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*District 11, Caltrans*

Raymond Hunter, Sr. (**Jamul**)  
Allen Lawson (**San Pasqual**)  
**Southern California Tribal**  
**Chairmen's Association**

Gary L. Gallegos  
*Executive Director, SANDAG*



# TRANSPORTATION COMMITTEE AGENDA

**Friday, July 19, 2013**  
**9 a.m. to 10:30 a.m.**  
**SANDAG Board Room**  
**401 B Street, 7th Floor**  
**San Diego**

Immediately following the Transportation Committee meeting, at approximately 10:30 a.m., there will be a Joint Meeting with the Regional Planning Committee.

## AGENDA HIGHLIGHTS

- **TRANSPORTATION DEVELOPMENT ACT TRIENNIAL PERFORMANCE AUDIT**
- **REGIONAL BIKE PLAN EARLY ACTION PROGRAM**

**PLEASE TURN OFF CELL PHONES DURING THE MEETING**

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Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Committee seated at the front table. Members of the public may address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Transportation Committee may take action on any item appearing on the agenda.

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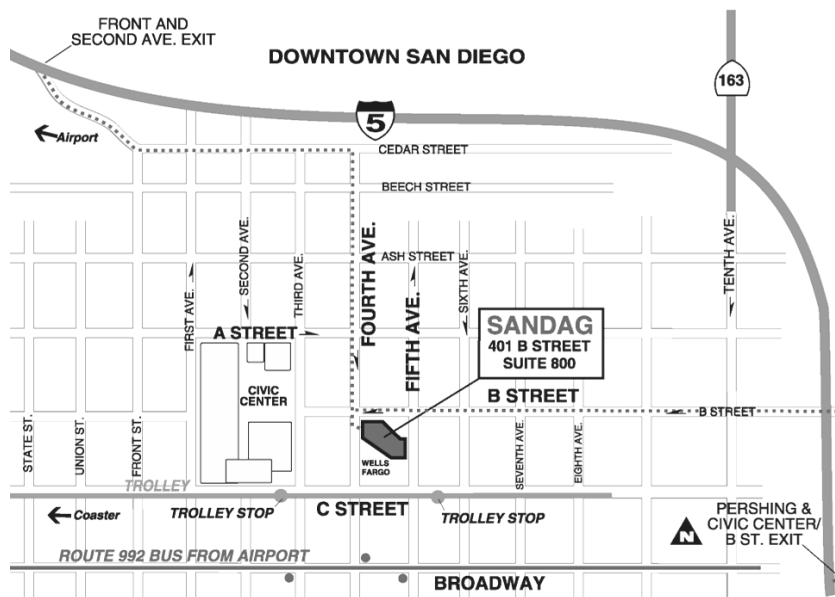
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# TRANSPORTATION COMMITTEE

Friday, July 19, 2013

ITEM #		RECOMMENDATION
+1.	<p><b>APPROVAL OF MEETING MINUTES</b></p> <p>The Transportation Committee is requested to review and approve the minutes of June 21, 2013.</p>	APPROVE
2.	<p><b>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</b></p> <p>Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Committee members. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item.</p>	
<b>CONSENT (Items 3 through 5)</b>		
+3.	<p><b>SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEMBERSHIP APPOINTMENTS (Brian Lane)</b></p> <p>The California Public Utilities Code (PUC) Section 99238 requires one-third of the members of Social Services Transportation Advisory Council to be appointed each year. The Transportation Committee is asked to approve the appointment of six members to the Social Services Transportation Advisory Council.</p>	APPROVE
+4.	<p><b>SPECIALIZED TRANSPORTATION GRANT PROGRAM STATUS UPDATE (Danielle Kochman)</b></p> <p>SANDAG manages three competitive grant programs for specialized transportation projects: Job Access and Reverse Commute, New Freedom and <i>TransNet</i> Senior Mini-Grant. This report provides an overview of the progress made to date by the grant recipients in each program.</p>	INFORMATION
+5.	<p><b>2012 STATE OF THE COMMUTE REPORT (Ellison Alegre)</b></p> <p>As part of ongoing performance monitoring efforts, SANDAG reports on various statistics related to the performance of the transportation system. Staff will present the 2012 State of the Commute Report which provides data on the region's urban highways, bus systems, and rail services.</p>	INFORMATION

## **REPORTS (Items 6 through 8)**

- +6. 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NO. 6 (Michelle Merino) APPROVE**

On September 28, 2012, the Board of Directors adopted the 2012 Regional Transportation Improvement Program (RTIP). The 2012 RTIP is the multiyear program of proposed major transportation projects in the San Diego region covering the period FY 2013 to FY 2017. Amendment No. 6 is a regular quarterly formal amendment and reflects changes to projects as requested by member agencies. The Transportation Committee is asked to adopt Resolution No. 2014-03 approving Amendment No. 6 to the 2012 RTIP.

- +7. TRANSPORTATION DEVELOPMENT ACT TRIENNIAL PERFORMANCE AUDIT (Brian Lane) RECOMMEND**

The Triennial Transportation Development Act (TDA) audits of Metropolitan Transit System, North County Transit District, and SANDAG have been completed and will be presented to the Transportation Committee. The reports include a compliance review of state requirements for each agency, a review of management control and reporting, performance trends, and recommendations for each agency. Under state law this performance audit must be completed every three years. The Transportation Committee is asked to recommend that the Board of Directors authorize the Executive Director to: (1) transmit the performance audit report of SANDAG to the Caltrans Director as required; (2) certify in writing to the Caltrans Director that the performance audits of operators located in the area under its jurisdiction have been completed; (3) implement the performance audit recommendations pertaining to SANDAG TDA activities; and (4) transmit the other recommendations to the transit operators for implementation.

- +8. REGIONAL BIKE PLAN EARLY ACTION PROGRAM (Chris Kluth) DISCUSSION**

In 2011 the Board of Directors made a major commitment to Active Transportation with the adoption of the 2050 RTP/Sustainable Communities Strategy (SCS) which included integration of Riding to 2050: San Diego Regional Bicycle Plan (Bike Plan) previously approved by the Board of Directors in 2010. The final action by the Board included the development of a Bike Plan Early Action Program (EAP) for the projects included in the Bike Plan. In April 2012 the Transportation Committee accepted the goals of the EAP framework and approved funding to conduct preliminary engineering work and refine construction cost estimates. These estimates have been used to prepare funding scenarios and implementation options for consideration by the Transportation Committee.

### **9. CONTINUED PUBLIC COMMENTS**

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

**10. UPCOMING MEETINGS**

**INFORMATION**

The August 2 and August 16 meetings have been cancelled. The next regularly scheduled meeting of the Transportation Committee is scheduled for Friday, September 6, 2013, at 9 a.m.

**11. ADJOURNMENT**

+ next to an agenda item indicates an attachment

# TRANSPORTATION COMMITTEE

July 19, 2013

AGENDA ITEM NO.: **4**

**Action Requested: INFORMATION**

SPECIALIZED TRANSPORTATION GRANT PROGRAM STATUS UPDATE

File Number 3320200

## **Introduction**

This report provides an update through December 31, 2012, on three competitive grant programs that SANDAG manages for specialized transportation projects and services: (1) the Job Access and Reverse Commute (JARC) program; (2) the New Freedom program; and (3) the Senior Mini-Grant program. The JARC and New Freedom programs are funded by the Federal Transit Administration (FTA), and the Senior Mini-Grant program is funded through the *TransNet* Extension Ordinance.

All three programs require that SANDAG conduct a competitive selection process to distribute the funds. The first set of awards under the JARC and New Freedom projects were made in February 2007 and additional funds have been awarded through five subsequent cycles. Senior Mini-Grant projects were first awarded in September 2008 and again in February 2011 and March 2013.

## **Discussion**

### ***Grant Programs Overview***

The JARC program provides funding for transportation projects for reverse commuters and employment-related transportation for persons of limited means. Since the program became a formula program required to be distributed through a competitive process in 2006, 46 JARC projects totaling almost \$11 million have been awarded funding. The New Freedom program provides funding for transportation projects serving individuals with disabilities that go beyond the minimum requirements of the Americans with Disabilities Act of 1990. Since the program began in 2006, 44 projects have been awarded funding totaling over \$5 million. The Senior Mini-Grant program funds specialized transportation services for seniors whose special needs cannot be met by conventional transit or paratransit service. Since the Senior Mini-Grant program began in 2009, 42 projects have been awarded funding totaling almost \$9 million.

### ***Grant Oversight***

SANDAG staff provides ongoing oversight of the three specialized transportation program grantees through review of progress reports and project performance submitted with each invoice. The grantees must maintain documentation of the services provided, and are inspected by SANDAG at regular site visits to ensure compliance with grant agreement service delivery requirements and SANDAG Board Policy No. 035: Competitive Grant Program Procedures (Attachment 1). This information is used to provide regular status updates to the Transportation Committee. The last report was presented at the March 15, 2013, meeting. Additionally, staff provides annual updates to the Social Services Transportation Advisory Council on all specialized transportation grant programs and to the *TransNet* Independent Taxpayer Oversight Committee on the Senior Mini-Grant program.

## ***Service Delivery***

Attachment 2 includes a “cost-efficiency watch list,” which compares the grantees actual cost/unit of service delivery to the original proposal. Grant agreements for these programs executed after January 1, 2012, include a provision where a grantee’s inability to achieve within 130 percent of its proposed cost per unit by the end of the sixth month of the project would trigger a requirement for the grantee to complete a recovery plan. By the end of the first year, if the grantee is still unable to achieve the 130 percent threshold, the grant agreement would be terminated. The cost-efficiency watch list denotes grantees that may be required to complete a recovery plan or are in danger of contract termination because performance is not in line with the level of service delivery included in the original proposal, per the contract requirements. There are no projects currently on the cost-efficiency watch list.

## ***SANDAG Board Policy No. 035***

SANDAG Board Policy No. 035: Competitive Grant Program Procedures was adopted in January 2010 and applies to all SANDAG grant programs. The intent of the policy is to hold grantees accountable to the project schedules they proposed in order to ensure fairness in the competitive process and encourage on-time project completion. Per Policy No. 035, in some circumstances, requests for extensions received by SANDAG from the grantee must be considered by the Transportation Committee. Attachment 2 also includes a “schedule watch list,” which denotes those grantees that appear in danger of not being able to fully draw down on funds without requiring an extension request to be considered by the Transportation Committee. There are three grantees currently on the schedule watch list. Should any of these grantees elect to seek an extension, the Transportation Committee would need to take action by October 2013 for Renewing Life and ElderHelp and by April 2014 for Friends of Adult Day Health Care Centers. Renewing Life received a six-month extension and although it remains on the schedule watch list, Renewing Life has seen a recent jump in demand for its service and anticipates continued growth. Therefore, Renewing Life expects to spend all remaining funding by the end of the six-month extension.

## **Next Steps**

Staff will continue to monitor grantee progress relative to the grant agreements, proposals, and Policy No. 035. The next report will be presented to the Transportation Committee in fall 2013.

CHARLES “MUGGS” STOLL

Director of Land Use and Transportation Planning

Attachments: 1. SANDAG Board Policy No. 035, Competitive Grant Program Procedures  
2. Status of Active Specialized Transportation Grants

Key Staff Contact: Danielle Kochman, (619) 699-1921, [danielle.kochman@sandag.org](mailto:danielle.kochman@sandag.org)



## BOARD POLICY NO. **035**

### **COMPETITIVE GRANT PROGRAM PROCEDURES**

#### **Applicability and Purpose of Policy**

This Policy applies to the following grant programs administered through SANDAG, whether from *TransNet* or another source: Smart Growth Incentive Program, Environmental Mitigation Program, Bike and Pedestrian Program, Senior Mini Grant Program, Job Access Reverse Commute, New Freedom, and Section 5310 Elderly & Persons with Disabilities Transportation Program.

Nothing in this Policy is intended to supersede federal or state grant rules, regulations, statutes, or contract documents that conflict with the requirements in this Policy. There are never enough government grant funds to pay for all of the projects worthy of funding in the San Diego region. For this reason, SANDAG awards grant funds on a competitive basis that takes the grantees' ability to perform their proposed project on a timely basis into account. SANDAG intends to hold grantees accountable to the project schedules they have proposed in order to ensure fairness in the competitive process and encourage grantees to get their projects implemented quickly so that the public can benefit from the project deliverables as soon as possible.

#### **Procedures**

##### 1. Project Milestone and Completion Deadlines

1.1. When signing a grant agreement for a competitive program funded and/or administered by SANDAG, grant recipients must agree to the project delivery objectives and schedules in the agreement. In addition, a grantee's proposal must contain a schedule that falls within the following deadlines. Failure to meet the deadlines below may result in revocation of all grant funds not already expended. The final invoice for capital, planning, or operations grants must be submitted prior to the applicable deadline.

1.1.1. Funding for Capital Projects. If the grant will fund a capital project, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary construction contract must be awarded within two years following execution of the grant agreement, and construction must be completed within eighteen months following award of the construction contract. Completion of construction for purposes of this policy shall be when the prime construction contractor is relieved from its maintenance responsibilities. If no construction contract award is necessary, the construction project must be complete within eighteen months following execution of the grant agreement.

1.1.2. Funding for Planning Grants. If the grant will fund planning, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary consultant contract must be awarded within one year following execution of the grant agreement, and the planning project must be complete within two years following award of the consultant contract. Completion of planning for purposes of this policy shall be when grantee approves the final planning project deliverable. If no



consultant contract award is necessary, the planning project must be complete within two years of execution of the grant agreement.

1.1.3 Funding for Operations Grants. If the grant will fund operations, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary services contract for operations must be awarded within one year following execution of the grant agreement, and the operations must commence within six months following award of the operations contract. If no services contract for operations is necessary, the operations project must commence within one year of execution of the grant agreement.

1.1.4 Funding for Equipment or Vehicles Grants. If the grant will fund equipment or vehicles, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary purchase contracts for equipment or vehicles must be awarded within one year following execution of the grant agreement, and use of the equipment or vehicles for the benefit of the public must commence within six months following award of the purchase contract.

## 2. Project Milestone and Completion Deadline Extensions

2.1. Schedules within grant agreements may include project scopes and schedules that will identify interim milestones in addition to those described in Section 1 of this Policy. Grant recipients may receive extensions on their project schedules of up to six months for good cause. Extensions of up to six months aggregate that would not cause the project to miss a completion deadline in Section 1 may be approved by the SANDAG Executive Director. Extensions beyond six months aggregate or that would cause the project to miss a completion deadline in Section 1 must be approved by the Policy Advisory Committee that has been delegated the necessary authority by the Board. For an extension to be granted under this Section 2, the following conditions must be met:

2.1.1. For extension requests of up to six months, the grantee must request the extension in writing to the SANDAG Program Manager at least two weeks prior to the earliest project schedule milestone deadline for which an extension is being requested. The Executive Director or designee will determine whether the extension should be granted. The Executive Director's action will be reported out to the Board in following month's report of delegated actions.

2.1.2. A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes.

2.1.3. If the Executive Director denies an extension request under this Section 2, the grantee may appeal within ten business days of receiving the Executive Director's response to the responsible Policy Advisory Committee by sending the appeal to the SANDAG Program Manager.

2.1.4. Extension requests that are rejected by the Policy Advisory Committee will result in termination of the grant agreement and obligation by the grantee to return to SANDAG any unexpended funds within 30 days. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request by the Policy Advisory Committee.

3. Project Delays and Extensions in Excess of Six Months

3.1. Requests for extensions in excess of six months, or that will cause a project to miss a completion deadline in Section 1 (including those projects that were already granted extensions by the Executive Director and are again falling behind schedule), will be considered by the Policy Advisory Committee upon request to the SANDAG Program Manager.

3.2 A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes. The grantee must provide the necessary information to SANDAG staff to place in a report to the Policy Advisory Committee. If sufficient time is available, and the grant utilized *TransNet* funds, the request will first be taken to the Independent Taxpayer Advisory Committee (ITOC) for a recommendation. The grantee should make a representative available at the meeting to present the information to, and/or answer questions from, the ITOC and Policy Advisory Committee.

3.3 The Policy Advisory Committee will only grant an extension under this Section 3 for extenuating circumstances that the grantee could not have reasonably foreseen.

4. Resolution and Execution of the Grant Agreement

4.1 Two weeks prior to the review by the Policy Advisory Committee of the proposed grants, prospective grantees must submit a resolution from their authorized governing body that includes the provisions in this Subsection 4.1. Failure to provide a resolution that meets the requirements in this Subsection 4.1 will result in rejection of the application and the application will be dropped from consideration with funding going to the next project as scored by the evaluation committee. In order to assist grantees in meeting this resolution deadline, when SANDAG issues the call for projects it will allow at least 90 days for grant application submission.

4.1.1 Grantee governing body commits to providing the amount of matching funds set forth in the grant application.

4.1.2 Grantee governing body authorizes staff to accept the grant funding and execute a grant agreement if an award is made by SANDAG.

4.2 Grantee's authorized representative must execute the grant agreement within 45 days from the date SANDAG presents the grant agreement to the prospective grantee for execution. Failure to meet the requirements in this Subsection 4.2 may result in revocation of the grant award.

5. Increased Availability of Funding Under this Policy

5.1. Grant funds made available as a result of the procedures in this Policy may be awarded to the next project on the recommended project priority list from the most recent project selection process, or may be added to the funds available for the next project funding cycle, at the responsible Policy Advisory Committee's discretion. Any project that loses funding due to failure to meet the deadlines specified in this Policy may be resubmitted to compete for funding in a future call for grant applications.

Adopted: January 2010

**Status of Active Specialized Transportation Grants  
Senior Mini-Grant Program through 3/31/13**

Project Name	Contract			Actual**	Grant Term	Watch List		Comments
	Year 1	Year 2				Performance Threshold***	Schedule	
<b>Jewish Family Services - 5001697</b>								
Project Cost	\$230,737.50	\$245,200.00		\$319,107.66	1/1/2012 - 12/31/2013	\$23.07		
Trips	13,000	16,000		19,544	Percent of Funding Expended	NO		
Cost/Trip*		\$17.75		\$16.33	67.05%	NO		
<b>ElderHelp - 5001693</b>								
Project Cost	\$123,670.00	\$121,600.00		\$105,616.75	01/01/2012 - 12/31/2013	\$22.10		At the current draw down rate Elderhelp would require an 11-month extension to draw down on all funding.
Trips	7,275	7,275		6,363	Percent of Funding Expended	NO		
Cost/Trip*		\$17.00		\$16.60	43.06%	YES		
<b>City of Vista - 5001692</b>								
Project Cost	\$119,890.00	\$123,781.00		\$101,783.53	04/01/2012 - 03/31/2014	\$14.37		
Trips	10,843	10,843		9,763	Percent of Funding Expended	NO		
Cost/Trip*		\$11.06		\$10.43	41.77%	NO		
<b>Travelers Aid Society - 5001700</b>								
Project Cost	\$136,227.50	\$139,143.75		\$114,471.93	04/01/2012 - 03/31/2014	\$16.00		
Trips	11,070	11,070		14,154	Percent of Funding Expended	NO		
Cost/Trip*		\$12.31		\$8.09	41.57%	NO		
<b>City of La Mesa - 5001690</b>								
Project Cost	\$145,577.50	\$217,297.50		\$143,899.64	07/01/2012 - 06/30/2014	\$22.26		
Trips	8,500	9,500		8,641	Percent of Funding Expended	NO		
Cost/Trip*		\$17.13		\$16.65	39.66%	NO		
<b>City of Oceanside - 5001100</b>								
Project Cost	\$131,820.00	\$292,663.75	\$374,160.00	\$753,200.47	07/01/2009 - 06/30/2013	\$19.20		
Trips	8,925			41,607	Percent of Funding Expended	NO		
Cost/Trip*		\$14.77		\$18.10	94.31%	NO		
<b>Redwood Elderlink - 5001698</b>								
Project Cost	\$13,587.50	\$107,547.50		\$94,248.13	04/01/2012 - 06/30/2013	\$31.93		
Trips	553	4,379		4,547	Percent of Funding Expended	NO		
Cost/Trip*		\$24.56		\$20.73	77.80%	NO		
<b>Redwood Elderlink - 5001699</b>								
Project Cost		\$37,125.00		\$9,281.25	01/01/2013 - 12/31/2013	\$3.11		
Trips		15,500		3,762	Percent of Funding Expended	NO		
Cost/Trip*		\$2.40		\$2.47	25.00%	NO		
<b>FACT - 5001695</b>								
Project Cost	\$250,000.00	\$250,000.00		\$70,504.78	01/01/2013-12/31/14	\$31.25		
Trips	10,400	10,400		2,817	Percent of Funding Expended	NO		
Cost/Trip*		\$24.04		\$25.03	14%	NO		
<b>Friends of Adult Day Health Care Centers - 5001694</b>								
Project Cost	\$129,967.50	\$150,067.50		\$37,377.33	07/01/2012 - 06/30/2014	\$64.00		At the current draw down rate, Friends of Adult Day Health Care Centers would require a 25-month extension to draw down on all funding.
Trips	2,640	3,120		787	Percent of Funding Expended	NO		
Cost/Trip*		\$49.23		\$47.49	13.35%	YES		
<b>NCTD - 5001096</b>								
Project Cost	\$145,603.99	\$50,592.89	\$53,885.46	\$187,925.94	01/11/2009 - 07/31/2014	\$59.15		
Individuals Trained	3,200			4,477	Percent of Funding Expended	NO		
Cost/Trip*		\$45.50		\$41.98	75.15%	NO		

\* Cost per trip based on first year figures  
 \*\* Cumulative to date  
 \*\*\* 130% of proposed first year cost/trip

**Status of Active Specialized Transportation Grants  
New Freedom Program through 3/31/13**

Jewish Family Services - 5001713	Contract		Actual**	Grant Term	Watch List		Comments	
	Year 1				Performance Threshold***	Cost Efficiency		
Project Cost	\$179,710.00		\$179,709.94	1/1/2013 - 3-31-2013	\$35.94	NO	JFS received a 3-month extension and spent all remaining funding by the end of their extension.	
Trips	6,500		8,960	Percent of Funding Expended	NO	NO		
Cost/Trip*	\$27.65		\$20.06	100.00%	NO	NO		
City of La Mesa - 5001709	Contract		Actual**	Grant Term	Watch List		Comments	
Year 1	Year 2	Performance Threshold***			Cost Efficiency			
Project Cost	\$232,924.00	\$125,126.00	\$301,087.44	04/01/2012 - 03/30/2013	\$35.62	NO		
Trips	8,500	9,500	12,527	Percent of Funding Expended	NO	NO		
Cost/Trip*	\$27.40		\$24.04	84.09%	NO	NO		
Renewing Life - 5001714	Contract		Actual**	Grant Term	Watch List		Comments	
Year 1		Performance Threshold***			Cost Efficiency			
Project Cost	\$100,000.00		\$49,180.78	06/01/2012 - 11/30/2013	\$36.11	NO	Renewing Life received a 6-month extension and anticipates spending all remaining funding by the end of their existing extension.	
Trips	3,600		1,963	Percent of Funding Expended	NO	YES		
Cost/Trip*	\$27.78		\$25.05	49.18%	YES	YES		
FACT - 5001755	Contract		Actual**	Grant Term	Watch List		Comments	
Year 1	Year 2	Performance Threshold***			Cost Efficiency			
Project Cost	\$100,000.00	\$100,000.00	\$19,745.60	01/01/2013 - 12/31/2014	\$12.50	NO		
Trips	10,400	10,400	2,105	Percent of Funding Expended	NO	NO		
Cost/Trip*	\$9.62		\$9.38	9.87%	NO	NO		
City of San Marcos - 5001712	Contract		Actual**	Grant Term	Watch List		Comments	
Year 1		Performance Threshold***			Cost Efficiency			
Project Cost	\$70,000.00		\$36,972.00	01/01/2013 - 12/31/2013	\$22.75	NO		
Trips	4,000		1,890	Percent of Funding Expended	NO	NO		
Cost/Trip*	\$17.50		\$19.56	52.82%	NO	NO		
Peninsula Shepherd - 5001757	Contract		Actual**	Grant Term	Watch List		Comments	
Year 1		Performance Threshold***			Cost Efficiency			
Project Cost	\$84,990.00		\$21,676.80	07/01/2009 - 06/30/2013	\$31.06	NO		
Trips	3,557		1,184	Percent of Funding Expended	NO	NO		
Cost/Trip*	\$23.89		\$18.31	25.51%	NO	NO		
FACT - 5001081	Contract			Actual**	Grant Term	Watch List		Comments
Year 1	Year 2	Year 3	Performance Threshold***			Cost Efficiency		
Project Cost	\$557,760.00	\$557,760.00	\$557,758.00	\$1,575,244.54	11/1/2008 - 06/30/2013	\$23.61		
Units	30,714	30,714	30,714	74,006	Percent of Funding Expended	NO		
Cost/Unit*	\$18.16			\$21.29	94.14%	NO		

\* Cost per trip based on first year figures  
 \*\* Cumulative to date  
 \*\*\* 130% of proposed first year cost/trip

**Status of Active Specialized Transportation Grants  
JARC Program through 3/31/13**

Grant Name	Proposal*	Actual**	Grant Term	Watch List		Comments
<b>International Rescue Committee - #5001705</b>				Performance Threshold***	\$194.83	
Project Cost	\$82,127.50	\$82,119.03	04/01/2012 - 03/31/2013	Cost Efficiency	NO	
Units	548	1,161	Percent of Funding Expended	Schedule	NO	
Cost/Unit	\$149.87	\$70.73	99.99%			
<b>St. Madeleine Sophie's Center - #5001342</b>				Performance Threshold***	\$36,056.93	
Project Cost	\$110,944.40	\$110,786.61	05/01/2011 - 12/31/2017	Cost Efficiency	NO	
Units	4	4	Percent of Funding Expended	Schedule	NO	
Cost/Unit	\$27,736.10	\$27,696.65	79.89%			
<b>International Rescue Committee - #5001706</b>				Performance Threshold***	\$10,144.68	IRC received a 4-month extension and anticipates spending all remaining funding by the end of their existing extension.
Project Cost	\$156,072.00	\$113,524.88	04/01/2012 - 07/31/2013	Cost Efficiency	NO	
Car Loan	20	12	Percent of Funding Expended	Schedule	NO	
Cost/Loan	\$7,803.60	\$9,460.41	72.74%			
<b>NCTD Route 353</b>				Performance Threshold***	\$5.89	
Project Cost	\$387,876.00	\$290,907.00	07/01/2012 - 06/30/2013	Cost Efficiency	NO	
Trips	85,550	59,585	Percent of Funding Expended	Schedule	NO	
Cost/Trip	\$4.53	\$4.88	75.00%			
<b>NCTD Route 332</b>				Performance Threshold***	\$6.79	
Project Cost	\$253,148.00	\$72,887.21	02/01/2013 - 1/31/2014	Cost Efficiency	NO	
Trips	48,496	14,635	Percent of Funding Expended	Schedule	NO	
Cost/Trip	\$5.22	\$4.98	28.79%			
<b>Metropolitan Transit System (MTS) Route 960</b>				Performance Threshold***	\$5.31	
Project Cost	\$321,640.00	\$205,800.00	07/01/2012 - 06/30/2013	Cost Efficiency	NO	
Trips	78,706	70,414	Percent of Funding Expended	Schedule	NO	
Cost/Trip	\$4.09	\$2.92	63.98%			
<b>MTS Route 30</b>				Performance Threshold***	\$3.27	
Project Cost	\$813,348.00	\$780,742.00	07/01/2012 - 06/30/2013	Cost Efficiency	NO	
Trips	322,888	308,525	Percent of Funding Expended	Schedule	NO	
Cost/Trip	\$2.52	\$2.53	95.99%			
<b>MTS Route 905</b>				Performance Threshold***	\$1.83	MTS is a direct recipient of the FTA and therefore does not have a grant agreement with SANDAG for JARC funding. Ridership on this route has been higher than expected, which means higher revenues and therefore a lower net cost for the route.
Project Cost	\$554,606.00	\$276,550.00	07/01/2012 - 06/30/2013	Cost Efficiency	NO	
Trips	393,967	431,258	Percent of Funding Expended	Schedule	YES	
Cost/Trip	\$1.41	\$0.64	49.86%			
<b>MTS Route 929</b>				Performance Threshold***	\$0.22	
Project Cost	\$400,000.00	\$300,000.00	07/01/2012 - 06/30/2013	Cost Efficiency	NO	
Trips	2,335,997	1,817,082	Percent of Funding Expended	Schedule	NO	
Cost/Trip	\$0.17	\$0.17	75.00%			
<b>MTS Route 932</b>				Performance Threshold***	\$0.40	
Project Cost	\$400,000.00	\$300,000.00	07/01/2012 - 06/30/2013	Cost Efficiency	NO	
Trips	1,291,624	954,938	Percent of Funding Expended	Schedule	NO	
Cost/Trip	\$0.31	\$0.31	75.00%			

\*Proposed cost and trip figures for first year of proposal

\*\*Cumulative to date

\*\*\*130% of proposed first year cost/trip

**Status of Active Specialized Transportation Grants  
JARC Program through 3/31/13**

MTS Route 955	Proposal*	Actual**	Grant Term	Watch List		Comments
Project Cost	\$400,000.00	\$300,000.00	07/01/2012 - 06/30/2013	Performance Threshold***	\$0.31	
Trips	1,657,850	1,229,724	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip	\$0.24	\$0.24	75.00%	Schedule	NO	

MTS Route 967/968	Proposal*	Actual**	Grant Term	Watch List		Comments
Project Cost	\$384,856.00	\$276,388.00	07/01/2012 - 06/30/2013	Performance Threshold***	\$4.02	
Trips	124,382	88,811	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip	\$3.09	\$3.11	71.82%	Schedule	NO	

\*Proposed cost and trip figures for first year of proposal  
 \*\*Cumulative to date  
 \*\*\*130% of proposed first year cost/trip