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Consul General of Mexico

Gary L. Gallegos
Executive Director, SANDAG



BOARD OF DIRECTORS AGENDA

Friday, December 21, 2007

9 a.m. to 12 noon

SANDAG Board Room

401 B Street, 7th Floor

San Diego

AGENDA HIGHLIGHTS

- **FUNDING RECOMMENDATION FOR JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM PROJECTS**
- **2008 LEGISLATIVE PROGRAM**
- **REGIONAL COMPREHENSIVE PLAN: 2007 ANNUAL PERFORMANCE MONITORING REPORT**

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MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region's quality of life.

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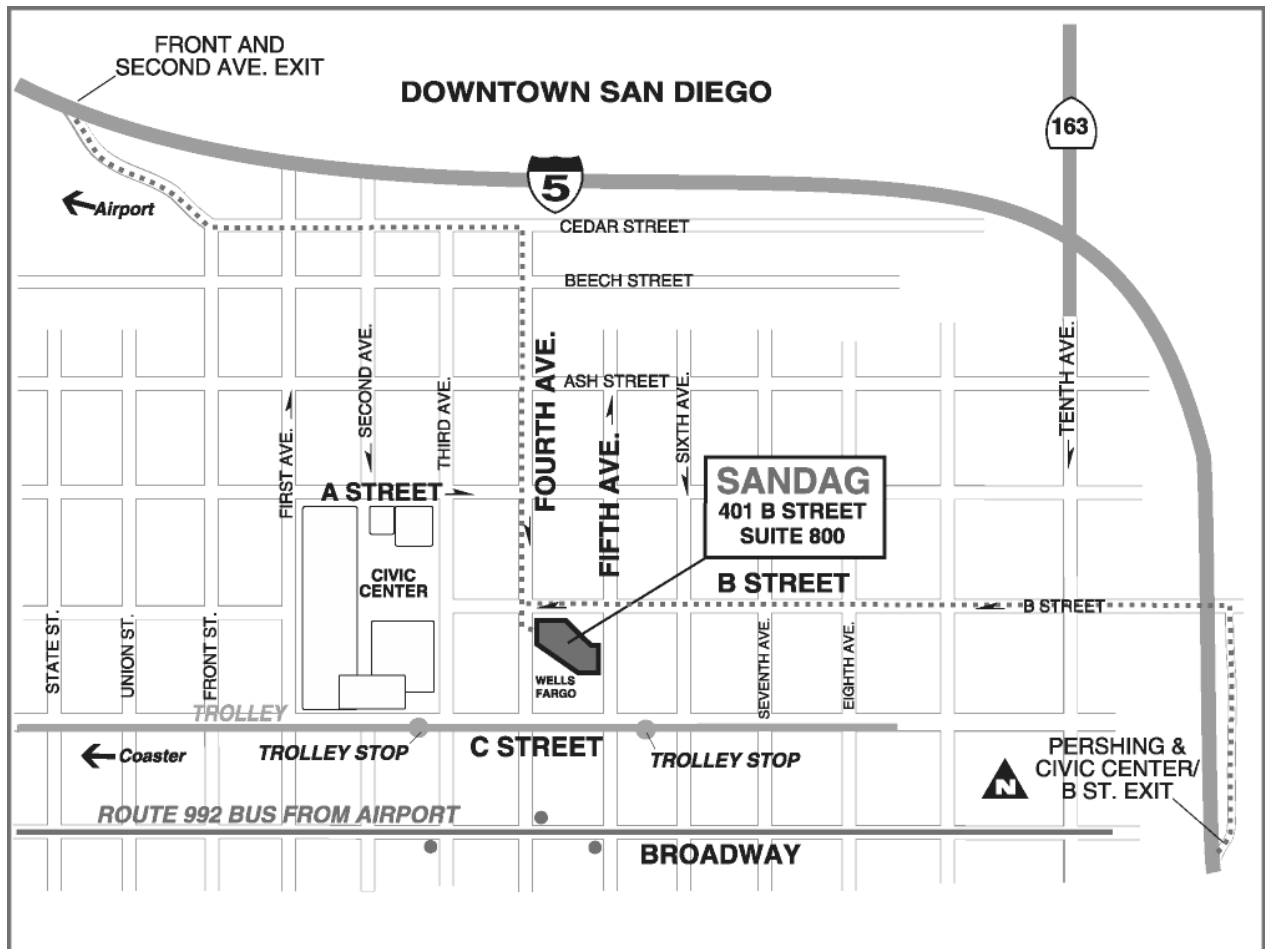


Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Board seated at the front table. Also, members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

This agenda and related staff reports can be accessed at www.sandag.org under Meetings on SANDAG's Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than 12 noon, two working days prior to the Board of Directors meeting.

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BOARD OF DIRECTORS

Friday, December 21, 2007

ITEM #		RECOMMENDATION
+1.	APPROVAL OF NOVEMBER 30, 2007, MEETING MINUTES	APPROVE
2.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG. Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Speakers are limited to three minutes. Board members also may provide information and announcements under this agenda item.	
+3.	ACTIONS FROM POLICY ADVISORY COMMITTEES This item summarizes the actions taken by the Borders Committee on November 30, the Executive and Regional Planning Committees on December 7, and the Transportation Committee on December 14, 2007.	APPROVE
CONSENT ITEMS (4 through 6)		
+4.	SANDAG FY 2008 DISADVANTAGED BUSINESS ENTERPRISE PROGRAM AMENDED GOALS (Elaine Richardson) The Board of Directors is asked to approve the amended SANDAG FY 2008 Annual Anticipated Disadvantaged Business Enterprise Participation Level for U.S. Department of Transportation Federal Highway Administration-assisted projects.	APPROVE
+5.	REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR* (Renée Wasmund) In accordance with SANDAG Board Policy Nos. 003 (Investment Policy), 017 (Delegation of Authority), and 024 (Procurement and Contracting-Construction), this report summarizes certain delegated actions taken by the Executive Director since the last Board meeting.	INFORMATION
+6.	REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG Board members will provide brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board of Directors meeting.	INFORMATION

CHAIR'S REPORT (7)

7. ELECTION OF 2008 SANDAG BOARD OFFICERS (San Diego Councilmember Jim Madaffer, Nominating Committee Chair) APPROVE

The Nominating Committee unanimously recommends the following slate of candidates for SANDAG Board officers for calendar year 2008: Lemon Grove Mayor Mary Sessom for Chair, Escondido Mayor Lori Holt Pfeiler for First Vice Chair, and Encinitas Mayor Jerome Stocks for Second Vice Chair. Additional nominations for any officer may be made by Board members at the December meeting. The Board is asked to elect SANDAG Board Officers for the upcoming year.

REPORTS (8 through 12)

- +8. FUNDING RECOMMENDATION FOR JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM PROJECTS (San Diego Councilmember Jim Madaffer, Transportation Committee Chair; Dan Levy) APPROVE

The Transportation Committee recommends that the Board of Directors approve the Job Access and Reverse Commute and New Freedom projects described in the report and direct staff to forward the projects to the Federal Transit Administration for funding following their inclusion in the Regional Transportation Improvement Program. The Board also is asked to approve an amendment to the FY 2008 Budget for the Short Range Transit Planning work element 30023 to create a pass-through account to manage \$1,007,871 in JARC and New Freedom grants from the FY 2007 and FY 2008 competitive processes.

- +9. ANNUAL PROPOSED AMENDMENTS TO BOARD POLICIES* (Escondido Mayor Lori Pfeiler, SANDAG First Vice Chair; Julie Wiley) APPROVE

The proposed amendments to SANDAG Board Policies were reviewed by the Executive Committee at its November and December meetings. The amendments were proposed by staff over the past year and include updates and corrections. No modifications were requested by Executive Committee members. The Executive Committee recommends that the Board of Directors approve the proposed amendments to the Board Policies.

- +10. 2008 LEGISLATIVE PROGRAM (Escondido Mayor Lori Pfeiler, SANDAG First Vice Chair; Genevieve Morelos) APPROVE

Consistent with past programs, the proposed legislative program for calendar year 2008 includes policies and proposals for possible federal and state legislation and local activities. The Executive Committee recommends that the Board of Directors approve the 2008 SANDAG Legislative Program.

- +11. REGIONAL COMPREHENSIVE PLAN: 2007 ANNUAL PERFORMANCE MONITORING REPORT (Lemon Grove Councilmember Jerry Jones, Regional Planning Committee Chair; Christine Eary) ACCEPT

Monitoring progress in implementing the Regional Comprehensive Plan (RCP) occurs on an annual basis. In 2006, SANDAG released *The Regional Comprehensive Plan: Establishing a Baseline for Performance Monitoring* (Baseline Report). The 2007 Annual Performance Monitoring Report represents the first annual RCP monitoring report since the Baseline Report was accepted by SANDAG in October 2006. The Regional Planning Committee recommends that the Board of Directors accept the Regional Comprehensive Plan 2007 Annual Performance Monitoring Report.

- +12. REGIONAL HABITAT MANAGEMENT AND FIRE SAFETY (Rob Rundle) DISCUSSION/
POSSIBLE ACTION

At the December 7, 2007, meeting, Executive Committee members asked that a discussion item be added to the December 21 Board of Directors agenda concerning regional habitat management and fire safety. The Board is asked to discuss how the region could address fire safety issues while maintaining habitat preservation goals, and provide direction to staff.

13. | CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
| Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(B): Two Cases

| Staff will distribute a brief report at the meeting.

~~13~~14 | UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, January 11, 2008, at 10 a.m. The next Board Business meeting of the SANDAG Board of Directors is scheduled for Friday, January 25, 2008, at 9 a.m.

~~14~~15 | ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego Regional Transportation Commission item



**BOARD OF DIRECTORS
DECEMBER 21, 2007**

**AGENDA ITEM NO. 07-12-8
ACTION REQUESTED - APPROVE**

**FUNDING RECOMMENDATION FOR JOB ACCESS AND
REVERSE COMMUTE AND NEW FREEDOM PROJECTS**

File Number 3002300

Introduction

SANDAG was selected by the Governor of California to be the designated recipient of the Jobs Access and Reverse Commute (JARC) and New Freedom federal funding programs for the San Diego urbanized area. The JARC program is eligible to fund operating, capital, and mobility management projects providing transportation services to jobs and employment-related activities for persons with limited means. The New Freedom program is eligible to fund operating, capital, and mobility management projects providing new or expanded transportation services and facilities for persons with disabilities.

Recommendation

The Transportation Committee recommends that the SANDAG Board of Directors approve the list of JARC and New Freedom projects (Attachment 1) and forward this list to the Federal Transit Administration for funding following its inclusion in the RTIP. The Board of Directors also is asked to approve an amendment to the FY 2008 Budget for the Short Range Transit Planning work element 30023 to create a pass-through account to manage \$1,007,871 in JARC and New Freedom grants from the FY 2007 and FY 2008 competitive processes.

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) requires that SANDAG conduct a competitive selection process open to private, non-profit organizations, governmental authorities, private and public transportation providers, and the Consolidated Public Transit and Human Services Agency (CTSA). The purpose of this competitive selection process is to evaluate potential projects and recommend to the Federal Transit Administration (FTA) which projects should be funded. The competitive process closed on October 19, 2007, and a total of 16 proposals were received from 10 transportation providers and agencies. At its December 14, 2007, meeting, the Transportation Committee recommended that the Board of Directors approve funding for seven JARC projects totaling \$3,929,484 and six New Freedom projects totaling \$1,239,492 over a three-year period.

If approved by the Board, the recommended projects would be included in the proposed amendment to the 2007 Regional Transportation Improvement Plan (RTIP) scheduled for next month. Once the projects are programmed in the RTIP, the North County Transit District (NCTD) and Metropolitan Transit System (MTS) would apply directly to the FTA for their grants, and SANDAG would apply to the FTA and pass through the funds for the remaining recommended projects.

Discussion

On August 3, 2007, the Transportation Committee approved the competitive process and evaluation criteria for allocating FY 2007 through FY 2009 JARC and New Freedom funds (Attachment 2). Two review committees were established: one for the JARC applications and one for the New Freedom

applications. The members of these review committees scored each project against the adopted evaluation criteria and not relative to other projects. These scores were then used to rank the projects.

The Federal Guidance for JARC and New Freedom permitted applicants to apply for funding appropriated to three different fiscal years: FY 2007, FY 2008, and FY 2009. This also allows SANDAG greater flexibility in awarding funding. The evaluation committees recommended shifting some funding between fiscal years to accommodate funding as many projects as possible. For JARC, this also frees up some current year funding for operating projects, which will help compensate for some of the transit operating budget shortfalls facing MTS and NCTD.

For both JARC and New Freedom projects, recipients must provide a 50 percent local match for operating costs and a 20 percent local match for capital and mobility management projects. For the JARC program, a total of \$3,927,578 out of the \$4,285,250 available is recommended for funding over the three-year period. For the New Freedom program, a total of \$1,239,492 out of the \$2,446,152 available is recommended for funding at this time. Any unallocated monies from each annual funding cycle will be rolled over into future funding cycles. The amount of available funding for FY 2008 and FY 2009 are estimates provided by the FTA. If the amount is reduced from the initial estimates when the federal appropriations bill is passed, adjustments will be made to the lowest ranked project being funded.

Jobs Access and Reverse Commute (JARC) – Funding Recommendations

The JARC evaluation committee had three members. The members selected for this evaluation committee were people who work closely with low income persons, including staff from the County of San Diego, Workforce Partnership, and Caltrans. The review committee met on November 30, 2007, and ranked the applications received to develop a list of recommended projects for submittal to the Transportation Committee.

Attachment 1 includes the list of seven projects recommended to receive JARC funding. The seven recommended projects represent the top JARC projects based on the scoring and ranking performed by the evaluation committee. One project submitted by the Travelers Aid Society was determined to be non-responsive. SAFETEA-LU requires that all projects being funded must be derived from a need or strategy identified in the Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) in order to be eligible for funding. The Travelers Aid proposal was based on addressing a need that was not identified in the Coordinated Plan.

The scoring committee also recommended not funding the proposal from Full Access and Coordinated Transportation (FACT) in its current form, and suggested that FACT reapply in the future with a more clearly articulated proposal. The scoring committee recommended funding the remaining seven projects. In order to compensate for the transit operating budget deficits currently facing the MTS and NCTD, the evaluation committee recommended pushing some of the funding for capital projects into future years. This includes splitting the NCTD Bus Stop Improvements between FY 2007 and FY 2008 and funding acquisition of HASTOPS bus scheduling software in FY 2009.

The available JARC funding was not able to fully fund two projects –MTS Routes 960 and 905. In the case of Route 960, a total of \$304,287 in funding over the three years between FY 2007 and FY 2009 is recommended out of the \$334,381 requested. The additional \$30,094 was requested to fund one new daily trip to accommodate a school overload situation. JARC grants may only be used to fund

service for employment-related transportation for low income populations, and as a result the proposed grant amount was reduced by \$30,094. Insufficient monies were available to fully fund MTS Route 905 in FY 2007 and FY 2008 because of its lower ranking. The evaluation committee recommended partially funding the route with all remaining funding available in FY 2007 and FY 2008, and fully funding it in FY 2009. This scenario would allocate a total of \$1,002,447 over the three-year period (out of \$1,356,380 requested) to Route 905. The recommended funding levels leave \$357,772 in unallocated monies available in FY 2009 for a future year competitive process.

In light of its current operating budget problems, MTS has requested consideration of how Route 905 might be fully funded in order to avoid possible service cutbacks. Staff has come up with two suggested modifications to the proposed timing of the funding allocations that we feel would meet this request. These proposed variations on the timing of the allocations would not change the overall project rankings by the JARC evaluation committee:

1. Fully fund the FY 2007 Route 905 funding request. MTS is looking to apply the FY 2007 JARC funding for its FY 2008 budget. Fully funding the MTS request for \$453,258 in FY 2007 JARC monies will ensure Route 905 subsidy needs in the current budget are met. Increasing the Route 905 FY 2007 JARC allocation means having to make changes to the SANDAG RideLink and NCTD Bus Stop funding requests as follows:

	JARC Allocations			
	FY 2007	FY 2008	FY 2009	Total
RideLink				
Evaluation Committee recommendation	\$168,000	\$0	\$0	\$168,000
Revised Staff recommendation	\$0	\$168,000	\$0	\$168,000
NCTD Bus Stops				
Evaluation Committee recommendation	\$391,465	\$391,465	\$0	\$782,930
Revised Staff recommendation	\$246,602	\$536,328	\$0	\$782,930

NCTD staff, in recognition of MTS budget problems, has agreed to the changes to its Bus Stop program allocations.

2. Pursue Statewide JARC Funding for Route 905. Most of MTS Route 905 operates outside of the urbanized portion of the County (as defined by the federal census used to set JARC funding levels), thereby also making it eligible to be funded through a statewide competition for rural JARC funds administered by Caltrans. The statewide competition is anticipated to be held in early 2008 for FY 2007 and FY 2008 JARC monies. SANDAG will work with MTS to apply for these rural JARC monies for Route 905 to fund the remaining costs of the route not funded through the SANDAG JARC grant program (\$353,843).

Should the statewide JARC application not be successful, MTS would be faced with a shortfall in funding for Route 905 in its FY 2009 budget. Given that the current budget problems are expected to continue into FY 2009, staff recommends the Board of Directors make a "contingency allocation" of \$353,843 from the FY 2009 unallocated monies to Route 905, if MTS is not successful in obtaining funding for Route 905 in the statewide competition to ensure the full JARC request from MTS is met.

A summary of recommended funding for each JARC project is included in Attachment 1.

New Freedom – Funding Recommendations

The New Freedom evaluation committee included two members of SANDAG staff, a Caltrans staff member, and a representative from the Social Services Transportation Advisory Council (SSTAC). The review committee met on October 29, 2007, and ranked all of the applications received to develop a list of recommended projects for submittal to the Transportation Committee.

Attachment 1 includes the list of six projects recommended to receive New Freedom funding. One project submitted by Accessible San Diego was disqualified due to an inadequate match amount. The six projects recommended for funding represent the top New Freedom projects based on the ranking of projects performed by the evaluation committee. The evaluation committee is recommending these projects be funded for a total of \$1,239,492 from FY 2007 through FY 2009. This amount includes funding all eligible projects. The remaining balance of unexpended New Freedom funding (\$1,206,659) will be rolled over for a future year competitive process. A summary of each of the projects recommended for funding is available in Attachment 1.

Budget Amendment

SANDAG will be the grantee for the JARC and New Freedom funds awarded to the City of Oceanside, City of La Mesa, FACT, ACT, Jewish Family Services, as well as the funds awarded to SANDAG. As such, the FY 2008 SANDAG budget must be amended by the amount of these grants. This would be accomplished by increasing the Short Range Transit Planning work element 30023 by \$1,007,871 for the FY 2007 and FY 2008 grant funds). These funds will be passed through to the agencies. MTS and NCTD will apply directly for their federal grants.

Next Steps

If the funding allocations outlined in Attachment 1 are approved by the Board of Directors, these projects will be included in the RTIP amendment scheduled for next month and then forwarded to the FTA for funding.

GARY L. GALLEGOS
Executive Director

Attachments: 1. JARC and New Freedom Grant Request project descriptions and rankings
2. JARC and New Freedom Evaluation Criteria

Key Staff Contact: Danielle Kochman, (619) 699-1921, dko@sandag.org

No Budget Impact

JARC AND NEW FREEDOM PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS

Job Access & Reverse Commute Projects						
Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Required Match	Comments
1	Metropolitan Transit System (MTS)	Route 30 Weekend Service: Route 30 is an existing route connecting the residential areas of downtown San Diego, Old Town/Midway, and Pacific Beach to jobs in both University City and Downtown. On weekdays, it operates with a 15-minute frequency, and on weekends it operates with 30-minute service all day. Weekend service was introduced in June 2006 in response to the 2003 Welfare to Work study prepared by SANDAG. The funds that have been requested are to fund existing service on Route 30 with no new service on this route proposed in the application. Operating funds have been requested.	FY 2007 - \$370,008 FY 2008 - \$379,316 FY 2009 - \$388,633 TOTAL - \$1,137,957	FY 2007 - \$370,008 FY 2008 - \$379,316 FY 2009 - \$388,633 TOTAL - \$1,137,957	50%	All requirements were met for this project, and the budget was accurate.
2	SANDAG	Ridelink: The proposed project intends to convert 158 mechanical bike locker spaces found at 17 locations to electronic, on-demand spaces through the installation of retrofit devices. The current system of mechanical lockers allows one user only to be assigned a locker at a given time, blocking other users from using the resource and the space. The electronic, on-demand locker systems will remove these barriers to the user and are designed to serve 3-5 times the current number of users/commuters, as they will be assigned an electronic access card and are free to utilize any open bike locker. This will more efficiently and effectively utilize the same amount of locker spaces while meeting the needs of more commuters. The cost of retrofitting the current lockers is roughly half the cost of procuring a new brand of storage space, making the project cost-effective and environmentally friendly through the recycling of existing resources. Capital funds have been requested.	FY 2007 - \$168,000 FY 2008 - \$0 FY 2009 - \$0 TOTAL - \$168,000	FY 2007 - \$0 FY 2008 - \$168,000 FY 2009 - \$0 TOTAL - \$168,000	20%	All requirements were met for this project, and the budget was accurate.
3	North County Transit District (NCTD)	NCTD Bus Stop Improvements: The proposed project would improve 27% of Escondido's 301 bus stops which have high weekday ridership. The project components include engineering, construction management, and bus stop pad construction on 81 stops and benches on 79 stops. The project also proposes to add 2 shelters and provides trash cans and solar light installation on 81 stops. Capital funds have been requested.	FY 2007 - \$782,929 FY 2008 - \$0 FY 2009 - \$0 TOTAL - \$782,929	FY 2007 - \$246,602 FY 2008 - \$536,328 FY 2009 - \$0 TOTAL - \$782,930	20%	In order to allow for some funding to remain for future years' competitive process, the amount of funding requested for this project was distributed over a two-year period.
4	North County Transit District (NCTD)	SPRINTER Weekend Service: The opening of the SPRINTER light rail service between Oceanside and Escondido in December 2007 will create opportunities to attract new riders to transit as well as to reduce travel times. The SPRINTER will become NCTD's principal transit route for people traveling between the cities of Oceanside, Vista, San Marcos, and Escondido. The proposed project would fund 50% of the operating costs to add 30-minute service frequencies on Saturdays (6AM to 6PM) and Sundays and Holidays (8AM to 6PM) for the SPRINTER from May 2008 to May 2011. The current SPRINTER timetable is scheduled to operate every hour on the weekends. This project will improve access for workers with non-traditional job schedules and provide more convenient connections for workers who transfer between the SPRINTER and the hourly bus routes on the weekends when service is less frequent. Operating funds have been requested.	FY 2007 - \$156,375 FY 2008 - \$156,375 FY 2009 - \$156,375 TOTAL - \$469,126	FY 2007 - \$156,375 FY 2008 - \$156,375 FY 2009 - \$156,375 TOTAL - \$469,126	50%	All requirements were met for this project, and the budget was accurate.

JARC AND NEW FREEDOM PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS

Job Access & Reverse Commute Projects						
Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Required Match	Comments
5	Metropolitan Transit System (MTS)	Route 960: This route is an existing route serving the residential areas of Southeastern San Diego and Mid-City and the employment areas of Kearny Mesa and University City. It is a fixed-route, express service operated with standard coaches, and it operates only on weekdays and only in the peak hours. Currently, 11 weekday, one-way trips are operated, but an additional AM peak northbound trip is proposed. The operating funds that have been requested are to fund existing service on Route 960 with the addition of the AM peak northbound trip as an expansion of the service on this route, for a total of 12 weekday, one-way trips.	FY 2007 - \$111,014 FY 2008 - \$111,430 FY 2009 - \$111,937 TOTAL - \$334,381	FY 2007 - \$101,023 FY 2008 - \$101,401 FY 2009 - \$101,863 TOTAL - \$304,827	50%	This project has been awarded operating funds for the existing 11 trips serviced by Route 960, amounting to 91% of the total requested. Under the federal guidance for the JARC program, the proposed additional trip does not qualify for funding as the purpose of the trip would be to service junior high- and high school-aged children.
6	Metropolitan Transit System (MTS)	Route 905: This route is an existing fixed-route operating between the Otay Mesa Border Crossing and the Iris Avenue Trolley station, connecting South Bay residential communities with the emerging job center of Otay Mesa. It is a fixed-route service and operates standard coaches. On weekdays, it operates with a base 30-minute frequency which improves to a 15-minute frequency during the a.m. and p.m. peak periods. On weekends, it operates with a 30-minute service frequency all day. This project was identified in the 1999 and 2003 Welfare to Work studies prepared by SANDAG. The funds that have been requested are to fund existing service on Route 905 with no new service on this route proposed in the application. Operating funds have been requested.	FY 2007 - \$453,258 FY 2008 - \$452,239 FY 2009 - \$450,793 TOTAL - \$1,356,380	FY 2007 - \$453,258 FY 2008 - \$98,396 FY 2009 - \$450,793 TOTAL - \$1,004,353 Additional \$353,893 in FY 09 monies to be allocated if statewide JARC grant is unsuccessful	50%	All requirements were met for this project, and the budget was accurate. This project is recommended for partial funding in FY 2007 and FY 2008 with all remaining JARC funding, and full funded in FY 2009.
7	Metropolitan Transit System (MTS)	Hastops: HASTOP is a module that works with HASTUS software that allows the automatic production of the stop posters in a variety of user-selected formats. Stop-specific posters can show passing times and applicable notes for watch bus stops. Currently, MTS/NCTD manually input stop data into custom-designed Excel spreadsheets. Purchasing HASTOP will allow MTS/NCTD to develop these signs and distribute them in a more efficient and effective manner. Capital funds have been requested.	FY 2007 - \$62,832 FY 2008 - \$0 FY 2009 - \$0 TOTAL - \$62,832	FY 2007 - \$0 FY 2008 - \$0 FY 2009 - \$62,832 TOTAL - \$62,832	20%	All requirements were met for this project, and the budget was accurate. Funding was not available for this project based on its rank in FY 2007 and FY 2008 so the evaluation committee recommends funding it fully in FY 2009 when there is funding available.
Projects Not Funded						
8	Full Access & Coordinated Transportation (FACT)	Mobility Management: FACT proposes to create a Regional Mobility Management Center (RMMC) whose primary objective will be to work toward full mobility and access for low-income individuals and others of designated target populations, facilitated by the implementation of a direct program of technical assistance, information, and education. FACT will develop a ride scheduling center that is accessible through one phone number throughout the county. This centralized ride center will handle scheduling and dispatch and will employ the latest software and hardware technologies. Mobility management funds have been requested.	FY 2007 - \$278,880 FY 2008 - \$278,880 FY 2009 - \$278,880 TOTAL - \$836,640	FY 2007 - \$0 FY 2008 - \$0 FY 2009 - \$0 TOTAL - \$0	20%	The evaluation committee recommends that the FACT proposal not be funded in its current form and encourages FACT to reapply for JARC funding in future years with a more clearly articulated proposal.

JARC AND NEW FREEDOM PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS

Job Access & Reverse Commute Projects						
Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Required Match	Comments
--	Travelers Aid Society	Project Smart Commute proposes to provide transportation to low income and welfare recipients to find and keep jobs through a menu of services designed to meet their individual needs. Services would include the provision of bus passes, gas vouchers, tokens, and emergency taxi rides. Operating costs have been requested.	FY 2007 - \$136,172 FY 2008 - \$0 FY 2009 - \$0 TOTAL - \$136,172	—	50%	This project was determined to be non-responsive. SAFETEA-LU requires that all projects being funded must be derived from a need or strategy identified by the Coordinated Public Transit-Human Services Transportation Plan in order to be eligible for funding. The Travelers Aid proposal was based on addressing a need that was not identified in the Coordinated Plan.

JARC AND NEW FREEDOM PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS

New Freedom Projects						
Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Required Match	Comments
1	North County Transit District (NCTD)	Mobility/Travel Training Program: This program provides opportunities for people with disabilities in northern San Diego County to increase mobility options and independence in their daily lives through Mobility/Travel Training. To accomplish this goal, North County Transit District (NCTD) provides two main transit training programs: Mobility Training and Travel Training. The training programs help individuals learn how to use the NCTD Rider's Guide and its contents; create and plan travel options; and achieve independence through an individualized or group training where a trainee navigates the transit system on the BREEZE buses and COASTER. Operating funds have been requested to continue this program.	FY 2007 - \$44,242 FY 2008 - \$0 FY 2009 - \$0 TOTAL - \$44,242	FY 2007 - \$44,242 FY 2008 - \$0 FY 2009 - \$0 TOTAL - \$44,242	50%	All requirements were met for this project, and the budget was accurate. The application fills an identified need to equip disabled individuals with necessary tools to ride fixed-route transit service or improve their existing transit experience. The conversion of existing Paratransit riders to fixed-route riders also encourages the use of more cost-effective transit options.
2	City of Oceanside	The Oceanside Senior Shuttle Program is a newly contracted service that offers door-to-door transportation service to seniors over the age of 65 years that are residents of Oceanside. The service is offered equally to both ambulatory and non-ambulatory passengers through the use of mini-vans, sedans, and other personal vehicles. The Senior Shuttle program began on October 15, 2007, and has a one-year contract that expires on September 20, 2008. The program is predicted to provide 3,312 one-way trips annually; 1,656 trips for ambulatory seniors and 1,656 trips for non-ambulatory seniors. Operating costs have been requested.	FY 2007 - \$23,300 FY 2008 - \$0 FY 2009 - \$0 TOTAL - \$23,300	FY 2007 - \$23,300 FY 2008 - \$0 FY 2009 - \$0 TOTAL - \$23,300	50%	All requirements were met for this project, and the budget was accurate. This program also meets the requirement that the program be "New" as required by the FTA since it was developed after August 2005. The proposed project was derived from the Coordinated Plan and will address gaps in transportation and mobility options for seniors as well as individuals with disabilities.
3	Jewish Family Services (JFS)	Volunteer Driver Transportation Service: JFS is proposing the establishment of a new volunteer driver program based on a similar program currently under operation called "Rides & Smiles." This new program would offer personal transportation to seniors and individuals with disabilities in the University Community area of San Diego County. Operating funds have been requested.	FY 2007 - \$41,811 FY 2008 - \$0 FY 2009 - \$0 TOTAL - \$41,811	FY 2007 - \$41,811 FY 2008 - \$0 FY 2009 - \$0 TOTAL - \$41,811	50%	All requirements were met for this project, and the budget was accurate. The proposed project was derived from the Coordinated Plan and will address gaps in transportation options for seniors as well as enhance transportation choices for a variety of trip needs.
4	La Mesa	Rides4Neighbors: This volunteer driver service would provide elderly and disabled residents with transportation assistance for medical, essential shopping, personal business, and other community transportation needs, both within and outside La Mesa City limits. The program would establish a pool of screened, insured, and trained volunteer drivers, who will receive mileage reimbursement for the use of their own personal vehicles. Funding would support a part-time transportation specialist responsible for volunteer recruitment, outreach, passenger screening, ride coordination, and interagency coordination of transportation information and resources. Operating funds have been requested.	FY 2007 - \$76,500 FY 2008 - \$76,500 FY 2009 - \$76,500 TOTAL - \$229,500	FY 2007 - \$76,500 FY 2008 - \$76,500 FY 2009 - \$76,500 TOTAL - \$229,500	50%	All requirements were met for this project, and the budget was accurate. The proposed project was derived from the Coordinated Plan and will address the coordination of transportation resources to provide improved access for transit-dependent older residents and persons with disabilities to vital services both inside and outside La Mesa city limits.

JARC AND NEW FREEDOM PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS

New Freedom Projects						
Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Required Match	Comments
5	FACT	Mobility Management: FACT proposes to create a Regional Mobility Management Center (RMMC) whose primary objective will be to work toward full mobility and access for low-income individuals and others of designated target populations, facilitated by the implementation of a direct program of technical assistance, information, and education. FACT will develop a ride scheduling center that is accessible through one phone number throughout the county. This centralized ride center will handle scheduling and dispatch and will employ the latest software and hardware technologies. Mobility management funds have been requested.	FY 2007 - \$278,880 FY 2008 - \$278,880 FY 2009 - \$278,880 TOTAL - \$836,640	FY 2007 - \$278,880 FY 2008 - \$278,880 FY 2009 - \$278,880 TOTAL - \$836,639	20%	All requirements were met for this project, and the budget was accurate. The proposed project was derived from a stated need(s) in the Coordinated Plan.
6	All Congregations Together (ACT)	Community Linkage Transportation: ACT is currently transporting seniors, youth, and individuals with limited means, as well as individuals with disabilities. Transportation requests often occur for individuals that require a vehicle that will accommodate wheel-chair access. ACT is unable, at this time, to accommodate that request due to not having a paratransit vehicle. ACT is requesting funds to make a capital investment in a wheelchair-lifting device vehicle. The addition of a paratransit equipped vehicle will facilitate in the service of an estimated 1,250-5,200 persons with disabilities annually. Capital funds have been requested.	FY 2007 - \$64,000 FY 2008 - \$0 FY 2009 - \$0 TOTAL - \$64,000	FY 2007 - \$64,000 FY 2008 - \$0 FY 2009 - \$0 TOTAL - \$64,000	20%	All requirements were met for this project, and the budget was accurate. The proposed project was derived from a stated need(s) in the Coordinated Plan.
Projects Not Funded						
1	Accessible San Diego	The Access Information Services for Transit Riders with Disabilities (TAISTRD): The proposed project intends to expand the existing Information Center for Visitors & San Diegans with Disabilities by providing extensive accessible information pertaining to public transit and paratransit for individuals with disabilities and seniors. Mobility Management funds are requested.	FY 2007 - \$92,500 FY 2008 - \$92,500 FY 2009 - \$0 TOTAL - \$185,000	—	50%	Under the federal regulations for the New Freedom program, organizations may apply for funding for "new" enhancements to existing programs, but can only request funding for the portion of the project that is new or "enhanced" and not the entire project. This project asked SANDAG to approve funding for a portion of the existing program of Access San Diego.

Jobs Access and Reverse Commute (JARC) Scoring Criteria

The following information and scoring criteria will be used to score and rate project applications for Jobs Access and Reverse Commute (JARC) funding.

- A. *Project Needs/Goals and Objectives (20 points):*** The project should directly address transportation gaps and/or barriers identified in the 2008 – 2011 Short-Range Transit Plan and Coordinated Public Transit and Human Services Transportation Plan (Coordinated Plan). Project application should clearly state the overall program goals and objectives and demonstrate how the project was derived from the strategies identified in the Coordinated Plan.
- B. *Implementation Plan (20 points):*** For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, including days and hours of operation for operating grants. The applicant must describe implementation steps and timelines for carrying out the plan. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided. The service operations plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.

For projects seeking funds for capital purposes, the applicant must provide a solid rationale for use of JARC funds for this purpose and demonstrate that no other sources of funds are appropriate to meet this need. Also, the applicant must provide an implementation plan and timelines for completing the capital project.

- C. *Project Budget (15 points):*** Projects must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period. Proponent shall demonstrate how using this funding leverages resources to the maximum possible extent.
- D. *Financial and Environmental Sustainability (15 points):*** The highest point scores will be awarded to those that have a high probability of becoming self-sufficient (e.g., not require JARC funding) in future years. Points may also be awarded for projects that are environmentally sustainable or promote good environmental stewardship.
- E. *Coordination and Program Outreach (15 points):*** Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Project sponsors should clearly identify project stakeholders and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project. **Letters of support from key stakeholders should be attached to the grant application.**
- F. *Program Effectiveness and Performance Indicators (10 points):*** The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need, and is a cost-effective approach. Project sponsors must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. If an organization

operates similar services they must show how this service compares in terms of efficiency and cost-effectiveness with other services currently being operated. For grants that involve providing a transportation service, the cost per passenger trip must be indicated, as well as the estimated typical trip length.

A plan should be provided for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved. Sponsors should describe their steps to measure the effectiveness and magnitude of the impact that the project will have on low income residents.

- G. *Innovation (5 points):*** Provides new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

New Freedom Scoring Criteria

The following information and scoring criteria will be used to score and rate project applications for New Freedom (NF) funding.

- A. *Project Needs/Goals and Objectives (20 points):*** The project should directly address transportation gaps and/or barriers identified in the 2008 – 2011 Short-Range Transit Plan and Coordinated Public Transit and Human Services Transportation Plan (Coordinated Plan). Project application should clearly state the overall program goals and objectives and demonstrate how the project was derived from the strategies identified in the Coordinated Plan.
- B. *Implementation Plan (20 points):*** For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, including days and hours of operation for operating grants. The applicant must describe implementation steps and timelines for carrying out the plan. The project application should indicate the number of persons expected to be served and the number of trips (or other units of service) expected to be provided. The service operations plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.

For projects seeking funds for capital purposes, the applicant must provide a solid rationale for use of NF funds for this purpose, and demonstrate that no other sources of funds are appropriate to meet this need. Also, the applicant must provide an implementation plan and timelines for completing the capital project.

- C. *Project Budget (15 points):*** Projects must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period. Proponent shall demonstrate how using this funding leverages resources to the maximum possible extent.
- D. *Financial and Environmental Sustainability (15 points):*** The highest point scores will be awarded to those that have a high probability of becoming self-sufficient (e.g., not require JARC funding) in future years. Points may also be awarded for projects that are environmentally sustainable or promote good environmental stewardship.
- E. *Coordination and Program Outreach (15 points):*** Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Project sponsors should clearly identify project stakeholders and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project. **Letters of support from key stakeholders should be attached to the grant application.**
- F. *Program Effectiveness and Performance Indicators (10 points):*** The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need and is a cost-effective approach. Project sponsors must also identify clear, measurable, outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. If an organization operates similar services they must show how this service compares in terms of efficiency and

cost-effectiveness with other services currently being operated. For grants that involve providing a transportation service, the cost per passenger trip must be indicated, as well as the estimated typical trip length.

A plan should be provided for ongoing monitoring and evaluation of the service and steps to be taken if original goals are not achieved. Sponsors should describe their steps to measure the effectiveness and magnitude of the impact that the project will have on disabled residents.

- G. *Innovation (5 points):*** Provides new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.