



Social Services Transportation Advisory Council Agenda

**Tuesday, January 21, 2025
10 a.m.**

Welcome to SANDAG. The Social Services Transportation Advisory Council (SSTAC) meeting scheduled for Tuesday, January 21, 2025, will be held in person in the SANDAG Board Room. While Council members will attend in person, members of the public will have the option of participating either in person or virtually.

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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.

Social Services Transportation Advisory Council

Tuesday, January 21, 2025

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Social Services Transportation Advisory Council (SSTAC) on any issue within the jurisdiction of SSTAC 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 five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. SSTAC members and SANDAG staff also may present brief updates and announcements under this agenda item.

Consent

+2. Approval of Meeting Minutes

Approve

Francesca Webb, SANDAG

The SSTAC is asked to approve the minutes from its November 19, 2024, meeting.

[Meeting Minutes](#)

Reports

+3. Airport Transit Connection Update

Information

Jennifer Williamson, Emily Doss, SANDAG

Staff will present an update on the advanced planning and outreach for the Airport Transit Connection project.

[Airport Transit Connection Update Presentation](#)

+4. Flexible Fleets Pilot Grant Program Call for Projects

Discussion

Jenny Russo, Emily Doss, SANDAG

Staff will present an overview of the pilot grant program and request feedback on the program criteria from SSTAC members.

[Flexible Fleets Pilot Grant Program Call for Projects Att. 1 - Draft Flexible Fleets Scoring Rubric Presentation](#)

5. Updates from Transit Operators and FACT

Information

Brian Lane, SANDAG

Representatives from MTS, NCTD, and FACT will present updates on service changes and notable activities at each agency.

6. Unmet Needs

Discussion

Brian Lane, SANDAG

The SSTAC members and the public will have the opportunity to discuss new or continuing unmet transit needs in the San Diego region.

Adjournment

7. Adjournment

The next SSTAC meeting is scheduled for Tuesday, March 18, 2025, at 10 a.m.

+ next to an agenda item indicates an attachment

January 21, 2025

November 19, 2024, Meeting Minutes

[View Meeting Video](#)

Chair Kristine Stensberg (Jewish Family Services) called the meeting of the Social Services Transportation Advisory Council (SSTAC) to order at 10:08 a.m.

1. Non-Agenda Public Comments/Member Comments

Public Comments: None.

Member Comments: Senior Regional Planner Brian Lane.

Consent

2. Approval of Meeting Minutes

The SSTAC was asked to approve the minutes from its September 17, 2024, meeting.

3. 2025 Social Services Transportation Advisory Council Meeting Calendar

The SSTAC was asked to approve the proposed meeting dates for 2025.

Public Comments: None.

Action: Upon a motion by Sharlene Ornelas (At-Large Voting Member – Seat C), and a second by Vice Chair Ted Kagan (Special Interest Voting Member - Seat A), the SSTAC voted to approve the Consent Agenda.

The motion passed.

Yes: Chair Stensberg, Vice Chair Kagan, Clytie Kohler (Special Interest Voting Member – Seat B) Sharlene Ornelas, Adrianna Yemhapte (Travelers Aid Society of San Diego), Maureen Glaser (On the Go), Ali Poorman (FACT – Seat A), Paola Zilli (FACT – Seat B), Charles Posejpal (MTS Paratransit), and Robert Gebo (NCTD Paratransit).

No: None.

Abstain: Sharon Beckas (At-Large Voting Member - Seat A).

Absent: At-Large Voting Member – Seat B, San Diego Center for the Blind, Options for All, MTS Fixed Route, and NCTD Fixed Route.

Reports

4. Access for All Grant Program Cycle 2 Call for Projects Funding Recommendations

Associate Grants Program Analyst Benjamin Gembler presented the funding recommendations for the Access to All Cycle 2 Call for Projects.

Public Comments: None.

Action: Information.

5. Regional Safety Planning Updates

Senior Regional Planner Sam Sanford and Associate Regional Planner Jacqueline Sisk presented an overview of the final Regional Vision Zero Action Plan and supporting safety tools to advance traffic safety. Additionally, staff discussed ear-term implementation updates, Regional Safety Statistics, and CY 2025 Target Setting approaches.

Public Comments: None.

Action: Discussion.

6. Updates from Transit Operators and FACT

Charles Posejpal, Metropolitan Transit System; Robert Gebo, North County Transit District; and Ali Poorman, FACT, presented updates on service changes and notable activities at each agency.

Public Comments: None.

Action: Information.

7. Unmet Needs

The SSTAC members and the public were given the opportunity to discuss new or continuing unmet transit needs in the San Diego region.

Public Comments: None.

Action: Discussion.

8. Adjournment

The next SSTAC meeting is scheduled for Tuesday, January 21, 2025, at 10 a.m.

Chair Stensberg adjourned the meeting at 11:20 a.m.

Confirmed Attendance at SSTAC Meeting

Jurisdiction	Name	Attended
Special Interest Voting Member (Seat A)	Vice Chair Ted Kagan (Primary)	Yes
	Wayne Landon (Alternate)	Yes
Special Interest Voting Member (Seat B)	Alex Warner (Primary)	No
	Clytie Kohler (Alternate)	Yes
At-Large Voting Member (Seat A)	Sharon Beckas (Primary)	Yes
	Todd Shaw (Alternate)	No
At-Large Voting Member (Seat B)	Todd Lordson (Primary)	No
	Marisa Romero Lucero (Alternate)	No
At-Large Voting Member (Seat C)	Sharlene Ornelas (Primary)	Yes
	Lorry Seagrim (Alternate)	No
San Diego Center for the Blind	Samantha Stephan (Primary)	No
	Kimberly Taylor (Alternate)	No
Travelers Aid Society of San Diego	Marcy Roke (Primary)	No
	Adrianna Yemhatpe (Alternate)	Yes
Options for All	Brian Nero (Primary)	No
	Rachel Holiday (Alternate)	No
On The Go	Maureen Glaser	Yes
	Tina Nguyen	No
Jewish Family Services	Chair Kristine Stensberg (Primary)	Yes
	Marilyn Greenblatt, (Alternate)	Yes
FACT (Seat A)	Alissa Poorman (Primary)	Yes
	Sofia Hughes (Alternate)	No
FACT (Seat B)	Arun Prem (Primary)	No
	Paola Zilli (Alternate)	Yes
MTS Fixed Route	Bryan Killian (Primary)	No
	Keith Vann (Alternate)	No
MTS Paratransit	Charles Posejpal (Primary)	Yes
	Brianne Graham (Alternate)	No
NCTD Fixed Route	Mary Balderrama (Primary)	No
	Ioni Tcholakova (Alternate)	No
NCTD Paratransit	Robert Gebo (Primary)	Yes
	Mary Balderrama (Alternate)	No

January 21, 2025

Airport Transit Connection Update

Overview

Since the last [status update](#) presented to the SANDAG Board of Directors in February 2024, staff have been carrying out additional analysis of the Airport Transit Connection to ensure alignment with the most recent regional forecasts, proposed 2025 Regional Plan network development, and additional stakeholder input. This analysis will be used to move the project forward into the environmental process.

Key Considerations

Advanced planning work is underway to evaluate which ATC concepts are the most feasible and the best fit for the San Diego region before beginning the environmental analysis phase next year. Progress is being made in the following areas:

- An airport travel survey was launched this fall to collect post-pandemic data on travel habits to and from the airport from residents, tourists, and airport employees. The survey is key to updating the transportation model and informing the ATC planning process.
- Staff are updating ATC Trolley concept features in coordination with our local partner agencies. This includes determining if frequency better than 15 minutes can be achieved while reducing the time the Trolley operates at-grade in one of the most congested parts of Downtown between the airport and Santa Fe Depot.
- Staff have also developed an approach to significantly pare down the number of ATC concepts before entering the environmental analysis phase next year. A mix of metrics including transit connectivity, access, infrastructure requirements, and updated costs will be evaluated along with stakeholder input as part of this process.
- A public engagement strategy will be carried out next year to seek input on the ATC planning pare down process in preparation for environmental review.

Additionally, near-term strategies for enhancing bus and shuttle connections are being developed. These could include more frequent service from Downtown and Old Town to the airport. Transit priority treatments for these services could also be implemented so that MTS Route 992, the San Diego Flyer, and other shuttle services could benefit. This would ensure better transit options to the airport are available prior to the implementation of the proposed project.

Next Steps

Staff will obtain feedback from the Transportation Committee and the Board of Directors in the next month then conduct analysis and use public feedback to identify those ATC concepts that will advance to environmental review in fall 2025. Staff will continue collaborating with our peer agency stakeholders and state and federal funding partners to ensure the proposed project best meets the needs of the San Diego region and is highly competitive for state and federal funding.

Action: Information

Staff will present an update on the advanced planning and outreach for the Airport Transit Connection project.

Fiscal Impact:

Funding for the Airport Transit Connection is included in Capital Improvement Project No. 1149100.

Schedule/Scope Impact:

Additional planning analysis and public engagement is underway to prepare the project for environmental review in fall 2025.

Jennifer Williamson, Deputy Director of Regional Planning



Airport Transit Connection Update

SSTAC | Item 3
Jennifer Williamson Deputy Director of Regional Planning
Emily Doss, Associate Regional Planner
January 21, 2025

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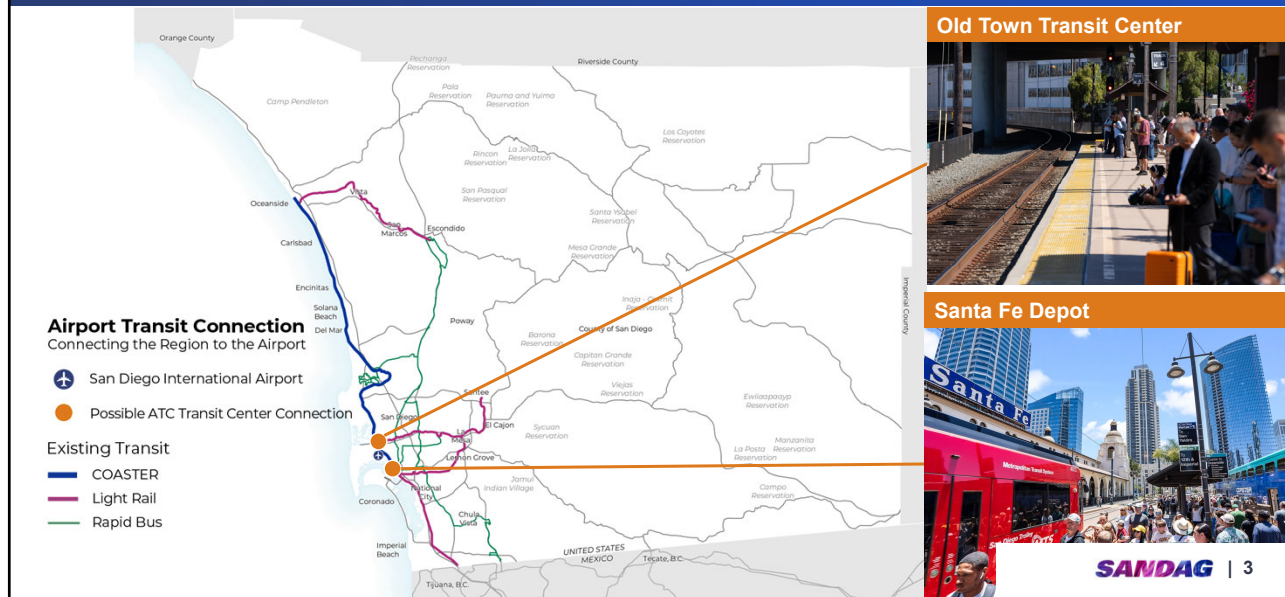
Airport Transit Connection



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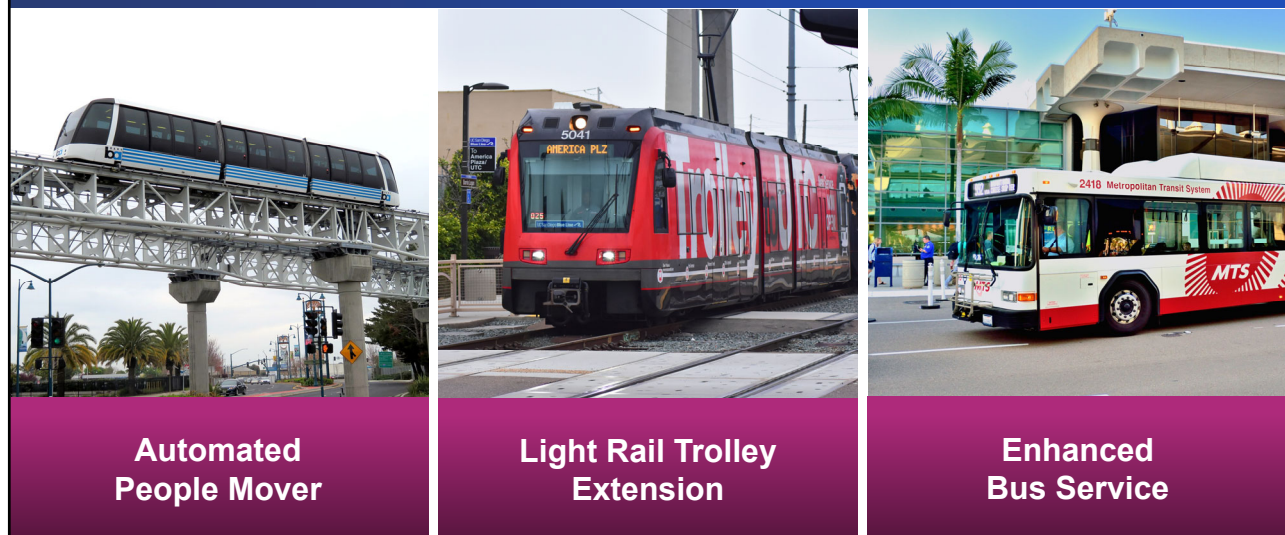
Regional Level Considerations

Connecting to Existing Regional Rail Network



3

Airport Transit Connection - Modes Considered

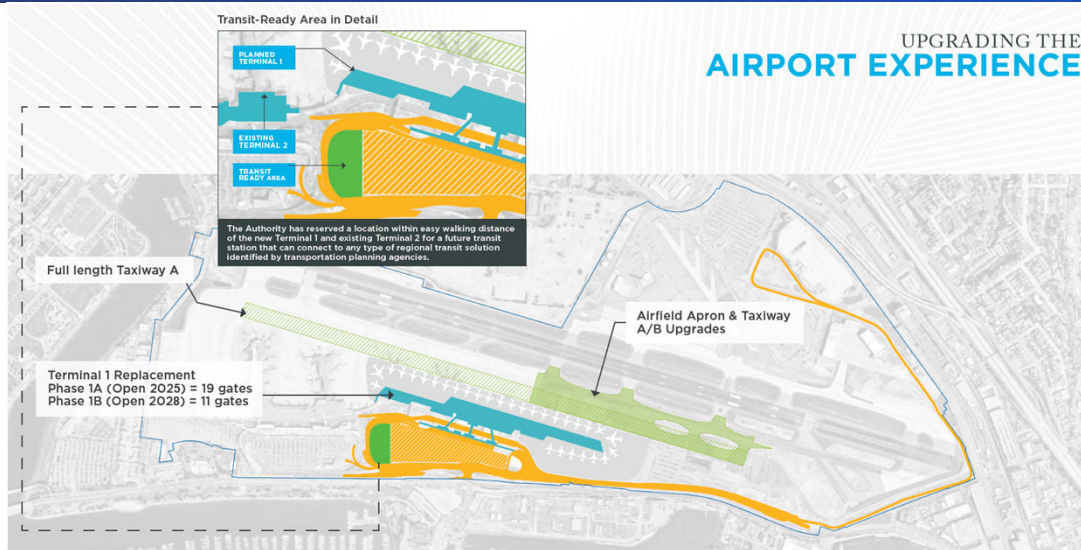


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Planned Transit Ready Area at Airport



Source: SDCRAA Airport Development Plan

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Automated People Mover Concepts

Five people mover concepts with 13 total variations



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Trolley Concept Updates

- Concept 6a – Operational modeling in process
- Concept 6b – Trench extension concept variation added

AIRPORT TRANSIT CONNECTION Concept 6: Light Rail Trolley Extension



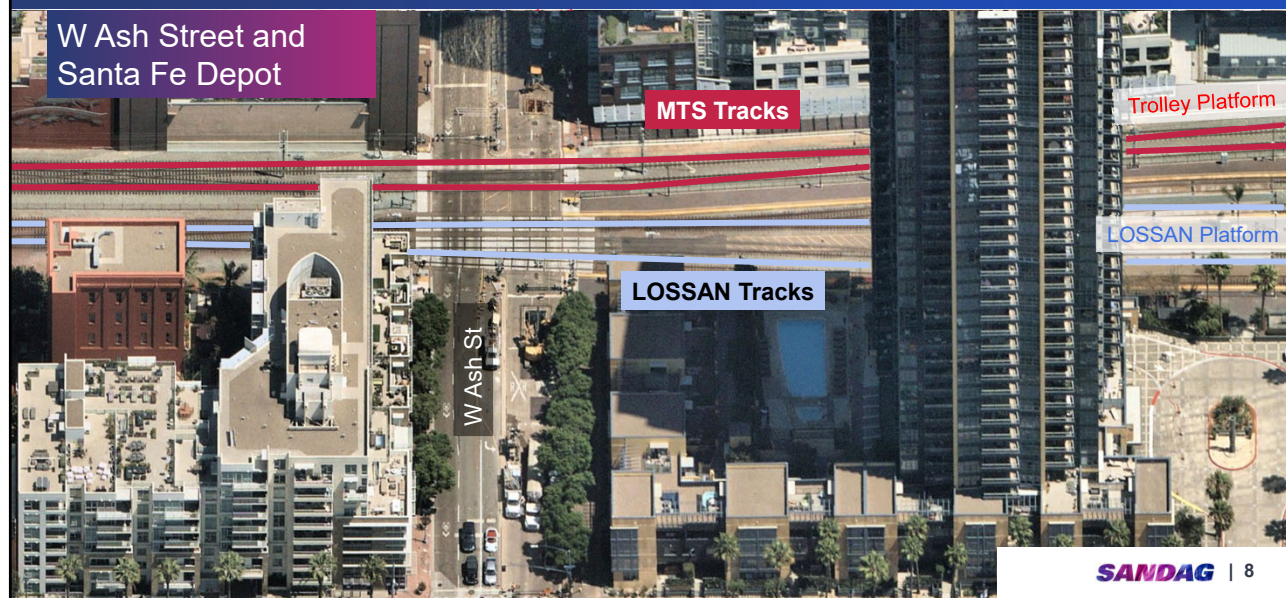
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*The location of the County Center/Little Italy Station is still being evaluated for Trolley Concept 6b.

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Trolley Concept Updates

West Hawthorn Street & West Ash Street Existing Conditions

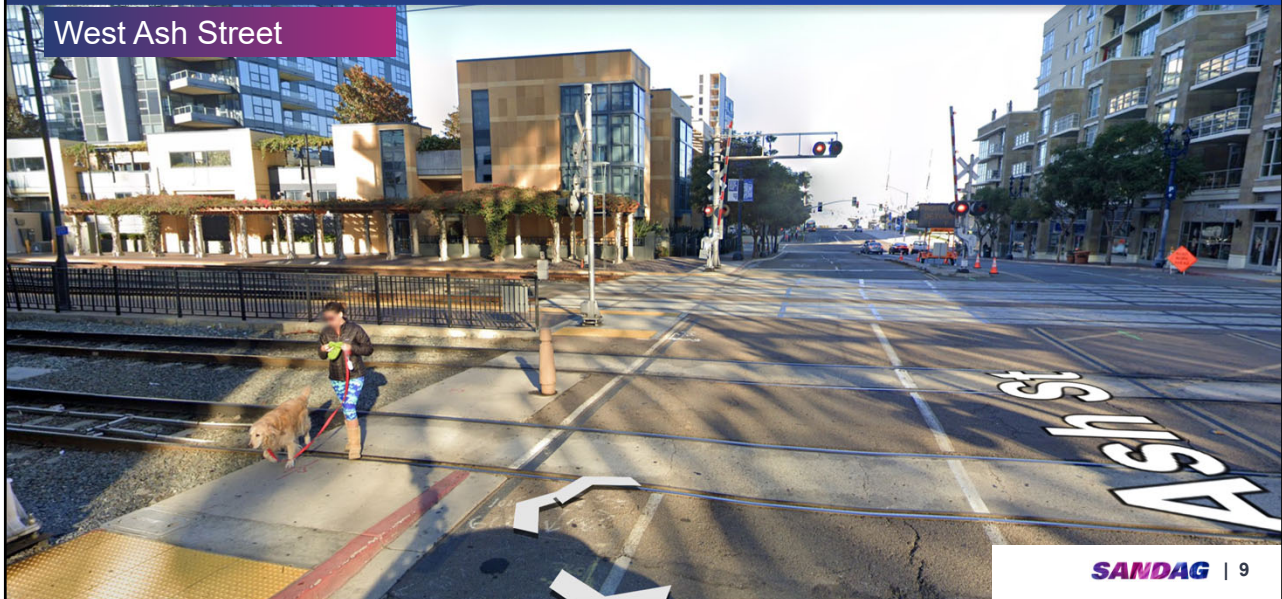


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Existing Conditions

West Ash Street & West Hawthorn Street

West Ash Street



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Enhanced Bus Opportunities

Proposed Approach

• Near-Term

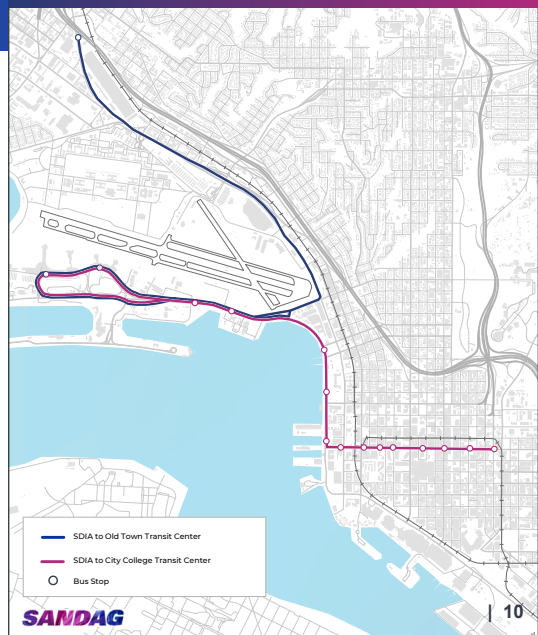
- Terminal 1-Phase 1A opening
- Increase MTS Route 992 and San Diego Flyer frequency

• Mid-Term

- Terminal 1-Phase 1B opening
- Implement bus priority solutions between airport, Downtown, and Old Town
- Interim strategy prior to ATC rail connection

AIRPORT TRANSIT CONNECTION

Concept 7: Enhanced Bus Service



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Airport Transit Connection Concepts

Proposed Pare Down Approach for Rail

- Eliminate two people mover concept variations that require either new heavy rail platform or direct access ramp in Middletown
- Evaluate 13 remaining ATC rail concept variations based on a variety of termini and station access metrics including airport travel survey results
- Assess south-leg only people mover options, consider infrastructure requirements for all variations, and update costs to 2024 dollars
- Reduce to a smaller, refined set of concepts that advance to environmental review

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Airport Travel Survey

Fall 2024

- Collected post-pandemic data on how residents, visitors, and employees travel to/from the airport.
- ~4,500 survey responses collected at SDIA terminals and onboard shuttles/buses
 - Intercept/face-to-face interviews (~3,900 responses)
 - Online, self-administered survey (~600 responses)
- Survey data will update the SANDAG transportation model and inform the ATC planning process



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Intercept Survey

Preliminary Insights*

Survey Period

October 4-
October 18

Survey Responses

Collected
3,900

Goal
3,450

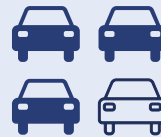
Survey Respondents: Residents, Employees, Visitors



~1 in 4 were
interested in the
optional survey



~60% visitor &
40% San Diego
County resident



Nearly **75% drove
themselves** or
were dropped off
by someone or a
taxi/TNC



**99% of sampling
goal** for San Diego
Flyer and MTS route
992 riders achieved

Approximate Breakdown of Trip Purposes



~70% Non-Business/Personal



~30% Business/Work-Related

**All results are provisional and subject to change*

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Stakeholder Engagement Outlook

Fall 2024–Fall 2025

Continued collaboration with partner agencies

- Regular project planning and public affairs touchpoints
- Joint partner agency workshop
- Partner agency board updates

Public outreach

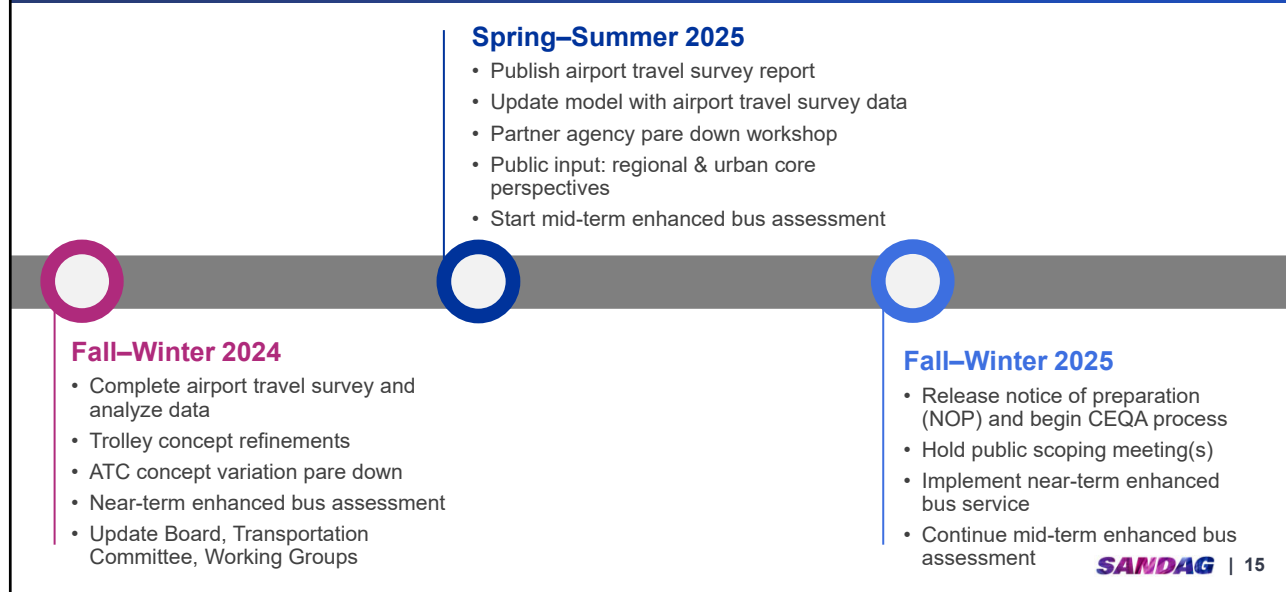
- Regional and urban core perspectives
- Stakeholder meetings
- In-person and online activities
- Accessible engagement options
- Environmental public scoping meetings



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ATC Near-Term Activities



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January 21, 2025

Flexible Fleets Pilot Grant Program Call for Projects

Overview

Flexible Fleets comprise various on-demand, shared mobility services typically requested or reserved through a smartphone application or call center. Flexible Fleets are one of the mobility strategies in the Regional Plan.

In 2024, the SANDAG Board of Directors approved an amendment to the budget that authorized federal funding to develop and implement a pilot grant program to implement Flexible Fleet pilot projects in the region.

Key Considerations

The Flexible Fleets Pilot Grant Program is intended to fund projects that expand shared mobility travel choices, enhance transit connections, and reduce greenhouse gas emissions and vehicle miles traveled. The Flexible Fleets Pilot Grant Program will provide initial funding to seed projects that can serve as models for the region and sustain operations following the expiration of the grant.

Based on feedback received from the Flexible Fleets Task Force and Mobility Working Group, eligible applicants will include federal, state, and local government agencies; tribal governments; transit operators; and military institutions.

Eligible costs will include service operations, vehicle purchases, software or hardware purchases, or supportive infrastructure such as vehicle charging, docking stations, right-of-way improvements, signage, and wayfinding. Projects must comply with USDOT regulations regarding federally funded transportation services, including nondiscrimination and equal opportunity for people with disabilities.

Proposed projects must not have been previously funded by SANDAG unless they have an identified need for geographic expansion (e.g., service area expansion to include an underserved community, transit centers, or employment/education/commercial centers).

Next Steps

Draft program eligibility and evaluation criteria (Attachment 1) are being presented to SANDAG Working Groups and Policy Advisory Committees for input. Feedback received will be used to develop a final call for projects. It is expected that the final call for projects will be brought to the Transportation Committee for a recommendation of approval by the SANDAG Board of Directors in Spring 2025.

Antoinette Meier, Senior Director of Regional Planning

Susan Huntington, Director of Financial Planning, Budgets & Grants

Attachment: 1. Draft Evaluation Criteria

Action: Discussion

Staff will present an overview of the pilot grant program and request feedback on the program criteria from SSTAC members.

Fiscal Impact:

Up to \$4.5 million will be made available through the Call for Projects through OWP No. 3501000: Flexible Fleet Pilots.

Schedule/Scope Impact:

Pending Board approval, staff anticipates releasing the Call for Projects in Spring 2025.

I. Flexible Fleets Pilot Grant Program Scoring Criteria and Rubric

Projects will be scored based on the Applicant's responses to the Scoring Criteria below. The Scoring Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Scoring Criteria. The Objective criteria (points calculated by SANDAG's Department of Data Science or Grants staff) are marked with an asterisk (*).

A. Scoring Criteria

No.	CRITERIA	POINTS POSSIBLE
1.	FINANCIAL SUSTAINABILITY	20
1.1	Does the Applicant propose stable, future funding sources to fund the project for one or more years beyond the grant term?	10
1.2	Does the Applicant have a feasible strategy for attaining future funding for the Flexible Fleet project?	10
2.	INTEGRATION WITH TRANSIT	20
2.1	Does the project service area overlap with existing transit services, or does the project serve a community with limited transportation access?	5
2.2	Does the project demonstrate how it will provide access to the existing transit network or fill a gap in the transit network?	15
3.	ENGAGEMENT PLAN	15
	Does the Applicant: <ul style="list-style-type: none"> Identify engagement goals? Put forth a plan for engaging community members and organizations throughout the program? Demonstrate how hard-to-reach populations (disabled, underserved, senior residents, etc.) will be engaged? Propose an effective marketing and engagement strategy that includes specific methods to promote sustainable transportation choices? Identify a plan to survey riders and community members before the program launch and throughout the program? 	
4.	EQUITY AND ACCESSIBILITY	15
	How well does the Applicant demonstrate that they will continuously implement measurable equity considerations in their program?	

5.	FEASIBILITY	20
	<ul style="list-style-type: none"> Does the Applicant identify a project mode? Does the Applicant include a well-thought-out approach to how they will deliver the project? Is the project schedule realistic and feasible? Does the Applicant identify proper staff and technical capacity for project oversight? Does the Applicant identify a plan for procurement of goods and services? Does the funding amount request match the scope (vehicles, infrastructure, operations platform, etc.)? Does the Applicant identify a service zone that is realistic and feasible? Does the Applicant include a map of the proposed service area? Is the program fleet size feasible with the proposed schedule, budget, and service zone? 	
6.	MATCHING FUNDS	10
	Points will be awarded based on the scale provided in the Scoring Rubric.	
	TOTAL	100

B. Scoring Rubric

Below is a general scoring guide that provides more specific language based on a project's ability to meet the evaluation criteria.

Term	Definition
Clearly and convincingly	to a considerable extent, with substantive documentation or evidence
Sufficiently	to a satisfactory extent, with adequate documentation or evidence
Mostly	to a large extent, with general documentation or evidence
Partially	to a limited extent, with incomplete documentation or evidence
Minimally	to a small extent and without documentation or evidence
Does Not Demonstrate	unable to address criterion, even to a minimal extent

1. FINANCIAL SUSTAINABILITY

Up to 20 points possible

1.1. Stable Future Funding Sources

Up to 10 points possible

An Applicant will receive points based on the availability of stable future funding to sustain the service for one or more years beyond the grant term. Examples of stable project funding sources may include multi-year general fund allocation, long-term contractual cost-sharing agreements with private partners, parking fee revenue, and transit operations funding. Please note that a future competitive grant is not considered a stable funding source. To be considered stable, the funding must already be secured, or the Applicant has the authority to authorize the funding in the future.

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion based on the Applicant's responses in the grant application.

Applicant Response	Points
The application includes stable future funding for four to five years following the end of the grant term.	10 points
The application includes stable future funding for three to four years following the end of the grant term.	8 points
The application includes stable future funding for two to three years following the end of the grant term.	6 points
The application includes stable future funding for one to two years following the end of the grant term.	4 points
The application includes stable future funding for seven months to one year following the end of the grant term.	2 points
The application includes stable future funding for six months following the end of the grant term.	1 point
The application does not include stable future funding sources for at least 6 months beyond the grant term.	0 points

1.2. Strategy to Attain Future Funding

Up to 10 points possible

Applicants should provide a strategy for securing a stable funding source following the end of the grant term. For example, the application should detail the steps needed to form a parking district and generate revenue through parking fees or the required steps to allocate general funds to the program annually. Applicants should also identify a timeline for obtaining each future funding source, how long the funding could be available, and the likelihood that the Applicant will be able to secure that funding.

Applicant Response	Points
Clearly and convincingly demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long-term and provides substantive documentation or evidence.	10 points
Sufficiently demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long-term and provides adequate documentation or evidence.	8 points
Mostly demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long term and provides general documentation or evidence.	6 points
Partially demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long-term but provides incomplete documentation or evidence.	4 points
Minimally demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long-term and provides little to no documentation or evidence.	2 points
Unable to address criterion, even to a minimal extent	0 points

2. INTEGRATION WITH TRANSIT

Up to 20 points possible

2.1. Service to Existing Transit or Service to a Transit Desert

Up to 5 points possible

*NOTE: The SANDAG Data Science staff will calculate the points awarded for this criteria. Points will be awarded based on the inclusion or proximity to existing transit facilities in the proposed project's service area. A link to the interactive map identifying the existing transit network will be provided.

The Applicant should demonstrate that the service will connect riders to existing bus and/or rail services. A regional transit station is any station served by COASTER, SPRINTER, Trolley, Rapid, or Rapid Express Routes. A local transit stop is any stop served by MTS bus routes or NCTD BREEZE services.

Applicant Response	Points
<p>The project's service area includes at least one of the following:</p> <ul style="list-style-type: none"> • A regional transit station • At least two (2) adjacent transit lines (local/Rapid/express bus route or light rail/regional rail/heavy rail line) • An area that is not served by local or regional transit (a transit desert) 	5 points
The project's service area does not include existing transit services and facilities or does not provide services to an area that lacks local or regional transit service.	0 points

2.2. Access to the Existing Transit Network

Up to 15 points possible

The Applicant should explain how the project will integrate with transit in other ways besides the service area. For example, free trips to transit stops/stations, service is staged or docked at transit stops/stations, and signage or other advertising of the service at transit stops/stations. The Applicant could also demonstrate how the project will fill an existing transit-need gap such as providing service during existing transit's off-operation hours.

Applicant Response	Points
Clearly and convincingly demonstrates how the project will provide access to the existing transit network, and the application provides substantive documentation or evidence.	15 points
Sufficiently demonstrates how the project will provide access to the existing transit network, and the application provides adequate documentation or evidence.	11-14 points
Mostly demonstrates how the project will provide access to the existing transit network, and the application provides general documentation or evidence.	8-10 points
Partially demonstrates how the project will provide access to the existing transit network, but the application provides incomplete documentation or evidence.	4-7 points
Minimally demonstrates how the project will provide access to the existing transit network, and the application provides incomplete documentation or evidence.	1-3 points
Unable to address criterion, even to a minimal extent.	0 points

3. ENGAGEMENT PLAN

Up to 15 points possible

An engagement plan is a document that outlines strategies for public participation and outreach in a community. It includes a timeline, assigned roles, and specific project strategies that may impact the community. An engagement plan aims to involve the public in decision-making, giving local knowledge and public opinion more weight. Examples of methods used in engagement plans include surveys/questionnaires, presentations to community members to gain feedback, and online media engagement tools. The Applicant should include the following in its response:

- Define the goals and purpose of the engagement plan
- Identify the target community to be engaged, including community organizations
- Include a strategy that identifies the methodology of how the service will meet the specific needs of the community
- Propose an effective marketing and engagement strategy that includes specific methods to promote sustainable transportation choices.
- Determine engagement methods and strategies, including how hard-to-reach populations (disabled, underserved, senior residents, etc.) will be engaged. (Pre-launch and continuous community surveying are required.)
- Develop an action plan to implement the service, including a survey of riders and community members before the service launches and throughout the service delivery. The Applicant should also describe how the service will be implemented.
- How the Applicant will evaluate and measure the results of the service.

The Applicant should also demonstrate how the community's feedback will be incorporated into project goals and service operations. Examples include expanding the service area to reach a community college, extending service hours on a particular day(s) of the week, and revising the operations plan on a seasonal basis.

Applicant Response	Points
Clearly and convincingly demonstrates how the Applicant will accomplish successful project community engagement, and the application provides substantive documentation or evidence.	15 points
Sufficiently demonstrates how the Applicant will accomplish successful project community engagement, and the application provides adequate documentation or evidence.	11-14 points
Mostly demonstrates how the Applicant will accomplish successful project community engagement, and the application provides general documentation or evidence.	8-10 points
Partially demonstrates how the Applicant will accomplish successful project community engagement but the application provides incomplete documentation or evidence.	4-7 points
Minimally demonstrates how the Applicant will accomplish successful project community engagement, and the application provides little or no documentation or evidence.	1-3 points
Unable to address criterion, even to a minimal extent.	0 points

4. EQUITY AND ACCESSIBILITY

Up to 15 points possible

Applicants should demonstrate that they will continuously implement measurable equity considerations in their program. The Applicant is required to demonstrate five methods of incorporating equity and accessibility in the engagement plan and operations plan. Examples include ensuring a language assistance service is available, ride booking options for unbanked riders and riders without access to a smartphone/internet, educational engagement, service hours that accommodate nontraditional work schedules, coordination with local community organizations, targeted outreach to hard-to-reach populations (disabled, underserved, senior populations, etc.), first/last mile access to schools or jobs.

Please note that providing an ADA-accessible Flexible Fleet service is a requirement of this program.

Applicant Response	Points
Clearly and convincingly demonstrates how equity and accessibility will continuously be implemented throughout the project, and the application provides substantive documentation or evidence.	15 points
Sufficiently demonstrates how equity and accessibility will continuously be implemented throughout the project and the application provides adequate documentation or evidence.	11-14 points
Mostly demonstrates how equity and accessibility will continuously be implemented throughout the project, and the application provides general documentation or evidence.	7-10 points
Partially demonstrates how equity and accessibility will continuously be implemented throughout the project, but the application provides incomplete documentation or evidence.	4-6 points
Minimally demonstrates how equity and accessibility will continuously be implemented throughout the project, and the application provides little or no documentation or evidence.	1-3 points
Unable to address criterion, even to a minimal extent.	0 points

5. FEASIBILITY

Up to 20 points possible

Applicants will receive points based on how feasible the project is, as demonstrated by the proposed project scope of work, schedule, and budget. The following factors should be considered.

- Does the Applicant identify a project mode?
- Does the Applicant include a well-thought-out approach to how they will deliver the project?
- Is the project schedule realistic and feasible?
- Does the Applicant identify proper staff and technical capacity for project oversight?
- Does the Applicant identify a plan for procurement of goods and services?
- Does the funding amount requested align with the scope (vehicles, infrastructure, operations platform, etc.)?
- Does the Applicant identify a service area that is realistic and feasible? The effectiveness of a Flexible Fleet deployment depends on a series of demand and service design factors: population/job density, transit frequency, transit "deserts," target population demographics, and multiple trip types. For more information, refer to Chapter 4 of the [Flexible Fleets Implementation Strategic Plan](#).
- Is the program fleet size feasible with the proposed schedule, budget, and service area?

Applicant Response	Points
Clearly and convincingly demonstrates how the project scope of work, schedule, and budget are feasible and realistic, and the application provides substantive documentation or evidence.	20 points
Sufficiently demonstrates how the project scope of work, schedule, and budget are feasible and realistic, and the application provides adequate documentation or evidence.	16-19 points
Mostly demonstrates how the project scope of work, schedule, and budget are feasible and realistic and the application provides general documentation or evidence.	11-15 points
Partially demonstrates how the project scope of work, schedule, and budget are feasible and realistic, but the application provides incomplete documentation or evidence.	6-10 points
Minimally demonstrates how the project scope of work, schedule, and budget are feasible and realistic, and the application provides incomplete documentation or evidence.	1-5 points
Unable to address criterion, even to a minimal extent.	0 points

6. MATCHING FUNDS

Up to 10 points possible

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion based on the Applicant's responses in the grant application.

Points for Matching Funds will be awarded based on the following scale. The Match percentage is derived by dividing the total Matching Funds provided in the grant application by the sum of the total Flexible Fleets Pilot Program grant requested and the total Matching Funds listed in the grant application.

Percentage of Matching Funds	Points
30.01% - 40.00% and above of the Total Project Cost	10 points
25.01% - 30.00% of the Total Project Cost	8 points
20.01% - 25.00% of the Total Project Cost	6 points
15.01% - 20.00% of the Total Project Cost	4 points
11.48% - 15.00% of the Total Project Cost	2 points
11.47% of the Total Project Cost	0 points

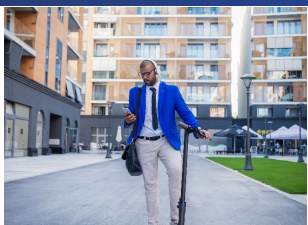


Flexible Fleets Pilot Grant Program Call for Projects

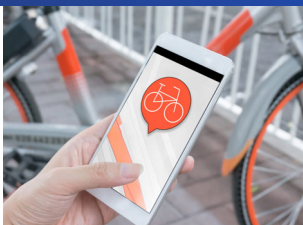
SSTAC | Item 4
Jenny Russo, Grants Program Manager
Emily Doss, Associate Regional Planner
January 21, 2025

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Flexible Fleets Overview



Micromobility: Scootershare



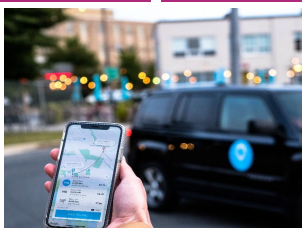
Micromobility: Bikeshare



Neighborhood Electric Vehicles (NEV)



Carshare



Rideshare



Vanpool



Microtransit

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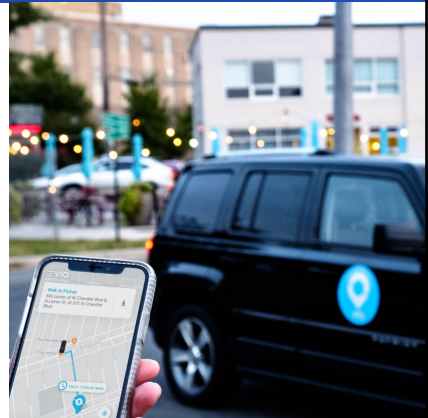
SANDAG Supported Flexible Fleets



Oceanside NEV
gO'side



Pacific Beach NEV
Beach Bug



Southeastern San Diego
Microtransit

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Additional Flexible Fleet Services

Neighborhood Electric Vehicle Services

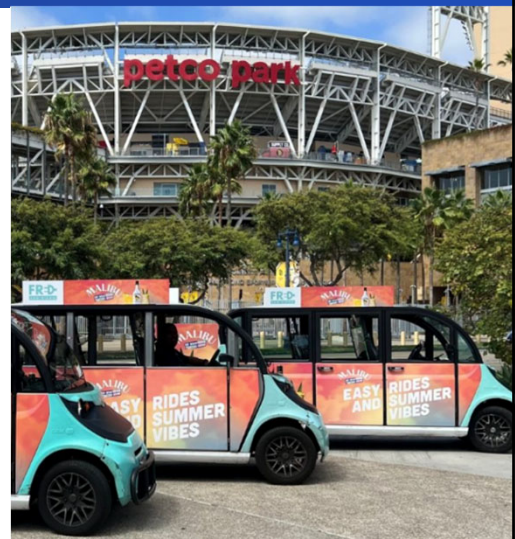
- FRED (Downtown San Diego)
- FRANC (National City)
- Island Express (Coronado)
- IB Shuffling (Imperial Beach)

Microtransit Services

- Chula Vista Community Shuttle
- Carlsbad Good Ride
- San Marcos Microtransit (NCTD+)

Coming Soon

- North Park/City Heights Microtransit
- El Cajon Microtransit
- Ramona Microtransit



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Accessibility



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Flexible Fleet Pilot Grant Program Development

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Flexible Fleets Pilot Project Recommendations

Mobility Working Group May 9, 2024

- 1st Financial Sustainability
- 2nd Influence Travel Behavior
- 3rd Reduce Greenhouse Gas Emissions
- 4th Integration with Transit
- 5th Equity
- 6th Unique Partnerships
- 7th Data Collection
- 8th Innovation

Flexible Fleets Task Force April 25, 2024

- 1st Integration with Transit
- 2nd Influence Travel Behavior
- 3rd Financial Sustainability
- 4th Equity
- 5th Reduce Greenhouse Gas Emissions
- 6th Unique Partnerships
- 7th Innovation
- 8th Data Collection

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Feedback from Meetings

June 2024 - Joint Transportation, Regional Planning, and Borders Committees

- Public Engagement & Rider Engagement
- Sustainable Funding for Operations
- Collaboration with MTS & NCTD Transit Connections
- Informed Service Zone Planning

Summer 2024 - Flexible Fleet Task Force Meetings & Engagement

- Definitions of Evaluation Criteria
- Scoring weight of evaluation criteria
- Eligibility requirements
- Award Amount



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Draft Program Goal

The Flexible Fleets Pilot Grant Program is intended to fund projects that expand shared mobility travel choices, enhance transit connections, and reduce greenhouse gas emissions and vehicle miles traveled.

The Flexible Fleets Pilot Grant Program will provide initial funding to seed projects that can serve as models for the region and sustain operations following the expiration of the grant.

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Proposed Eligibility

Eligible Applicants	<ul style="list-style-type: none">• Local, state, federal & tribal governmental agencies• Transit districts• Military institutions
Eligible Grant Types	<ul style="list-style-type: none">• Service Operations• Capital (e.g. vehicles, software, supportive infrastructure)
Sample Eligible Activities	<ul style="list-style-type: none">• Direct operations of service (Microtransit, NEV, etc.)• Contract services (Microtransit, NEV, Bikeshare, Carshare, etc.)• Vehicle Procurement• Software/Hardware• Flexible Fleet Supportive Infrastructure (e.g. charging, docking stations, right of way improvements, signage and wayfinding)

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Available Funding and Award Sizes

- Available Funding: **\$4.5 million**
 - Federal Highway Administration (FHWA) Regional Transportation Surface Program (RSTP)
- Maximum Award: \$1,000,000
- Federal Funding Requirements
 - Matching funds (11.47% of Total Project Cost)
 - Federal Provisions, nondiscrimination, Title VI and ADA



U.S. Department of Transportation
Federal Highway Administration

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Anticipated Timeline



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Draft Evaluation Criteria

<i>Proposed Evaluation Criteria</i>	
Financial Sustainability	20%
Feasibility	20%
Equity and Accessibility	15%
Integration with Transit	20%
Engagement Plan	15%
Matching Funds	10%

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