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Erica Pinto (**Jamul**)  
Allen Lawson (**San Pasqual**)  
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Chairmen's Association**

Gary L. Gallegos  
*Executive Director, SANDAG*



# TRANSPORTATION COMMITTEE AGENDA

**Friday, July 15, 2016**  
**9 a.m. to 12 noon**  
**SANDAG Board Room**  
**401 B Street, 7th Floor**  
**San Diego**

## AGENDA HIGHLIGHTS

- **PROPOSED FINAL 2016-2020 COORDINATED PLAN AND PUBLIC HEARING**
- ***TransNet* 2016 BOND ISSUANCE: REVIEW OF DRAFT BOND DOCUMENTS**
- **SPECIALIZED TRANSPORTATION GRANT PROGRAMS: CALL FOR PROJECTS FOR NINTH CYCLE OF GRANT FUNDING**

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# TRANSPORTATION COMMITTEE

Friday, July 15, 2016

ITEM NO.	RECOMMENDATION
+1. APPROVAL OF MEETING MINUTES	APPROVE
<p>The Transportation Committee is asked to review and approve the minutes from its June 17, 2016, meeting.</p>	
2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	
<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</b>	
+3. SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEMBERSHIP APPOINTMENTS (Audrey Porcella)	APPROVE
<p>California Public Utilities Code Section 99238 requires one-third of the members of the Social Services Transportation Advisory Council (SSTAC) be appointed each year. The Transportation Committee is asked to approve the appointment of six members to SSTAC.</p>	
+4. <i>TransNet</i> SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: QUARTERLY PROGRESS REPORT (Susan Baldwin)	INFORMATION
<p>This report provides an overview of progress made by <i>TransNet</i> Smart Growth Incentive Program and Active Transportation Grant Program recipients through March 31, 2016.</p>	
<b>REPORTS</b>	
+5. 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NO. 13 (Michelle Smith)	ADOPT
<p>The 2014 Regional Transportation Improvement Program (RTIP) is the multiyear program of proposed major transportation projects in the San Diego region covering the period FY 2015 to FY 2019. The Transportation Committee is asked to adopt Resolution No. 2017-03 approving Amendment No. 13 to the 2014 RTIP.</p>	

- |      |   |                  |
|------|---|------------------|
| +6.  | <b>PROPOSED FINAL 2016-2020 COORDINATED PLAN AND PUBLIC HEARING (Lisa Madsen)</b>   | <b>ADOPT</b>     |
|      | <p>The 2016-2020 Coordinated Public Transit and Human Services Transportation Plan (Coordinated Plan) provides a blueprint for the development of transit and specialized transportation services for the next five years. The Transportation Committee is asked to: (1) conduct a public hearing on the 2016-2020 Coordinated Plan; and (2) after considering public comments, adopt Resolution No. 2017-04 approving the proposed final 2016-2020 Coordinated Plan.</p>   |                  |
| +7.  | <b>REPURPOSING FEDERAL EARMARKED FUNDS (Dawn Vettese)</b>   | <b>APPROVE</b>   |
|      | <p>The Consolidated Appropriations Act of 2016 allows states to repurpose any federal earmark that was designated on or before September 30, 2005, subject to specific rules. The Transportation Committee is asked to: (1) approve the regional repurposing plan; (2) direct staff to work with local jurisdictions to finalize and submit a repurposing request to Caltrans by the August 1, 2016, deadline; and (3) authorize SANDAG staff to make technical corrections to the amounts being repurposed consistent with any new information provided by Caltrans regarding available funds.</p> |                  |
| +8.  | <b>SPECIALIZED TRANSPORTATION GRANT PROGRAMS STATUS UPDATE AND VEHICLE PROCUREMENT GRANT AWARD AMENDMENTS (Danielle Kochman)</b>  | <b>RECOMMEND</b> |
|      | <p>The Transportation Committee is asked to recommend that the Board of Directors approve amendments to the Cycle 8 grant award amounts for vehicle procurement projects using unencumbered New Freedom funds to cover the shortfall between the current approved grant award amounts and recommended grant award amounts.</p>  |                  |
| +9.  | <b><i>TransNet</i> 2016 BOND ISSUANCE: REVIEW OF DRAFT BOND DOCUMENTS (André Douzdjian and Ray Major)</b>   | <b>RECOMMEND</b> |
|      | <p>The Transportation Committee is asked to recommend that the Board of Directors, acting as the San Diego County Regional Transportation Commission (RTC) adopt Resolution No. RTC-2017-02, authorizing the issuance of up to \$350 million of fixed-rate bonds and up to \$100 million of refunding certain outstanding bonds and the execution and distribution of the documents.</p>  |                  |
| +10. | <b>SPECIALIZED TRANSPORTATION GRANT PROGRAMS: CALL FOR PROJECTS FOR NINTH CYCLE OF GRANT FUNDING (Audrey Porcella)</b>  | <b>RECOMMEND</b> |
|      | <p>The Transportation Committee is asked to recommend that the Board of Directors: (1) approve the evaluation and scoring criteria for the Federal Transit Administration Section 5310 and <i>TransNet</i> Senior Mini-Grant Programs; and (2) release the call for projects for the ninth cycle of grant funding.</p>  |                  |

**+11. DRAFT 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM, INCLUDING THE DRAFT AIR QUALITY CONFORMITY RE-DETERMINATION (Michelle Smith) RECOMMEND**

The 2016 Regional Transportation Improvement Program (RTIP) is the multiyear program of proposed major transportation projects covering FY 2017 to FY 2021. The Transportation Committee is asked to recommend that the Board of Directors: (1) accept the draft RTIP, including its air quality conformity analysis and the draft air quality conformity re-determination of the Revenue Constrained Regional Plan for distribution for a 30-day public review and comment period; and (2) schedule a public hearing for the September 2, 2016, Transportation Committee meeting.

**+12. UPDATE ON THE DEVELOPMENT OF AN AGREEMENT WITH THE CITY OF ENCINITAS REGARDING COASTAL RAIL TRAIL IMPLEMENTATION (Chris Carterette) INFORMATION**

Staff will provide an update on the Memorandum of Understanding (MOU) between the City of Encinitas and SANDAG to facilitate a mutually agreeable implementation of the Chesterfield to G Street segment of the Coastal Rail Trail.

**13. 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.

**14. UPCOMING MEETINGS INFORMATION**

The next meeting of the Transportation Committee is scheduled for Friday, August 5, 2016, at 9 a.m.

**15. ADJOURNMENT**

+ next to an agenda item indicates an attachment



**SPECIALIZED TRANSPORTATION GRANT  
PROGRAMS STATUS UPDATE AND VEHICLE  
PROCUREMENT GRANT AWARD AMENDMENTS**

File Number 3320200

**Introduction**

This report provides an update through March 31, 2016, on three competitive grant programs that SANDAG manages for specialized transportation projects and services in the San Diego region: The New Freedom Program, Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program, and the Senior Mini-Grant Program. The New Freedom and Section 5310 Programs are funded by the Federal Transit Administration (FTA) and the Senior Mini-Grant Program is funded through the *TransNet* Extension Ordinance.

**Recommendation**

The Transportation Committee is asked to recommend that the Board of Directors approve amendments to the Cycle 8 grant award amounts for vehicle procurement projects using unencumbered New Freedom funds to cover the shortfall between the current approved grant award amounts and recommended grant award amounts as described in Attachment 2.

Additionally, this report seeks to resolve funding issues with the Cycle 8 vehicle procurement projects that were approved for grant funding by the Board of Directors on February 27, 2015. Among the successful projects funded through the first set of Section 5310 awards, 41 individual vehicle procurement projects received full funding awards and two received partial funding. After awards were approved, it was discovered that the majority of grant request amounts submitted were not sufficient to cover the costs of the vehicles. The Transportation Committee is asked to recommend that the Board of Directors approve amendments to the grant award amounts for vehicle procurement projects using unencumbered New Freedom funds to cover the shortfall between approved grant awards and recommended grant amounts.

**Discussion**

***Grant Programs Status Update***

The FTA New Freedom Program provides funding for transportation projects serving individuals with disabilities that go beyond the minimum requirements of the Americans with Disabilities Act (ADA) of 1990. Since the program began in 2006, 44 projects have been awarded funding, totaling over \$5 million. Under Moving Ahead for Progress in the 21st Century Act (MAP-21), the New Freedom Program was no longer funded as a stand-alone program. As of December 31, 2015, only one New Freedom operating project has remaining funds.

Under MAP-21, SANDAG was designated to administer the FTA Section 5310 Program. The purpose of the Section 5310 Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Eligible projects include both traditional capital investment and nontraditional investment beyond the ADA complementary paratransit service. Many of the projects that were eligible under New Freedom are now eligible for funding through Section 5310. The first round of Section 5310 awards funded 14 projects totaling over \$3 million. The first projects funded through MAP-21's Section 5310 Program began on October 1, 2015.

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, 58 projects have been awarded funding, totaling almost \$12 million.

### *Grant Oversight*

SANDAG staff provides ongoing oversight of the specialized transportation grant program grantees through review of progress reports and project performance submitted with each invoice. 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. This information is used to provide regular status updates to the Transportation Committee. The last report was presented at the April 15, 2016, meeting. Staff also 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 Costs*

Attachment 1 includes a "cost-efficiency watch list," which compares the grantees actual cost per 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 currently two grantees on the cost-efficiency watch list:

- The City of San Marcos Senior Mini-Grant Project distributes taxi vouchers to seniors through its senior center. The taxi vouchers are purchased using grant funds, incurring significant up-front costs. As the project progresses, taxi vouchers that were purchased at the beginning of the project will be distributed, resulting in the cost per unit decreasing.
- Jewish Family Services (JFS) is on the cost-efficiency watch list for both the New Freedom funded portion and the Senior Mini-Grant funded portion of their Northern San Diego Project. This project is in the first few months of their grant terms and the projects' cost/unit is expected to

decrease in the near future. If the project remains over the 130 percent threshold, JFS will be required to submit a recovery plan before the next status update.

SANDAG staff will continue to monitor all active grant programs closely.

#### *Service Delivery Schedule*

Attachment 1 also includes a “schedule watch list,” which denotes those grantees that appear in jeopardy of not being able to fully draw down on funds without approval of an extension request by the Transportation Committee. Extensions of up to six months are permitted but need to be approved by the SANDAG Executive Director, with longer extensions requiring consideration by the Transportation Committee. There are currently two projects on the schedule watch list:

- Mountain Health and Community Services would require a twelve-month extension at its current draw-down rate. The grant is not set to expire until June 30, 2017, so any action required for an extension request would be taken at the status update presented to the Transportation Committee in spring 2017.
- Independent Transportation Network (ITN) Greater San Diego would have required an eleven-month extension at its current draw-down rate to spend all remaining funding. ITN Greater San Diego did not request a schedule extension and decided to end the project on June 30, 2016. Therefore, any funds remaining will be carried over into future calls for projects for the Senior Mini-Grant Program.

SANDAG staff will continue to monitor the progress of all grantees and report on any extension requests in the next quarterly status update.

#### *Pending Grants*

Due to the operating nature of specialized transportation grants, when a new grant is awarded to continue a project that already has an existing grant, the start date of that new grant would begin upon termination of the existing grant for that same project. SANDAG staff track anticipated start dates for new grants, which often change as the programs experience growth. Attachment 1 indicates which projects have pending grants and the anticipated start date of each new grant. A number of grantees have pending grants that were recently awarded by the SANDAG Board of Directors. Agreements for these pending grants began to be executed on July 1, 2015. SANDAG developed language included in the recently completed competitive selection process to ensure that grant funds are spent in a timely manner.

#### ***Vehicle Project Funding Amendments***

Materials for the Cycle 8 Call for Project instructed applicants to research vehicle costs using the 2014 Purchasing Schedule available through the California Association for Coordinated Transportation (CalACT)/ Morongo Basin Transit Authority (MBTA) Vehicle Purchasing Cooperative. Based on their own research, applicants requested any amount of funding within the minimum-maximum grant request range for the procurement of vehicles. Flexibility with grant requests allows applicants to tailor funding requests to match their specific need, including unique vehicle specifications or add-ons. These, along with sales tax, documentation fees, the CalACT Procurement Fee, and a tire fee, result in a greater vehicle price than the vehicle’s base price as indicated on the



CalACT/MBTA Purchasing Schedule. Since the close of the Call for Projects, vehicle vendor contracts under the CalACT/MBTA purchasing cooperative expired. New contracts under the Purchasing Cooperative have higher vehicle base prices.

When staff was preparing contracts for execution, it was noticed that the grant request amounts submitted by the majority of grantees, and approved by the Board of Directors for funding, were not sufficient to cover the vehicle costs based on the increased vehicle base price under the new CalACT/MBTA purchasing cooperative contracts. SANDAG staff worked with the bus dealers approved for the vehicle purchasing cooperative to determine an appropriate amount for each vehicle type that would cover the base price, required taxes and fees, and a typical amount of options. Based on these amounts, 19 of the 41 individual vehicle projects previously approved by the Board were not awarded sufficient funding. Since each individual applicant developed the grant request amount for their vehicle applications, the grant requests varied. The resulting shortfall from the 19 underfunded vehicles is \$167,803 (see Attachment 2).

Staff vetted three potential courses of action given these circumstances:

- SANDAG could require applicants to pay the difference by increasing their local matching share. Staff consulted with successful applicants to determine the likelihood of their respective agencies being able to raise sufficient funds to cover the shortfall. Many responded indicating they would not be able to raise funds beyond what their governing body previously committed.
- SANDAG could allow applicants with multiple successful vehicle projects to pool their grant awards. With the pooled funds, an agency could fund as many vehicles as possible given the new vehicle prices. Grant requests for individual vehicles were treated as individual projects. Therefore, each vehicle project was scored and ranked individually and funds were awarded per vehicle. Under the scenario where funds are pooled by agency, funding would not necessarily be distributed by project ranking since some higher scoring vehicles wouldn't have sufficient funds compared with lower scoring vehicle projects that would be fully funded.
- SANDAG could apply unencumbered capital funding from the New Freedom Program to supplement shortfalls in vehicle procurement projects. The New Freedom Program expired after FY 2012, so funding is no longer being distributed. Under MAP-21, projects once eligible under the New Freedom Program are now eligible to be funded through the Section 5310 Program. As New Freedom grant projects close out, some grantees did not spend all the funding they were awarded, leaving a total of over \$210,000 in unencumbered New Freedom funds, which is sufficient to cover the vehicle project shortfalls.

Staff recommends pursuing the third option, using unencumbered New Freedom funds to cover the shortfall between approved grant awards and the recommended grant amounts under the most recent CalACT/MBTA Purchasing Schedule. The availability of these New Freedom funds will allow full implementation of the approved Cycle 8 vehicle procurement projects.

In order to prevent the reoccurrence of this issue with future grant applicants, staff also recommends including specific funding amounts that would be awarded for each vehicle type based on the new CalACT/MBTA Purchasing Cooperative costs that would cover the base price, required taxes and fees, and a typical amount of options. Any additional vehicle option costs would be the

responsibility of the applicants. This change is proposed as part of Item 10 in today's agenda – Specialized Transportation Grant Programs: Call for Projects for Ninth Cycle of Grant Funding.

### **Next Steps**

The funding recommendations from the Transportation Committee will be presented to the Board of Directors for approval on July 22, 2016. If approved by the Board, grant agreements including the new grant award amounts will be executed this summer.

Staff also will continue to monitor all grantee progress relative to the grant agreements, proposals, and Board Policy No. 035. The next quarterly status update will be presented to the Transportation Committee in fall 2016.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

- Attachments:
1. Status of Active and Pending Specialized Transportation Grant Projects Reporting Period through March 31, 2016.
  2. Cycle 8 Vehicle Grant Awards

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

**Status of Active and Pending Senior Mini-Grant Projects  
Reporting period through December 31, 2015**

Project Name	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	Cost Efficiency	
<b>ElderHelp - 5004343</b>							
Project Cost*	\$113,725.00	\$123,820.00	\$204,476.10	04/30/2014 - 06/30/2016	Performance Threshold****	\$21.97	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. ElderHelp's new grant began on 6/30/2016.
Trips	6,730	7,475	11,587	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip**	\$16.90	\$16.90	\$17.65	86.08%	Schedule	NO	
					Pending Grant?	NO	
<b>City of Vista - 5004336</b>							
Project Cost*	\$127,150.00	\$129,451.25	\$217,092.21	07/01/2014 - 6/30/2016	Performance Threshold****	\$13.53	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. City of Vista's new grant began on 9/1/2016.
Trips	12,330	12,330	16,847	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip**	\$10.41	\$10.41	\$12.89	84.60%	Schedule	NO	
					Pending Grant?	YES	
<b>Travelers Aid Society - 5004339</b>							
Project Cost*	\$139,390.00	\$147,262.50	\$266,235.21	07/01/2014 - 6/30/2016	Performance Threshold****	\$17.56	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. Travelers Aid Society's new grant began on 7/1/2016.
Trips	10,320	10,320	73,627	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip**	\$13.51	\$13.51	\$3.62	92.88%	Schedule	NO	
					Pending Grant?	NO	
<b>City of La Mesa - 5004334</b>							
Project Cost*	\$220,889.00	\$220,889.00	\$405,628.59	04/01/2014 - 06/30/2016	Performance Threshold****	\$29.01	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. City of La Mesa's new grant began on 6/30/2016.
Trips	9,900	9,900	23,562	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip**	\$22.31	\$22.31	\$17.22	91.82%	Schedule	NO	
					Pending Grant?	NO	
<b>City of Oceanside - 5004706</b>							
Project Cost*	\$244,940.00	\$250,000.00	\$177,994.26	7/1/2015 - 6/30/2017	Performance Threshold****	\$20.23	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold.
Trips		31,800	14,097	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip**		\$15.56	\$12.63	35.96%	Schedule	NO	
					Pending Grant?	NO	
<b>FACT Mobility Management - 5004710</b>							
Project Cost*	\$250,000.00	\$106,438.75	\$135,586.79	10/01/2016 - 3/31/17	Performance Threshold****	\$7.76	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold.
Units		59,691	21,535	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Unit**		\$5.97	\$6.30	38.04%	Schedule	NO	
					Pending Grant?	NO	
<b>FACT RideFACT - 5004707</b>							
Project Cost*	\$250,000.00	\$250,000.00	\$97,969.01	10/01/2016 - 9/30/17	Performance Threshold****	\$14.77	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold.
Trips		44,000	9,484	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip**		\$11.36	\$10.33	19.59%	Schedule	NO	
					Pending Grant?	NO	
<b>Friends of Adult Day Health Care Centers - 5004342</b>							
Project Cost*	\$142,968.75	\$143,596.25	\$267,891.33	07/01/2014 - 06/30/2016	Performance Threshold****	\$58.08	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold.
Trips	3,200	3,200	5,823	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip**		\$44.68	\$46.01	93.48%	Schedule	NO	
					Pending Grant?	NO	
<b>JFS North County Inland - 5004331</b>							
Project Cost*	\$250,000.00	\$250,000.00	\$500,000.00	1/24/2014 - 1/24/2016	Performance Threshold****	\$17.11	This project is complete. Jewish Family Services' pending grant began on 2/1/2016.
Trips	13,000	14,000	33,986	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip**		\$13.16	\$14.71	100.00%	Schedule	NO	
					Pending Grant?	NO	
<b>Peninsula Shepherd Senior Center - 5004332</b>							
Project Cost*	\$52,971.25	\$58,958.75	\$111,929.23	02/03/2014 - 02/02/2016	Performance Threshold****	\$18.70	This project is complete. Peninsula Shepherd's pending grant started on 2/1/2016.
Trips	3,682	4,047	9,271	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip**		\$14.39	\$12.07	100.00%	Schedule	NO	
					Pending Grant?	NO	
<b>Mountain Health and Community Services - 5004708</b>							
Project Cost*	\$66,018.75	\$66,902.50	\$38,350.90	7/1/2015 - 6/30/2017	Performance Threshold****	\$36.18	This project is operating at a level of cost efficiency within the performance threshold, but would require a 12-month extension to draw down on all remaining funding.
Trips		4,776	1,145	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip**		\$27.83	\$33.49	28.85%	Schedule	YES	
					Pending Grant?	NO	
<b>Senior Transportation Network - 5004341</b>							
Project Cost*	\$156,250.00	\$156,250.00	\$250,777.83	7/1/2014 - 6/30/2016	Performance Threshold****	\$27.08	The project is complete. Senior Transportation Network did not have a pending grant.
Trips	7,500	7,500	10,104	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip**		\$20.83	\$24.82	80.25%	Schedule	NO	
					Pending Grant?	NO	
<b>ITN Greater San Diego - 5004711</b>							
Project Cost*	\$106,740.00	\$106,740.00	\$40,907.99	7/1/2015 - 6/30/2016	Performance Threshold****	\$57.82	This project is operating at a level of cost efficiency within the performance threshold, but would require a 11-month extension to draw down on all remaining funding. ITN Greater San Diego did not request a time extension and the project ended on 6/30/2016.
Trips		2,400	926	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip**		\$44.48	\$44.18	38.32%	Schedule	YES	
					Pending Grant?	NO	
<b>Peninsula Shepherd Senior Center - 5004700</b>							
Project Cost*	\$48,000.00	\$52,000.00	\$6,855.03	7/1/2015 - 6/30/2016	Performance Threshold****	\$17.41	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold.
Trips	4,445	4,889	1,122	Percent of Funding Expended	Cost Efficiency	NO	
Cost/Trip**		\$13.39	\$6.11	6.86%	Schedule	NO	
					Pending Grant?	NO	

**Status of Active and Pending Senior Mini-Grant Projects  
Reporting period through December 31, 2015**

Project ID	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****		
<b>JFS Eastern San Diego - 5004699</b>							
<b>Project Cost*</b>	\$178,648.75	\$184,006.25	\$23,509.30	2/1/2016-1/31/2018		\$21.11	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold.
<b>Trips</b>	11,000	12,000	2,055	Percent of Funding Expended	NO		
<b>Cost/Trip**</b>		\$16.24	\$11.44	6.48%	NO		
					<b>Pending Grant?</b>	NO	
<b>JFS Northern San Diego - 5004697</b>							
<b>Project Cost*</b>	\$183,607.50	\$189,116.25	\$109,881.31	10/1/2015-9/30/2017		\$17.95	This is a recently executed grant and their cost per unit is expected to decrease as the grant moves forward.
<b>Trips</b>	13,000	14,000	5,563	Percent of Funding Expended	NO		
<b>Cost/Trip**</b>		\$13.80	\$19.75	29.48%	NO		
					<b>Pending Grant?</b>	NO	
<b>JFS North County Inland San Diego - 5004698</b>							
<b>Project Cost*</b>	\$173,828.75	\$179,043.75	\$27,957.04	2/1/2016-1/31/2018		\$15.04	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold.
<b>Trips</b>	14,500	16,000	1,962	Percent of Funding Expended	NO		
<b>Cost/Trip**</b>		\$11.57	\$14.25	7.92%	NO		
					<b>Pending Grant?</b>	NO	
<b>City of San Marcos - 5004709</b>							
<b>Project Cost*</b>	\$43,750.00		\$24,187.50	7/1/2015-11/1/2016		\$12.93	This project is progressing in a timely manner. City of San Marcos purchases taxi vouchers using grant funds and therefore incur significant up-front costs. As the project progresses, the number of units will increase and the cost per unit will decrease.
<b>Units</b>	4,400		1,745	Percent of Funding Expended	NO		
<b>Cost/Unit**</b>	\$9.94		\$13.86	55.29%	NO		
					<b>Pending Grant?</b>	NO	

\* Project cost includes the Senior Mini-Grant amount and the required match amount  
 \*\* Cost per trip based on first year figures  
 \*\*\* Cumulative to date  
 \*\*\*\* 130% of proposed first year cost/trip

13500

**Status of Active and Pending Specialized Transportation Grants  
New Freedom Program through March 31, 2016**

City of La Mesa Rides4Neighbors -5004323	Contract**		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	\$13.71	
Project Cost*	\$104,427.00	\$104,427.00	\$162,251.02	04/01/2014 - 06/30/2016	Cost Efficiency	NO	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. The continuation of this project is funded through a recent FTA Section 5310 award. The City of La Mesa's new 5310 grant began on 6/30/2016.
Trips	9,900	9,900	23,628	Percent of Funding Expended	Schedule	NO	
Cost/Trip		\$10.55	\$6.87	77.69%	Pending Grant?	NO	

\* Project cost includes the New Freedom amount and the required match amount

\*\* Cost per trip based on first year figures

\*\*\* Cumulative to date

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

**Status of Active and Pending 5310 Grant Projects  
Reporting period through March 31, 2016**

Project ID	Contract		Actual**	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	Pending Grant?	
<b>FACT RideFACT - 5004689</b>							
<b>Project Cost*</b>	\$360,000.00	\$360,000.00	\$144,017.36	10/01/2015 - 03/31/2017		\$21.27	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold.
<b>Trips</b>	44,000		9,484	<b>Percent of Funding Expended</b>	NO		
<b>Cost/Trip</b>	\$16.36		\$15.19		NO		
				<b>Pending Grant?</b>	NO		
<b>FACT Mobility Management - 5004692</b>							
<b>Project Cost*</b>	\$250,000.00	\$250,000.00	\$190,196.48	10/01/2015-03/31/2017		\$7.76	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold.
<b>Units</b>	83,732		24,408	<b>Percent of Funding Expended</b>	NO		
<b>Cost/Unit</b>	\$5.97		\$7.79		NO		
				<b>Pending Grant?</b>	NO		
<b>JFS Northern San Diego 5004684</b>							
<b>Project Cost*</b>	\$195,844.00	\$201,726.00	\$117,206.72	10/1/2015		\$19.14	This is a recently executed grant and their cost per unit is expected to decrease as the grant moves forward.
<b>Trips</b>	13,000	14,000	5,563	<b>Percent of Funding Expended</b>	NO		
<b>Cost/Trip</b>	\$14.99	\$14.36	\$21.07		NO		
				<b>Pending Grant?</b>	NO		
<b>JFS North County Inland 5004685</b>							
<b>Project Cost*</b>	\$302,536.00	\$311,614.00	\$29,820.90	2/1/2016		\$26.18	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold.
<b>Units</b>	14,500	16,000	1,962	<b>Percent of Funding Expended</b>	NO		
<b>Cost/Unit</b>	\$20.86	\$19.44	\$15.20		NO		
				<b>Pending Grant?</b>	NO		
<b>JFS Eastern San Diego 5004686</b>							
<b>Project Cost*</b>	\$273,923.00	\$282,140.00	\$27,076.60	2/1/2016		\$31.43	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold.
<b>Trips</b>	11,000	12,000	2,055	<b>Percent of Funding Expended</b>	NO		
<b>Cost/Trip</b>	\$24.90	\$23.51	\$13.18		NO		
				<b>Pending Grant?</b>	NO		

\* Project cost includes the New Freedom amount and the required match amount

### Cycle 8 Vehicle Grant Awards

Final Rank	Agency	Vehicle	Current Award Amount	Current Shortfall	Recommended Award Amount
1	Jewish Family Services	Minivan #1	\$34,890	\$5,110	\$40,000
1	Jewish Family Services	Minivan #2	\$34,890	\$5,110	\$40,000
6	FACT	Minivan #4	\$30,000	\$10,000	\$40,000
6	FACT	Minivan #5	\$30,000	\$10,000	\$40,000
6	FACT	Minivan #6	\$30,000	\$10,000	\$40,000
6	FACT	Minivan #7	\$30,000	\$10,000	\$40,000
13	St. Madeleine Sophie's Center (SMSC)	Large Bus #1	\$40,860	\$15,140	\$56,000
13	SMSC	Large Bus #2	\$40,860	\$15,140	\$56,000
16	San Ysidro Health Center (SYHC)	Minivan #1	\$31,600	\$8,400	\$40,000
16	SYHC	Minivan #2	\$31,600	\$8,400	\$40,000
37	Sharp Healthcare Foundation	Large Bus #1	\$41,666	\$14,334	\$56,000
42	Sharp Healthcare Foundation	Minivan #1	\$32,152	\$7,848	\$40,000
42	Sharp Healthcare Foundation	Minivan #2	\$32,152	\$7,848	\$40,000
42	Sharp Healthcare Foundation	Minivan #3	\$32,152	\$7,848	\$40,000
42	Sharp Healthcare Foundation	Minivan #4	\$13,648	\$26,352	\$40,000
49	Metropolitan Transit System Access	Small Bus # 6	\$49,729	\$6,271	\$56,000
<b>TOTAL</b>			<b>\$536,197</b>	<b>\$167,803</b>	<b>\$704,000</b>