



Board of Directors Agenda

**Friday, June 13, 2025
10:30 a.m. to 12:30 p.m.**

Welcome to SANDAG. The Board of Directors meeting scheduled for Friday, June 13, 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/87278855545>

Webinar ID: 872 7885 5545

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/j/kdaHEdc3mO>

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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 (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.

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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.

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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 at least 72 business hours before the meeting.

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[ជំនួយភាសាឥតគិតថ្លៃ | ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອດ້ານພາສາພິ | Kaalmada Luqadda ee Bilaashka ah |](#)

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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.

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

Board of Directors

Friday, June 13, 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 May 23, 2025, and May 30, 2025, meetings.

[May 23, 2025 Meeting Minutes.pdf](#)

[May 30, 2025 Meeting Minutes.pdf](#)

+3. Policy Advisory Committee Actions

Approve

Francesca Webb, SANDAG

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

[Policy Advisory Committee Actions.pdf](#)

[Att. 1 - Draft BOD Agendas June 27 and July 11, 2025.pdf](#)

[Att. 2 - Legislative Status Report.pdf](#)

+4. Meetings and Events Attended on Behalf of SANDAG

Information

Francesca Webb, SANDAG

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

[Meetings and Events Attended on Behalf of SANDAG.pdf](#)

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

Information

David Cortez, Clint Peace, Maria Rodriguez-Molina, SANDAG

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

[Quarterly Project Progress and Budget Update FY 2025 Q3.pdf](#)

[Att. 1 - FY 2025 Budget to Actuals for Capital Projects - through March.pdf](#)

[Att. 2 - Capital Pgrm Sched Status Rprt - through Mar 2025.pdf](#)

+6. Federal Transit Administration Section 5311 Program of Projects

Approve

Richard Radcliffe, SANDAG

The Transportation Committee recommends 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.

[FTA Section 5311 Program of Projects.pdf](#)

+7. Draft 2025 Regional Plan - Public Engagement Events

Approve

Antoinette Meier, SANDAG

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

[Draft 2025 Regional Plan - Public Engagement Events.pdf](#)

Reports

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

Approve

Dawn Vettese, Kimberly Trammel, Lucinda Broussard, SANDAG

The Board of Directors is 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.

[Prop FY 2026 Prog Budget Amend SR 125 Facility Ops.pdf](#)

[Att. 1 - Prop FY 2026 SR 125 Five-Year Projected Rev and Expenses.pdf](#)

[Att. 2 - Prop FY 2026 Work Element 3312100 - SR 125 Facility Ops.pdf](#)

+9. 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 STGP Cycle 13 call for projects as detailed in the report.

[STGP Cycle 13 Call for Projects Funding Recommendations.pdf](#)

[Att. 1 - Discussion Memo.pdf](#)

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

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

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

[Presentation.pdf](#)

Adjournment

10. Adjournment

The next Board of Directors meeting is scheduled for Friday, June 27, 2025, at 9:00 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

May 23, 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 a.m.

1. Non-Agenda Public Comments / Member Comments

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

Member Comments: Councilmember Jewel Edson (North County Transit District), Muska Laiq (U.S. Department of Defense), Mayor Terry Gaasterland (Del Mar), Deputy Mayor Carolina Chavez (Chula Vista), Mayor Rebecca Jones (San Marcos), Chair Heebner.

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 1-2, 2025, Board Retreat and the May 9, 2025, Board meeting.

3. Chief Executive Officer Delegated Actions

In accordance with various board policies, this report summarized delegated actions taken by the Chief Executive Officer.

4. Policy Advisory Committee Actions

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

5. Transportation Development Act: FY 2025 Productivity Improvement Program and FY 2026 Allocations

The Transportation Committee recommended that the Board of Directors approve the eligibility of the Metropolitan Transit System and North County Transit District to receive their FY 2026 Transportation Development Act allocations of funds.

6. Overview of Developments in the Financial Markets, Quarterly Finance Report as of March 31, 2025

This report provided an update on the latest developments in the financial markets, economy, sales tax revenues, and strategies being explored and implemented to minimize possible impacts to the TransNet Program.

7. Approval of Contract Awards for the San Onofre to Pulgas Double Track Phase 2 Project and North Park/Mid-City Bikeways: University Bikeway Project

The Board of Directors was asked to authorize the Chief Executive Officer to:

1. Award a contract to Reyes Construction, Inc., for the construction of the San Onofre to Pulgas Double Track Phase 2 Project;
2. Award a contract to Griffith Company for the construction of the North Park/Mid-City Bikeways: University Bikeway Project.

Public Comments: Cesar Javier, Allegedly Audra, Alan C., Truth, Randy Torres Van-Vleck, Nicole Burgess, Steve Gelb, Chloe Lauer, Consuelo, Jason, Paul the Bold, Blair Beekman, Leif Gensert, and Kareston Markley.

Action: Upon a motion by Second Vice Chair John Minto (Santee) and a second by Mayor Esther Sanchez (Oceanside), 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 Minto, Councilmember Kevin Shin (Carlsbad), Deputy Mayor Chavez, Councilmember Carrie Downey (Coronado), Supervisor Joel Anderson (County of San Diego), Mayor Gaasterland, Mayor Bruce Ehlers (Encinitas), Councilmember Jack Fisher (Imperial Beach), Councilmember Lauren Cazares (La Mesa), Councilmember Luz Molina (National City), Mayor Sanchez, Mayor Jones, and Deputy Mayor Katie Melendez (Vista).

No: Mayor Bill Wells (El Cajon) and Mayor Dane White (Escondido).

Abstain: None.

Absent: Lemon Grove and Poway.

Reports

8. State Route 11 / Otay Mesa East Port of Entry Project Update and Request to Procure Non-Intrusive Inspection Technology

Director of Mega Projects, Border, and Goods Movement Maria Rodriguez Molina and Project Development Program Manager Andrea Hoff presented a project update and sought the Board of Directors' approval to authorize the Chief Executive Officer to release a solicitation for the Technology Systems and Equipment associated with the State Route 11/ Otay Mesa East Port of Entry (OME POE) project.

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

Action: Upon a motion by Deputy Mayor Chavez and a second by Mayor Sanchez, the Board voted to authorize the Chief Executive Officer to release a solicitation for the Technology Systems and Equipment associated with the SR 11/OME POE project.

The motion passed.

Yes: Chair Heebner, Vice Chair LaCava, Second Vice Chair Minto, Councilmember Shin, Deputy Mayor Chavez, Councilmember Downey, Supervisor Anderson, Mayor Gaasterland, Mayor Wells, Mayor Ehlers, Councilmember Fisher, Councilmember Cazares, Councilmember Molina, Mayor Sanchez, Mayor Jones, and Deputy Mayor Melendez.

No: None.

Abstain: None.

Absent: Escondido, Lemon Grove, and Poway.

9. FY 2024 Annual Comprehensive Financial Report and Other Financial and Compliance Matters

In accordance with SANDAG Bylaws, this report provided the FY 2024 Annual Comprehensive Financial Report and other Financial and Compliance Matters in compliance with the Statement of Auditing Standards 114.

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

Action: Information.

10. Adjournment

The next Board of Directors meeting is Friday, May 30, 2025, at 9 a.m.

Chair Heebner adjourned the meeting at 12:04 p.m.

DRAFT

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	Councilmember	Carrie Downey (Alternate)	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	Mayor	Bruce Ehlers (Primary)	Yes
City of Escondido	Mayor	Dane White (Primary)	Yes
City of Imperial Beach	Councilmember	Jack Fisher (Primary)	Yes
City of La Mesa	Councilmember	Lauren Cazares (Alternate)	Yes
City of Lemon Grove	Mayor	Alysson Snow (Primary)	No
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	Mayor	Rebecca Jones (Primary)	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)	Yes
Metropolitan Transit System	Councilmember	Matthew Leyba-Gonzalez (Primary)	Yes
North County Transit District	Councilmember	Jewel Edson (Primary)	Yes
Imperial County	Supervisor	Jesus Eduardo Escobar (Primary)	No
U.S. Department of Defense		Muska Laiq (Alternate)	Yes
Port of San Diego	Commissioner	Dan Malcolm (Primary)	No
San Diego County Water Authority	Deputy Mayor	Joy Lyndes (Primary)	Yes
SDCRAA	Director	Gil Cabrera (Primary)	Yes
Mexico	Deputy Consul General	Gilberto Luna (Alternate)	Yes
SCTCA	Chairman	Raymond Welch (Primary)	Yes
Association of Planning Groups	Chairwoman	Robin Joy Maxson (Primary)	Yes

May 30, 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 9:01 a.m.

1. Non-Agenda Public Comments / Member Comments

Public Comments: Purita Javier, Cesar Javier, Allegedly Audra, Truth, Paul the Bold, Consuelo, Marco Espinosa.

Member Comments: Robin Joy Maxson (Association of Planning Groups), Councilmember Mike Sannella (San Marcos), Chair Heebner.

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

Councilmember Dan O'Donnell (Vista) joined the meeting virtually and confirmed it was for "just cause" under Government Code Section 54953.

Consent

2. FY 2026 Weighted Vote Distribution

This report provided the weighted vote distribution for FY 2026, which has been recomputed based on updated population figures certified by the California Department of Finance. There are no changes from the prior fiscal year.

3. FY 2026 Member Agency Assessments

This report provided the updated FY 2026 Member Agency Assessment amounts, which have been recomputed based on updated population figures certified by the California Department of Finance.

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

Action: Information.

Reports

4. Summary of the Performance Audit of SANDAG's Sole Source Procurement Process

4A. Performance Audit of SANDAG's Sole Source Procurement Process

Independent Performance Auditor Courtney Ruby presented a summary of the Performance Audit of SANDAG's Sole Source Procurement Process for the audit period of July 1, 2022, to June 30, 2024, including the audit results and recommendations.

4B. Management's Response and Corrective Action Plan

Management presented their response to the Performance Audit of SANDAG's Sole Source Procurement Process and proposed corrective action plan.

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

Action: Discussion.

Upon a motion by Vice Chair Joe LaCava (City of San Diego) and a second by Mayor Bruce Ehlers (Encinitas), the Board of Directors voted to approve the Sole Source Audit Corrective Action Plan.

Yes: Chair Heebner, Vice Chair LaCava, Councilmember Kevin Shin (Carlsbad), Deputy Mayor Carolina Chavez (Chula Vista), Councilmember Carrie Downey (Coronado), Supervisor Joel Anderson (County of San Diego), Mayor Terry Gaasterland (Del Mar), Mayor Bill Wells (El Cajon), Mayor Ehlers, Mayor Dane White (Escondido), Councilmember Jack Fisher (Imperial Beach), Mayor Pro Tem Jennifer Mendoza (Lemon Grove), Councilmember Luz Molina (National City), and Councilmember Sannella.

No: None.

Abstain: None.

Absent: La Mesa, Oceanside, Poway, Santee, Vista.

Action: Upon a motion by Mayor Gaasterland and a second by Councilmember Shin, the Board voted to extend the meeting end time to 1 p.m.

Yes: Chair Heebner, Vice Chair LaCava, Second Vice Chair Minto, Councilmember Shin, Deputy Mayor Chavez, Supervisor Anderson, Mayor Gaasterland, Mayor Wells, Mayor Ehlers, Mayor White, Councilmember Fisher, Mayor Pro Tem Mendoza, and Councilmember Molina.

No: None.

Abstain: None.

Absent: Coronado, La Mesa, Oceanside, Poway, San Marcos, Vista.

5. Closed Session – Conference with Legal Counsel Pursuant to Government Code Section 54956.9(D)(4): Potential Initiation of Litigation (One Potential Case)

Public Comments: Truth, Allegedly Audra, Consuelo, Paul the Bold.

Chair Heebner adjourned the meeting to closed session at 12:08 p.m.

Chair Heebner resumed open session at 12:56 p.m.

Alfred Smith, Nossaman LLP, announced that there were no reportable actions taken during closed session.

6. Adjournment

The next Board of Directors meeting is scheduled for Friday, June 13, 2025, at 10:30 a.m.

Chair Heebner adjourned the meeting at 12:57 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	Councilmember	Carrie Downey (Alternate)	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	Mayor	Bruce Ehlers (Primary)	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 Pro Tem	Jennifer Mendoza (Alternate)	Yes
City of National City	Councilmember	Luz Molina (Primary)	Yes
City of Oceanside	Mayor	Esther Sanchez (Primary)	No
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	Mike Sannella (Alternate)	Yes
City of Santee	Second Vice Chair	John Minto (Primary)	Yes
City of Solana Beach	Chair	Lesa Heebner (Primary)	Yes
City of Vista	Councilmember	Dan O'Donnell (Alternate)	Yes - virtual
Caltrans	Deputy Director	Melina Periera (Alternate)	Yes
Metropolitan Transit System	Councilmember	Matthew Leyba-Gonzalez (Primary)	No
North County Transit District	Councilmember	Jewel Edson (Primary)	No
Imperial County	Supervisor	Jesus Eduardo Escobar (Primary)	No
U.S. Department of Defense		Muska Laiq (Alternate)	Yes
Port of San Diego	Commissioner	Dan Malcolm (Primary)	No
San Diego County Water Authority	Deputy Mayor	Joy Lyndes (Primary)	Yes
SDCRAA	Director	Gil Cabrera (Primary)	Yes
Mexico	Consul General	Alicia Kerber (Primary)	No
SCTCA	Chairman	Raymond Welch (Primary)	No
Association of Planning Groups	Chairwoman	Robin Joy Maxson (Primary)	Yes

Policy Advisory Committee Actions

Overview

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

The links provided below will navigate to the SANDAG web page where the meeting agenda and minutes (when available) will be posted. Any action taken that differs from those below will be reported to the Board at the June 13 meeting.

[Executive Committee – June 13, 2025](#)

Approved the draft June 27 and July 11, 2025, Board of Directors meeting agendas.

Approved taking a “support” position on California Senate Bill 71 (Wiener) and an “oppose unless amended” position on California Senate Bill 79 (Wiener).

Robyn Wapner, Senior Director, Public Affairs and Internal Operations

Attachments: 1. Draft June 27 and July 11, 2025, Board of Directors meeting agendas.
2. Legislative Status Report

Action: **Approve**

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

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

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

Michael Garcia, SANDAG

Approve

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

+3. Chief Executive Officer Delegated Actions*

Jennie Sharp, SANDAG

Information

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

+4. Policy Advisory Committee Actions

Francesca Webb, SANDAG

Approve

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

+5. Approval of Proposed Solicitations

Kelly Mikhail, SANDAG

Approve

The Board of Directors is asked to authorize the Chief Executive Officer to conduct the proposed solicitation(s) and contract awards as identified in this report.

+6. FY 2026 Transportation Development Act and State Transit Assistance Claims

Kimberly Trammel, Marcus Pascual, SANDAG

Approve

The Transportation Committee recommends that the Board of Directors:

1. Adopt Resolutions Nos. 20XX-XX through 20XX-XX, 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 the North County Transit District.

Reports

+7. 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.

Adjournment

8. Adjournment

The next Board of Directors meeting is scheduled for Friday, July 11, 2025, at 9 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

Board of Directors

Friday, July 11, 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

Michael Garcia, SANDAG

Approve

The Board of Directors is asked to approve the minutes from its June 27, 2025, meeting.

+3. Policy Advisory Committee Actions

Francesca Webb, SANDAG

Approve

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

+4. Meetings and Events Attended on Behalf of SANDAG

Francesca Webb, SANDAG

Information

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

+5. Approval of Proposed Solicitations

Kelly Mikhail, SANDAG

Approve

The Board of Directors is asked to authorize the Chief Executive Officer to conduct the proposed solicitation(s) and contract awards as identified in this report.

Reports

+6. FY 2026 Annual Audit Plan

Courtney Ruby, Independent Performance Auditor

Adopt

The Independent Performance Auditor will present the FY 2026 Annual Audit Plan for adoption by the Board of Directors.

Closed Session

+7. Closed Session: Public Employee Performance Evaluation (Gov. Code section 54957(b)(1))

The Board of Directors will meet in closed session to conduct the performance evaluation of the Chief Executive Officer for FY 2025.

Adjournment

8. Adjournment

The next Board of Directors meeting is scheduled for Friday, July 25, 2025, at 9 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

DRAFT

June 13, 2025

Legislative Status Report

Overview

Staff regularly brings forward bills that advance SANDAG priorities and projects and align with [SANDAG's Legislative Program](#). Status reports on SANDAG legislative activities are provided to the Executive Committee on a regular basis.

Attachment 1 includes a summary from Ellison Wilson, LLC on state legislative activity related to SANDAG for May 2025.

Attachment 2 includes a summary from Peyser Associates, LLC on federal legislative activity related to SANDAG for May 2025.

Action: **Approve**

The Executive Committee is asked to take a “support” position on California Senate Bill 71 (Wiener), and “oppose unless amended” on California Senate Bill 79 (Wiener).

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

Key Considerations

SANDAG staff is recommending a “support” position on California Senate Bill 71 (Wiener), and an “oppose unless amended” position on California Senate Bill 79 (Wiener). Support of a bill means that SANDAG and its advocates will work to pursue passage of the legislation through activities such as letters of support and participation in hearings. Opposing a bill unless amended means SANDAG and its advocates will notify the author of its position through letters and participation in hearings, and actively work to seek amendments to the bill.

Senate Bill 71 (Wiener): [California Environmental Quality Act: exemptions: environmental leadership transit projects](#)

This bill, by Senator Scott Wiener, would remove the January 1, 2030 sunset date on existing California Environmental Quality Act (CEQA) exemptions for certain transportation plans and projects; retain a January 1, 2040 sunset for transportation projects using near-zero emission, natural gas, or low-NOx technology; expand the existing exemption to include Tier 4 or cleaner locomotives; and expand the existing exemption to include certain transit network planning activities and projects for micro transit, paratransit, and ferries.

Currently, many transportation projects are exempt from CEQA. The current exemption sunsets on January 1, 2030. Recent legislation has expanded these CEQA exemptions to include pedestrian and bicycle facilities; transit prioritization projects; projects for the conversion of general purpose lanes or highway shoulders to bus-only lanes; public projects to add or increase new bus rapid transit, bus, or light rail service; a public project to construct or increase zero-emission passenger rail service; a public project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, trains, or ferries. The bill would remove this sunset date and permanently establish these exemptions to CEQA. These exemptions could result in significant cost savings for agencies developing transportation plans and capital projects.

Support of this legislation is consistent with [SANDAG's Legislative Program Goal No. 3](#), supporting expanded access to resources and technical tools that will enable SANDAG to implement the Regional

Plan; as well as Goal No. 5, to support policy and/or legislative changes to streamline CEQA and the National Environmental Policy Act (NEPA).

Senate Bill 79 (Wiener): [Housing development: transit-oriented development: California Environmental Quality Act: public transit agency land](#)

This bill, by Senator Scott Wiener, would establish state standards for transit-oriented zoning around qualifying transit stops. Based on the quality of transit service at the station and distance of the development from the transit stop, the bill authorizes housing developments by-right with specific height, density, and floor ratio standards. These provisions would override most applicable local restrictions. The bill divides transit stops into tiers, based on the type and frequency of transit service at a given transit stop.

The bill creates the following tiers:

Tier 1 transit stop: heavy rail transit (as defined) or very high frequency commuter rail

Within 1/4 mile of transit stop: up to 75 feet height, 120 units/acre minimum, 3.5 floor area ratio

Within 1/2 mile of transit stop: up to 65 feet height, 100 units/acre minimum, 3.0 floor area ratio

Tier 2 transit stop: light rail transit, high-frequency commuter rail, qualifying Bus Rapid Transit (BRT)

Within 1/4 mile of transit stop: up to 65 feet height, 100 units/acre minimum, 3.0 floor area ratio

Within 1/2 mile of transit stop: up to 55 feet height, 80 units/acre minimum, 2.5 floor area ratio

Tier 3 transit stop: frequent commuter rail, ferry service, or designated major transit stops

Within 1/4 mile of transit stop: up to 55 feet height, 80 units/acre minimum, 2.5 floor area ratio

Within 1/2 mile of transit stop: up to 45 feet height, 60 units/acre minimum, 2.0 floor area ratio

Additionally, developments immediately adjacent to transit stops would be eligible for an adjacency intensifier to increase the height limit by an additional 20 feet, the maximum density standard by an additional 40 dwelling units per acre, and the residential floor area ratio by 1.

If the bill were to be enacted today, the standards for housing developments near San Diego Trolley and Sprinter stops in San Diego County would likely be considered Tier 2. The San Diego-Coronado Ferry and COASTER stops would likely be Tier 3. Tier 3 also includes major transit stops as defined by Section 21155 of the Public Resources Code. There are over 900 existing and/or planned major transit stops throughout the region that could qualify as Tier 3 transit-oriented development (TOD) stops. At this time, staff believe that no existing transit stops in San Diego County would qualify as Tier 1 TOD stops.

The bill also exempts certain transit-related developments on publicly owned or transit agency-encumbered land from CEQA review and provides greater flexibilities for residential and commercial developments.

To be exempt from the provisions of the bill, local governments may adopt and enact alternative TOD plans that are subject to state approval and must meet or exceed the housing capacity established by this bill.

Potential Impacts

Consistent with jurisdictions' general plans, SANDAG's Draft 2025 Regional Plan plans for approximately 80% of future residential development and employment growth in areas with a high concentration of transportation options. Prioritizing growth near major transit stops and areas with existing and future transportation investments is an important tool for reducing greenhouse gas emissions.

That said, SB 79 represents a dramatic preemption of local zoning authority and could introduce unintended consequences for transit and housing goals shared by local jurisdictions, the region, and

state. The bill significantly limits local jurisdictions' authority over land use and zoning by preempting local height limits and density caps and mandating ministerial approval processes that bypass local discretionary review and opportunities for public input. It also places additional administrative and compliance responsibilities on jurisdictions which may lack the resources to implement the TOD criteria and mapping requirements in the bill.

As a result, there is a concern that the bill could create a disincentive for local jurisdictions to upgrade transit service and avoid establishing new transit routes that would activate these density mandates. Maintaining and expanding access to transit is core to the Regional Plan's ability to meet the State's required GHG targets. In addition, providing access to transit is critical to improving quality of life and affordability for San Diegans. If cities were to become resistant to establishing transit, it could challenge existing transit investments and undermine future Regional Plans and the ability to achieve federal and state mandates, like air quality conformity standards and greenhouse gas emission targets.

Taking an "oppose unless amended" position on this bill is consistent with SANDAG Legislative Program Goal No. 6, which calls for reforms to improve implementation of the Regional Plan and SB 375 and Goal No. 28, which calls for monitoring bills that require additional administrative measures on local agencies and governments.

Staff recommends the author consider incentivizing, rather than mandating, participation by local governments in these provisions and hopes to work with the author's office to identify how best to support the further development of housing and transit that aligns with local, regional, and state goals.

Next Steps

Pending approval by the Executive Committee, SANDAG will notify the authors of SB 71 and SB 79 of its positions and advocate accordingly.

Hannah Stern, Acting Director of Public Affairs

Attachments: 1. State Report from Ellison Wilson Advocacy, LLC
 2. Federal Report from Peyser Associates, LLC
 3. Border Report
 4. Senate Bill 71 (Wiener)
 5. Senate Bill 79 (Wiener)

Meetings and Events Attended on Behalf of SANDAG

Overview

In accordance with Government Code requirements, when members of a legislative body attend meetings at the expense of the local agency, a report is to be provided summarizing such meetings. Since the last report, Board of Directors members reported their participation in the following meetings and events on behalf of SANDAG. Key topics of discussion are also summarized. Board members receive a stipend from SANDAG for participation in meetings and events representing the agency: in-county \$100 per meeting or event; out-of-county, \$150 per day per meeting or event.

Action: Information

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

Fiscal Impact:

Funding for expenses related to these meetings is provided via Overall Work Program Project No. 9000100 in accordance with Article III, Section 5 of the SANDAG Bylaws.

Schedule/Scope Impact:

None.

May 15, 2025: Bike Anywhere Day Pit Stops and Media Interviews

Second Vice Chair and Mayor John Minto (City of Santee) participated in the Bike Anywhere Day event as the officially appointed representative for SANDAG. Mayor Minto participated in Bike Anywhere Day activities including hosting a pit stop and promoting the event with interviews with various media outlets.

May 19, 2025: LOSSAN Board Meeting

Councilmember Joy Lyndes (Encinitas) participated in the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) Board meeting as the officially appointed representative for SANDAG. The LOSSAN Board discussed the LOSSAN Rail Corridor Agency Title VI Program Document; Proposed Changes to the LOSSAN Corridor Agency Travel, Conference, and Business Expense Policy; and received amendments to existing service agreements. The LOSSAN Board also received updates on the Federal Corridor Identification and Development Program; the Coachella Valley Rail Project; and the Pacific Surfliner Service.

May 22, 2025: FACT Board Meeting

Councilmember Jewel Edson (Solana Beach) participated in the Facilitating Access to Coordinated Transportation (FACT) Board meeting as the officially appointed representative for SANDAG. The FACT Board received FACT service updates; a financial summary; an update from the SANDAG Transportation Committee noting a delay in Cycle 13 action; and a presentation from guest speaker Ann Fox of Caltrans. Additional agenda items included updates from the Budget Development and Executive Director Review Committees; a business plan update; and information on upcoming grant opportunities for 2026-2031, including efforts related to Ramona, Cycle 13, and the American Public Transportation Association Coalition.

May 27-28, 2025: Sacramento Advocacy and CALCOG Board Meeting, Sacramento, CA

Chair Lesa Heebner (Solana Beach) participated in the California Association of Councils of Governments (CALCOG) Board meeting as the officially appointed representative for SANDAG. The CALCOG Board discussed several key items, including the Executive Director's Report, an update on legislative advocacy efforts, and the CALCOG budget. The Board also held discussions on achieving consensus regarding SB 375 reform and received an update on the Cap-and-Trade Coalition. Additionally, the Board took action to authorize the execution of a contract for the Regional Infrastructure Accelerators Program (RIA) Grant. Chair Heebner met with representatives from the League of California Cities and the Federal Railroad Administration, Senate Minority Leader Brian Jones, and staff from Senator Catherine Blakespear's office.

Robyn Wapner, Senior Director, Public Affairs and Internal Operations

Quarterly Project Progress and Budget Update, FY 2025, Quarter 3

Overview

This report provides an update on the status of SANDAG's Capital Program projects through the third quarter of FY 2025. These projects help to improve transportation, air quality, equity, the economy, public health, and public safety throughout the San Diego region. These programs and initiatives are funded by a variety of federal, state, local, and TransNet revenue sources.¹

Attachment 1 highlights FY 2025 budgets and expenditures through the third quarter of FY 2025, along with project details. Attachment 2 provides an overview of major milestones achieved through the third quarter of FY 2025 as well as the current phase of work and the upcoming milestone for each capital project.

More detail on each of the agency's capital projects can be found in Chapter 5 (Capital Projects) of the [FY 2025 Program Budget](#). This includes project scope, milestones, project limits, progress to date, and funding for each project.

Next Steps

The next progress report will be presented in September 2025 and will provide data through the fourth quarter of FY 2025.

David Cortez, Director of Engineering and Construction

Clint Peace, Director of Program/Project Management

Maria Rodriguez-Molina, Director of Mega Projects, Border, and Goods Movement

Attachments: 1. FY 2025 Budget to Actuals for Capital Projects – through March 2025
2. Capital Program Schedule Status Report – through March 2025

Action: Information

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

Fiscal Impact:

The projects summarized in this report represent an investment in approximately 88 capital projects in the San Diego regional transportation system.

Schedule/Scope Impact:

Project statuses and major milestones are captured in Attachments 1 and 2.

¹ The projects in this report are a subset of projects shown in the Final FY 2025 Program Budget. This report does not include minor capital projects or projects in the closeout phase.

Capital Program FY 2025 Budget
Planned vs. Actual Expenditures through March 31, 2025
(in thousands)

Attachment 1

CIP	Project Name	Corridor	Phase Funded Through	Approved Funded Budget	FY25 Budget	FY25 Expenditures (July 2024 - March 2025)	% of Expenditures for FY25	Comments (if FY expenditures are below 45% or above 85% through Q3)
	Overall Capital Program*			\$7,413,133 \$7,298,875	\$800,184 \$498,860	\$234,373 \$236,402	43% 47%	
	Mid-Coast	Mid-Coast Total		\$1,976,300	\$8,758	\$1,615	18%	
1257001	Mid-Coast Light Rail Transit (LRT)	Mid-Coast	CON	\$1,976,300	\$8,758	\$1,615	18%	The delivery of the Clairemont parking structure has been delayed by the property owner.
	Interstate 5 - North Projects	I-5 North Total		\$985,993	\$70,816	\$57,513	81%	
1200504	I-5 HOV: Manchester Avenue to Palomar Airport Road	I-5 North Corridor	CON	\$190,162 \$400,627	\$46,198 \$3,209	\$40,853 \$1,842	88% 57%	Increased effort to complete community enhancements to be completed by end of the calendar year. Project is still within budget.
1200509	I-5 HOV: San Elijo Bridge Replacement	I-5 North Corridor	CON	\$11,266 \$335,691	\$620 \$950	\$0 \$453	0% 48%	Working agreement between SANDAG and Caltrans was recently executed. Expenditures are expected by the end of the fiscal year.
1200510	I-5 HOV: Carlsbad	I-5 North Corridor	CON	\$400,627 \$190,162	\$3,209 \$46,198	\$1,842 \$40,853	57% 88%	Increased effort to complete community enhancements to be completed by end of the calendar year. Project is still within budget.
1200513	SR 56 HOV Lanes	I-5 North Corridor	CON	\$335,691 \$27,944	\$950 \$15,573	\$453 \$11,424	48% 73%	
1200515	I-5/I-805 HOV Conversion to Express Lanes	I-5 North Corridor	DES	\$27,944 \$20,303	\$15,573 \$4,266	\$11,424 \$2,941	73% 69%	Working agreement between SANDAG and Caltrans was recently executed. Expenditures are expected by the end of the fiscal year.
1200516	I-5 HOV Lanes: Oceanside	I-5 North Corridor	DES	\$20,303 \$11,266	\$4,266 \$620	\$2,941 \$0	69% 0%	
	Interstate 15 Projects	I-15 Corridor Total		\$68,102	\$13,973	\$397	3%	
1201514	Downtown Multiuse and Bus Stopover Facility	I-15 Corridor	ROW	\$66,980	\$13,751	\$397	3%	Additional right-of-way acquisition is pending and discussions are ongoing regarding future project scope. Study will be done to look at interim options using the property already acquired.
1201520	I-15 Express Lanes – Forrester Creek Improvements	I-15 Corridor	N/A	\$1,122	\$222	\$0	0%	Task order for annual site maintenance is pending.
	LOSSAN Rail Corridor Projects	LOSSAN Total		\$1,570,821	\$70,239	\$38,010	54%	
1239805	Poinsettia Station Improvements	LOSSAN	CON	\$36,681	\$190	(\$26)	-14%	Project closeout is underway, with minimal expenditures expected. Closeout is anticipated for FY 28, contingent upon the completion of other projects within the same TIRCP grant application to finalize California Air Resources Board reporting.
1239807	Sorrento Valley Double-Track	LOSSAN	CON	\$32,813	\$56	\$4	7%	Final construction activities are pending negotiations regarding the correction of the sidewalk cross slope.
1239809	Eastbrook to Shell Double-Track	LOSSAN	DES	\$132,650	\$389	\$156	40%	Delay in obtaining the required Environmental Permit has affected the anticipated spending for the fiscal year.
1239810	Carlsbad Village Double-Track	LOSSAN	PE	\$2,733	\$2	\$0	0%	Efforts are underway to secure additional funds, with environmental work for the Carlsbad Village Trench expected to begin in FY 2027.
1239811	Elvira to Morena Double-Track	LOSSAN	CON	\$185,229	\$839	\$116	14%	The task order for wall monitoring has been issued. Expenditures are expected to increase once payments for these invoices are processed.
1239812	Sorrento to Miramar Phase 2	LOSSAN	DES	\$287,250	\$4,161	\$441	11%	The process of deallocating right-of-way funding is underway, and the budget will be updated once its approved.
1239813	San Dieguito Lagoon Double-Track Design	LOSSAN	DES	\$29,697	\$5,970	\$1,830	31%	100% of the Plans, Specifications, and Estimates (PS&E) for the project are under review. Once the review is completed, project expenses are expected to increase as planned activities progress.
1239814	LOSSAN Rail Corridor Preliminary Engineering	LOSSAN	PE	\$1,949	\$233	\$232	100%	No further expenditures are expected. Project is closing out in FY 2025.
1239816	Batiquitos Lagoon Double-Track	LOSSAN	CON	\$165,627	\$39,617	\$23,906	60%	
1239820	COASTER Train Sets	LOSSAN	CON	\$58,800	\$3,792	\$3,792	100%	Locomotives, cars, and equipment are currently onsite at NCTD. Remaining TransNet revenue has been applied to the project.
1239822	San Dieguito Lagoon Double-Track Construction	LOSSAN	CON	\$78,865	\$0	\$0	0%	Construction start postponed to FY 2026.
1239823	San Dieguito to Sorrento Valley Double-Track	LOSSAN	ENV	\$302,718	\$14,990	\$7,559	50%	
1239824	San Dieguito Lagoon Double-Track Phase 2 Construction	LOSSAN	CON	\$255,809	\$0	\$0	0%	Phase 2 is being recombined with Phase 1 (1239822).

Capital Program FY 2025 Budget
Planned vs. Actual Expenditures through March 31, 2025
(in thousands)

CIP	Project Name	Corridor	Phase Funded Through	Approved Funded Budget	FY25 Budget	FY25 Expenditures (July 2024 - March 2025)	% of Expenditures for FY25	Comments (if FY expenditures are below 45% or above 85% through Q3)
	State Route 125 Projects	SR 125 Corridor Total		\$135,240	\$6,684	\$3,340	50%	
1212501	SR 94/SR 125 Auxiliary Lanes	SR 94/SR 125 Corridor	CON	\$135,240	\$6,684	\$3,340	50%	
	State Routes 52, 67, 76 and 78 Projects	SR 52, 67, 76, 78 Corridors Total		\$214,555	\$14,062	\$5,988	43%	
1205204	SR 52 Improvements	SR 52 Corridor	DES	\$17,500	\$706	\$159	23%	Additional expenses will begin once Caltrans and SANDAG finalize the Project Implementation Order Agreement, which is needed to set up the funding for project costs to begin.
1206701	SR 67 Improvements	SR 67 Corridor	DES	\$66,118 \$52,000	\$4,758 \$4,425	\$919 \$2,453	19% 55%	Environmental studies are expected to begin soon and expenditures are expected to increase by the end of the fiscal year.
1207802	I-15/SR 78 HOV Connectors	SR 78 Corridor	DES	\$52,000 \$39,937	\$4,425 \$2,583	\$2,453 \$1,480	19% 57%	
1207803	SR 78/I-5 Express Lanes Connector	SR 78 Corridor	DES	\$39,937 \$66,118	\$2,583 \$4,758	\$1,480 \$910	57% 19%	Environmental studies are expected to begin soon and expenditures are expected to increase by the end of the fiscal year.
1207804	SR 78 HOV Lanes: I-5 to I-15	SR 78 Corridor	PE	\$39,000	\$1,590	\$986	62%	
	Trolley Renewal Projects	Trolley Renewal		\$239,474	\$20,473	\$402	2%	
1210021	Blue Line Railway Signal Improvements	Trolley Renewal	CON	\$4,550	\$1,303	\$123	9%	Additional expenditures are expected in Q4 for hardware construction.
1210090	Low-Floor Light Rail Transit Vehicles	Trolley Renewal	CON	\$72,260	\$15,255	\$5	0%	The final vehicle will be delivered in late FY 2025 and project closeout activities will commence.
1210091	Palomar Street Rail Grade Separation	Trolley Renewal	DES	\$162,664	\$3,915	\$274	7%	Expenditures for 65% design completion will continue in Q4.
	Interstate 805 Projects	I-805 Total		\$234,511	\$49,052	\$34,052 \$36,825	35% 75%	
1280513	I-805/SR 94 Bus on Shoulder Demonstration Project	I-805 Corridor	CON	\$30,900	\$1,002	\$94	9%	Consultant was retained in Q3 to deliver survey results and report, and efforts will continue in Q4.
1280515	I-805 South Soundwalls	I-805 Corridor	CON	\$114,092	\$16,705	\$109 \$12,273	1% 73%	Construction of Unit 2 soundwalls is underway and on schedule. Invoices will continue through the fiscal year.
1280516	I-805 North Auxiliary Lanes	I-805 Corridor	CON	\$31,517	\$19,663	\$16,544	84%	Project is ahead of schedule and construction will be completed in Q4
1280518	SR 94 Transit Priority Lanes (I-5 to I-805)	I-805 Corridor	PE	\$800	\$743	\$737	99%	Feasibility study was completed in FY 2025 and environmental phase will begin when funding is identified.
1280519	I-805 Transit Priority Lanes (SR 94 to SR 52)	I-805 Corridor	ENV	\$30,000	\$2,003	\$1,348	67%	
1280520	I-805/SR 94/SR 15 Transit Connection	I-805 Corridor	DES	\$16,130	\$7,864	\$5,628	72%	
1280521	I-805 South: HOV Conversion to Express Lanes (Palomar to SR 94)	I-805 Corridor	DES	\$11,072	\$1,072	\$201	19%	Project is beginning PS&E phase and expenditures will continue in Q4.
	Goods Movement Projects	Goods Movement Total		\$958,901	\$91,328	\$20,023	22%	
1201101	SR 11 and Otay Mesa East Port of Entry	Goods Movement	CON	\$954,601	\$90,158	\$19,687	22%	Spending slower due to protracted negotiations with the federal government on the Federal Project Agreement.
1201105	SR 11 and Otay Mesa East Port of Entry: Traffic and Revenue Study		PE	\$4,300	\$1,170	\$336	29%	Spending was delayed due to data collection taking longer than anticipated. California Border Patrol was much slower in provided needed data than in previous years.

Capital Program FY 2025 Budget
Planned vs. Actual Expenditures through March 31, 2025
(in thousands)

CIP	Project Name	Corridor	Phase Funded Through	Approved Funded Budget	FY25 Budget	FY25 Expenditures (July 2024 - March 2025)	% of Expenditures for FY25	Comments (if FY expenditures are below 45% or above 85% through Q3)
	Regional Bikeway Projects	Regional Bikeway Total		\$368,090	\$66,107	\$30,499	46%	
1223017	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive	Regional Bikeway	CON	\$18,820	\$15	\$10	67%	
1223020	North Park/Mid-City Bikeways: Robinson Bikeway	Regional Bikeway	CON	\$9,873	\$225	\$33	15%	Additional design and right-of-way expenditures are anticipated in Q4.
1223053	San Diego River Trail: Carlton Oaks Segment	Regional Bikeway	DES	\$1,360	\$10	\$5	50%	
1223054	Central Avenue Bikeway	Regional Bikeway	CON	\$5,347	\$328	\$166	51%	
1223055	Bayshore Bikeway: Barrio Logan	Regional Bikeway	CON	\$46,074	\$9,661	\$2,197	23%	Construction paused earlier in the fiscal year as the City of San Diego completed repairs in the same area.
1223056	Border to Bayshore Bikeway	Regional Bikeway	CON	\$29,504	\$9,344	\$7,945	85%	Construction is nearing completion and significant invoices were paid this fiscal year.
1223057	Pershing Drive Bikeway	Regional Bikeway	CON	\$27,488	\$3,409	\$2,379	70%	
1223058	Downtown to Imperial Avenue Bikeway	Regional Bikeway	CON	\$25,337	\$11,416	\$7,029	62%	
1223079	North Park/Mid-City Bikeways: Howard Bikeway	Regional Bikeway	DES	\$13,740	\$252	\$32	13%	Preparation for grant application is underway and will continue through Q4.
1223081	North Park/Mid-City Bikeways: University Bikeway	Regional Bikeway	CON	\$34,152	\$1,094	\$639	58%	
1223083	Uptown Bikeways: Eastern Hillcrest Bikeways	Regional Bikeway	CON	\$44,369	\$7,988	\$1,058	13%	Construction began in Q3 and expenditures will increase through Q4.
1223084	Uptown Bikeways: Washington Street and Mission Valley Bikeways	Regional Bikeway	CON	\$29,490	\$5,129	\$302	6%	Construction will begin in Q4 and expenditures will increase.
1223085	Uptown Bikeways: Mission Hills and Old Town Bikeways	Regional Bikeway	DES	\$1,539	\$32	\$23	72%	
1223087	North Park/Mid-City Bikeways: Orange Bikeway	Regional Bikeway	CON	\$12,226	\$563	\$194	34%	Project will advertise for construction in Q4 and associated expenditures are anticipated.
1223093	GObyBIKE San Diego: Construction Outreach Program	Regional Bikeway	N/A	\$1,967	\$53	\$53	100%	Project is closing out with final budget in Q4.
1223094	Inland Rail Trail Phase 3	Regional Bikeway	CON	\$26,124	\$12,200	\$7,485	61%	
1223095	Inland Rail Trail Phase 4	Regional Bikeway	DES	\$16,817	\$1,825	\$283	16%	Design is underway and expenditures will continue through Q4.
1223096	Bayshore Bikeway: Barrio Logan Phase 2	Regional Bikeway	CON	\$9,745	\$1,703	\$420	25%	Final design and right-of-way invoices are pending for work in Q3 and Q4.
1223097	Bayshore to Imperial Bikeway	Regional Bikeway	ENV	\$5,004	\$50	\$31	62%	
1223098	Bayshore Bikeway: Barrio Logan Phase 3	Regional Bikeway	CON	\$1,800	\$790	\$201	25%	Final design and right-of-way invoices are pending for work in Q3 and Q4.
1223200	Pacific Highway/Central Mobility Bikeway	Regional Bikeway	ENV	\$7,314	\$20	\$14	70%	
	Comprehensive Multimodal Corridor Plan (CMCP) Projects	CMCP Total		\$11,951	\$911	\$398	44%	
1600101	CMCP - Regional CMCP Development	CMCP Corridor	PE	\$1,000	\$16	\$8	50%	
1600504	CMCP - Central Mobility Connections	CMCP Corridor	PE	\$4,833	\$200	\$168	84%	
1609401	CMCP - High Speed Transit/SR 94	CMCP Corridor	PE	\$2,226	\$320	\$211	66%	
1612501	CMCP - High Speed Transit/SR 125	CMCP Corridor	PE	\$3,392	\$25	\$11	44%	Project is being paused while toll analysis study is completed.
1612502	CMCP - SR 125 Toll Removal Analysis	CMCP Corridor	PE	\$500	\$350	\$0	0%	Invoices are anticipated in Q4.

Capital Program FY 2025 Budget
Planned vs. Actual Expenditures through March 31, 2025
(in thousands)

CIP	Project Name	Corridor	Phase Funded Through	Approved Funded Budget	FY25 Budget	FY25 Expenditures (July 2024 - March 2025)	% of Expenditures for FY25	Comments (if FY expenditures are below 45% or above 85% through Q3)
	Major Capital Projects	Major Capital Total		\$544,160 \$534,937	\$60,000 \$86,457	\$11,000 \$41,392	47% 48%	
1129200	OCS Insulator & Catch Cable Replacement	Major Capital	CON	\$12,125	\$3,431	\$2,668	78%	
1130100	ERP System	Major Capital	IMPL	\$9,457	\$1,674	\$480	29%	Phase 2 implementation will go-live in July 2025 so additional labor expenses will be incurred in Q4.
1131500	Fiber Optic Information Network Gap Closures	Major Capital	CON	\$1,208	\$119	\$29	24%	Gap closures are in process and continuing through FY 2025.
1142600	Joint Transportation Operations Center (JTOC)	Major Capital	CON	\$2,085	\$457	\$4	1%	Project re-organization is in process and work will be pushed into FY 2026.
1145300	Rose Canyon Bridge Replacements	Major Capital	PE	\$21,217	\$86	\$0	0%	The project study report is complete and active discussions with NCTD are ongoing to secure funding for the next phase of the project. As we work through these discussions, costs are being kept minimal.
1145400	San Onofre Bridge Replacements	Major Capital	PE	\$1,686	\$11	\$2	18%	NCTD is leading the design process, so SANDAG staff charges are expected to remain minimal during this project phase.
1146500	Bridge 257.2 Replacement Project	Major Capital	CON	\$14,484	\$756	\$142	19%	Design expenses planned for FY 2025 were completed earlier in FY 2024. Spending for the environmental phase is delayed due to the approval process for environmental permits. Overall, the project expenses are on track with the budget.
1146600	San Onofre to Pulgas Double-Track Phase 2	Major Capital	CON	\$45,459	\$1,538	\$696	45%	
1147000	Beyer Blvd. Slope & Drainage	Major Capital	CON	\$5,379	\$154	\$153	99%	Project will be closed out and limited expenditures remain.
1147100	Del Mar Bluffs V	Major Capital	CON	\$88,399	\$22,874	\$22,756	99%	Construction is progressing as planned and the project is within its overall budget.
1147101	Del Mar Bluffs Access Improvements	Major Capital	DES	\$9,000	\$1,300	\$379	29%	Coordination with stakeholders required additional time, which has impacted both expenses and progress toward 30% design.
1147700	Next Operating System (Next OS) Implementation - Phase 1	Major Capital	IMPL	\$9,644	\$2,533	\$707	28%	Additional expenditures expected in Q4 for 65% design plan review.
1147800	SR 76 Roadway Straightening	Major Capital	PE	\$2,000	\$875	\$60	7%	Expenses for the Project Study Report are expected to increase by the end of the fiscal year, contingent upon the award of the consultant contract.
1147900	I-8/Willows Road Interchange Improvements	Major Capital	PE	\$3,000	\$1,000	\$35	4%	Expenses for the Project Study Report are expected to increase by the end of the fiscal year, contingent upon the award of the consultant contract.
1148000	Harbor Drive 2.0/Vesta Street Bridge	Major Capital	DES/ROW	\$138,200	\$10,253	\$1,990	19%	Spending delayed due to prolonged process to execute fund transfer agreements between Caltrans and SANDAG. Also, it was determined that procurement for ROW is no longer needed because SANDAG plans to hire a ROW agent in house.
1149000	Central Mobility Hub	Major Capital	ENV	\$30,443	\$1,850	\$920	50%	
1149100	Airport Transit Connection	Major Capital	ENV	\$42,478	\$3,593	\$403	11%	Expenditures and contracts are transitioning from CIP 1149000 as that project nears closeout.
1149200	San Ysidro Transit Center Improvements	Major Capital	PE	\$3,677	\$1,650	\$0	0%	Preliminary engineering and environmental clearance will begin in FY26
1400000	Regional Tolling Back Office System	Major Capital	IMPL	\$83,618 \$18,805	\$5,464 \$6,113	\$1,069 \$1,533	20% 25%	ETAN migration is ongoing and will continue through Q4.
1400402	Roadway Toll Collection System	Major Capital	IMPL	\$91,937 \$42,492	\$7,068 \$5,025	\$3,933 \$3,325	56% 66%	
1400406	New SR 125 Regional Tolling Back-Office System	Major Capital	IMPL	\$23,452	\$15,349	\$3,635	24%	A budget increase was approved by the board in December 2024, and expenditures for this increased budget are expected in Q4 pending invoice payments.
1400407	New I-15 Regional Tolling Back-Office System	Major Capital	IMPL	\$10,247	\$5,816	\$1,475	25%	A budget increase was approved by the board in December 2024, and expenditures for this increased budget are expected in Q4 pending invoice payments.

* Project listing does not include Projects Pending Closeout or Minor Capital Projects

PE = Preliminary Engineering; ENV = Environmental Clearance; DES = Design; ROW = Right-of-Way; CON = Construction; IMPL = Implementation

Quarterly Capital Program Status Report

January 2025 – March 2025

Capital Program 6-Month Outlook							
Milestones marked as A indicate an actualized event. Milestones marked as X indicate a planned event.							
Segment	Milestone	2025 Jan	2025 Feb	2025 Mar	2025 Apr	2025 May	2025 Jun
Bikeway Program Projects							
Uptown Bikeways: Eastern Hillcrest Bikeways (CIP-1223083)	BEGIN	A					
Uptown Bikeways: Washington Street and Mission Valley Bikeways (CIP-1223084)	BEGIN						X
I-805 Projects							
I-805 North Auxiliary Lanes (CIP-1280516)	OPEN						X
I-5 North Corridor							
SR 56 HOV Lane (CIP-1200513)	OPEN						X
Orange-Blue Line Corridor							
Low-Floor Light Rail Transit Vehicles (CIP-1210090)	OPEN					A	
SR 78/SPRINTER Projects							
I-15/SR 78 HOV Connectors (CIP-1207802)	DED					A	

Scheduled Milestones:

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BEGIN represents the beginning of construction initiated by the Notice to Proceed.

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COMPLETE represents the completion of all construction and most of project closeout items for the project. This includes, but is not limited to: construction contract acceptance, complete plant establishment/landscaping, final inspection, closure of task orders, and all claims settled.

Quarterly Capital Program Status Report

January 2025 – March 2025

Schedule Data as of 3/31/2025

The table below is a subset of the entire capital program and does not include Projects Pending Closeout or Minor Capital Projects.

Capital Program Upcoming Milestones

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Segment	Milestone	FY Baseline	Current Date	Date var.* (mos)	Current Phase of Work	Comment (If delayed, TBD, or N/A)
Mid-Coast						
Mid-Coast Light Rail Transit (LRT) (CIP-1257001)	COMPLETE	07/31/2026	03/31/2028	-20	CON	Delivery of Clairemont parking structure delayed by owner
I-5 North Projects						
I-5 HOV: Manchester Avenue to Palomar Airport Road (CIP-1200504)	COMPLETE	08/31/2025	03/31/2027	-19	CON	Date updated to align with right-of-way payments timeline
I-5 HOV: San Elijo Bridge Replacement (CIP-1200509)	COMPLETE	12/31/2028	05/30/2026	31	CON	Plant establishment will occur on 1200510
I-5 HOV: Carlsbad (CIP-1200510)	COMPLETE	01/31/2029	01/31/2029	0	CON	
SR 56 HOV Lanes (CIP-1200513)	OPEN	05/31/2025	06/30/2025	-1	CON	One month delay for CCO approvals
I-5/I-805 HOV Conversion to Express Lanes (CIP-1200515)	N/A	N/A	N/A	0	DES	Construction occurring on 1200514, 1280517
I-5 HOV Lanes: Oceanside (CIP-1200516)	ADVERTISE	TBD	TBD	0	DES	Construction funds are pending
I-15 Projects						
Downtown Multiuse and Bus Stopover Facility (CIP-1201514)	ADVERTISE	TBD	TBD	0	ROW	Design/construction funds are pending
I-15 Express Lanes—Forrester Creek Improvements (CIP-1201520)	N/A	N/A	N/A	0	N/A	Scope is environmental mitigation activities
LOSSAN Rail Corridor						
Poinsettia Station Improvements (CIP-1239805)	COMPLETE	09/30/2026	09/30/2027	-12	CON	Grant application closeout pending CARB reporting from other projects in same application
Sorrento Valley Double Track (CIP-1239807)	COMPLETE	09/30/2024	04/30/2026	-19	CON	Ongoing negotiations with contractor for sidewalk correction
Eastbrook to Shell Double-Track (CIP-1239809)	ADVERTISE	TBD	TBD	0	DES	Construction funds are pending
Carlsbad Village Double-Track (CIP-1239810)	ADVERTISE	TBD	TBD	0	DES	Final design and construction funds are pending
Elvira to Morena Double-Track (CIP-1239811)	COMPLETE	03/31/2025	04/30/2026	-13	CON	Monitoring wall settlement before conducting repairs
Sorrento to Miramar Phase 2 (CIP-1239812)	ADVERTISE	TBD	TBD	0	DES	Construction funds are pending
San Dieguito Lagoon Double-Track and Platform Design (CIP-1239813)	ADVERTISE	N/A	09/30/2025	0	DES	Construction will take place on 1239822 but project will advertise on this CIP
COASTER Preliminary Engineering (CIP-1239814)	N/A	N/A	N/A	0	PE	Scope is PE only
Batiquitos Lagoon Double-Track (CIP-1239816)	OPEN	03/31/2027	04/30/2028	-13	CON	Construction duration longer than anticipated due to bird nesting season shutdown
COASTER Train Sets (CIP-1239820)	OPEN	05/31/2024	12/30/2025	-19	CON	Vehicle shipment and IT installation delays
San Dieguito Lagoon Double-Track Phase 1 Construction (CIP-1239822)	BEGIN	04/30/2024	12/31/2025	-20	DES	Phases 1 & 2 were recombined back into one project
San Dieguito to Sorrento Valley Double-Track (CIP-1239823)	DED	01/31/2025	10/31/2027	-33	ENV	Delayed due to process of determining NEPA lead agency and stakeholder feedback on range of alternatives
San Dieguito Lagoon Double-Track Phase 2 Construction (CIP-1239824)	ADVERTISE	05/30/2025	N/A	0	DES	Combining with phase 1 to save on support costs

Quarterly Capital Program Status Report

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*Variance between current schedule and FY25 Baseline schedule in months.

Segment	Milestone	FY Baseline	Current Date	Date var.* (mos)	Current Phase of Work	Comment (If delayed, TBD, or N/A)
State Route 125 Projects						
SR 94/SR 125 South to East Connector (CIP- 1212501)	ADVERTISE	01/31/2026	01/31/2026	0	DES	
State Routes 52, 67, 76 and 78 Projects						
SR 52 Improvements (CIP-1205204)	DED	TBD	9/30/2027	0	ENV	
SR 67 Improvements (CIP-1206701)	DED	07/31/2026	07/31/2026	0	ENV	
I-15/SR78 HOV Connectors (CIP-1207802)	FED	03/31/2026	08/31/2026	-5	ENV	Additional cultural studies and VMT calculations needed
SR 78/I-5 Express Lanes Connector (CIP-1207803)	DED	12/31/2028	12/31/2028	0	ENV	
SR 78 HOV Lanes: I-5 to I-15 (CIP-1207804)	DED	04/30/2029	04/30/2029	0	ENV	
Trolley Renewal Projects						
Blue Line Railway Signal Improvements (CIP-1210021)	BEGIN	01/31/2025	07/31/2025	-6	DES	Work will be completed through a job order contract
Low-Floor Light Rail Transit Vehicles (CIP-1210090)	COMPLETE	05/31/2025	09/30/2025	-4	CON	Software compatibility issues are being resolved
Palomar Street Rail Grade Separation (CIP-1210091)	FED	11/30/2025	12/31/2025	0	ENV	Brief delay for review
Interstate 805 Projects						
I-805/SR 94 Bus on Shoulder Demonstration Project (CIP-1280513)	COMPLETE	05/31/2026	07/31/2026	-2	CON	Schedule of final report delivery updated after consultant was procured
I-805 South Soundwalls (CIP-1280515)	COMPLETE	10/31/2029	02/28/2029	8	CON	Early milestone completion planned
I-805 North Auxiliary Lanes (CIP-1280516)	OPEN	08/30/2025	05/31/2025	3	CON	Early milestone completion planned
SR 94 Transit Priority Lanes: I-805 to I-5 (CIP-1280518)	DED	TBD	TBD	0	ENV	Project is not fully funded for environmental phase
I-805 Transit Priority Lanes: SR 94 to SR 52 (CIP-1280519)	DED	07/31/2027	03/31/2028	-8	ENV	Additional review time anticipated
I-805/SR 94/SR 15 Transit Connection (CIP-1280520)	ADVERTISE	TBD	TBD	0	DES	Still seeking construction funds
I-805 South: HOV Conversion to Express Lanes (Palomar to SR 94) (CIP-1280521)	ADVERTISE	TBD	TBD	0	DES	Applying for grant funding
Goods Movement Projects						
SR 11 and Otay Mesa East Port of Entry (CIP-1201101)	BEGIN	1/31/2025	09/30/2025	-8	DES	Authorization to proceed delayed
SR 11 and Otay Mesa East Port of Entry: Traffic and Revenue Study (CIP-1201105)	N/A	N/A	N/A	0	DES	Scope is for traffic and revenue study

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Current Phases:

PE = Preliminary Engineering, ENV = Environmental, DES = Design, ROW = Right-of-Way, CON = Construction

Quarterly Capital Program Status Report

January 2025 – March 2025

Schedule Data as of 3/31/2025

The table below is a subset of the entire capital program and does not include Projects Pending Closeout or Minor Capital Projects.

Capital Program Upcoming Milestones

**Variance between current schedule and FY25 Baseline schedule in months.*

Segment	Milestone	FY Baseline	Current Date	Date var.* (mos)	Current Phase of Work	Comment (If delayed, TBD, or N/A)
Regional Bikeway Projects						
Coastal Rail Trail Encinitas: E Street to Chesterfield Drive (CIP-1223017)	OPEN	05/31/2027	07/31/2028	-14	DES	Phase 2 construction funds available beginning in FY27
North Park/Mid-City Bikeways: Robinson Bikeway (CIP-1223020)	FED	08/31/2024	08/31/2025	-12	ENV	Pursuing federal NEPA clearance
San Diego River Trail: Carlton Oaks Segment (CIP-1223053)	N/A	N/A	N/A	0	DES	Scope is for 65% design
Central Avenue Bikeway (CIP-1223054)	ADVERTISE	02/28/2025	07/31/2025	-5	DES	Project will advertise after funding allocation in Q4
Bayshore Bikeway: Barrio Logan (CIP-1223055)	OPEN	12/31/2025	12/31/2026	-12	CON	Construction paused temporarily as City of San Diego performed work in same area
Border to Bayshore Bikeway (CIP-1223056)	OPEN	09/30/2025	09/30/2025	0	CON	
Pershing Drive Bikeway (CIP-1223057)	COMPLETE	07/31/2025	07/31/2025	0	CON	
Downtown to Imperial Avenue Bikeway (CIP-1223058)	OPEN	01/31/2026	01/31/2026	0	CON	
North Park/Mid-City Bikeways: Howard Bikeway (CIP-1223079)	ADVERTISE	TBD	TBD	0	DES	Additional construction funds are pending
North Park/Mid-City Bikeways: University Bikeway (CIP-1223081)	BEGIN	12/31/2024	09/30/2025	-9	DES	Project was re-bid and awarded in Q4
Uptown Bikeways: Eastern Hillcrest Bikeways (CIP-1223083)	OPEN	07/31/2026	01/31/2027	-6	DES	Advertisement delay impacted construction start date
Uptown Bikeways: Washington Street and Mission Valley Bikeways (CIP-1223084)	BEGIN	02/28/2025	06/31/2025	-4	DES	Notice to proceed will be issued in June
Uptown Bikeways: Mission Hills and Old Town Bikeways (CIP-1223085)	FED	12/27/2024	09/30/2026	-21	ENV	Additional time needed to retain NEPA consultant
North Park/Mid-City Bikeways: Orange Bikeway (CIP-1223087)	ADVERTISE	11/30/2024	07/31/2025	-8	DES	Strategic timing of advertisement due to funding allocation schedule
GObyBIKE San Diego: Construction Outreach Program (CIP-1223093)	N/A	N/A	N/A	0	N/A	Scope of project is communications outreach
Inland Rail Trail Phase 3 (CIP-1223094)	OPEN	04/30/2026	07/31/2026	-3	CON	Updated construction schedule
Inland Rail Trail Phase 4 (CIP-1223095)	ADVERTISE	07/31/2025	01/31/2026	-6	DES	Reviewing project scope and phase options
Bayshore Bikeway: Barrio Logan Phase 2 (CIP-1223096)	ADVERTISE	11/29/2024	07/31/2025	-8	DES	Incorporating pre-signal requirements
Bayshore to Imperial Bikeway (CIP-1223097)	DED	04/30/2026	04/30/2026	0	ENV	
Bayshore Bikeway: Barrio Logan Phase 3 (CIP-1223098)	BEGIN	02/28/2025	07/31/2025	-5	DES	May be combined with Phase 1 as a CCO
Pacific Coast Highway/Central Mobility Bikeway (CIP-1223200)	DED	08/31/2025	TBD	0	ENV	Scope will shift to a new project in FY26
Comprehensive Multimodal Corridor Plan (CMCP) Projects						
CMCP - Regional CMCP Development (CIP-1600101)	N/A	N/A	N/A	0	PE	Preliminary analysis
CMCP - Central Mobility Connections (CIP-1600504)	N/A	N/A	N/A	0	PE	Preliminary analysis
CMCP - High Speed Transit/SR 94 (CIP-1609401)	N/A	N/A	N/A	0	PE	Preliminary analysis
CMCP - High Speed Transit/SR 125 (CIP-1612501)	N/A	N/A	N/A	0	PE	Preliminary analysis
CMCP - SR 125 Toll Removal Analysis (CIP-1612502)	N/A	N/A	N/A	0	PE	Preliminary analysis

Quarterly Capital Program Status Report

January 2025 – March 2025

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Segment	Milestone	FY Baseline	Current Date	Date var.* (mos)	Current Phase of Work	Comment (If delayed, TBD, or N/A)
Major Capital Projects						
OCS Insulator & Catch Cable Replacement (CIP-1129200)	COMPLETE	07/31/2025	10/31/2025	-3	CON	Change order work requested
Financial ERP System (CIP-1130100)	COMPLETE	01/31/2026	01/31/2026	0	IMPL	
Fiber Optic Information Network Gap Closures (CIP-1131500)	OPEN	12/31/2024	04/30/2026	-16	CON	Final connection and network configuration with regional partners is ongoing
Joint Transportation Operations Center (JTOC) (CIP-1142600)	BEGIN	01/31/2025	07/31/2025	-6	DES	Scope modifications
Rose Canyon Bridge Replacements (CIP-1145300)	DED	TBD	TBD	0	ENV	Environmental phase is not fully funded
San Onofre Bridge Replacements (CIP-1145400)	DED	TBD	TBD	0	ENV	Environmental phase is not fully funded
Bridge 257.2 Replacement Project (CIP-1146500)	FED	07/31/2024	08/31/2025	-13	ENV	401 and 404 permit delays
San Onofre to Pulgas Double Track - Phase 2 (CIP-1146600)	BEGIN	10/31/2024	07/31/2025	-9	DES	Bids came in over budget
Beyer Blvd. Slope & Drainage (CIP-1147000)	ADVERTISE	09/30/2024	N/A	0	DES	Project will be constructed by MTS
Del Mar Bluffs V (CIP-1147100)	OPEN	01/31/2027	1/31/2027	0	CON	
Del Mar Bluffs Access Improvements (CIP-1147101)	DED	10/31/2025	07/31/2025	3	ENV	
Next Operating System Implementation - Phase 1 (CIP-1147700)	GO-LIVE	09/30/2024	07/31/2026	-22	IMPL	Updated to align with OME construction schedule
SR 76 Roadway Straightening (CIP-1147800)	DED	TBD	TBD	0	ENV	Environmental phase is not fully funded
I-8/Willows Road Interchange Improvements (CIP-1147900)	DED	TBD	TBD	0	ENV	Environmental phase is not fully funded
Harbor Drive 2.0/Vesta Street Bridge (CIP-1148000)	ADVERTISE	TBD	TBD	0	DES	Funded through design phase
Central Mobility Hub (CIP-1149000)	DED	N/A	N/A	0	ENV	Change of focus to Airport Transit Connection; new CIP 1149100 created
Airport Transit Connection (CIP-1149100)	DED	12/31/2025	12/31/2025	0	ENV	
San Ysidro Track Relocation (CIP-1149200)	DED	TBD	07/31/2026	0	ENV	Funding identified for environmental phase
Regional Tolling Back Office System (CIP-1400000)	COMPLETE	03/31/2025	09/30/2025	-6	IMPL	Extending to maintain access to historical data as new system goes live
Roadway Toll Collection System (CIP-1400402)	COMPLETE	04/30/2025	12/31/2025	-8	IMPL	Pending settlement of claims
New SR 125 Regional Tolling Back-Office System (CIP-1400406)	GO-LIVE	01/31/2025	07/31/2025	-6	IMPL	Data migration is ongoing
New I-15 Regional Tolling Back-Office System (CIP-1400407)	GO-LIVE	01/31/2025	07/31/2025	-6	IMPL	Data migration is ongoing

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BEGIN represents the beginning of construction initiated by the Notice to Proceed.

OPEN or GO-LIVE represents the opening of the constructed facility for its intended use or go-live date for new technology.

COMPLETE represents the completion of all construction and most of project closeout items for the project. This includes, but is not limited to: construction contract acceptance, complete plant establishment/landscaping, final inspection, closure of task orders, and all claims settled.

Current Phases:

PE = Preliminary Engineering, ENV = Environmental, DES = Design, ROW = Right-of-Way, CON = Construction, IMPL = Implementation

Federal Transit Administration Section 5311 Program of Projects

Overview

The Federal Transit Administration (FTA) provides funding for capital and operating assistance to agencies providing transportation services in rural areas through the Section 5311 Non-Urbanized Area Formula Program. On May 7, 2025, Caltrans published the estimated apportionments for the Federal Fiscal Year (FFY) 2025 and requested a call for projects. For the San Diego area, this program is divided between the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) by a formula based on the rural population served by each agency.

Key Considerations

FTA Section 5311 funds are initially apportioned to the state. The state, in turn, reapportions the funds to the regions based solely on the regional rural population as a share of the total state rural population. Consistent with an agreement with the transit agencies approved in FY 2007, the SANDAG Board of Directors allocates these federal funds based on service area rural population: 59% to NCTD and 41% to MTS. The applications from the transit agencies as well as the SANDAG-approved Section 5311 Program of Projects are due to the state by June 10, 2025.

Based on Caltrans' estimate, there is \$1,086,195 available for San Diego County for FFY 2025. Of this amount NCTD would receive \$640,855 (59%), and MTS would receive \$445,340 (41%) in FFY 2025. MTS will use these funds to support bus services that provide vital links between rural communities and intercity transportation hubs and destinations, and NCTD will use these funds for operating costs associated with rural bus routes.

The projects also must be included in an approved Regional Transportation Improvement Program (RTIP). Projects from both agencies were included in their respective transit capital improvement programs and in Amendment No. 4 to the 2025 RTIP, which was approved by the Board at its April 25, 2025, meeting based on funding estimates. The RTIP will be updated in the formal amendment scheduled to go to the Board for approval in October 2025.

Next Steps

Upon Board approval, MTS and NCTD will then submit their FFY 2025 FTA Section 5311 applications prior to receiving the funds.

Susan Huntington, Director of Financial Planning, Budget, and Grants

Action: Approve

The Transportation Committee recommends 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.

Fiscal Impact:

Caltrans estimates \$1,086,195 of Federal Transit Administration Section 5311 funds are available for the San Diego region.

Schedule/Scope Impact:

None

Draft 2025 Regional Plan - Public Engagement Events

Overview

On May 23, 2025, SANDAG released the [Draft 2025 Regional Plan](#) for public review and comment. The public comment period is open until July 18, 2025. Comments are accepted through online <https://engage.sandag.org/public-comment-form-draft-2025-regional-plan>.

Key Considerations

SANDAG will host community learning sessions for each sub-region so the public can learn more about the Draft Plan:

- **East County:** Wednesday, June 11, 2025 (5:30–7 p.m.) at Salvation Army El Cajon Corps, 1011 E Main St, El Cajon, CA 92021
- **North County:** Tuesday, June 17, 2025 (5:30–7 p.m.) at The Vistonian, 306 S Santa Fe Ave, Vista, CA 92084
- **South County:** Wednesday, June 25, 2025 (5:30–7 p.m.) at National City Public Library, 1401 National City Blvd, National City, CA 91950
- **Central San Diego:** Wednesday, July 9, 2025 (5:30–7 p.m.) at Boulevard Hall, 4265 El Cajon Blvd, San Diego, CA 92105
- **Unincorporated San Diego County:** Wednesday, July 16, 2025 (6–7 p.m.) on Zoom (virtual session), webinar ID #823 0970 9826 - RSVP here: <https://forms.gle/WRWRchL2jgnwmjRs6>

In addition to the community learning sessions, SANDAG staff are presenting to organizations and community groups around the region. Members of the Regional Plan Social Equity Working Group are also supporting SANDAG with public outreach to the communities they represent.

SANDAG is required to host a public hearing during the draft 2025 Regional Plan public comment period. The Board of Directors is asked to delegate authority to the Transportation Committee to host the public hearing at their July 18, 2025, meeting.

Next Steps

Pending the Board's delegation, the public hearing will be held on July 18, 2025, Transportation Committee meeting before the close of the public comment period. Later this summer, the draft Environmental Impact Report (EIR) will be released for a 45-day public review period. In late 2025, the Board of Directors will be asked to consider adoption of the 2025 Regional Plan and certification of the final EIR.

Antoinette Meier, Senior Director of Regional Planning

Action: Approve

The Board of Directors is asked to delegate authority to the Transportation Committee to conduct a public hearing in July.

Fiscal Impact:

Development of the 2025 Regional Plan is funded through the Overall Work Program Project Nos. 3103000 and 3100407.

Schedule/Scope Impact:

The final Regional Plan and its environmental document are expected to be brought to the Board of Directors for approval in late 2025.

Proposed FY 2026 Program Budget Amendment: SR 125 Facility Operations

Overview

The SR 125 Toll Facility is governed by a bond indenture that requires SANDAG to prepare and submit an annual operations plan and SANDAG's final budget to the Trustee of the bonds before the beginning of each fiscal year.

In preparing the annual operations plan, staff completed a full re-evaluation of revenues, expenditures, reserves, and bond coverage to ensure the FY 2026 budget meets the SR 125 Toll Facility's operational needs and reserve requirements. This review incorporated indenture requirements and the latest projections for timing of the new back-office system.

As a result of this review, it was determined that revenue estimates are projected to be higher than the revenues that were included in the adopted budget and that various operational expenses can now be reduced.¹

A budget amendment is being proposed to update this information and allow SANDAG to submit the necessary materials to the Trustee as required.

Key Considerations

Estimated Revenues: To fully reflect projected toll revenue for FY 2026, the estimate has been revised upward to \$46,259,600 as shown in Attachment 1. This increase reflects updated projections in the financial model and incorporates current year-to-date actuals and violation payment data. It also accounts for current violation collection rates and administrative fees staying consistent for a longer period. Typically, violation collections dip immediately following a system conversion; however, based on the latest timing of the new back-office system, revenue projections have been updated to extend the current collection rates into the new calendar year. In addition, administrative fees are expected to be reduced in the new system contributing to the updated revenues.

Operating Expenses: The FY 2026 operating expenses budget, as shown in Attachment 2, is proposed to be reduced by \$3,592,323 to a revised budget of \$36,438,450. This includes \$13,911,250 for debt service payments. The adopted FY 2026 work plan included one-time expenditures to facilitate the transition to the new back-office system by the end of July 2025, including purchasing new transponders and ramping up staffing to respond to customer inquiries. These expenses have been reduced to reflect the latest anticipated timing and needs for the full fiscal year.

Action: Approve

The Board of Directors is 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.

Fiscal Impact:

This budget amendment adds \$5,366,600 to the SR 125 Facility Operations program budget and commits \$8,779,191 to the Operation & Maintenance Reserve Fund and \$1,043,000 to the Capital Expenditures Fund (Attachment 1).

Schedule/Scope Impact:

None

¹ These revised revenue estimates are slightly lower than the amounts used in the [October 25, 2024, discussion](#) with the Board regarding potential plans to pay off the bonds early. Combined with other updates to the model, there is no impact on the timing of the pay-off scenarios previously presented.

Operation and Maintenance Reserve Fund and the Capital Expenditure Fund: To ensure continued compliance with the indenture and the reserve policy in Board Resolution No. 2018-03, staff recommends increasing the deposits into both Funds as shown in Attachment 1.

Next Steps

Pending Board approval, staff will amend the FY 2026 SR 125 Facility Operations budget to incorporate the revised revenue and expenditure estimates and increase contributions to the reserve funds. These updates would be reflected in the annual operations plan and final budget submitted to the Trustee by June 30, 2025, in accordance with the bond indenture.

Lucinda Broussard, Director of Regional Transportation Services

Kimberly Trammel, Director of Accounting and Finance

Attachments: 1. Proposed FY 2026 SR 125 Five-Year Projected Revenue and Expenses
2. Proposed FY 2026 Work Element 3312100 – SR 125 Facility Operations

FY 2026 Regional Operations and Services

Five-Year Projected Revenue and Expenses Selected Programs (*in thousands*)

SR 125 Facility Operations – 3312100

	Estimated FY 2026	Revised FY 2026	Estimated FY 2027	Revised FY 2027	Estimated FY 2028	Revised FY 2028	Estimated FY 2029	Revised FY 2029	Estimated FY 2030	Revised FY 2030
Revenues										
SR 125 Toll Revenues	\$40,893	\$46,260	\$42,213	\$44,107	\$43,479	\$45,840	\$44,783	\$47,216	\$46,127	\$48,632
Operating Expenses										
Salaries, Benefits, Indirect	9,892	8,753	10,189	9,892	10,494	9,015	10,809	9,286	11,133	9,564
Other Direct Costs	11,153	10,118	11,487	11,456	11,832	11,165	12,187	11,500	12,552	11,845
Contracted Services	2,792	2,073	2,876	2,439	2,962	2,464	3,051	2,538	3,142	2,614
Materials and Equipment	2,283	1,583	2,352	1,792	2,422	1,403	2,495	1,445	2,570	1,488
Total Operating	\$26,120	\$22,527	\$26,903	\$25,579	\$27,710	\$24,047	\$28,542	\$24,769	\$29,398	\$25,512
Non-Operating Expenses										
Debt Service	13,911	13,911	13,920	13,920	13,929	13,929	13,935	13,935	13,945	13,945
O&M Expense Fund Deposits	-	-	-	-	-	-	-	-	-	-
O&M Reserve Fund Deposits	862	8,779	1,390	-	1,840	1,464	2,306	1,508	2,784	1,554
Capital Expenditures Fund Deposits	-	1,043	-	4,608	-	6,400	-	7,003	-	7,622
Total Non-Operating	\$14,773	\$23,733	\$15,310	\$18,528	\$15,769	\$21,793	\$16,241	\$22,447	\$16,729	\$23,120
Total Program Activities	\$40,893	\$46,260	\$42,213	\$44,107	\$43,479	\$45,840	\$44,783	\$47,216	\$46,127	\$48,632

Work Element: 3312100 – SR 125 Facility Operations
Project Manager: Lucinda Broussard

Project Expenses

Expense	FY 2024 Estimated Actual	FY 2025 Budget	FY 2026 Budget
Salaries, Benefits, Indirect	\$8,143,624	\$8,948,702	\$9,891,934 \$8,752,837
Other Direct Costs	\$6,365,474	\$6,170,637	\$11,152,730 \$10,118,349
Materials and Equipment	\$0	\$575,000	\$2,791,846 \$1,583,215
Contracted Services	\$1,327,918	\$2,331,300	\$2,283,013 \$2,072,799
Debt Service	\$8,359,000	\$13,902,250	\$13,911,250
Total	\$24,196,016	\$31,927,889	\$40,030,773\$36,438,450

Project Funding

Funding	FY 2024 Funding	FY 2025 Funding	FY 2026 Funding
SR125 Toll Road Revenue	\$23,695,052	\$31,927,889	\$40,030,773 \$36,438,450
HOV Fines	\$500,964	\$0	\$0
Total	\$24,196,016	\$31,927,889	\$40,030,773\$36,438,450

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.

Based on the results, 37 projects from twelve 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.

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.

Action: Approve

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

Fiscal Impact:

Pending Board of Directors approval, approximately \$9.5 million in Specialized Transportation Grant Program funding would be awarded to specialized transportation projects.

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.

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

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.

Section 5310 CTSA 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 ⁶	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	\$ -	
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 ⁶	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	\$ -	
Nontraditional Subtotal											\$ 3,236,354.00	\$ 2,885,215.87	
Grand Section 5310 Total											\$ 8,846,860.00	\$ 6,630,456.98	

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 ⁴	\$ 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 ⁵	\$ 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	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
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		
<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		
<u>Applicable Project Types:</u> All			<u>Applicable Project Types:</u> All			<u>Applicable Project Types:</u> Capital - Contract Transportation Service and Operating Projects		
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 ¹	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	\$ -
						SMG Totals	\$ 3,591,736	\$ 2,881,017

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: All			Applicable Project Types: All			Applicable Project Types: Capital - Contract Transportation Service and Operating Projects		
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.^{*} 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: 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	-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? ¹		
2	Has the grantee submitted and maintained evidence of compliance with insurance requirements? ²		
3	Did the grantee maintain an accounting system and records that separate grant expenses from non-grant-related expenses? ³		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? ³		Only applicable to reimbursement based grantees only.
5	Do the grantee's record retention policies adhere to the grant agreement's record retention requirements? ⁴		
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? ⁵		
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? ⁵		
8	Did the grantee submit TAM asset data by SANDAG's deadline? ⁵		
9	Did the grantee appoint an accountable executive for TAM by SANDAG's deadline? ⁵		
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? ⁵		
11	Did the grantee track client demographic data, including frequency of client access, and provide the data to SANDAG in accordance with the PMP? ⁵		
12	Did the grantee provide SANDAG with client testimonials at least quarterly? ⁶		
13	Did the grantee provide photo submissions to SANDAG at least quarterly? ⁶		
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? ⁷		
15	Does the grantee have a method for recording service and civil rights complaints (Title VI/ADA) and documenting the steps taken toward resolution? ⁷		
16	Did the Section 5310 subrecipient submit Title VI Program updates on time pursuant to the PMP? ⁸		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)? ⁸		
18	Are outreach materials translated into appropriate languages given the communities served or the agency's Language Assistance Plan? ⁸		
19	Are the grantee's policies and procedures based on offering an integrated service as defined by ADA standards? ⁸		
20	If requested, did the grantee permit portable oxygen supplies that complied with Department of Transportation hazardous material rules? ⁸		

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

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			
Monitoring Start Date	1/0/1900	Monitoring End Date	1/0/1900
II. Grant Service Units (25%)¹			
Target* Fiscal Year Number of Units of Service			
Actual Fiscal Year Number of Units of Service Delivered			
Percentage Over/Under Fiscal Year Target Units			
Score			
*Target is the goal unit number included in the grant agreement scope of work.			
III. Grant Management (50%)			
#	Topic & Question	Response	Notes (e.g., if any response is N/A)
Scope(s) of Work¹			
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?		
Grant(s) Management			
3	Did the grantee deliver only eligible services pursuant to federal grant requirements and/or the grant agreement? ²		
4	If the grantee changed its Project Manager, did the grantee notify SANDAG in writing no later than 15 days after the change? ³		
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? ⁵		
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? ⁵		
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? ⁶		
9	Did the grantee provide adequate matching funds from one or more allowable sources of matching funds? ⁷		
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? ⁸		
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.)? ⁸		
12	Did the grantee comply with the Needs Accommodation Policy? ⁹		
Grant(s) Reporting (See Grant Info & Reporting Data Tab)⁵			
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)?		
Grant-funded Vehicle Fleet Management*			
17	Were funds owed to SANDAG related to vehicle purchase(s) submitted in a timely manner (within 90 days)? ¹⁰		
18	Did the grantee adhere the SANDAG logo on each vehicle? ¹¹		
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? ¹²		

20	Did the grantee have a valid written maintenance plan for federally funded facilities and equipment? ⁶		
21	Were federally funded facilities/equipment being maintained on time and in accordance with the grantee's maintenance plan? ⁶		
23	If vehicle(s) were modified, did the grantee request and receive SANDAG prior approval? ¹		
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? ¹		
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? ¹		
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? ¹		
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? ¹		
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? ⁶		
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? ⁶		
30	If deficiencies were identified during SANDAG vehicle inspections, were these deficiencies resolved within the timeline specified by SANDAG after vehicle inspections? ⁶		
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

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



Specialized Transportation Grant Program

Cycle 13 Call for Projects Funding Recommendations

Board of Directors | Item 9
Jenny Russo, Grants Program Manager, and Aly Vazquez, Associate Grants Program Analyst
Friday, June 13, 2025

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

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

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STGP Cycle 13 Call for Projects Process



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
	Subtotal	100
9.	Past Performance Adjustment	-15 to +5
	Total	85 to 105

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Evaluators



Personal Experience



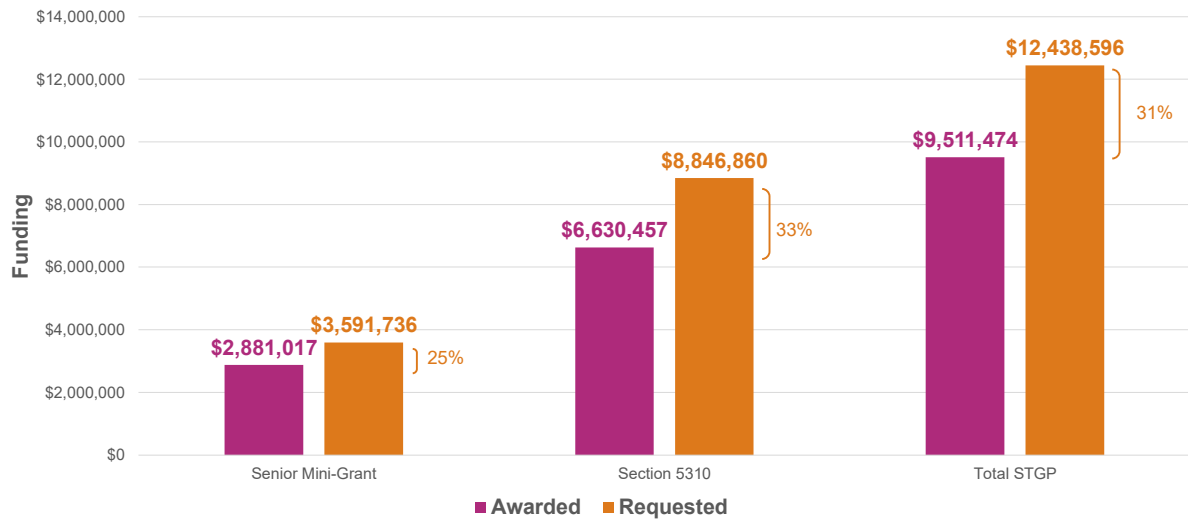
Grant Writing



Caregiving

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Cycle 13 Requests



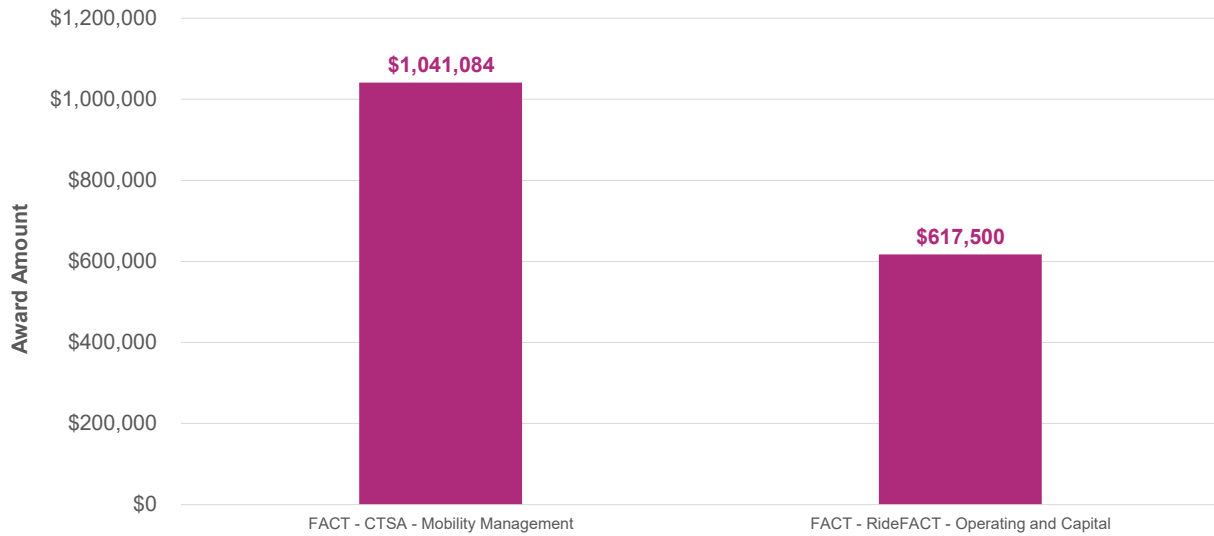
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SMG Funding Recommendations



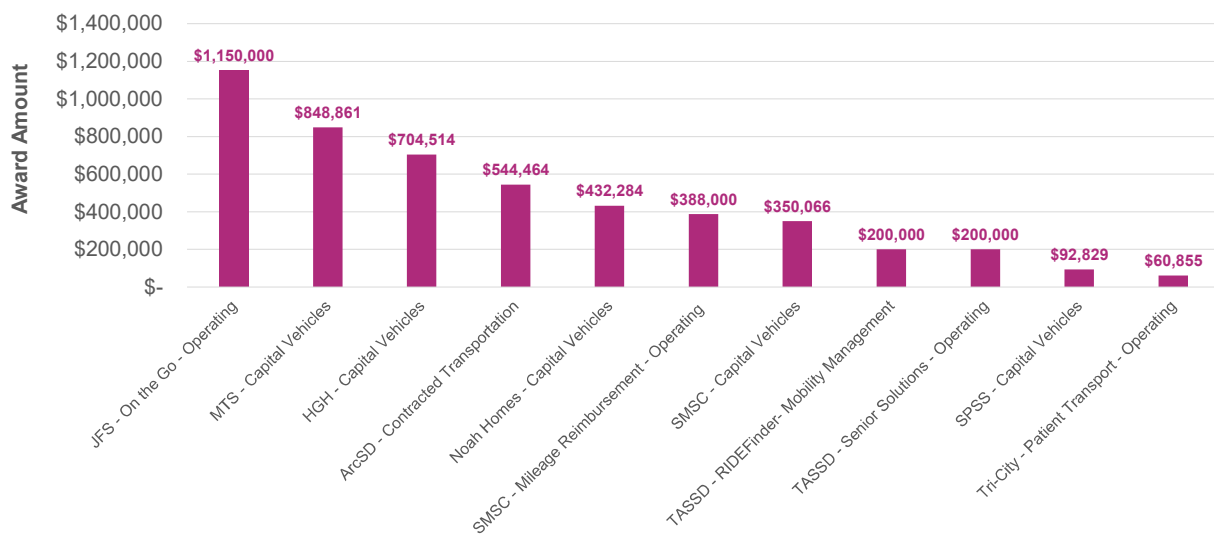
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BOD Approved FACT Section 5310 Sole Source



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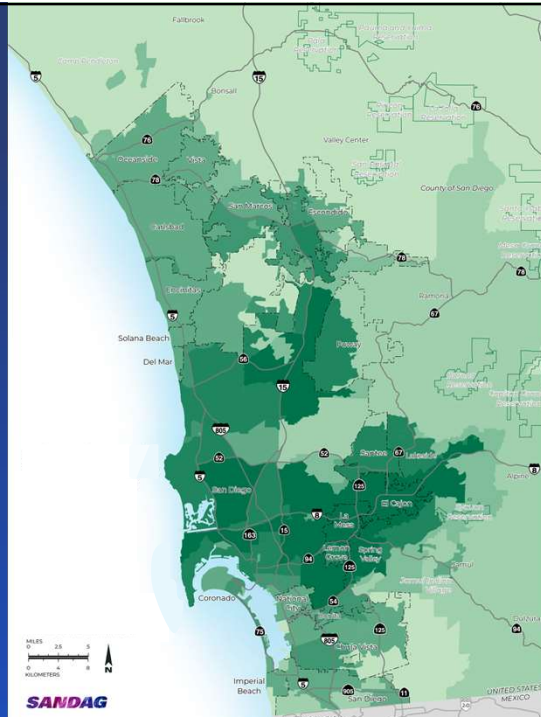
Section 5310 Funding Recommendations



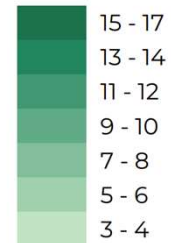
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STGP Funding Recommendations Service Areas Map

Rural Section 5310 funding is administered by Caltrans



Number of Projects



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Next Steps

2025

July RTIP Approval

Awarded STGP projects incorporated into the Regional Transportation Improvement Program.

7/1 TransNet SMG Projects Begin

Awarded SMG projects will begin no sooner than 7/1.

July Agreement Preparation

SANDAG Successful Applicant Webinar, Unsuccessful Applicant Debriefs, and grant agreement preparation.

10/1 FTA 5310 Projects Begin

Awarded 5310 projects will begin no sooner than 10/1.

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