



## Board of Directors Agenda

Friday, June 27, 2025

9 a.m. to 12:30 p.m.

Welcome to SANDAG. The Board of Directors meeting scheduled for Friday, June 27, 2025, will be held in person in the SANDAG Board Room. While Board members will attend in person, members of the public will have the option of participating either in person or virtually.

For public participation via Zoom webinar, click the link to join the meeting: <https://us02web.zoom.us/j/82753663255>

Webinar ID: 827 5366 3255

To participate via phone, dial a number based on your current location in the US:

+1 (669) 900-6833      +1 (929) 205-6099      International numbers available: <https://us02web.zoom.us/u/kb9CBo4FXS>

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**Public Comments:** Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Public speakers are generally limited to three minutes or less per person.

Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at [clerkoftheboard@sandag.org](mailto:clerkoftheboard@sandag.org) (please reference Board of Directors meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

If you desire to provide in-person verbal comment during the meeting, please fill out a speaker slip, which can be found in the lobby. If you have joined the Zoom meeting by computer or phone, please use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter \*9 to "Raise Hand" and \*6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those in person and joining via a computer, and by the last three digits of the phone number of those joining via telephone. Should you wish to display media in conjunction with your comments, please inform the Clerk when called upon. The Clerk will be prepared to have you promoted to a position where you will be able to share your media yourself during your allotted comment time. In-person media sharing must be conducted by joining the Zoom meeting on the personal device where the content resides. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made in writing via email or speaker slip, or verbally per the instructions above.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG provides access to all agenda and meeting materials online at [sandag.org/meetings](http://sandag.org/meetings). Additionally, interested persons can sign up for email notifications at [sandag.org/subscribe](http://sandag.org/subscribe). A physical copy of this agenda may be viewed at the SANDAG Toll Operations Office, 1129 La Media Road, San Diego, CA 92154, at any time prior to the meeting.

To hear the verbatim discussion on any agenda item following the meeting, the [audio/video](#) recording of the meeting is accessible on the SANDAG website.

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Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

**Message from the Clerk:** In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) \$100, Borders Committee (BC) \$100, Board of Directors (BOD) \$150, and Regional Transportation Commission (RTC) \$100. Compensation rates for the EC, BC, and BOD are set pursuant to the SANDAG Bylaws, and the compensation rate for the RTC is set pursuant to state law.

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SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints, and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to the SANDAG Director of Diversity and Equity at (619) 699-1900. Any person who believes they or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

**SANDAG Notice of Non-Discrimination | Aviso de no discriminación de SANDAG | Abiso sa Hindi Pandidiskrimina ng SANDAG | Thông cáo Không phân biệt đối xử của SANDAG | SANDAG 非歧视通知 | SANDAG: إشعار عدم التمييز**

This meeting will be conducted in English, and simultaneous interpretation will be provided in Spanish. Interpretation in additional languages will be provided upon request to [ClerkoftheBoard@sandag.org](mailto:ClerkoftheBoard@sandag.org) at least 72 business hours before the meeting.

Esta reunión se llevará a cabo en inglés, y se ofrecerá interpretación simultánea en español. Se ofrecerá interpretación en otros idiomas previa solicitud a [ClerkoftheBoard@sandag.org](mailto:ClerkoftheBoard@sandag.org) al menos 72 horas antes de la reunión.

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**Бесплатная языковая помощь | Assistência linguística gratuita | मुफ्त भाषा सहायता | Assistance linguistique gratuite |**

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**Безкоштовна мовна допомога | sandag.org/LanguageAssistance | (619) 699-1900**

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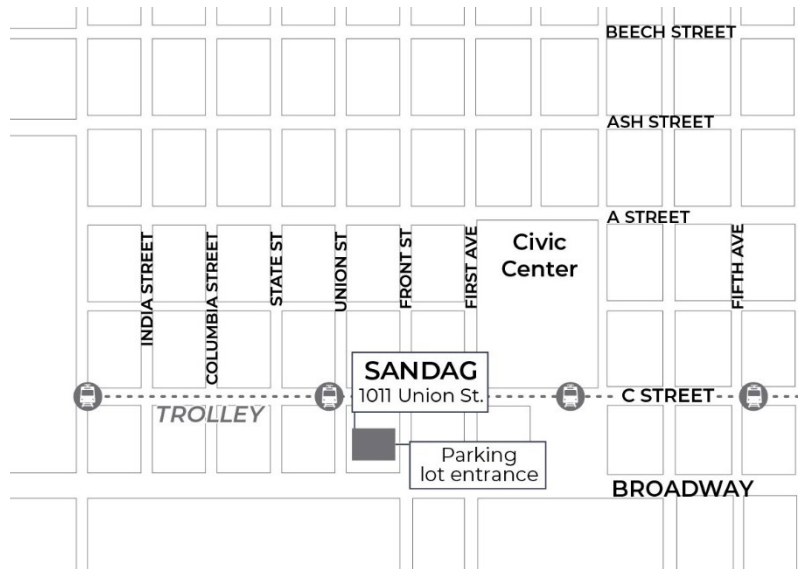
**Vision Statement: Pursuing a brighter future for all**

**Mission Statement: We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.**

**Our Commitment to Equity: We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.**

*We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.*

*We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.*



# **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. Mayor John Duncan, Councilmember Luz Molina, and Councilmember Jewel Edson are non-salaried members of the FACT Board of Directors. 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, Councilmember	
<b>City of Chula Vista</b> Hon. Carolina Chavez, Deputy Mayor (A) Hon. Cesar Fernandez, Councilmember (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, Councilmember (A) Hon. Mark Fleming, Councilmember (A) Hon. Amy Steward, Councilmember		<b>City of Vista</b> Hon. Katie Melendez, Deputy Mayor (A) Hon. Dan O'Donnell, Councilmember (A) Hon. John Franklin, Mayor	
<b>City of Del Mar</b> Hon. Terry Gaasterland, Mayor (A) Hon. Tracy Martinez, Deputy Mayor (A) Hon. John Spelich, Councilmember		<b>County of San Diego</b> Vacant Hon. Joel Anderson, Supervisor (A) Hon. Terra Lawson-Remer Supervisor (A) Hon. Monica Montgomery Steppe, 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, Deputy Mayor		<b>Imperial County</b> Jesus Eduardo Escobar, Supervisor Imperial County (A) Vacant	
<b>City of Escondido</b> Hon. Dane White, Mayor (A) Hon. Judy Fitzgerald, Councilmember (A) Hon. Joe Garcia, Councilmember		<b>California Department of Transportation</b> Ann Fox, Executive District 11 Director (A) Everett Townsend, Deputy District Director (A) Roy Abboud, Supervising Transportation Planner	
<b>City of Imperial Beach</b> Hon. Jack Fisher, Councilmember (A) Hon. Mitch McKay, Councilmember (A) Hon. Matthew Leyba-Gonzalez, Councilmember		<b>Metropolitan Transit System</b> Hon. Matthew Leyba-Gonzalez (A) Hon. Patricia Dillard (A) Hon. Ronn Hall	
<b>City of La Mesa</b> Hon. Mark Arapostathis, Mayor (A) Hon. Lauren Cazares, 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, Mayor Pro Tem (A) Hon. Jessyka Heredia, Councilmember		<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, Councilmember (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> Gil Cabrera, Chair (A) James Sly, Board member	
<b>City of San Diego</b> Hon. Joe LaCava, Council President (A) Hon. Vivian Moreno, Councilmember (A) Hon. Sean Elo-Rivera, Councilmember Hon. Todd Gloria, Mayor (A) Hon. Kent Lee, Council President Pro Tem (A) Hon. Marni Von Wilpert, 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, Councilmember		<b>Mexico</b> Hon. Alicia Kerber-Palma Cónsul General of Mexico (A) Hon. Gilberto Luna Deputy Cónsul General of Mexico	
		<b>Association of Planning Groups</b> Hon. Robin Joy Maxson (A) Hon. Eileen Delaney	

# Board of Directors

Friday, June 27, 2025

## Comments and Communications

### 1. 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.

## Consent

### +2. Approval of Meeting Minutes

Approve

*Michael Garcia, SANDAG*

The Board of Directors is asked to approve the minutes from its June 13, 2025, meeting.

[Meeting Minutes](#)

### +3. Chief Executive Officer Delegated Actions\*

Information

*Jennie Sharp, SANDAG*

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

[Chief Executive Officer Delegated Actions](#)

[Att. 1 - Investment Securities Transactions Activity - May 2025](#)

### +4. FY 2026 Transportation Development Act and State Transit Assistance Claims

Approve

*Kimberly Trammel, Marcus Pascual, SANDAG*

The Transportation Committee recommends that the Board of Directors:

1. Adopt Resolutions Nos. 2025-15 through 2025-20, approving the FY 2026 Transportation Development Act and State Transit Assistance (STA) claims in substantially the same form as the attached resolutions; and
2. Approve the STA findings as certified by North County Transit District.

[FY 2026 Transportation Development Act and State Transit Assistance Claims](#)

[Att. 1 - TDA Summary of FY 2026 Claims](#)

[Att. 2 - Description of Transportation Development Act and State Transit Assistance Claims including Required Resolutions for the FY 2026 TDA/STA Claims](#)

## Reports

### +5. Specialized Transportation Grant Program Cycle 13 Call for Projects Funding Recommendations\*

Approve

*Aly Vazquez, SANDAG*

The Transportation Committee recommends that the Board of Directors approve the funding recommendations for the Specialized Transportation Grant Program

Cycle 13 call for projects as detailed in the report.

[Specialized Transportation Grant Program Cycle 13 Call for Projects Funding Recommendations](#)

[Att. 1 - Discussion Memo](#)

[Att. 2 - Section 5310 Funding Recommendations](#)

[Att. 3 - SMG Funding Recommendations](#)

[Att. 4 - STGP Monitoring Checklist Template](#)

[Att. 5 - Transfer to Senior Services Transportation Grant Program Presentation](#)

**6. Procurements 101**

Information

*Susana Tello, Janet Bessent, SANDAG*

Staff will provide an overview of the agency's procurement process, including key policies, procedures, and roles involved in contracting and purchasing activities.

[Presentation](#)

**Adjournment**

**7. Adjournment**

The next Board of Directors meeting is scheduled for Friday, July 11, 2025, at 10:30 a.m.

+ next to an agenda item indicates an attachment

\* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item

## **June 13, 2025, Board of Directors Meeting Minutes**

### **[View Meeting Video](#)**

Chair Lesa Heebner (Solana Beach) called the meeting of the Board of Directors to order at 10:50 a.m.

Deputy Mayor Katie Melendez (Vista) joined the meeting virtually and confirmed it was for “just cause” in accordance with Government Code Section 54953.

#### **1. Non-Agenda Public Comments / Member Comments**

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

Member Comments: Commissioner Dan Malcom (Port of San Diego).

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

#### **Consent**

#### **2. Approval of Meeting Minutes**

The Board of Directors was asked to approve the minutes from the May 23 and May 30, 2025, Board meetings.

#### **3. Policy Advisory Committee Actions**

The Board of Directors was asked to ratify the actions taken by the Policy Advisory Committees, as amended to reflect that the Executive Committee approved taking a “support” position on California Senate Bill 71 (Wiener) and an “oppose” position on California Senate Bill 79 (Wiener).

#### **4. Meetings and Events Attended on Behalf of SANDAG**

This report provided an update on meetings and events attended by Board members.

#### **5. Quarterly Project Progress and Budget Update, FY 2025, Quarter 3**

This quarterly report provided an update on the status of the agency's capital projects as approved in the FY 2025 Program Budget through March 2025 (Quarter 3).

#### **6. Federal Transit Administration Section 5311 Program of Projects**

The Transportation Committee recommended that the Board of Directors approve the Federal Fiscal Year 2025 apportionments of Federal Transit Administration Section 5311 Non-Urbanized Area Formula Program funds for the San Diego region.

#### **7. Draft 2025 Regional Plan - Public Engagement Events**

The Board of Directors was asked to delegate authority to the Transportation Committee to conduct a public hearing for the Draft 2025 Regional Plan in July.

Public Comments: Allegedly Audra, Truth, Patrick G., Consuelo, Paul the Bold, Blair Beekman.

Action: Upon a motion by Mayor Esther Sanchez (Oceanside) and a second by Councilmember Ed Musgrove (San Marcos), the Board voted to approve the Consent agenda.

The motion passed.

Yes: Chair Heebner, Vice Chair Joe LaCava (City of San Diego), Second Vice Chair John Minto (Santee), Councilmember Kevin Shin (Carlsbad), Deputy Mayor Carolina Chavez (Chula Vista), Mayor John Duncan (Coronado), Supervisor Joel Anderson (County of San Diego), Mayor Terry Gaasterland (Del Mar), Mayor Bill Wells (El Cajon), Councilmember Marco San Antonio (Encinitas), Mayor Dane White (Escondido), Councilmember Jack Fisher (Imperial Beach), Mayor Alysson Snow (Lemon Grove), Councilmember Luz Molina (National City), Mayor Sanchez, Councilmember Musgrove, and Deputy Mayor Melendez.

No: None.

Abstain: None.

Absent: La Mesa, Poway.

## **Reports**

### **8. Proposed FY 2026 Program Budget Amendment: SR 125 Facility Operations**

The Board of Directors was asked to approve an amendment to the FY 2026 Program Budget for SR 125 facility operations to: 1) Fully fund required Operations and Maintenance reserves, 2) Increase the estimated revenues, and 3) Adjust budgeted expenditures, in substantially the same form as shown in Attachment 1 to the report.

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

Action: Upon a motion by Vice Chair LaCava and a second by Mayor Duncan, the Board of Directors voted to approve an amendment to the FY 2026 Program Budget for SR 125 facility operations to:

- 1) Fully fund required Operations and Maintenance reserves of \$8,779,191,
- 2) Increase the estimated revenues to \$46,259,600, and
- 3) Adjust budgeted expenditures down \$3,592,323 to \$36,438,450, in substantially the same form as shown in Attachment 1 to the report.

The motion passed.

Yes: Chair Heebner, Vice Chair LaCava, Second Vice Chair Minto, Councilmember Shin, Deputy Mayor Chavez, Mayor Duncan, Supervisor Anderson, Mayor Gaasterland, Mayor Wells, Councilmember San Antonio, Mayor White, Councilmember Fisher, Mayor Snow, Councilmember Molina, Mayor Sanchez, Councilmember Musgrove, and Deputy Mayor Melendez.

No: None.

Abstain: None.

Absent: La Mesa, Poway.

### **9. Specialized Transportation Grant Program Cycle 13 Call for Projects Funding Recommendations**

This item was postponed to a future meeting.

### **10. Adjournment**

The next Board of Directors meeting is Friday, June 27, 2025, at 9 a.m.

Chair Heebner adjourned the meeting at 12:16 p.m.



## Confirmed Attendance at SANDAG Board of Directors Meeting

Board of Directors	Title	Name	Attend
City of Carlsbad	Councilmember	Kevin Shin (Primary)	Yes
City of Chula Vista	Deputy Mayor	Carolina Chavez (Primary)	Yes
City of Coronado	Mayor	John Duncan (Primary)	Yes
County of San Diego	Supervisor	Vacant (Primary)	--
County of San Diego	Supervisor	Joel Anderson (Primary)	Yes
City of Del Mar	Mayor	Terry Gaasterland (Primary)	Yes
City of El Cajon	Mayor	Bill Wells (Primary)	Yes
City of Encinitas	Councilmember	Marco San Antonio (Alternate)	Yes
City of Escondido	Mayor	Dane White (Primary)	Yes
City of Imperial Beach	Councilmember	Jack Fisher (Primary)	Yes
City of La Mesa	Mayor	Mark Arapostathis (Primary)	No
City of Lemon Grove	Mayor	Alysson Snow (Primary)	Yes
City of National City	Councilmember	Luz Molina (Primary)	Yes
City of Oceanside	Mayor	Esther Sanchez (Primary)	Yes
City of Poway	Mayor	Steve Vaus (Primary)	No
City of San Diego	Council President Pro Tem	Kent Lee (Alternate)	Yes
City of San Diego	Vice Chair	Joe LaCava (Primary)	Yes
City of San Marcos	Councilmember	Ed Musgrove (Alternate)	Yes
City of Santee	Second Vice Chair	John Minto (Primary)	Yes
City of Solana Beach	Chair	Lesa Heebner (Primary)	Yes
City of Vista	Deputy Mayor	Katie Melendez (Primary)	Yes
Caltrans	Director	Ann Fox (Primary)	No
Metropolitan Transit System	Vice Mayor	Patricia Dillard (Alternate)	Yes
North County Transit District	Councilmember	Jewel Edson (Primary)	No
Imperial County	Supervisor	Jesus Eduardo Escobar (Primary)	No
U.S. Department of Defense	Executive Director	Dennis Keck (Primary)	Yes
Port of San Diego	Commissioner	Dan Malcolm (Primary)	Yes
San Diego County Water Authority	Deputy Mayor	Joy Lyndes (Primary)	Yes
SDCRAA		James Sly (Alternate)	Yes
Mexico	Consul General	Alicia Kerber-Palma (Primary)	No
SCTCA	Chairman	Raymond Welch (Primary)	Yes
Association of Planning Groups	Chairwoman	Robin Joy Maxson (Primary)	Yes



## Chief Executive Officer Delegated Actions

### Overview

Various Board Policies require the Chief Executive Officer 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](#), Section 11.2, states that a monthly report of all investment transactions shall be submitted to the Board. Attachment 1 contains the reportable investment transactions for May 2025.

### Fiscal Impact:

One security reached maturity for a total of \$6 million, no securities were sold in May, and two securities were purchased for \$7.5 million.

### Schedule/Scope Impact:

None.

**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.

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 May 12, 2025, filed a Motion for Summary Judgment and/or Adjudication and supporting documents
- On May 19, 2025, filed an Ex Parte Application to Specially Set Hearing on Motion for Summary Judgment, or in the Alternative, Continue Trial
- On May 20, 2025, attended an Ex Parte Hearing

In the matter of He v. Metropolitan Transit System (Superior Ct. Case No. 2021-00002319), the following actions were taken by Bremer Whyte Brown & O'Meara on behalf of SANDAG:

- On May 12, 2025, filed an Opposition to Plaintiff's Motion to Strike and Tax Costs and supporting documents
- On May 23, 2025, attended a Motion Hearing re Plaintiff's Motion to Strike and Tax Costs

In the matter of Osmon v. City of San Diego (Superior Ct. Case No. 2020-00018911), the following actions were taken by BDG Law Group on behalf of SANDAG:

- On May 12, 2025, filed an Opposition to Plaintiffs' Motions to Compel and supporting documents
- On May 23, 2025, attended a Motion Hearing re Plaintiffs' Motions to Compel

In the matter of Cortez v. City of National City (Superior Ct. Case No. 24CU02611N), the following actions were taken by Nossaman on behalf of SANDAG:

- On May 9, 2025, filed a Reply in Support of Demurrer to Complaint
- On May 16, 2025, attended Demurrer Hearing re SANDAG's demurrer

**On-Call Task Order Awards:** [Board Policy No. 016](#), Section 11.7.2.2, 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. No on-call task orders valued at \$5 million or more were executed in May 2025.

**Real Property Transfer:** [Board Policy No. 017](#), Section 4.3, authorizes the Chief Executive Officer to execute all real property transfer documents, including but not limited to, rights of entry, licenses, leases, deeds, easements, escrow instructions, and certificates of acceptance. The following real property transfer was approved.

University Avenue Project – Capital Improvement Project No. 1223081				
No.	Address	Nature of Activity	Appraisal Amount	Offer Date & Amount
1.	5921 University Avenue, San Diego, CA 92115; Dollarmont Holdings LLC	Temporary Construction Easement	\$17,490.00	5/1/2025; \$17,490.00

**Mario Orso, Chief Executive Officer**

Attachment: 1. Investment Securities Transactions Activity - May 2025

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

Transaction Date	Security/Coupon/Maturity Date	Par Value	Original Cost
<b>BOUGHT</b>			
05/01/25	FEDERAL FARM CR BKS 4.490% 3/05/29	\$ 5,000,000.00	\$ 5,042,900.00
05/29/25	F H L M C M T N 4.750% 12/18/29	2,500,000.00	2,503,500.00
	TOTAL BOUGHT:	<u>\$ 7,500,000.00</u>	<u>\$ 7,546,400.00</u>
<b>MATURED</b>			
05/11/25	CHEVRON CORP NEW SR 1.554% 5/11/25	\$ 6,000,000.00	\$ 5,719,560.00
	TOTAL MATURED:	<u>\$ 6,000,000.00</u>	<u>\$ 5,719,560.00</u>
<b>SOLD</b>			
	NO REPORTABLE SECURITIES FOR THIS MONTH		

## FY 2026 Transportation Development Act and State Transit Assistance Claims

### Overview

SANDAG, as the Regional Transportation Planning Agency, is responsible for the apportionment of Transportation Development Act (TDA) funds each year in conformance with state statute. SANDAG is also responsible for submitting State Transit Assistance (STA) claims for North County Transit District (NCTD), while the Metropolitan Transit System (MTS) may receive its STA funds directly and adopt its own findings.

The County Auditor also receives an allocation based on estimates of its costs to administer the TDA program. Additionally, up to 2% of the total available funds under Article 4.5, the Community Transit Service program, is available to be claimed by the Consolidated Transportation Service Agency (CTSA). The remaining apportionment is available to be claimed by NCTD and MTS.

The transit operators and other member agencies submit their annual TDA claims based on the approved annual apportionment and in compliance with [SANDAG Board Policy No. 027](#).

On [February 7, 2024, the Transportation Committee](#) recommended and [on February 14, 2024, the Board of Directors](#) approved the TDA estimated apportionment of \$194.5 million for FY 2026.

Attachment 1 provides a summary of the TDA claims. Attachment 2 describes the TDA and STA claims that the funding would support in FY 2026, as well as the required resolutions for the FY 2026 requested claims.

### Key Considerations

The TDA program is the major funding source that supports the region's public transit operators and nonmotorized transportation projects, like bicycle and pedestrian projects. TDA comes from a quarter of a percent of state sales tax assessed in the region.

The STA program provides a second source of transit funding for transportation planning and mass transportation purposes, derived from the statewide sales tax on diesel fuel, and as specified by the Legislature.

### Action: Approve

The Transportation Committee recommends that the Board of Directors:

1. Adopt Resolutions Nos. 2025-15 through 2025-20, approving the FY 2026 Transportation Development Act and State Transit Assistance (STA) claims in substantially the same form as the attached resolutions; and
2. Approve the STA findings as certified by North County Transit District.

### Fiscal Impact:

The total Transportation Development Act (TDA) claim amount for San Diego County is \$194.5 million for FY 2026. An additional \$1 million is set aside annually for the Active Transportation Grant Program call for projects, per Board of Directors direction in 2013. The North County Transit District and Metropolitan Transit System State Transit Assistance (STA) allocation estimates for FY 2026 are \$12.0 million and \$33.5 million, respectively.

### Schedule/Scope Impact:

TDA funding may be used for various planning, programming, and administrative-related expenses; funding of bike and pedestrian facilities; and support of community transit services. STA funding may be used for both capital projects and transit operations.

**Next Steps**

Pending Board approval of the TDA and STA claims, the County Auditor would disburse TDA and STA monies in accordance with the allocation instructions from SANDAG.

***Dawn Vettese, Chief Financial Officer***

Attachments:      1. Transportation Development Act: Summary of FY 2026 Claims  
                         2. Description of Transportation Development Act and State Transit Assistance Claims  
                         including Required Resolutions for the FY 2026 TDA/STA Claims

## Transportation Development Act

### Summary of FY 2026 Claims

	Metropolitan Transit System	North County Transit District	SANDAG	Coordinated Transportation Services Agency	Bicycle and Pedestrian*	County Auditor	Total
FY 2026 Apportionment	\$ 130,769,041	\$53,189,969	\$ 6,554,377	\$ 184,143	\$ 3,758,024	\$ 50,000	\$ 194,505,554
Prior Year Carryover					6,000,000		6,000,000
<b>Total Available to Claim</b>	<b>130,769,041</b>	<b>53,189,969</b>	<b>6,554,377</b>	<b>184,143</b>	<b>9,758,024</b>	<b>50,000</b>	<b>200,505,554</b>
<b>FY 2026 Claims</b>							
Article 3 - Non-Motorized (bicycle and pedestrian)					(2,758,024)		(2,758,024)
<b>Subtotal Article 3</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>(2,758,024)</b>		<b>(2,758,024)</b>
Article 4 - General Public Transit							-
Operations	(85,582,148)	(46,233,819)					(131,815,967)
Capital	(27,429,882)	-					(27,429,882)
Capital Transfer to SANDAG	(296,580)	-					(296,580)
Support of ADA Operations	(7,578,436)	(3,500,000)					(11,078,436)
Administrative/Planning Transfer to SANDAG	(2,504,227)	(847,233)					(3,351,460)
<b>Subtotal Article 4</b>	<b>(123,391,273)</b>	<b>(50,581,052)</b>					<b>(173,972,325)</b>
Article 4.5 - Community Transit Service (accessible service for the disabled)							
Operations	(6,414,097)	(2,608,917)		(184,143)			(9,207,157)
<b>Subtotal Article 4.5</b>	<b>(6,414,097)</b>	<b>(2,608,917)</b>		<b>(184,143)</b>			<b>(9,207,157)</b>
Article 8 - Special Provisions							
Express bus	(667,609)						(667,609)
Ferry service	(296,062)						(296,062)
<b>Subtotal Article 8</b>	<b>(963,671)</b>						<b>(963,671)</b>
Planning/Administration							
Administration			(743,000)			(50,000)	(793,000)
SANDAG Regional Planning			(5,811,377)				(5,811,377)
<b>Subtotal Planning/Administration</b>			<b>(6,554,377)</b>			<b>(50,000)</b>	<b>(6,604,377)</b>
<b>Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,000,000</b>	<b>\$ -</b>	<b>\$ 7,000,000</b>

\* The SANDAG Board approved to set aside \$1 million per year for call for projects. The set aside amount is reflected in the apportionment and is not included in the claims.

\*\* Totals may not add up due to rounding.

## **Description of Transportation Development Act Claims**

Transportation Development Act (TDA) funding may be used for planning, programming, and administrative-related expenses, and as authorized under four separate articles of the law. Article 3 funds are designated for bicycle and pedestrian projects, Article 4 funds are used to provide general public transit services, Article 4.5 funds are designated for community transit services, and Article 8 funds support specialized services such as express bus and ferry services.

### ***Administration and Planning***

Provisions of the TDA (Public Utilities Code section 99233.2) allow SANDAG and the County of San Diego Auditor Controller's office to claim funds to administer the program. In addition, SANDAG, as the Regional Transportation Planning Agency, can claim up to 3% of the annual apportionment to conduct regional transportation planning activities. Consistent with the FY 2026 Program Budget, it is recommended that SANDAG claim \$5,811,377 to carry out planning activities, such as transportation analysis and modeling, economic and demographic analysis and modeling, and other related planning activities, and \$743,000 for TDA program administration, including the TDA annual financial audits, triennial performance audits, and claim administration. The County of San Diego Auditor Controller is claiming \$50,000 for TDA administration costs.

### ***Article 3 - Non-Motorized Claims (Bicycle and Pedestrian Projects)***

Article 3 claims provide for the development of bicycle and pedestrian facilities and are allocated based on a regionwide priority list of projects. For FY 2026, there is \$3,758,024 million available for bicycle and pedestrian projects in the FY 2026 apportionment. There is currently \$6,000,000 in carryover funds set-aside for the regional Active Transportation Grant Program call for projects.

- Of the available funding, \$1,000,000 is proposed to fund the Bayshore Bikeway: Barrio Logan Project (Capital Improvement Program [CIP] No. 1223055), which is included in the Board-approved Regional Bike Plan Early Action Program.
- Of the available funding, \$1,758,024 is proposed to fund the Uptown Bikeways: Washington St & Mission Valley Project (Capital Improvement Program [CIP] No. 1223084), which is included in the Board-approved Regional Bike Plan Early Action Program.
- Of the remaining amount, \$1 million represents the set-aside for the regional Active Transportation Grant Program call for projects for FY 2026, consistent with Board direction.

### ***Article 4 General Public (Fixed Transit Route)***

Article 4 funds the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) operations, provides a local match for federally funded capital projects, and comprises the largest portion of the TDA claim. These funds provide the most flexible form of revenues and can be used for any purposes necessary to develop and operate the transportation system, including operations, capital purchases, payment of bond debt, and to augment specialized services.

The total Article 4 claim under MTS is \$120,590,466 while the NCTD total is \$49,733,819. Article 4 also reflects total \$3,648,040 for SANDAG including transfers to SANDAG, as well as additional support for services provided under Article 4. Use of this funding is consistent with the projects proposed for funding in the FY 2026 Transit Capital Improvement Program [approved by the Board at its April 25, 2025 meeting](#).



#### **Article 4.5 Community Transit Service (Accessible Service for the Disabled)**

Article 4.5 funds are allocated in the San Diego region to support demand response transit services required by the Americans with Disabilities Act (ADA). [SANDAG Board Policy No. 027](#), requires that after allocating 2% of these funds to the Consolidated Transportation Services Agency (CTSA), funds be distributed between the two transit agencies in the region based on service area population. ADA operations for MTS and NCTD also are augmented by annual transit revenues from the *TransNet* Program.

- MTS and NCTD are claiming \$6,414,097 and \$2,608,917, respectively, to provide operating support for the accessible paratransit services in their respective service areas, including Access and ADA Suburban services.
- Facilitating Access to Coordinated Transportation, as the CTSA, is claiming \$184,143 to assist seniors, persons with disabilities, and social service recipients in San Diego County to meet their transportation needs. Exhibit A provides the CTSA annual work program.

#### **Article 8 Special Provisions (Pershing Drive Bikeway)**

MTS is the only operator that claims this article for its express bus services (\$667,609), and to pass-through the funding to the City of Coronado that provides the ferry service (\$296,062). The total Article 8 claim is \$963,671.

#### **State Transit Assistance Claims**

Per State Transit Assistance (STA) requirements, SANDAG is responsible for submitting claims on behalf of NCTD while MTS may receive its funds directly. Of the \$12,042,825 available, NCTD is requesting to use \$12,042,825 available under STA for operations. State law requires operators to meet certain qualifying criteria to determine service efficiency to use STA funds for operations. SANDAG calculated the operating qualifications and determined that NCTD would meet the criteria, thereby allowing the funds to be used for operations. NCTD is also required to affirm certain findings under the STA statute. Exhibit B provides these findings.

Exhibit C includes the required resolutions for the FY 2026 requested TDA claims and Exhibit D includes the FY 2026 STA claim.

Attachments:	Exhibit A:	Highlights of FY 2026 Consolidated Transportation Services Agency Work Plan
	Exhibit B:	North County Transit District State Transit Assistance Findings
	Exhibit C:	Draft Resolution Nos. 2025-15 through 2025-19 for FY 2026 Transportation Development Act Claims
	Exhibit D:	Draft Resolution No. 2025-20 for FY 2026 State Transit Assistance Claim

Full Access & Coordinated Transportation, Inc. (FACT)  
Consolidated Transportation Services Agency (CTSA) for San Diego County

Work Plan for Fiscal Year 2026

As defined in the Social Services Transportation Improvement Act (AB 120), the CTSA is a public entity responsible for improving transportation services required by social service recipients by promoting the consolidation and coordination of social service transportation services. The scope of CTSA activities include being the regional coordinator of social service transportation information, centralized administration and dispatching, identification and consolidation of funding sources, coordinated and consolidated training programs and combined purchasing of vehicles, supplies and equipment.

In 2006 San Diego Association of Governments (SANDAG) designated Full Access & Coordinated Transportation, Inc. (FACT) the Consolidated Transportation Services Agency (CTSA) for San Diego County. As the CTSA, FACT works to improve dedicated transportation services for people with disabilities, seniors, social service agencies, health care providers, various organizations and individuals within San Diego County. FACT is also the planning representative of the social service transportation community and works with the region to develop updates to the Coordinated Plan. FACT has begun the process to update the Business Plan (2025-2030 Business Plan Update) that forms the planning foundation for organizational development and the expansion of coordinated services in the region.

**Expenses:**

**1. One-call/one-click Mobility Center**

- a) Rent**
- b) Indirect Costs**
- c) Maintain FACT website**
  - Maintain FACT website to keep content current, optimized for searching
  - Use website for marketing and outreach

**2. Regional Coordination**

- a) Administer Council on Access and Mobility (CAM) and Other Meetings**
  - Conduct Council on Access and Mobility (CAM) meetings (at least 4 annually) and other meetings related to regional coordination
  - Continue outreach to providers
  - Represent CAM during Level 3 or higher emergencies and coordinate disaster response as needed. Coordinate with the County Office of Emergency Services (OES) to ensure effective emergency preparedness planning. Assist OES to develop an emergency response plan.

Full Access & Coordinated Transportation, Inc. (FACT)  
Consolidated Transportation Services Agency (CTSA) for San Diego County

Work Plan for Fiscal Year 2026

- Conduct monthly FACT Board of Director Meetings and Board subcommittees as needed

**b) Training/Workshops**

- Facilitate a workshop/ training on issues of interest to CAM and partners
- Include guest speakers and educational items during CAM meetings

**c) Support for grantees**

- Provide letters of support to agencies applying for grants after verifying coordination efforts.
- Assist applicants in finding coordination opportunities
- Form partnerships to apply for grants where appropriate
- Offer compliance related information to grantees

**3. Management of CTSA Activities**

- Disseminate quarterly CTSA FACT Newsletter to ensure ongoing awareness of current related events
- Maintain the CTSA Mailing List
- Complete all required reporting
- Maintain memberships in State and National organizations committed to coordinated transportation and non-profit corporation development: California Association for Coordinated Transportation (Cal-Act), American Public Transportation Association (APTA), etc.
- Travel to conferences and sponsored trainings.
- Annually update FACT's Business Plan covering the following areas: governance, regional needs assessment, integration of current CTSA work activities, technical assistance and coordination planning, information and marketing initiatives, service contracting and operations programs, policy development and advocacy, trip demand estimation and utilization projections, funding and financial projections.
- Maintain FACT's staff to ensure capacity to support ongoing programs and services and expansion as per the approved Business Plan.
- Participate in Annual TDA 4.5 Audit, Internal Agency Audit, and Triennial TDA 4.5 Audits.
- Report on Scope of Work deliverables to SANDAG quarterly.
- Apply for Section 5310, Senior Mini-Grant, and other grant funding to support core CTSA activities
- Provide local match funds as needed to support awarded grant projects

All TDA 4.5 funding for FY 2026 will be used for CTSA activities. FACT was awarded 5310, Senior Mini Grant, and Access for All (AFA) funding to support these activities.

**FACT/CTSA  
TDA 4.5 Claim  
Expense Request  
FY 2026**

<b>1. One-call/One-click Mobility Center</b>		
Rent		\$33,054
Indirect Costs		\$65,000
Website Maintenance/Development		\$23,610
<b>2. Regional Coordination</b>		
CAM, Board, Trainings, and Other Meeting Expenses		\$18,888
<b>3. Management of CTSA Activities</b>		
Salaries and Benefits		\$47,205
<b>Total Request</b>		<b>\$ 184,143</b>

**WHEREAS**, the North County Transit District ("Claimant") hereby affirms the certifications and required findings as part of the Transportation Development Act (TDA) and State Transit Assistance (STA) Claims for FY2026 as follows:

Finding #1: The Claimant's proposed expenditures are in conformance with the Regional Transportation Plan (RTP).

Finding #2: The Claimant is proposing a level of fare revenue sufficient to meet the fare revenue operating cost ratio requirements of Public Utilities Code (PUC) 99268.2, 99268.3, 99268.5 and 99268.9, as applicable.

Finding #3: The Claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

Finding #4: The sum of the Claimant's allocations from the STA Fund and the Local Transportation Fund do not exceed the maximum for which the Claimant is eligible.

Finding #5: Priority consideration has been given to offsetting unanticipated increases in the cost of fuel, enhancing existing public transportation services, and meeting high-priority regional needs.

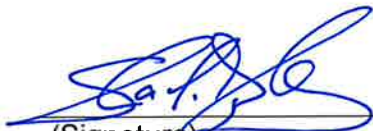
Finding #6: The Claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC 99244.

Finding #7: The Claimant is not prevented by a labor contract entered into after June 28, 1979, from employing part-time drivers or from contracting with common carriers.

Finding #8: The Claimant has on file a certification by the Department of the California Highway Patrol verifying compliance with section 1808.1 of the Vehicle Code, pursuant to PUC 99251.

Finding #9: The Claimant is in compliance with the requirements of PUC 99314.6.

Authorized Representative/Contact:

  
(Signature)

Name: Shawn Donaghy  
Title: Chief Executive Officer

## **Approving the Allocation of FY 2026 Transportation Development Act Funds Planning and Administration**

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2026 TDA funds pursuant to Chapter 4, Article 3 (PUC 99233.1 and 99233.2), of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments has determined that the claims are eligible pursuant to the provisions of the TDA, as amended; and

NOW THEREFORE BE IT RESOLVED, by the Board of Directors as follows:

1. Pursuant to GC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

<b>Claim No.</b>	<b>Claimant</b>	<b>Allocation</b>
26021000	County Auditor SANDAG	\$ 50,000
26051000	Administration	743,000
26051001	Regional Planning	5,811,377
<b>Total</b>		<b>\$ 6,604,377</b>

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 27<sup>th</sup> day of June 2025.

Attest:

\_\_\_\_\_  
**Chair**

\_\_\_\_\_  
**Secretary**

**Member Agencies:** Cities of Carlsbad, Chula Vista, Coronado, County of San Diego, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, and Vista.

**Advisory Members:** Association of Planning Groups - San Diego County, California Department of Transportation, Imperial County, Metropolitan Transit System, Mexico, North County Transit District, Port of San Diego, San Diego County Regional Airport Authority, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and U.S. Department of Defense.

## **Approving the Allocation of FY 2026 Transportation Development Act Funds Article 3 Bicycle and Pedestrian Facilities and Programs**

WHEREAS, the Transportation Development Act (TDA) claim listed below is submitted for FY 2026 TDA funds pursuant to Chapter 4, Article 3, Section 99234 of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claim and determined that the claim conforms substantially to the provisions of the TDA of 1971, as amended; and

WHEREAS, SANDAG finds the claim to be consistent with the Regional Transportation Plan;

NOW THEREFORE BE IT RESOLVED, by the Board of Directors as follows:

1. That the Board of Directors, pursuant to GC 29532 and PUC 99234, does hereby approve the allocation of TDA funds for the following project in the amounts specified below:

<b>Claim No.</b>	<b>Claimant</b>	<b>Allocation</b>
26011000	SANDAG (Bayshore Bikeway: Barrio Logan)	\$ 1,000,000
26011001	SANDAG (Uptown Bikeway: Washington St & Mission Valley)	<u>1,758,024</u>
<b>Total</b>		<b>\$ 2,758,024</b>

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of this claim.

PASSED AND ADOPTED this 27<sup>th</sup> day of June 2025.

Attest:

\_\_\_\_\_  
**Chair**

\_\_\_\_\_  
**Secretary**

**Member Agencies:** Cities of Carlsbad, Chula Vista, Coronado, County of San Diego, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, and Vista.

**Advisory Members:** Association of Planning Groups - San Diego County, California Department of Transportation, Imperial County, Metropolitan Transit System, Mexico, North County Transit District, Port of San Diego, San Diego County Regional Airport Authority, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and U.S. Department of Defense.



## **Approving the Allocation of FY 2026 Transportation Development Act Funds Article 4 Fixed Route General Public Transit Service**

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2026 TDA funds pursuant to Chapter 4, Article 4, of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the TDA of 1971, as amended; and

WHEREAS, pursuant to PUC Section 99244, SANDAG is required to annually identify, analyze, and recommend potential productivity improvements for the transit operators;

WHEREAS, SANDAG finds these claims for FY 2026 to be in conformance with the Regional Transportation Plan;

NOW THEREFORE BE IT RESOLVED, by the Board of Directors as follows:

1. That the Board of Directors, pursuant to PUC Section 99244, finds that the claimants listed below have made a reasonable effort to implement the productivity improvement recommendations for FY 2025;
2. That the Board of Directors, at its June 27, 2025, meeting, approved eligibility of Metropolitan Transit System and North County Transit District to receive their FY 2026 allocations of Transportation Development Act funds, including consideration of these operators' FY 2025 Productivity Improvement Goals;
3. That the Board of Directors, pursuant to GC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

<b>Claim No.</b>	<b>Claimant</b>	<b>Allocation</b>
26031000	Metropolitan Transit System (MTS)	
	Operating (fixed route)	\$ 85,582,148
	Operating (ADA)	\$7,578,436
	Capital	<u>27,429,882</u>
	<b>Total</b>	<b>\$ 120,590,466</b>
26041000	North County Transit District (NCTD)	
	Operating (fixed route)	\$ 46,233,819
	Operating (ADA)	3,500,000
	Capital	<u>—</u>
	<b>Total</b>	<b>\$ 49,733,819</b>

SANDAG		
26031004	Admin/Planning Transfer from MTS	\$ 2,504,227
26031004	Capital Transfer from MTS	296,580
26041002	Admin/Planning Transfer from NCTD	847,233
26041002	Capital Transfer from NCTD	—
<b>Total</b>		<b>\$ 3,648,040</b>

4. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 27<sup>th</sup> day of June 2025.

Attest:

\_\_\_\_\_  
**Chair**

\_\_\_\_\_  
**Secretary**

**Member Agencies:** Cities of Carlsbad, Chula Vista, Coronado, County of San Diego, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, and Vista.

**Advisory Members:** Association of Planning Groups - San Diego County, California Department of Transportation, Imperial County, Metropolitan Transit System, Mexico, North County Transit District, Port of San Diego, San Diego County Regional Airport Authority, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and U.S. Department of Defense.

## **Approving the Allocation of FY 2026 Transportation Development Act Funds Article 4.5 Community Transit Service**

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2026 TDA funds pursuant to Chapter 4, Article 4.5, of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the TDA of 1971, as amended, including the provision of PUC 99275.5; and

WHEREAS, SANDAG finds these claims for FY 2026 to be in conformance with the Regional Transportation Plan;

NOW THEREFORE BE IT RESOLVED, by the Board of Directors as follows:

1. That the Board of Directors, pursuant to GC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

<b>Claim No.</b>	<b>Claimant</b>	<b>Allocation</b>
26031001	Metropolitan Transit System (MTS) Operating	\$ 6,414,097
26041001	North County Transit District (NCTD) Operating	2,608,917
26061000	Coordinated Transportation Service Agency Operating	<u>184,143</u>
<b>Total</b>		<b><u>\$ 9,207,157</u></b>

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 27<sup>th</sup> day of June 2025.

Attest:

\_\_\_\_\_  
**Chair**

\_\_\_\_\_  
**Secretary**

**Member Agencies:** Cities of Carlsbad, Chula Vista, Coronado, County of San Diego, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, and Vista.

**Advisory Members:** Association of Planning Groups - San Diego County, California Department of Transportation, Imperial County, Metropolitan Transit System, Mexico, North County Transit District, Port of San Diego, San Diego County Regional Airport Authority, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and U.S. Department of Defense.

## **Approving the Allocation of FY 2026 Transportation Development Act Funds Article 8 Special Provisions**

WHEREAS, the Transportation Development Act (TDA) claimant listed below has submitted claims for FY 2026 TDA funds pursuant to Chapter 4, Article 8, of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the TDA, as amended; and

WHEREAS, SANDAG finds these claims for FY 2026 to be in conformance with the Regional Transportation Plan;

NOW THEREFORE BE IT RESOLVED, by the Board of Directors as follows:

1. That the Board of Directors, pursuant to GC 29532, does hereby approve the allocation of TDA funds for costs associated with the operation of express bus services (PUC 99400.6), and the operation of commuter ferry service (PUC 99400.7) as shown below:

<b>Claim No.</b>	<b>Claimant</b>	<b>Allocation</b>
	Metropolitan Transit System (MTS)	
26031002	Operating for Express Bus Service	\$ 667,609
26031003	Operating for Ferry Service	<u>296,062</u>
	<b>Total</b>	<b>\$ 963,671</b>

2. That the Metropolitan Transit System is directed to pass-through to the City of Coronado its appropriate share of TDA funding for operation of Ferry Service; and
3. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 27<sup>th</sup> day of June 2025.

Attest:

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**Chair**

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**Secretary**

**Member Agencies:** Cities of Carlsbad, Chula Vista, Coronado, County of San Diego, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, and Vista.

**Advisory Members:** Association of Planning Groups - San Diego County, California Department of Transportation, Imperial County, Metropolitan Transit System, Mexico, North County Transit District, Port of San Diego, San Diego County Regional Airport Authority, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and U.S. Department of Defense.

DRAFT

## **Approving the Allocation of FY 2026 State Transit Assistance Claim to the North County Transit District**

WHEREAS, the North County Transit District (NCTD) has filed a claim for State Transit Assistance (STA) funds in the amount of \$12,042,825 for FY 2026 pursuant to Section 6730(a) of Title 21 of the California Code of Regulations (CCR); and

WHEREAS, NCTD has affirmed all certifications required by Section 6754 (NCTD Affirmation), attached as Attachment 2, Exhibit B; and

WHEREAS, the San Diego Association of Governments (SANDAG) Board of Directors (Board) has considered the NCTD Affirmation as Exhibit B to the Board Report supporting the Board's consideration of this Resolution; and

WHEREAS, at its June 27, 2025, meeting, the Board determined that NCTD was eligible to receive TDA funds, including satisfaction of the eligibility requirements outlined in PUC section 99314.6;

NOW THEREFORE BE IT RESOLVED, by the Board of Directors as follows:

1. That the Board finds that the above claim is in substantial conformance with the provisions of the Transportation Development Act of 1971, as amended, and meets the specific requirements of Section 6754 of Title 21 of the CCR; and
2. That the Board does hereby find valid all elements of the NCTD Affirmation and hereby adopts such Affirmation as though fully set forth herein; and
3. That the Board does hereby find NCTD's proposed expenditures are in conformity with the SANDAG 2021 Regional Transportation Plan; and
4. That the Board does hereby find that SANDAG has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area-wide public transportation needs; and
5. That, considering the improvements recommended to NCTD and the efforts by NCTD to implement such recommendations (such improvements and recommendations are included in the attachments to Item X, of the June 27, 2025 Board meeting, which are incorporated herein by reference), the Board does hereby find that NCTD has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code section 99244; and
6. That the Board does hereby find that NCTD is in compliance with the eligibility requirements of Public Utilities Code section 99314.6; and

7. That the Board does hereby approve the allocation of STA to the following claimants for purposes listed below:

Claim No.	Claimant	Allocation
26041003	North County Transit District (NCTD)	
	Operating	\$ 12,042,825
	Capital	-
	<b>Total</b>	<b>\$ 12,042,825</b>

8. That the Board does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions to the San Diego County Auditor as are necessary and legal for payment of this claim.

PASSED AND ADOPTED this 27<sup>th</sup> day of June 2025.

Attest:

\_\_\_\_\_  
**Chair**

\_\_\_\_\_  
**Secretary**

**Member Agencies:** Cities of Carlsbad, Chula Vista, Coronado, County of San Diego, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, and Vista.

**Advisory Members:** Association of Planning Groups - San Diego County, California Department of Transportation, Imperial County, Metropolitan Transit System, Mexico, North County Transit District, Port of San Diego, San Diego County Regional Airport Authority, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and U.S. Department of Defense.



## Specialized Transportation Grant Program Cycle 13 Call for Projects Funding Recommendations

### Overview

Through a biennial competitive process, the SANDAG Specialized Transportation Grant Program (STGP) allocates both Federal Transit Administration 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 Board of Directors approved the evaluation criteria and release of the Cycle 13 STGP Call for Projects on [June 28, 2024, \(Item 16\)](#). This report describes the evaluation process, and the projects recommended to receive funding.

### Key Considerations

Attachment 1 provides an overview of the STGP Cycle 13 Call for Projects, including the evaluation process, the amount of available STGP funding, and the projects recommended for funding. Attachments 2 and 3 provide the detailed results, including the funding recommendations. Attachment 5 illustrates how the Specialized Services for Seniors/Disabled TransNet Program funds will be transferred to Cycle 13 Senior Mini-Grant projects. These funding transfers will allow staff to enter into grant agreements with the awarded applicants. As indicated in the BOD-approved FY 2026 budget, the Overall Work Program (OWP) Project No. 3321400 pass-through budget already included anticipated FTA Section 5310 Cycle 13 expenditures.

Based on the results, 37 projects from 12 nonprofit organizations and local agencies are collectively recommended to receive approximately \$9.5 million in STGP funding to provide specialized transportation services across the region. The recommended projects reflect broad geographic coverage of services, align with the funding priorities in the [2020 Coordinated Plan](#), and further the STGP goal and objectives. These projects include, but are not limited to, support for volunteer driver programs, information and referral services, and purchase of accessible vehicles. The SMG Cycle 13 funding recommendations were presented to the Independent Taxpayer Oversight Committee at its [May 14, 2025, meeting](#) for review and to ensure consistency with the TransNet Ordinance. The funding recommendations were then brought to the Transportation Committee at its [June 6, 2025, meeting \(Item 5\)](#) and were unanimously recommended for approval by the Board.

### Action: Approve

The Transportation Committee recommends that the Board of Directors approve the funding recommendations for the Specialized Transportation Grant Program Cycle 13 call for projects as detailed in the report.

### Fiscal Impact:

Pending Board of Directors approval, approximately \$6.6 million in FTA Section 5310 funding would be awarded to specialized transportation projects through Overall Work Program (OWP) Project No. 3321400, and approximately \$2.8 million would be awarded to specialized transportation projects through the Specialized Services for Seniors/Disabled TransNet Program Budget.

### Schedule/Scope Impact:

Awarded TransNet Senior Mini-Grant and Section 5310 projects would begin no sooner than July 1, 2025, and October 1, 2025, respectively. Non-vehicle projects are anticipated to be completed in one to two years from grant execution. Completion dates for vehicle projects are anticipated to be five to six years from the grant execution.

**Next Steps**

The awarded STGP projects will be incorporated into the Regional Transportation Improvement Program, staff will begin executing grant agreements, and projects will commence no sooner than July 1, 2025.

Three of the recommended Senior Mini-Grant projects continue existing specialized transportation services, and the grant agreements must be executed no later than July 1, 2025, to prevent a gap in services. The Board is asked to approve retroactively issuing those agreements, if needed.

Once the awarded STGP projects begin, they will be monitored and included in regular grant status reports provided to the Transportation Committee. SANDAG anticipates that the next STGP Call for Projects will be released in June 2026.

***Susan Huntington, Director of Financial Planning, Budgets, and Grants***

Attachments: 

1. Discussion Memo
2. Section 5310 Funding Recommendations
3. SMG Funding Recommendations
4. STGP Monitoring Checklist Template
5. Transfer to Senior Services Transportation Grant Program

# Discussion Memo

## Historical Context for STGP Cycle 13 Call for Projects

With input from the TransNet Independent Taxpayer Oversight Committee (ITOC), Transportation Committee (TC), and specialized transportation stakeholders and approval by the Board, SANDAG sets evaluation criteria from which proposed STGP projects are scored. Staff presented the STGP Cycle 13 Call for Projects (Cycle 13) to the ITOC at its [May 8, 2024, meeting](#) and to the TC on [May 17, 2024, meeting](#). The Board approved the Cycle 13 Evaluation Call for Projects at its [June 28, 2024, meeting](#). On July 10, 2024, SANDAG released the STGP Cycle 13 Call for Projects, making approximately \$9.3 million in STGP funding available.

SANDAG received funding requests from sixteen nonprofit organizations and local agencies requesting approximately \$12.44 million to support 57 projects. This is 31% more than the funding SANDAG had available. The oversubscription of applications illustrates the region's need for vital transportation services for these populations. SANDAG forecasts that the population aged 65 and older in the San Diego region will increase from about 519,000 people in 2022 to 763,000 people by 2050, a large demographic shift that foreshadows changing mobility needs. Based on these forecasts and funding needs, the SANDAG Board of Directors included specialized transportation in the SANDAG Legislative Program, and staff continue to look for sources of additional funding both in and outside of SANDAG's existing revenue sources that could be used to provide these services.

## Evaluation Process

Once the STGP Cycle 13 Call for Projects closed on October 9, 2024, SANDAG staff reviewed all proposed projects to determine if they met minimum eligibility requirements as outlined in the STGP Cycle 13 Call for Projects. Three submitted projects were deemed nonresponsive and ineligible. The remaining eligible projects were then scored by evaluators external to SANDAG with expertise in specialized transportation. They scored each application based on the qualitative evaluation criteria included in the Call for Projects, while SANDAG staff provided the quantitative scores based on the quantitative evaluation criteria.

Next, SANDAG staff applied a past performance-based adjustment to projects for which an applicant had held an STGP project during July 1, 2023, through June 30, 2024, as required by the Call for Projects. These dates coincide with SANDAG's fiscal year, the Specialized Transportation Grant Program monitoring schedule, and the Cycle 13 timeline. Applicants who have never held an STGP grant or applicants who did not have an STGP grant within the Past Performance Adjustment Review Period did not receive a Past Performance Adjustment (PPA). PPAs have been used in the STGP since 2012 and are intended to ensure grant funding is awarded to the highest performing applicants. The PPA encourages grantees to complete deliverables on time, report accurately, and be responsive to SANDAG inquiries so the grantee can be more competitive to receive a future grant to continue those services. Applicants who performed well in their prior grants receive additional points, and applicants who had performance issues receive negative points. The PPA is based on an assessment made of the grantee by the STGP Program Manager, using the STGP Monitoring Checklist Template (Attachment 4), and the results are reviewed and approved by the existing grantee.

The STGP Funding Recommendations were previously scheduled to be reviewed by the Transportation Committee on [May 16, 2025](#). However, SANDAG staff removed the item to analyze how the PPA was applied to confirm the results were accurate. This analysis revealed that some PPAs were incorrectly calculated due to the inclusion of older STGP grants where performance targets were not required. The SANDAG Data Science Department reviewed the updated results to ensure the results were accurate and that all scores were derived consistently with the Call for Projects. The additional analysis did not

change the SMG Funding Recommendations that were included in the May 16, 2025 Transportation Committee item, but it did change the Section 5310 Funding Recommendations. Three projects were added to the Section 5310 funding recommendations. One partial award was reduced, and another project was no longer recommended.

### **Section 5310 Federal Requirements**

The draft funding recommendations were reviewed to ensure federal funding requirements would be met. The Federal Transit Administration (FTA) requires that at least 55% of a region's apportionment be used toward traditional Section 5310 projects. Per [FTA Circular 9070.1G](#), traditional Section 5310 projects are defined as "public capital projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable." Traditional projects include, but are not limited to, purchase of Americans with Disabilities Act-compliant vehicles, purchase of support equipment related to Section 5310-funded vehicles, acquisition of transportation under a contract lease, and support for mobility management and coordination programs.

Staff reviewed the proposed Section 5310 projects, classifying them as traditional or nontraditional based on the federal requirements. Staff then calculated that the total cumulative grant request for traditional Section 5310 projects was \$5,610,506. As mentioned, the Section 5310 program mandates that at least 55% of the total apportionment be used toward traditional Section 5310 projects, or \$3,508,544.66, plus any previous cycle rollover traditional funds (\$258,696.46) for a total amount available of \$3,745,241.12 for traditional projects. Therefore, \$2,885,215.87 was available for nontraditional projects.

### **BOD Approved Section 5310 FACT Sole Source Allocation**

One of the organizations recommended to receive funding, based on direction given by the Board of Directors at its [June 28, 2024, meeting](#), is Facilitating Access Coordinated Transportation (FACT). In 2006, SANDAG designated FACT as the Consolidated Transportation Services Agency (CTSA) for the region. In prior meetings, the Board and TC have indicated they would like to prioritize a sustainable funding source for the CTSA. On [June 28, 2024](#), the Board of Directors approved a 26% annual allocation of federal fiscal year 2023 and 2024 Section 5310 pass-through funding available to FACT for its CTSA and RideFACT services. After deducting SANDAG administration costs, a 26% allocation for FACT totaled \$1,658,584.75. On March 6, 2025, FACT sent its scope and budget proposals to SANDAG, which requested to use the sole source funding for both traditional and nontraditional projects (\$1,421,084 and \$237,500, respectively). This deduction was added to the funding results, and the traditional amount available for all competitive Section 5310 applicants became \$2,324,157.12, and the nontraditional amount available became \$2,647,715.87.

### **Section 5310 Funding Recommendations and Board Discretion**

Based on the project scores, 31 projects from ten nonprofit organizations and local agencies are collectively recommended to be awarded approximately \$6.6 million in Section 5310 funding, as shown in Attachment 2. Through these projects, 21 accessible vehicles and one fleet software will be purchased, volunteer driver programs will be supported, and travel training will be provided for older adults and individuals with disabilities.

As part of its approval of the Cycle 13 Call for Projects last June, the Board voted to retain discretion over the final Section 5310 awards, subject to FTA requirements. The Board can recommend projects to receive funding at its discretion, so long as traditional versus nontraditional funding regulations are followed, as discussed earlier.

## SMG Funding Recommendations

Based on the project scores, six projects from five nonprofit organizations are collectively recommended to be awarded approximately \$2.8 million in available SMG funding, as shown in Attachment 3. These projects will support specialized transportation services for older adults throughout the region. There was a \$79,897 increase in available SMG funding since the release of the Call for Projects, due to unspent Cycle 12 SMG funding and updated TransNet revenue forecasts for Fiscal Year 2025-2030, which were reviewed by the Board at its [February 14, 2025, meeting](#).

The TransNet Extension Ordinance requires SMG funds to be awarded through a competitive process. This means the Board cannot choose which Cycle 13 projects get funding unless it decides to cancel the current process and start a new one with different criteria.

## Anticipated Cycle 13 Timeline

The remaining activities and anticipated timeframe for completion are shown in the table below.

Activity	Anticipated Timeframe
Regional Transportation Improvement Program amendment	July 2025
Federal Transit Administration Section 5310 application submittal	July 2025
STGP Cycle 13 Successful Applicant Webinar and Unsuccessful Applicant Debriefs	July 2025
SMG grant agreement execution	No earlier than July 1, 2025
Section 5310 grant agreement execution	No earlier than October 1, 2025
Section 5310 vehicle deliveries	Spring 2026

## 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>6</sup>	Quantitative Scores	Total Application Score	Grant Request	Recommended Grant Award	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
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	1
TASSD	RIDEFinder 5310	MM	Traditional	88	90	87	88.33	5.00	10.00	103.33	\$ 200,000.00	\$ 200,000.00	
HCH	Fleet Management Software	CAP - Procurement	Traditional	88	89	88	88.33	3.00	10.00	101.33	\$ 128,640.00	\$ 128,640.00	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	2
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 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	\$ -	
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 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	\$ -	
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 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	\$ -	
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 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	\$ -	
SPSS	1 Class V Vehicle	CAP - Procurement	Traditional	88	90	70	82.67	N/A	9.00	91.67	\$ 71,141.00	\$ -	
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	0	0	0	0.00	0.00	0.00	0.00	\$ 244,103.00	\$ -	
Non-Responsive Applicant	Non-Responsive Project	CAP - Procurement	Traditional	0	0	0	0.00	0.00	0.00	0.00	\$ 459,272.00	\$ -	
Traditional Subtotal											\$ 5,610,506.00	\$ 3,745,241.12	

## 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>6</sup>	Quantitative Scores	Total Application Score	Grant Request	Recommended Grant Award	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	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	
TASSD	Senior Solutions 5310	OP	Nontraditional	83	84	81	82.67	5.00	14.00	101.67	\$ 200,000.00	\$ 200,000.00	
SMSC	Mileage Reimbursement	OP	Nontraditional	81	84	80	81.67	5.00	15.00	101.67	\$ 388,000.00	\$ 388,000.00	
Tri-City	Patient Transport	OP	Nontraditional	72	84	74	76.67	N/A	12.00	88.67	\$ 60,855.00	\$ 60,855.00	
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	
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	
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	
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	
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	
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	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>\$ 2,885,215.87</b>	
<b>Grand Section 5310 Total</b>											<b>\$ 8,846,860.00</b>	<b>\$ 6,630,456.98</b>	

Section 5310 Funding Source	Award Amount Available
FFY 2023-24 Cycle 13 Apportionment Traditional Funds (55%)	\$ 3,508,544.66
FFY 2023-24 Cycle 13 Apportionment Nontraditional Funds (45%)	\$ 2,870,627.45
Total FFY 2023-24 Cycle 13 Apportionment <sup>4</sup>	\$ 6,379,172.10
FACT Sole Source (26% of FFY 2023-24 Cycle 13 Apportionment)	\$ 1,658,584.75
Remaining FFY 2023-24 Cycle 13 Apportionment Competitive Funds	\$ 4,720,587.35
Previous Cycle Rollover Traditional Funds	\$ 236,696.46
Previous Cycle Rollover Nontraditional	\$ 14,588.42
Total Traditional Funds	\$ 3,745,241.12
Total Nontraditional Funds	\$ 2,885,215.87
Grand Total Funds Available <sup>5</sup>	\$ 6,630,456.98

Recommended for full funding
Recommended for partial funding
Not recommended for funding

#### Notes

- 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 Partial vehicle award
- 
- 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.
- FFY 2023-24 Cycle 13 Apportionment total subtracts 10% for SANDAG administrative costs. The FTA requires 55% of the Section 5310 apportionment to be used for traditional projects.
- All funding totals are actuals as of 4/9/25.
- 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.



**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
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

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

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
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.	\$380,000	\$95,000	Traditional
16	C13-5310-16	Facilitating Access to Coordinated Transportation	FACT	RideFACT	RideFACT	Operating	OP	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.	\$237,500	\$237,500	Nontraditional

## 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.	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	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.	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	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
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
Sharp	2 Class C Vehicles	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	5	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	3	5	5	5	5	88
SPSS	10 Class V Vehicles	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	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.	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	5	5	5	5	5	5	5	5	5	5	5	5	5	4	5	5	5	84
JFS	On the Go	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	4	84
SMSC	Mileage Reimbursement	5	5	5	5	5	5	5	5	5	5	5	4	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	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
TASD	RIDEfinder	5	5	5	5	5	5	10	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	
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
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
Sharp	2 Class C Vehicles	5	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	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	5	89
SPSS	10 Class V Vehicles	5	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	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	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	Up to 5 points	5 points	5 points	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	5 points	5 points	5 points	5 points	5 points	10 points	5 points	5 points	5 points	5 points	5 points	5 points	Up to 5 points	5 points	5 points	5 points		
TASD	RIDEfinder	5	5	5	5	5	5	10	5	5	3	5	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.	
		Up to 5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	
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	5	4	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	4	5	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	4	5	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	4	3	5	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		
Description: The percentage of those served by the proposed serve that are members of the Target Population			Description: The proposed Minimum Service Hours per Week, as indicated in the Scope of Work			Description: 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
Sharp	1 Class C Vehicle	100%	5	32	3	8
Sharp	1 Class C Vehicle	100%	5	32	3	8

## Quantitative Scores

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 Grantee Compliance			Criterion 2 Units of Service Delivered			Criterion 3 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 proposed 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	92.51%	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

## SMG Funding Recommendations

Applicant Name	Shortened Project Name	Project Type	Average Evaluator Score	Past Performance Adjustment <sup>1</sup>	Quantitative Score	Total Application Score	Grant Request	Recommended Grant Award
TASSD	SenioRide	Operating	79.75	5.00	15	99.75	\$ 720,000	\$ 720,000
TASSD	RIDEFinder	Mobility Management	83.00	5.00	10	98.00	\$ 100,000	\$ 100,000
PSC	Out & About	Operating	78.25	4.00	15	97.25	\$ 124,000	\$ 124,000
JFS	On the Go SMG	Operating	78.75	5.00	13	96.75	\$ 1,000,000	\$ 1,000,000
ElderHelp	Seniors A Go Go	Operating	78.25	4.00	14	96.25	\$ 322,795	\$ 322,795
FACT	CTSA Services	Mobility Management	84.00	2.00	10	96.00	\$ 762,498	\$ 614,222
FACT	RideFACT	Operating	79.75	2.00	14	95.75	\$ 237,500	\$ -
Borrego Springs	Lets Go Borrego	Operating	66.00	N/A	8	74.00	\$ 190,853	\$ -
Non-Responsive Applicant	Non-Responsive Project	Mobility Management	0	0.00	0	0.00	\$ 134,090	\$ -
						<b>SMG Totals</b>	<b>\$ 3,591,736</b>	<b>\$ 2,881,017</b>

Recommended for full funding

Recommended for partial funding

Not recommended for funding

**Notes**

1

Applicants who have never held an STGP grant did not receive a Past Performance Adjustment.

TransNet SMG Pass-Through Revenue Available as of 2/14/25	\$ 2,881,017.00
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## SANDAG Specialized Transportation Grant Program

### Cycle 13 Call for Projects: SMG Program

Application ID	Applicant Name	Shortened Applicant Name	Project Name	Shortened Project Name	Project Type	Shortened Project Type	Project Description
C13-SMG-1	Jewish Family Service of San Diego	JFS	On the Go SMG	On the Go SMG	Operating	OP	On the Go (OTG) will 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. It provides rides to/from appointments and activities up to 25 miles of the rider's residence or centralized pick up point. It also offers personalized assistance required by seniors suffering from physical and mental disabilities, including assistance getting in and out of vehicle or utilizing vehicle lift system.
C13-SMG-2	Travelers Aid Society of San Diego	TASSD	RIDEFinder SMG	RIDEFinder SMG	Mobility Management	MM	RIDEFinder will 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.
C13-SMG-3	Travelers Aid Society of San Diego	TASSD	SenioRide	SenioRide	Operating	OP	SenioRide is a project designed to reduce the isolation of low-income seniors ages 60+, while increasing their mobility and independence. The project provides individualized, free transportation options, including: door-to-door & door-through-door services utilizing volunteer drivers, SDM MTS Pronto Cards, MTS Access vouchers & NCTD LIFT tickets, and taxicab vouchers or 1:1 rides with partner agency services and/or ride share services like Uber or Lyft.
C13-SMG-5	Facilitating Access to Coordinated Transportation (FACT)	FACT	CTSA Services	CTSA Services	Mobility Management	MM	FACT will provide 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, and research besides those services provided under the Consolidated Transportation Service Agency contract with SANDAG.
C13-SMG-7	Peninsula Shephard Center	PSC	Out and About Peninsula Senior Transportation Program	Out & About	Operating	OP	Peninsula Shepherd Center provides seniors age sixty and older living in the zip codes of 932106, 92107 and 92110 with transportation services including door-through-door van shuttle and volunteer/escort programs.
C13-SMG-8	ElderHelp of San Diego	ElderHelp	Seniors A Go Go	Seniors A Go Go	Operating	OP	Seniors A Go Go (SAGG) is an established volunteer driver program that provides door through door, door to door, and curb to curb transportation options for seniors aged 60 and older. The program ensures seniors arrive safely to and from their appointments and errands. SAGG is an affordable option for seniors, many of whom are low income, charging no set fees and inviting seniors to pay what they can instead. Volunteers are trained to safely transport seniors to and from their appointments.

## SMG Evaluator 1 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. Please do not fill blanks that are black. SANDAG scores these criteria. 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 2: Score Project Applications

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

Shortened Applicant Name	Shortened Project Name		Evaluation Criteria																			Total Evaluator Score	
			1			2				3		4			5		6	7		8			
			A	B	C	A	B	C	D	A	B	A	B	C	A	B	A	A	B	A	B		C
JFS	OTG		4	4	4		1	4	4	4	5	4	5	3	4	5	4			4	4	3	66
Borrego Springs	Let's Go Borrego		3	3	2		5	4	3	2	2	4	2	2	3	2	1			3	2	3	46
TASSD	SenioRide		4	5	4		4	4	5	4	4	5	5	3	4	4	5			3	4	4	71
FACT	RideFACT		4	4	4		5	4	4	4	3	4	2	3	4	5	5			5	4	4	68
PSC	Out & About		3	4	4		5	4	4	4	4	4	3	4	4	4	3			4	4	3	65
ElderHelp	Seniors A Go Go		3	4	4		4	4	4	4	4	4	5	3	4	5	4			4	4	3	67

### 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	A	B	C	D	A	B	A	B	C	A	B	A	A	B	A	B		C	
TASSD	RIDEfinder		4	5	4		3	4	5	7		4	4	3	4	4	3		4	3	3	3	67	
FACT	CTSA		4	4	4		4	5	5	9		4	4	3	4	4	2		4	3	4	3	70	

## SMG 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. Please do not fill blanks that are black. SANDAG scores these criteria. 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 2: Score Project Applications

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

Shortened Applicant Name	Shortened Project Name		Evaluation Criteria																		Total Evaluator Score			
			1			2				3		4			5		6	7		8				
			A	B	C	A	B	C	D	A	B	A	B	C	A	B	A	A	B	A		B	C	
JFS	OTG		5	5	5			5	5	5	5	5	5	5	5	5	3			5	5	5	83	
Borrego Springs	Let's Go Borrego		5	3	2			5	5	5	4	3	5	5	2	5	5	3			5	5	5	72
TASSD	SenioRide		5	5	5			5	5	5	5	5	5	5	5	5	3			5	5	5	83	
FACT	RideFACT		5	5	5			5	5	5	5	5	5	5	5	5	3			5	5	5	83	
PSC	Out & About		5	5	5			5	5	5	5	5	5	5	3	5	5	3			5	5	5	81
ElderHelp	Seniors A Go Go		5	5	5			5	5	4	4	4	5	5	5	5	5	3			5	5	5	80

#### 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	A	B	C	D	A	B	A	B	C	A	B	A	A	B	A		B	C
TASSD	RIDEFinder		5	5	5		5	5	5	10		5	5	5	5	5	3		5	5	5	5	88
FACT	CTSA		5	5	5		5	5	5	10		5	5	5	5	5	3		5	5	5	5	88

## SMG 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. Please do not fill blanks that are black. SANDAG scores these criteria. 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 2: Score Project Applications

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

Shortened Applicant Name	Shortened Project Name		Evaluation Criteria																			Total Evaluator Score	
			1			2				3		4			5		6	7		8			
			A	B	C	A	B	C	D	A	B	A	B	C	A	B	A	A	B	A	B		C
JFS	OTG		5	5	5		5	5	5	5	5	5	5	5	5	5			5	5	5	85	
TASSD	SenioRide		5	5	5		5	5	5	5	5	5	4	5	5	5	5			5	5	5	84
Borrego Springs	Let's Go Borrego		5	5	5		5	5	5	5	5	5	5	5	5	5	4			5	5	5	84
FACT	RideFACT		5	5	5		5	5	5	5	5	5	5	5	5	5	5			4	5	5	84
PSC	Out & About		5	5	5		5	5	5	5	5	5	5	5	5	5	5			5	5	5	85
ElderHelp	Seniors A Go Go		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	A	B	C	D	A	B	A	B	C	A	B	A	A	B	A		B	C
TASSD	RIDEFinder		5	5	5		5	5	5	10		5	5	5	5	5	5		5	5	5	5	90
FACT	CTSA		5	5	5		4	5	5	10		5	5	5	5	5	5		5	5	5	5	89

## SMG 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. Please do not fill blanks that are black. SANDAG scores these criteria. 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 2: Score Project Applications

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

Shortened Applicant Name	Shortened Project Name		Evaluation Criteria																					Total Evaluator Score
			1			2				3		4			5		6	7		8				
			A	B	C	A	B	C	D	A	B	A	B	C	A	B	A	A	B	A	B	C		
JFS	OTG		5	5	5		5	5	5	5	5	5	5	3	5	5	5			5	5	3	81	
TASSD	SenioRide		5	5	5		5	5	5	5	3	5	5	5	5	5	5			3	5	5	81	
Borrego Springs	Let's Go Borrego		5	5	5		5	5	3	1	2	5	5	5	5	3	1			3	1	3	62	
FACT	RideFACT		5	5	5		5	5	5	5	5	5	5	5	5	5	5			5	5	4	84	
PSC	Out & About		5	5	5		5	5	5	5	5	5	5	5	5	5	3			5	5	4	82	
ElderHelp	Seniors A Go Go		5	5	5		5	5	5	5	4	4	5	5	5	5	5			5	5	3	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	A	B	C	D	A	B	A	B	C	A	B	A	A	B	A	B	C		
TASSD	RIDEFinder		5	5	5		5	5	5	10		5	5	3	5	5	5		5	5	5	4	87	
FACT	CTSA		5	5	5		5	5	5	10		5	5	5	5	5	5		5	5	5	4	89	

## SMG Evaluator Scores

### Capital - Contracted Transportation Service and Operating Projects

Application ID	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
C13-SMG-1	1	JFS	OTG	4	4	4	1	4	4	4	5	4	5	3	4	5	4	4	4	3	66
C13-SMG-1	2	JFS	OTG	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	83
C13-SMG-1	3	JFS	OTG	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	85
C13-SMG-1	4	JFS	OTG	5	5	5	5	5	5	5	5	5	5	3	5	5	5	5	5	3	81
C13-SMG-4	1	Borrego Springs	Let's Go Borrego	3	3	2	5	4	3	2	2	4	2	2	3	2	1	3	2	3	46
C13-SMG-4	2	Borrego Springs	Let's Go Borrego	5	3	2	5	5	5	4	3	5	5	2	5	5	3	5	5	5	72
C13-SMG-4	3	Borrego Springs	Let's Go Borrego	5	5	5	5	5	5	5	5	5	5	5	5	5	4	5	5	5	84
C13-SMG-4	4	Borrego Springs	Let's Go Borrego	5	5	5	5	5	3	1	2	5	5	5	5	3	1	3	1	3	62
C13-SMG-3	1	TASSD	SenioRide	4	5	4	4	4	5	4	4	5	5	3	4	4	5	3	4	4	71
C13-SMG-3	2	TASSD	SenioRide	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	83
C13-SMG-3	3	TASSD	SenioRide	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	84
C13-SMG-3	4	TASSD	SenioRide	5	5	5	5	5	5	5	3	5	5	5	5	5	5	3	5	5	81
C13-SMG-6	1	FACT	RideFACT	4	4	4	5	4	4	4	3	4	2	3	4	5	5	5	4	4	68
C13-SMG-6	2	FACT	RideFACT	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	5	83
C13-SMG-6	3	FACT	RideFACT	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	5	5	84
C13-SMG-6	4	FACT	RideFACT	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	84
C13-SMG-7	1	PSC	Out & About	3	4	4	5	4	4	4	4	3	4	4	4	4	3	4	4	3	65
C13-SMG-7	2	PSC	Out & About	5	5	5	5	5	5	5	5	5	5	3	5	5	3	5	5	5	81
C13-SMG-7	3	PSC	Out & About	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	85
C13-SMG-7	4	PSC	Out & About	5	5	5	5	5	5	5	5	5	5	5	5	5	3	5	5	4	82
C13-SMG-4	1	ElderHelp	Seniors A Go Go	3	4	4	4	4	4	4	4	4	5	3	4	5	4	4	4	3	67
C13-SMG-4	2	ElderHelp	Seniors A Go Go	5	5	5	5	5	4	4	4	5	5	5	5	5	3	5	5	5	80
C13-SMG-4	3	ElderHelp	Seniors A Go Go	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	85
C13-SMG-4	4	ElderHelp	Seniors A Go Go	5	5	5	5	5	5	5	4	4	5	5	5	5	5	5	5	3	81

### Mobility Management Projects

Application ID	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
C13-SMG-2	1	TASSD	RIDEFinder	4	5	4	3	4	5	7	4	4	3	4	4	3	4	3	3	3	67
C13-SMG-2	2	TASSD	RIDEFinder	5	5	5	5	5	5	10	5	5	5	5	5	3	5	5	5	5	88
C13-SMG-2	3	TASSD	RIDEFinder	5	5	5	5	5	5	10	5	5	5	5	5	5	5	5	5	5	90
C13-SMG-2	4	TASSD	RIDEFinder	5	5	5	5	5	5	10	5	5	3	5	5	5	5	5	5	4	87
C13-SMG-5	1	FACT	CTSA	4	4	4	4	5	5	9	4	4	3	4	4	2	4	3	4	3	70
C13-SMG-5	2	FACT	CTSA	5	5	5	5	5	5	10	5	5	5	5	5	3	5	5	5	5	88
C13-SMG-5	3	FACT	CTSA	5	5	5	4	5	5	10	5	5	5	5	5	5	5	5	5	5	89
C13-SMG-5	4	FACT	CTSA	5	5	5	5	5	5	10	5	5	5	5	5	5	5	5	5	4	89

\*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	\$ -	\$ 14.99	5
80%	85%	1	20	24	1	\$ 15.00	\$ 29.99	4
85%	90%	2	25	29	2	\$ 30.00	\$ 44.99	3
90%	95%	3	30	34	3	\$ 45.00	\$ 59.99	2
95%	100%	4	35	39	4	\$ 60.00	\$ 74.99	1
100%	100%	5	40	168	5	\$ 75.00	\$ 100.00	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	
JFS	On the Go SMG	98%	4	84	5	\$15.69	4	13
PSC	Out & About	100%	5	44	5	\$13.48	5	15
TASSD	SenioRide	100%	5	40	5	\$2.58	5	15
Borrego Springs	Lets Go Borrego	90%	3	60	5	\$135.34	0	8
FACT	RideFACT	100%	5	60	5	\$26.50	4	14
ElderHelp	Seniors A Go Go	100%	5	60	5	\$16.31	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	
FACT	CTSA	100%	5	83	5	10
TASSD	RideFinder	100%	5	40	5	10

## 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.<sup>\*</sup> 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 proposed 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		
Criterion Weight: <b>40%</b>			Criterion Weight: <b>40%</b>			Criterion Weight: <b>20%</b>		
Minimum Percentage	Maximum Percentage	Points	Minimum Percentage	Maximum Percentage	Points	Minimum Percentage	Maximum Percentage	Points
0.00%	59.99%	-6.0	-100.00%	-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	-9.99%	-5.00%	-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	Shortened 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	
JFS	On the Go SMG	OP	Yes	Yes	96.00%	2.00	77.27%	2.00	98.20%	1.00	5.00
TASSD	RIDEFinder SMG	MM	Yes	Yes	100.00%	2.00	21.11%	2.00	100.00%	1.00	5.00
TASSD	SenioRide	OP	Yes	Yes	100.00%	2.00	106.38%	2.00	100.00%	1.00	5.00
FACT	CTSA Services	MM	Yes	Yes*	100.00%	2.00	N/A	N/A	88.00%	0.00	2.00
PSC	Out & About	OP	Yes	Yes	90.48%	1.00	54.00%	2.00	100.00%	1.00	4.00
ElderHelp	Seniors A Go Go	OP	Yes	Yes	100.00%	2.00	7.00%	1.00	100.00%	1.00	4.00
FACT	RideFACT	OP	Yes	No**	100.00%	2.00	N/A	N/A	N/A	N/A	2.00
Borrego Springs	Lets Go Borrego	OP	No	No***	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*FACT's Cycle 11 Mobility Management Project did not have Units of Service targets. Therefore, Criterion 2 is Not Applicable (N/A).

\*\*FACT's RideFACT Program did not have a grant that was active for three months or longer during FY24, so they only received points for Criterion 1.

\*\*\*Borrego Springs was not an FY24 grantee, so they did not receive any Past Performance Adjustment per the Call for Projects.



## 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
ElderHelp	21	21	100.00%	2
FACT	28	28	100.00%	2
JFS	24	25	96.00%	2
PSC	19	21	90.48%	1
TASSD	23	23	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
ElderHelp	S1213187	12	12	Operating	10,750	11,491	7%	1
FACT	S967063	11	11	Mobility Management	Not Applicable	Not Applicable	Not Applicable	Not Applicable
FACT	S967066	11	11	Mobility Management	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%	2
JFS	S1213367	12	9	Operating	29,868	45,510	52%	2
JFS	S1213368	12	9	Operating	29,868	45,510	52%	2
PSC	S988764	11	6	Operating	1,697	2,606	54%	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	12	Operating	3,330	8,496	155%	2

\*FACT's Cycle 11 Mobility Management Project did not have Units of Service targets. Therefore, Criterion 2 is Not Applicable.

Past Performance Adjustment

Criterion 3. Grant Agreement Compliance Score Summary (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
ElderHelp	S1213187	12	12	Operating	11	11	100.00%	2
FACT	S967063	11	11	Mobility Management	13	14	93%	0.5
FACT	S967066	11	11	Mobility Management	10	12	83%	-0.5
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
PSC	S988764	11	6	Operating	11	11	100%	2
TASSD	S1213369	12	9	Mobility Management	12	12	100%	2
TASSD	S1213199	12	12	Operating	9	9	100%	2
TASSD	S1213364	12	12	Operating	12	12	100%	2

## SANDAG STGP Monitoring Checklist

The San Diego Association of Governments (SANDAG) Specialized Transportation Grant Program (STGP) Monitoring Checklist assists in the monitoring of grantees. The monitoring checklist is a quantitative assessment based on three indicators 1) Grantee Compliance, 2) Units of Service Delivered and 3) Grant Agreement Compliance. For each compliance section, the monitoring checklist poses one or multiple questions that a SANDAG program manager completes with “Yes,” “No,” or “Not applicable.” “No” responses may indicate a compliance deficiency. The monitoring checklist provides space for a monitor to summarize any compliance issues or other deficiencies identified, cite the applicable section of the grant agreement, and determine appropriate follow-up actions. A completed monitoring checklist specifies the monitoring period, identifies the grant agreement for which performance and compliance monitoring was conducted, includes the date the monitoring checklist was completed, and is signed by grantee and SANDAG staff. A completed Monitoring Checklist serves as a report card for SANDAG staff and grantees on grant performance. A Monitoring Checklist may inform an STGP Past Performance Adjustment. Past performance adjustment is a method that would connect information on an Applicant’s recent performance on one or more prior Specialized Transportation Grant Program (STGP) grants to the Applicant’s proposed grant(s) through an STGP Call for Projects. It is intended to discourage poor performance and reward strong performance. For more information on the Monitoring Checklist and Past Performance Adjustments, please see the Specialized Transportation Program Management Plan.

### 1. Grantee Compliance – (40%) (-6 to +2 points possible)

This indicator assesses the extent to which STGP grantees comply with cross-cutting requirements applicable to multiple grants and grant types. For Applicants receiving a Past Performance Adjustment, this portion of the Past Performance Adjustment score(s) would be calculated once and applied to all proposed STGP projects submitted by the Applicant. This indicator includes, but is not limited to, the following topics: Ethics, Insurance, Financial management, Records retention and audits. Media and community outreach coordination, Title VI and Americans with Disabilities Act (ADA), Transit Asset Management (TAM). Points for this indicator would be assigned as shown in the following table:

Percentage of Affirmative Responses to Total Applicable Questions	Points
95-100%	2
90-94%	1
85-89%	0
80-84%	-1
75-79%	-2
70-74%	-3
65-69%	-4
60-64%	-5
0-59%	-6

### 2. Units of Service Delivered (40%) (-6 to +2 points possible)

This indicator compares the actual number of units of service delivered during the Review Period to the proportional number of units of service proposed in the STGP Cycle 12 Call for Projects application and agreed to in the grant agreement. For example, if a grantee committed to providing 10,000 one-way passenger trips (OWPTs) in a two-year STGP grant and provided 5,000 OWPTs in the one-year review period, then SANDAG would assess that the grantee reached its performance target. Units of service vary by grant type, but can include number of one-way passenger trips, hours of service, and information referrals. Points for this indicator would be assigned as shown in the following table:

Performance Quantities Range	Points
10% and above the performance target	2
5-9% above the performance target	1
Within 5% of the performance target	0
5-9% below the performance target	-1
10-14% below the performance target	-2
15-19% below the performance target	-3
20-24% below the performance target	-4
25-29% below the performance target	-5
30% and below the performance target	-6

### 3. Grant Agreement Compliance (20%) (-3 to +1 points possible)

This indicator assesses the extent to which an STGP grantee complies with requirements specific to its STGP grant agreement(s). This indicator includes, but is not limited to, the following topics: Scope of Work compliance, Grant reporting, Allowable Costs, Needs Accommodation Policy. Points for this indicator would be assigned as shown in the following table:

Percentage of Affirmative Responses to Total Applicable Questions	Points
95-100%	1
90-94%	0.5
85-89%	0
80-84%	-0.5
75-79%	-1
70-74%	-1.5
65-69%	-2
60-64%	-2.5
0-59%	-3

0			
SANDAG Fiscal Year Review Period		0	
I. Grantee Compliance (25%)			
#	Question	Response	Notes (e.g., if any response is N/A)
1	Does the grantee have a written code of conduct to govern the actions of its officers, employees, board members, or agents engaged in the award or administration of subagreements, leases, or third-party contracts? <sup>1</sup>		
2	Has the grantee submitted and maintained evidence of compliance with insurance requirements? <sup>2</sup>		
3	Did the grantee maintain an accounting system and records that separate grant expenses from non-grant-related expenses? <sup>3</sup>		Only applicable to reimbursement based grantees only.
4	Did the grantee maintain adequate financial control mechanisms (e.g., financial management system, mileage logs, expense ledgers, etc.) that properly document and segregate incurred grant costs and matching funds by line item for each grant? <sup>3</sup>		Only applicable to reimbursement based grantees only.
5	Do the grantee's record retention policies adhere to the grant agreement's record retention requirements? <sup>4</sup>		
6	Did the grantee submit a formal or informal audit, the financials of its agency, officials, and program, including, but not limited to its Single Audit, Program Audit, or an annual financial audit at least once? <sup>5</sup>		
7	If the grantee is a subrecipient and expended the more than or equal to the Single Audit Threshold in federal awards in the subrecipient's past fiscal year, did the subrecipient conduct a Single Audit or elect to have a program specific audit conducted and submit this audit to SANDAG within 9 months of the end of the fiscal year? If the grantee is not required to have a Single Audit or program-specific audit conducted, did the grantee submit to SANDAG its most recent audited financial statement? <sup>5</sup>		
8	Did the grantee submit TAM asset data by SANDAG's deadline? <sup>5</sup>		
9	Did the grantee appoint an accountable executive for TAM by SANDAG's deadline? <sup>5</sup>		
10	Did the grantee submit asset data on an annual basis by SANDAG's deadline for SANDAG to comply with National Transit Database reporting requirements? <sup>5</sup>		
11	Did the grantee track client demographic data, including frequency of client access, and provide the data to SANDAG in accordance with the PMP? <sup>5</sup>		
12	Did the grantee provide SANDAG with client testimonials at least quarterly? <sup>6</sup>		
13	Did the grantee provide photo submissions to SANDAG at least quarterly? <sup>6</sup>		
14	Did the grantee receive either no discrimination complaints or, if complaints were received, did the grantee provide written notice to SANDAG within 72 hours of receiving the complaint and work toward a resolution? <sup>7</sup>		
15	Does the grantee have a method for recording service and civil rights complaints (Title VI/ADA) and documenting the steps taken toward resolution? <sup>7</sup>		
16	Did the Section 5310 subrecipient submit Title VI Program updates on time pursuant to the PMP? <sup>8</sup>		Only applicable to Section 5310 subrecipients
17	Does the grantee have a nondiscrimination policy, a written complaint form, and complaint procedures that are posted in publicly accessible places (vehicles, website, office reception)? <sup>8</sup>		
18	Are outreach materials translated into appropriate languages given the communities served or the agency's Language Assistance Plan? <sup>8</sup>		
19	Are the grantee's policies and procedures based on offering an integrated service as defined by ADA standards? <sup>8</sup>		
20	If requested, did the grantee permit portable oxygen supplies that complied with Department of Transportation hazardous material rules? <sup>8</sup>		

21	Are the geographic service area or hours and days of service the same for all riders? <sup>8</sup>		
22	If requested, did the grantee permit service animals for individuals with disabilities in its vehicles and facilities? <sup>8</sup>		
23	Are the grantee's personnel that operate ADA equipment trained to proficiency in operation of the ADA equipment including wheelchair securement? <sup>8</sup>		
24	Are telephone wait times equivalent for persons with disabilities and persons without disabilities? <sup>8</sup>		
25	Is the provision of service the same for all riders and the days and hours to request service the same? <sup>8</sup>		
26	Are capacity constraints, including trip denials, waiting lists or trip caps the same for all riders? <sup>8</sup>		
27	Do riders with disabilities have access to the same information and reservation systems as persons without disabilities, including information in alternate formats? <sup>8</sup>		
28	Is general information including application forms, fares, schedules etc., available in alternative formats (Braille, TTY, large font)? <sup>8</sup>		
29	If the grantee held public meetings, were the meeting presentations and information provided in alternative formats upon request? <sup>8</sup>		
30	If the grantee held public meetings, were they accessible to individuals with disabilities? <sup>8</sup>		
<b>Total Applicable Questions</b>		<b>0</b>	
<b>Total Affirmative Responses</b>		<b>0</b>	
<b>Percentage of Affirmative Responses</b>		<b>0.00%</b>	
<b>Score</b>		<b>-6.00</b>	

**Citations**

- 1 Ethics, Grant Agreement
- 2 Insurance, Grant Agreement
- 3 Financial Management, Grant Agreement
- 4 Records Retention and Audits, Grant Agreement
- 5 Reports and Data Collection, Grant Agreement
- 6 Media and Community Outreach Coordination, Grant Agreement
- 7 Complaint Procedures, Grant Agreement
- 8 Nondiscrimination, Grant Agreement

0			
<b>Monitoring Start Date</b>	<b>1/0/1900</b>	<b>Monitoring End Date</b>	<b>1/0/1900</b>
<b>II. Grant Service Units (25%)<sup>1</sup></b>			
Target* Fiscal Year Number of Units of Service			
Actual Fiscal Year Number of Units of Service Delivered			
Percentage Over/Under Fiscal Year Target Units			
<b>Score</b>			
*Target is the goal unit number included in the grant agreement scope of work.			
<b>III. Grant Management (50%)</b>			
<b>#</b>	<b>Topic &amp; Question</b>	<b>Response</b>	<b>Notes (e.g., if any response is N/A)</b>
<b>Scope(s) of Work<sup>1</sup></b>			
1	Did the grantee accomplish the grant tasks and deliverables according to the schedule included in the grant agreement for the applicable review period?		
2	If the grantee encountered or anticipated difficulty in meeting the schedule during the applicable review period, did the grantee notify SANDAG in writing? Did the notification include the reason(s) for the delay in performance and the date by which the grantee expected to accomplish deliverables?		
<b>Grant(s) Management</b>			
3	Did the grantee deliver only eligible services pursuant to federal grant requirements and/or the grant agreement? <sup>2</sup>		
4	If the grantee changed its Project Manager, did the grantee notify SANDAG in writing no later than 15 days after the change? <sup>3</sup>		
5	If a Notice to Complete a Recovery Plan was issued, did the grantee implement proposed actions and correct deficiencies within the timeframe stated in the		
6	Were all attempted grant reimbursements during this period allowable as delineated in the Program Management Plan, consistent with 2 CFR Part 200: Uniform Administrative Requirements, Cost Principles, and Audit Requirements? <sup>5</sup>		
7	Did the grantee provide sufficient documentation to support grant expenses and, if indirect costs were included and allowed, were the necessary indirect costs methods used? <sup>5</sup>		
8	Did the grantee provide evidence of a competitive procurement or obtain prior written approval from SANDAG via a Sole Source Justification to use a noncompetitive procurement for each third-party contract over the micro-purchase threshold? <sup>6</sup>		
9	Did the grantee provide adequate matching funds from one or more allowable sources of matching funds? <sup>7</sup>		
10	Are grant documents and accounting records readily accessible and available for review by SANDAG upon request and kept separate from documents not related to the grant? <sup>8</sup>		
11	If a grantee has a third-party contract, are all the necessary funding requirements included on third-party contractor documents and accounting records (e.g. insurance, lobby disclosures etc.)? <sup>8</sup>		
12	Did the grantee comply with the Needs Accommodation Policy? <sup>9</sup>		
<b>Grant(s) Reporting (See Grant Info &amp; Reporting Data Tab)<sup>5</sup></b>			
14	Did the grantee submit reports at least quarterly?		
15	Were sufficient materials including required documentation consistently submitted with reports (at least 80% submitted with all required documentation and free of errors)?		
16	Are required grant photos submitted in a timely manner (at least 95% submitted on time)?		
17	Are required grant reports submitted in a timely manner (at least 95% submitted on time)?		
<b>Grant-funded Vehicle Fleet Management*</b>			
17	Were funds owed to SANDAG related to vehicle purchase(s) submitted in a timely manner (within 90 days)? <sup>10</sup>		
18	Did the grantee adhere the SANDAG logo on each vehicle? <sup>11</sup>		
19	If vehicle(s) were delivered to the grantee, did the grantee complete a road test and submit vehicle photographs, a completed Vehicle Inspection Form, maintenance plan, and delivery date information within two months of delivery? <sup>12</sup>		



20	Did the grantee have a valid written maintenance plan for federally funded facilities and equipment? <sup>6</sup>		
21	Were federally funded facilities/equipment being maintained on time and in accordance with the grantee's maintenance plan? <sup>6</sup>		
23	If vehicle(s) were modified, did the grantee request and receive SANDAG prior approval? <sup>1</sup>		
24	Did the grantee put its vehicle(s) into service within three months of SANDAG notifying the grantee that its vehicle(s) were accepted and could be put into service? <sup>1</sup>		
25	Did the grantee continually operate the vehicle(s) at least 20 hours per week during the period unless a waiver was granted by SANDAG? <sup>1</sup>		
26	If vehicle(s) were candidates for disposition, did the grantee notify SANDAG immediately in the event of an early disposition or within 6 months of the end- of the vehicle(s)' minimum useful life? <sup>1</sup>		
27	If the grantee returned a vehicle to SANDAG prior to the vehicle reaching its minimum useful life, was the reason for the return caused by a force majeure event or otherwise not due to a failure in grantee performance? <sup>1</sup>		
28	If vehicle(s) were placed out of service for more than seven business days, did the grantee notify SANDAG as specified in the grant agreement? <sup>6</sup>		
29	Did the grantee maintain adequate records of vehicle usage including, but not limited to, preventative and routine maintenance, mileage logs, one-way-passenger trip documentation, and damage reports? <sup>6</sup>		
30	If deficiencies were identified during SANDAG vehicle inspections, were these deficiencies resolved within the timeline specified by SANDAG after vehicle inspections? <sup>6</sup>		
Total Applicable Questions		0	
Total Affirmative Responses		0	
Percentage of Affirmative Responses		0.00%	
Score		-3.00	
*Topic not applicable if a grantee does not have capital vehicle grants from Cycle 11 or above.			

#### Citations

- <sup>1</sup> Scope of Performance, Grant Agreement
- <sup>2</sup> Grant Award, Grant Agreement
- <sup>3</sup> Notification of Parties, Grant Agreement
- <sup>4</sup> Performance Monitoring and Compliance, Grant Agreement
- <sup>5</sup> Allowable Costs, Grant Agreement
- <sup>6</sup> Purchases by Subrecipient, Grant Agreement
- <sup>7</sup> Local Match Funds, Grant Agreement
- <sup>8</sup> Records Retention and Audits, Grant Agreement
- <sup>9</sup> Eligible Target Population and Needs Accommodation Policy, 2023 Program
- <sup>10</sup> Section 5310 Vehicle Procurement Schedule, Grant Agreement
- <sup>11</sup> Media and Community Outreach, Grant Agreement
- <sup>12</sup> Pre-Award and Post-delivery Reviews, Grant Agreement

# Monitoring Checklist Score Summary

## 1. Introduction

### A. Grantee and SANDAG Contact Information

Grantee Name: 0

Grantee Contact Name: 0

SANDAG Program Manager Name: 0

Desk Review/Site Visit Date: 1/0/1900

SANDAG Fiscal Year Review Period: 1/0/1900

### B. Grant Agreement Information

Agreement Number(s)	Grant Type*	Funding Source	Cycle Number	Monitoring Period	
1 0	0	0	0	1/0/1900	1/0/1900
2 0	0	0	0	1/0/1900	1/0/1900
3 0	0	0	0	1/0/1900	1/0/1900
4 0	0	0	0	1/0/1900	1/0/1900
5 0	0	0	0	1/0/1900	1/0/1900
6 0	0	0	0	1/0/1900	1/0/1900

## 2. Grantee Compliance (40% of Total Monitoring Score)

Total Affirmative Responses: 0

Total Applicable Questions: 0

Percentage of Affirmative Responses: 0.00%

**Score:** -6.00

## 3. Units of Service (40% of Total Monitoring Score)

Agreement Number	Grant Type	Target Quantity	Actual Units of Service Delivered	Percent Above or Below Target Units	Score
1	0	0	0	0.00%	
2	0	0			
3	0	0			
4	0	0			
5	0	0			
6	0	0			

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

Agreement Number	Grant Type	Total Affirmative Responses	Total Applicable Questions	Percentage of Affirmative Responses	Score
1	0	0			
2	0	0			
3	0	0			
4	0	0			
5	0	0			
6	0	0			

#### 5. Summary by Grant and Grant Type

##### A. Summary by Grant

Agreement Number	Grant Type	Score
1	0	0
2	0	0
3	0	0
4	0	0
5	0	0
6	0	0

##### B. Summary by Grant Type

Grant Type	Score
Average of Grantee Contract Transportation Service and Operating Grants	
Average of Grantee Mobility Management Grants	
Average of Grantee Vehicle and Other Equipment Capital Grants	

#### 6. Review and Signatures

By signing below, I confirm that I have received and reviewed this completed Monitoring Checklist.

\_\_\_\_\_  
Grantee Project Manager (Print)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Grantee Project Manager (Signature)

\_\_\_\_\_  
Date

### 3. Grant Agreement Compliance

This indicator assesses the extent to which an STGP grantee complies with requirements specific to its STGP grant agreement(s). This indicator includes, but is not limited to, the following topics: Scope of Work compliance, Grant reporting, Allowable Costs, Needs Accommodation Policy.

Column Letter	Column Header Name	Specific Instructions (If Applicable)
A	#	
B	Question	
C	Response	
D	Notes (e.g., if any response is N/A)	
E	SANDAG Source Evidence (Not for Print)	SharePoint File Link

### Total Score & Signatures

This section totals all the scores based on affirmative responses or units. Not Applicable answers are not counted toward or against grantees. Section I supplies a grantee compliance score which creates a total score for one grantee across any grant type that is counted once. Sections II and III scores grant agreements of the same grant type individually and then averages based on the total of the same grant type they had active during the monitoring period. Sections II and III are then weighted evenly to create a score based on grant agreement type. Total score(s) range from -15-+5. These points may be added to an applicant's STGP Call for Projects application score.

### VLOOKUP Not for Print

This formula page contains the score weighting and scores based on total affirmative responses or unit quantities. This is not for print.

## FY 2026 TransNet Program

**Senior Services Transportation Grant Program (Current)**

The Senior Services Transportation Grant program is a competitive grant program awarded for projects and operations that support mobility and access for seniors.<sup>1</sup>

Project No.	Grantee	Project Title	Grant Amount	Anticipated Expenditures		
				Prior <sup>2</sup>	FY 2026	Future
1271000	Jewish Family Service	On the Go (North County Inland)	\$2,313,518	\$2,206,356	\$107,162	-
1271100	Peninsula Shepherd	Out and About	785,530	568,320	10,452	-
1271300	Traveler's Aid	SenioRide	2,659,103	2,409,103	250,000	-
1271800	Jewish Family Service	On the Go (Eastern San Diego)	1,314,013	1,135,548	178,464	-
1271900	FACT	CTSA & Brokerage Services	3,190,164	2,498,251	395,379	296,534
1272000	Jewish Family Service	On the Go (Northern San Diego)	1,639,791	1,456,934	182,857	-
1272600	Traveler's Aid	RIDEFinder	185,500	135,442	-	-
1272700	ElderHelp	Seniors a Go Go	532,151	390,854	141,297	-
1272800	Jewish Family Service	On the Go (NCI, NSD, ESD)	1,174,856	440,571	441,571	293,714
<b>Total Active Grants</b>			<b>\$13,794,626</b>	<b>\$11,241,378</b>	<b>\$1,707,182</b>	<b>\$590,248</b>
<b>Subtotal Projects Completed<sup>3</sup></b>			<b>\$10,150,541</b>	<b>\$10,150,541</b>	<b>-</b>	<b>-</b>
<b>Grand Total</b>			<b>\$23,945,167</b>	<b>\$21,391,919</b>	<b>\$1,707,182</b>	<b>\$590,248</b>

<sup>1</sup> The grant awards shown reflect the current and active SANDAG projects per the FY 2009 - FY 2023 call for projects as approved by the Board of Directors on September 26, 2008, February 25, 2011, March 22, 2013, February 27, 2015, July 22, 2016, March 24, 2017, March 22, 2019, March 26, 2021, and February 24, 2023. As grant projects are completed, original grant awards may be reduced to reflect actual costs at close out, with remaining funds returned to the pool for future use.

<sup>2</sup> Prior expenditures are calculated based on actual previous expenditures. Any grant balance remaining is used for future call for projects in the TransNet Senior Services Transportation Grant program.

<sup>3</sup> 82 projects completed prior to FY 2025

FY 2026 TransNet Program

## Senior Services Transportation Grant Program (Cycle 13 Addition)

Project No.	Grantee	Project Title	Cycle 13 Grant Amount	Anticipated Expenditures		
				Prior <sup>2</sup>	FY 2026	Future
1271100	Peninsula Shepherd	Out and About	124,000	0	62,000	62,000
1271300	Traveler's Aid	SenioRide	720,000	0	360,000	360,000
1271900	FACT	CTSA & Brokerage Services	614,221	0	154,045	460,176
1272600	Traveler's Aid	RIDEFinder	100,000	0	50,000	50,000
1272700	ElderHelp	Seniors a Go Go	322,796	0	161,398	161,398
1272800	Jewish Family Service	On the Go (NCI, NSD, ESD)	1,000,000	0	327,336	672,664
<b>Total Active Grants</b>			<b>\$2,881,017</b>	<b>0</b>	<b>\$1,114,779</b>	<b>\$1,766,238</b>

FY 2026 TransNet Program

## Senior Services Transportation Grant Program (Proposed Final)

Project No.	Grantee	Project Title	Grant Amount	Anticipated Expenditures		
				Prior <sup>2</sup>	FY 2026	Future
1271000	Jewish Family Service	On the Go (North County Inland)	\$2,313,518	\$2,206,356	\$107,162	-
1271100	Peninsula Shepherd	Out and About	909,530	568,320	72,452	62,000
1271300	Traveler's Aid	SenioRide	3,379,103	2,409,103	610,000	360,000
1271800	Jewish Family Service	On the Go (Eastern San Diego)	1,314,013	1,135,548	178,464	-
1271900	FACT	CTSA & Brokerage Services	3,804,385	2,498,251	549,424	756,710
1272000	Jewish Family Service	On the Go (Northern San Diego)	1,639,791	1,456,934	182,857	-
1272600	Traveler's Aid	RIDEFinder	285,500	135,442	50,000	50,000
1272700	ElderHelp	Seniors a Go Go	854,947	390,854	302,695	161,398
1272800	Jewish Family Service	On the Go (NCI, NSD, ESD)	2,174,856	440,571	768,907	966,378
Total Active Grants			\$16,675,643	\$11,241,378	\$2,821,961	\$2,356,486
Subtotal Projects Completed <sup>3</sup>			\$10,150,541	\$10,150,541	-	-
Grand Total			\$26,826,184	\$21,391,919	\$2,821,961	\$2,356,486

<sup>1</sup> The grant awards shown reflect the current and active SANDAG projects per the FY 2009 - FY 2023 call for projects as approved by the Board of Directors on September 26, 2008, February 25, 2011, March 22, 2013, February 27, 2015, July 22, 2016, March 24, 2017, March 22, 2019, March 26, 2021, and February 24, 2023. It also projects grant awards should the SANDAG Board of Directors approve STGP Cycle 13 funding recommendations as proposed on June 27, 2025. As grant projects are completed, original grant awards may be reduced to reflect actual costs at close out, with remaining funds returned to the pool for future use.

<sup>2</sup> Prior expenditures are calculated based on actual previous expenditures. Any grant balance remaining is used for future call for projects in the TransNet Senior Services Transportation Grant program.

<sup>3</sup> 82 projects completed prior to FY 2025



# Specialized Transportation Grant Program

Cycle 13 Call for Projects Funding Recommendations

Board of Directors | Item 5  
Jenny Russo, Grants Program Manager  
Friday, June 27, 2025

1

## Specialized Transportation Grant Program Overview

### Description:

Funds projects and programs in the San Diego region that expand mobility options for older adults and individuals with disabilities when fixed-route public transit is insufficient, unavailable, or inappropriate.

### Funding Sources:

- Federal Transit Administration Section 5310 (Section 5310) program
- TransNet Senior Mini-Grant (SMG) program

### Distribution Frequency:

Call for Projects held about every two years

**SANDAG** | 2

2



## STGP 13 Call for Projects

### Section 5310

- Operating, Mobility Management, and Capital
- 65+ and individuals with disabilities
- Large, urbanized area of San Diego County (SANDAG)
- Formula funds
- **\$6.6M** available
- Minimum: \$50K and Maximum: \$1.2M
- Competition not required
- BOD can deviate from the funding recommendations

### Senior Mini-Grant

- Operating, Mobility Management
- 60+
- San Diego County
- Local sales tax revenue
- **\$2.8M** available
- Minimum: \$50K and Maximum: \$1M
- Competitive Requirements
- BOD can fund based on consistency with the approved call for projects criteria

**SANDAG** | 3

3

## STGP Cycle 13 Call for Projects Process



**SANDAG** | 4

4

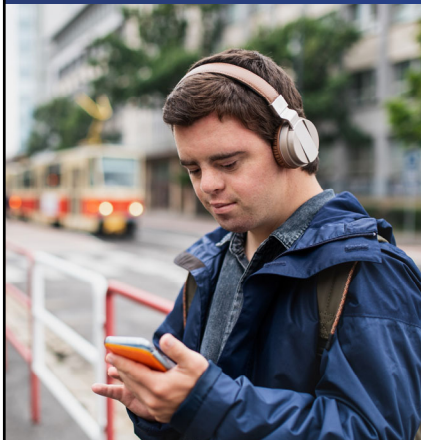
## Previously Approved Evaluation Criteria

No.	Criteria Category	Points Possible
1.	Applicant Experience, Capacity, and Readiness	15
2.	Need and Equity	20
3.	Operational/Implementation Plan	10
4.	Stewardship of Public Funds	15
5.	Coordination and Outreach	10
6.	Environmental Responsibility	5
7.	Proposed Performance Measures	10
8.	Performance Monitoring and Outcomes	15
	<b>Subtotal</b>	<b>100</b>
9.	Past Performance Adjustment	-15 to +5
	<b>Total</b>	<b>85 to 105</b>

**SANDAG** | 5

5

## Evaluators



**Personal Experience**



**Grant Writing**

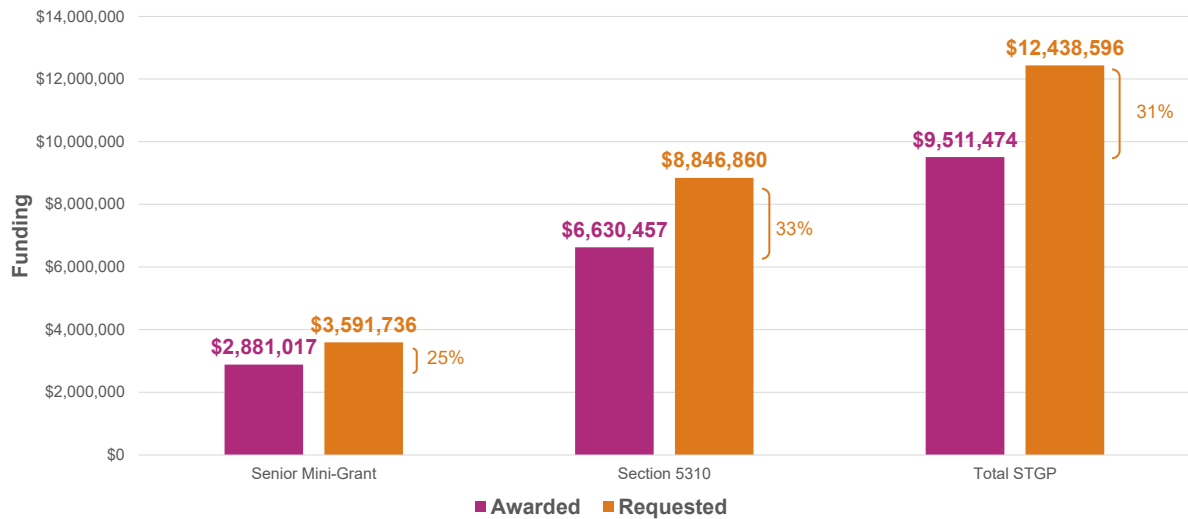


**Caregiving**

**SANDAG** | 6

6

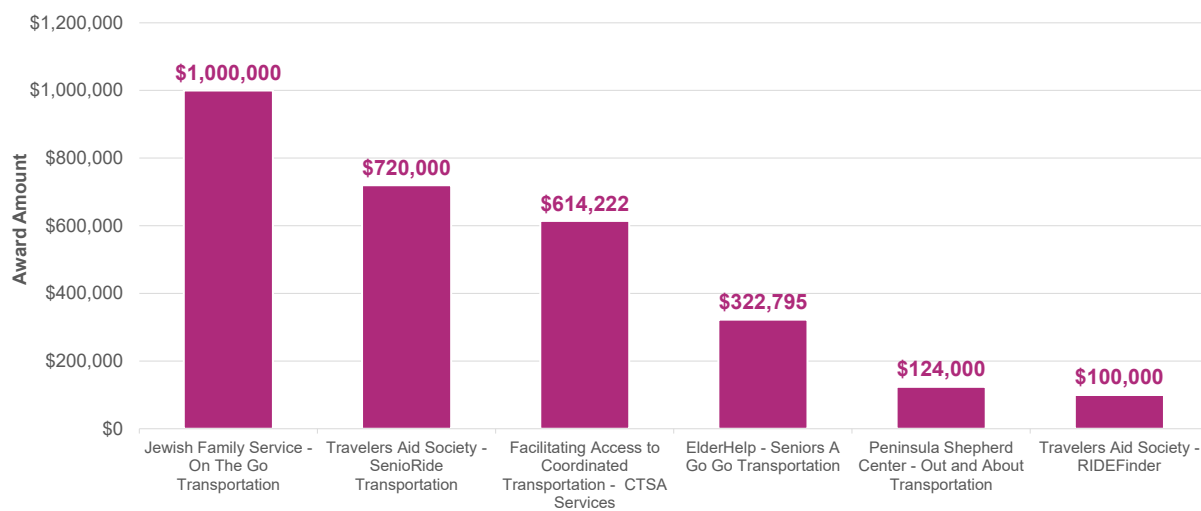
## Cycle 13 Requests



SANDAG | 7

7

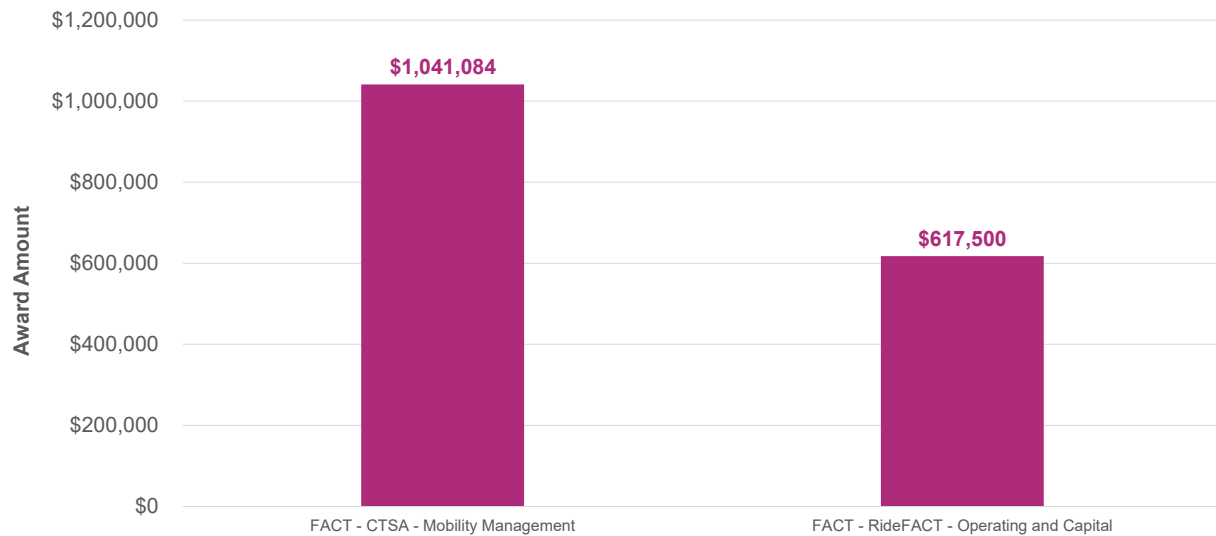
## SMG Funding Recommendations



SANDAG | 8

8

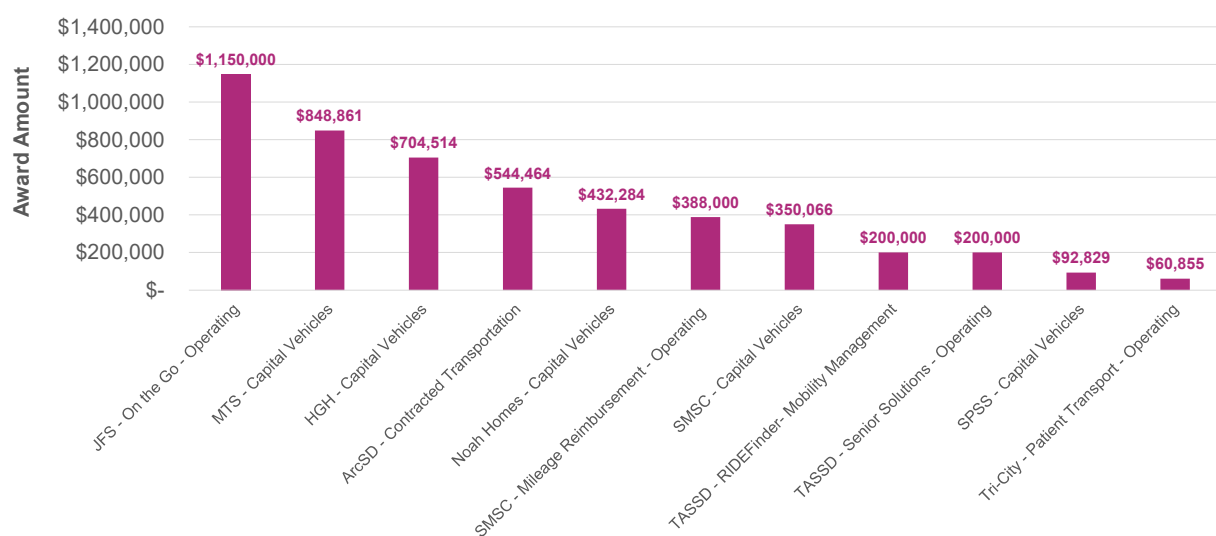
## BOD Approved FACT Section 5310 Sole Source



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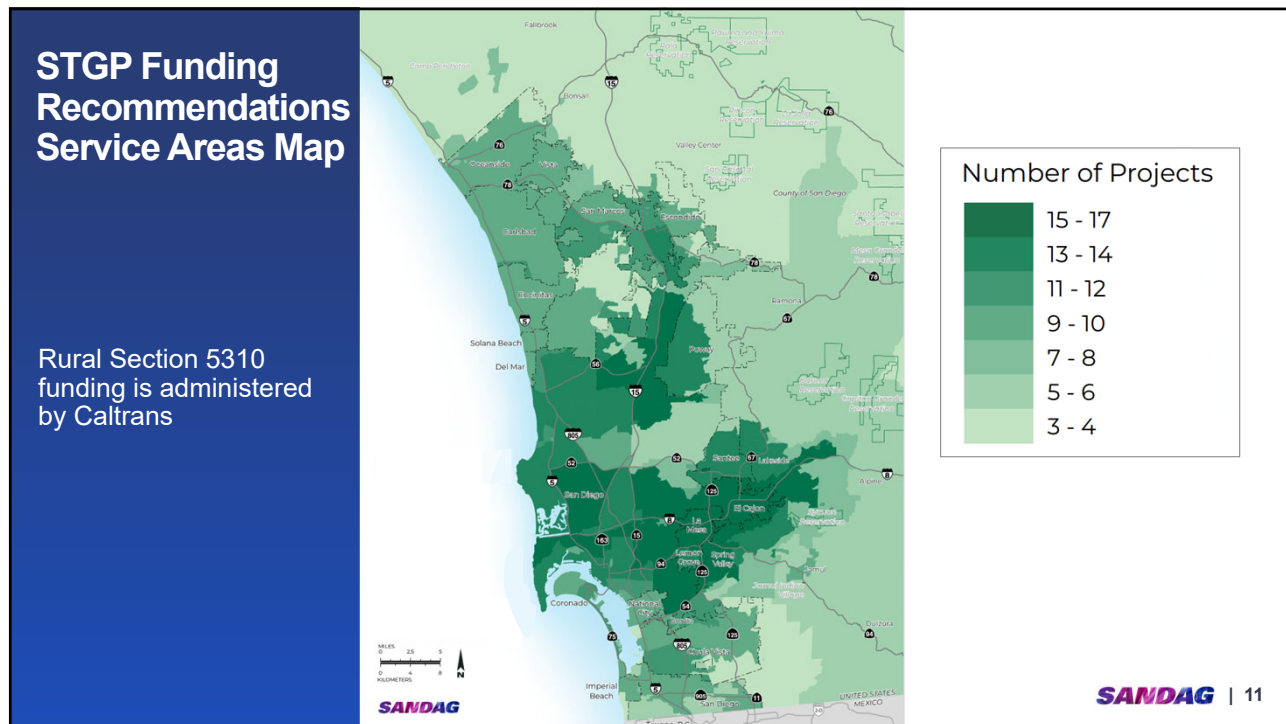
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## Section 5310 Funding Recommendations

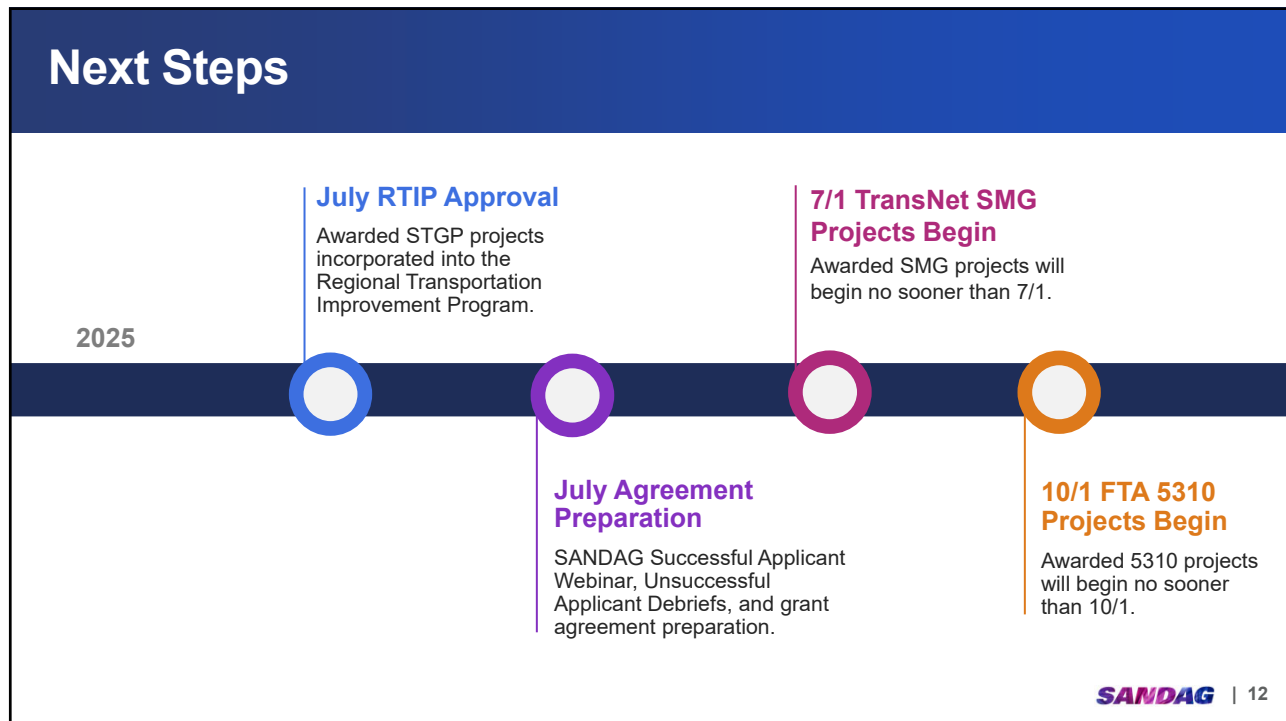


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## Procurement 101

Board of Directors| Item 6  
Janet Bessent, Manager of Contracts & Procurement Services, Operations & Administration  
Susana Tello, Manager of Contracts & Procurement Services, Capital Projects  
June 27, 2025

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### What is Procurement?

The process whereby the government obtains goods and services from private parties that the government does not produce or provide for itself.



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## Public Procurement Requirements

- ❑ Fair and open competition
- ❑ Free from conflicts of interest
- ❑ Following written laws and procedures
- ❑ Clear and complete written documentation and record keeping

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## Source of SANDAG's Rules

### Law

Federal, State, and Local

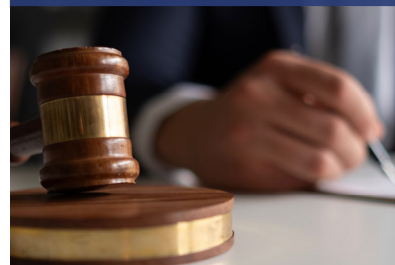


### Regulatory and Funding Agencies

FTA, FHWA, OMB-FAR



### Courts



### SANDAG's Policies and Rules

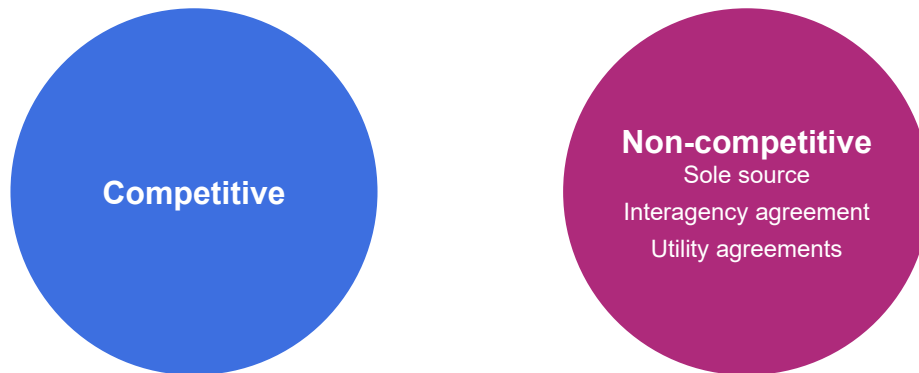
Board and Administrative Policies (16–Procurement & Contracting, 17–Delegation of Authority),  
Procurement Manual, Standard Operating Procedures (SOPs)

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## Procurement Types



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## Competitive Solicitation Types

### Request for Proposals (RFP)

Typically used for non-A&E services

### Request for Qualifications (RFQ)

Typically used for A&E services

### Invitation for Bid (IFB)

Typically used for construction, goods, supplies

### Request for Offer (RFO)

Typically used for non-A&E services, goods, supplies under \$150,000

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## Basis of Award

### ❑ Best Value

The contract award is made to the highest ranked responsive and responsible offeror (s) determined by objective criteria, which include, but is not limited to, price, features, functions, life-cycle costs, and other criteria deemed appropriate by SANDAG. Price must be a significant evaluation factor, but SANDAG is not required to award to the lowest price offeror.

**Examples:** Professional Services such as Planning, Legal Services, Financial Services, ITS

### ❑ Low Bid

Means the contract is awarded to the lowest priced responsive and responsible bidder meeting specifications for award, not including sales tax.

**Examples:** Construction, Purchase of Goods like irrigation supplies, laptops

### ❑ Qualification Based

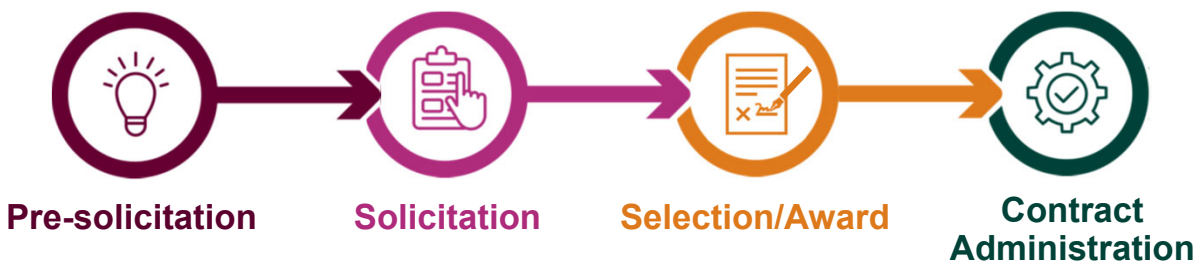
Means the contract award is made to the highest ranked responsive and responsible offeror(s) as determined solely by offeror qualifications. An offeror's price proposal is not reviewed unless the offeror is determined to be most qualified.

**Example:** A&E and CM

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## Contract Lifecycle Framework



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## Contract Lifecycle Framework



### Pre-solicitation

1. Identify agency need
2. Identify funding source and availability
3. Develop ICE and Scope of Work

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## Contract Lifecycle Framework



### Solicitation

1. Develop Solicitation Documents
2. Obtain approvals to Advertise
3. Publish solicitation Documents
4. Outreach to vendor community via publication on SANDAG's vendor portal and newspaper advertisements
5. Hold Pre-Bid/Proposal Meetings
6. Q&A period, as needed
7. Issue Addenda, as needed
8. Finalize Evaluation Committee, if applicable
9. Receive bids/proposals

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## Contract Lifecycle Framework



### Selection/Award

1. Review proposals/bids/SOQs for responsiveness and responsibility
2. Collect Declaration Concerning Conflict & Confidentiality Forms
3. Score proposals/SOQs by Evaluation Committee
4. Short List Meeting
5. Conduct interviews, if applicable
6. Negotiations
7. Obtain approvals to award
8. Draft contract
9. Execute contract

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## Contract Lifecycle Framework



### Contract Administration

1. Kick-Off Meeting with Vendor
2. Implement a Contract Monitoring and Administration Plan (CMAP)
3. Process Invoices
4. Monitor contract capacity
5. Review and accept deliverables
6. Ensure project scheduled is maintained
7. Document vendor performance
8. Close-out contract

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## Role of the Board of Directors (Board Policy No. 16)

### **Board consent is obtained for the following solicitations & awards**

- All services and job order contracting solicitations valued at \$5 million or more
- All final awards of services and job order contracts that are the result of a solicitation valued at \$5 million or more
- All final awards of construction solicitations valued at \$5 million or more
- All awards that were originally solicited for less than \$5 million, but for which an amendment is sought that will cause it to exceed the \$5 million threshold that would have required approval
- Procurements that exceed \$300,000 where circumstances dictate other than the procurement processes required or authorized by Board Policy 16, Procurement and Contracting

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## Reporting to Board of Directors

### **Monthly Delegated Action Report**

- Includes any Task Orders issued under an On-Call with an amount of \$5 million or more

### **Sole Source Report**

- Reported twice a year

### **Future reporting will include:**

- Monthly report of amendments in excess of \$500,000
- Monthly report of critical contract concerns related to contractor performance

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