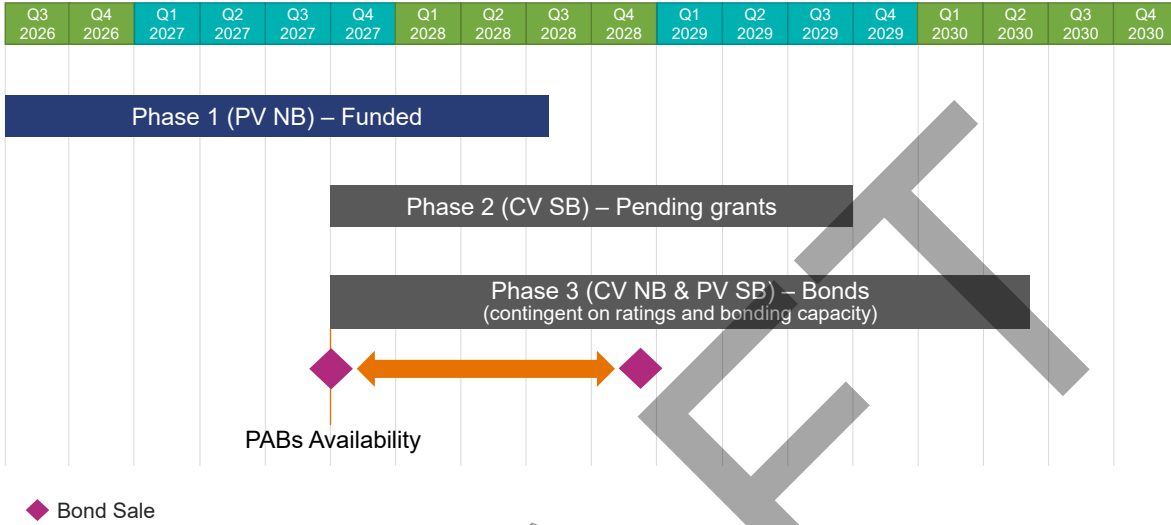


Toll Revenue Split



6

# Proposed Phasing Schedule



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# Proposed Contract Award for the Non-Intrusive Inspection (NII) Technology Services

- Pursuant to Federal Project Agreement (authorized by BOD Jan. 2025), SANDAG agreed to procure NII technology, to be used by CBP to improve vehicle and cargo processing by reducing the need for manual inspections
- Procurement of NII vendor is key to final project design which must accommodate the selected vendor's specifications

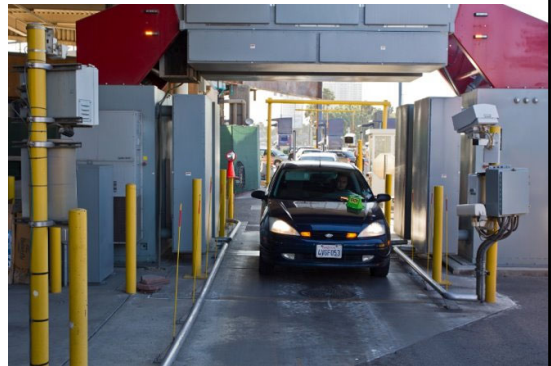


Photo credit: <https://www.cbp.gov>

SANDAG | Caltrans | 8

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## Proposed Contract Award for NII Technology Services

- Board approved solicitation May 23, 2025, which was advertised Nov. 7, 2025 – Feb. 9, 2026
- All four proposals met RFP requirements and were evaluated per Board Policy No. 16
- Evaluation committee recommended award to Smiths Detection, Inc. after finding it to be most qualified firm with best value
- The agency conducted negotiations regarding the scope, level of effort, and fee, and determined the final cost to be fair and reasonable.
- The total contract value will not exceed \$47,831 million and will be derived from Capital Improvement Program Project No. 1201108
- Contract duration is three years with two one-year option periods

DRAFT