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# BOARD OF DIRECTORS AGENDA

Friday, February 24, 2012

9 a.m. to 12 noon

SANDAG Board Room  
401 B Street, 7th Floor  
San Diego

## AGENDA HIGHLIGHTS

- **TransNet AND TRANSPORTATION DEVELOPMENT ACT REVENUE ESTIMATES**
- **FUNDING RECOMMENDATIONS FOR FEDERAL FISCAL YEAR 2011 JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM GRANTS**
- **FIRST READING OF AMENDMENTS TO TransNet EXTENSION ORDINANCE**

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### MESSAGE FROM THE CLERK

In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) \$100, Board of Directors (BOD) \$150, and Regional Transportation Commission (RTC) \$100. Compensation rates for the EC and BOD are set pursuant to the SANDAG Bylaws and the compensation rate for the RTC is set pursuant to state law.

### 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.



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. Members of the public may address the Board 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 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](http://www.sandag.org) under Meetings. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form 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. **Any handouts, presentations, or other materials from the public intended for distribution at the Board of Directors meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting.**

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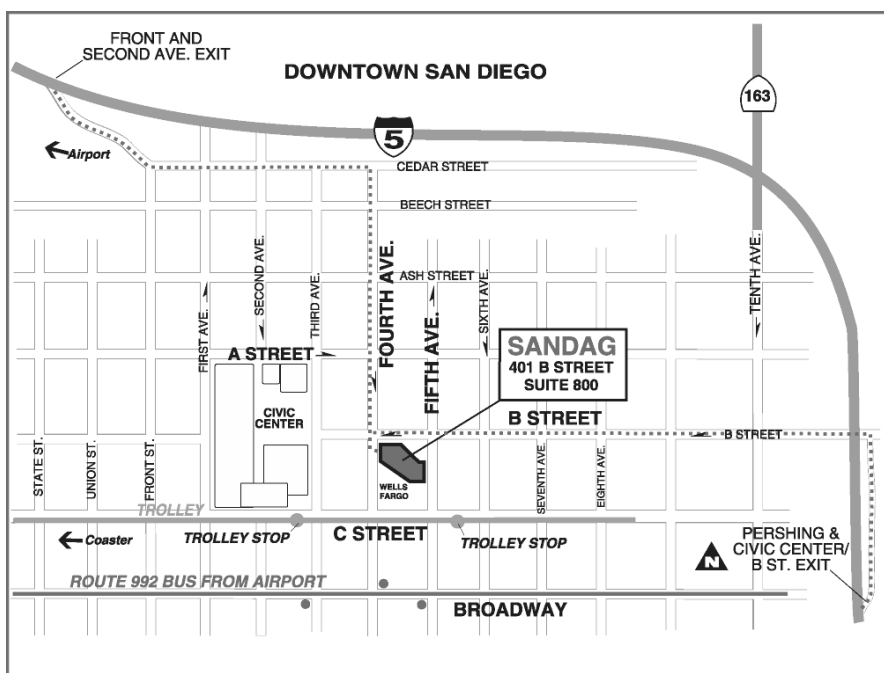
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# BOARD OF DIRECTORS

Friday, February 24, 2012

ITEM #		RECOMMENDATION
+1.	APPROVAL OF JANUARY 27, 2012, MEETING MINUTES	APPROVE
2.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	
<p>Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading "Reports." 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. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.</p>		
+3.	ACTIONS FROM POLICY ADVISORY COMMITTEES	APPROVE
<p>This item summarizes the actions taken by the Borders Committee on January 27, the Executive and Regional Planning Committees on February 10, and the Transportation Committee on February 17, 2012.</p>		
<b>CONSENT (4 through 11)</b>		
+4.	UCSD SUPERCOMPUTER CENTER AGREEMENT (Clint Daniels)	APPROVE
<p>Staff is negotiating a scope of work for transportation Activity-Based Model (ABM) services with the San Diego Supercomputer Center at the University of California, San Diego (UCSD). This contract will utilize the cutting-edge computing resources and expertise at the Supercomputer Center to improve the ABM performance and execution. The Executive Committee recommends that the Board of Directors authorize the Executive Director to execute the UCSD Service Agreement in substantially the same form as attached to the report.</p>		
+5.	AMENDMENT TO FY 2012 BUDGET: RESOLUTION TO ACCEPT CALIFORNIA ENERGY COMMISSION FUNDS FOR REGIONAL PLUG-IN ELECTRIC VEHICLE READINESS (Susan Freedman)	APPROVE
<p>The Board of Directors is asked to adopt Resolution No. 2012-18, authorizing the Executive Director, on behalf of SANDAG, to enter into an Agreement with the California Energy Commission in order to prepare a regional electric vehicle readiness plan, supported by the creation of a multi-stakeholder working group named the San Diego Regional Electric Vehicle Infrastructure (REVI) Working Group, and to amend the FY 2012 Budget and Overall Work Program to complete the proposed project.</p>		

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|------|---|--------------------|
| +6.  | <b>ENTERPRISE ARJIS PROJECT UPDATE (Pam Scanlon)</b>  | <b>INFORMATION</b> |
|      | This report provides an update on the Enterprise Automated Regional Justice Information System (ARJIS) project. The legacy ARJIS mainframe was officially retired as of December 1, 2011.   |                    |
| +7.  | <b>QUARTERLY INVESTMENT REPORT FOR PERIOD ENDING DECEMBER 31, 2011 (Lisa Kondrat-Dauphin)*</b>  | <b>INFORMATION</b> |
|      | The SANDAG Investment Policy requires that the Board of Directors be provided a quarterly report of investments held by SANDAG. This report includes all money under the direction or care of SANDAG as of December 31, 2011.   |                    |
| +8.  | <b>QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS - OCTOBER THROUGH DECEMBER 2011 (Michelle Merino)*</b>  | <b>INFORMATION</b> |
|      | This quarterly report summarizes the current status of major highway, transit, arterial, traffic management, and transportation demand management projects in the SANDAG five-year Regional Transportation Improvement Program for the period October to December 2011.             |                    |
| +9.  | <b>REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (Lauren Warrem)*</b>  | <b>INFORMATION</b> |
|      | 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 of Directors meeting. |                    |
| +10. | <b>REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Kim Kawada)</b>   | <b>INFORMATION</b> |
|      | 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.   |                    |
| +11. | <b>APPOINTMENT OF POLICY ADVISORY COMMITTEE MEMBERS (Kim Kawada)</b>  | <b>INFORMATION</b> |
|      | This item summarizes the voting and advisory members appointed to the Executive, Transportation, Regional Planning, Borders, and Public Safety Committees as well as the Committee Chairs and Vice Chairs appointed by the SANDAG Chair.  |                    |

**CHAIR'S REPORT (12)**

- |      |  |                    |
|------|--|--------------------|
| +12. | <b>SUMMARY OF ANNUAL SANDAG BOARD OF DIRECTORS RETREAT*</b>  | <b>INFORMATION</b> |
|      | This report provides a summary of the discussion at the annual SANDAG Board of Directors Retreat held on February 1-3, 2012. |                    |

## REPORTS (13 through 18)

- +13. FY 2012 TransNet/TRANSPORTATION DEVELOPMENT ACT REVENUE REVISIONS AND FY 2013 TO FY 2017 TRANSIT REVENUE ESTIMATES (First Vice Chair Jack Dale, Transportation Committee Chair; Sookyung Kim and Marney Cox)\* APPROVE
- By March 1 of each year, SANDAG provides revenue estimates for the upcoming fiscal year as well as a projection for the next four fiscal years to allow transit and local agencies to plan for capital projects and to determine operating subsidies. The Transportation Committee recommends that the Board of Directors: (1) approve the revision to the *TransNet* revenue estimate and Transportation Development Act (TDA) apportionment for FY 2012; (2) approve the FY 2013 allocation for *TransNet* and the apportionments for TDA, State Transit Assistance, and Federal Transit Administration (FTA) revenues; and (3) approve the transit revenue estimates for FY 2014 to FY 2017 for TDA, FTA, and *TransNet*.
- +14. FUNDING RECOMMENDATIONS FOR FEDERAL FISCAL YEAR 2011 JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM GRANTS (First Vice Chair Jack Dale, Transportation Committee Chair; Brian Lane) APPROVE
- The Transportation Committee recommends that the Board of Directors approve the Job Access and Reverse Commute and New Freedom projects proposed for selection as attached to the report.
- +15. FIRST READING OF AMENDMENTS TO ORDINANCE NO. CO-04-01 (SAN DIEGO TRANSPORTATION IMPROVEMENT PROGRAM ORDINANCE AND EXPENDITURE PLAN) TO SWAP FUNDS ALLOCATED FOR TWO REVERSIBLE HIGH OCCUPANCY VEHICLE LANES ON A PORTION OF INTERSTATE 805 FOR A PORTION OF THE ACQUISITION COSTS OF THE STATE ROUTE 125 TOLL ROAD FRANCHISE LEASE AND RELATED ASSETS, AND TO EXTEND THE TIMEFRAME NECESSARY TO ALLOW A REGIONAL FUNDING BALLOT MEASURE TO BE CONSIDERED BY THE VOTERS (First Vice Chair Jack Dale; Kim Kawada and John Kirk)\* CONDUCT FIRST READING
- On December 16, 2011, the Board of Directors approved the acquisition and financing method for the State Route 125 (SR 125) asset purchase from South Bay Expressway, and directed staff to return with a proposed amendment to the *TransNet* Extension Ordinance to swap the funds allocated for two reversible high-occupancy vehicle lanes on Interstate 805 between SR 905 and SR 54 for the acquisition of the SR 125 franchise lease. On December 9, 2011, the Board of Directors also directed staff to return with an Ordinance amendment to extend the timeframe to act on an additional regional funding measure from 2012 to no later than 2016. The Board of Directors is asked to conduct the first reading of the attached amendments to the *TransNet* Extension Ordinance.

- +16. ANNUAL REVIEW AND PROPOSED AMENDMENTS TO BOARD POLICIES AND BYLAWS (First Vice Chair Jack Dale; John Kirk)\* APPROVE

The Executive Committee recommends that the Board of Directors approve the proposed amendments to Board Policies attached to the report and renew the annual delegation of authority to the Executive Director pursuant to Board Policy No. 003: Investment Policy.

- +17. PROPOSED MEMORANDUM OF UNDERSTANDING WITH THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY AND OTHER SOUTHERN CALIFORNIA TRANSPORTATION AGENCIES (Linda Culp) APPROVE

The Board of Directors is asked to authorize the Executive Director to execute a Memorandum of Understanding (MOU) with the California High-Speed Rail Authority (CHSRA) and other Southern California transportation agencies in substantially the same form as attached to the report. The MOU outlines a process that would allow for up to \$1 billion in early investments by the CHSRA for projects in the Southern California region that would improve the speed of existing regional rail services and improve interconnectivity with the future high-speed train system. These agencies have developed one master list of projects, which includes capacity and safety projects along the Los Angeles-San Diego-San Luis Obispo rail corridor in San Diego county.

- +18. TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FEE ADJUSTMENT (Marney Cox and Ariana zur Nieden) APPROVE

The *TransNet* Extension Ordinance requires that the Regional Transportation Congestion Improvement Program (RTCIP) fee charged by local jurisdictions be adjusted every year on July 1 in order to maintain the purchasing power of the program for improvements to the Regional Arterial System. The Board of Directors is asked to approve a 2 percent adjustment to the Regional Transportation Congestion Improvement Program, raising the minimum fee from \$2,123 to \$2,165 beginning July 1, 2012.

19. 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.

20. UPCOMING MEETINGS INFORMATION

The next Board Policy meeting is scheduled for Friday, March 9, 2012, at 10 a.m. The next Board Business meeting is scheduled for Friday, March 23, 2012, at 9 a.m.

21. ADJOURNMENT

+ next to an agenda item indicates an attachment

\* next to an agenda item indicates a San Diego County Regional Transportation Commission item



**BOARD OF DIRECTORS  
FEBRUARY 24, 2012**

**AGENDA ITEM NO. 12-02-14  
ACTION REQUESTED - APPROVE**

**FUNDING RECOMMENDATIONS FOR  
FEDERAL FISCAL YEAR 2011 JOB ACCESS AND  
REVERSE COMMUTE AND NEW FREEDOM GRANTS**

File Number 3320200

**Introduction**

SANDAG manages two federal competitive grant programs for transportation capital and operating projects and services: the Job Access and Reverse Commute (JARC) program aimed at transportation for reverse commuters and work-related transportation for persons of limited means; and the New Freedom program focused on transportation for persons with disabilities. The JARC and New Freedom programs are funded by the Federal Transit Administration.

**Recommendation**

The Transportation Committee recommends that the Board of Directors approve the Job Access and Reverse Commute and New Freedom Projects proposed for selection as shown in Attachment 1.

Both programs require that SANDAG conduct a competitive selection process to distribute the funds. Eligible applicants include private nonprofit organizations, governmental authorities, private and public transportation operators, and the Consolidated Transportation Service Agency (Full Access and Coordinated Transportation, or FACT). SANDAG recently completed the competitive selection process for the federal JARC and New Freedom programs and is bringing forward a recommended list of potential projects to be funded. As required by federal law, all projects selected for funding must be derived from the priorities identified in the 2010-2014 Coordinated Public Transit and Human Services Transportation Plan that was adopted by the Board of Directors on October 22, 2010.

The Transportation Committee considered this item and recommended approval of the list of proposed projects at its February 17, 2012 meeting.

**Discussion**

**Competitive Selection Process**

A call for projects for the JARC and New Freedom programs was issued on September 16, 2011, and closed on December 16, 2011. Project submittals for both programs were evaluated and ranked by external evaluation committees using the criteria approved by the Transportation Committee on September 2, 2011 (Attachment 2). The evaluation committees were made up of experts in the field of specialized transportation, including transportation consultants, staff from social service transportation providers, and other regional transportation planning agencies. The resulting ranked project lists provided the basis for the recommendations according to the levels of anticipated funding available. Due to potential noncompliance with federal regulations, one of the five evaluation committee member's scores were not used for the JARC program.

Because funding levels are based on estimates from the federal government and local sales tax revenues at the time of the call for projects, the actual amount of funding may differ from the original estimate. If the amount available is lower than the estimated amount, adjustments will either be made to the lowest-ranked project being funded, or distributed among all successful applicants. If the actual amount available is higher than the amount apportioned, any unallocated monies will be rolled over into future funding cycles. Each grant program requires a matching contribution from the grantee, depending on project type.

## **Funding Recommendations**

### JARC and New Freedom Programs

The State of California selected SANDAG to be the agency responsible for awarding JARC and New Freedom grants in San Diego County. These two programs are funded from the Safe, Accountable, Flexible Efficient, Transportation Act – Legacy for Users (SAFETEA-LU). Although SAFETEA-LU expired in 2009, the current extension is through March 31, 2012. The Federal Register announcing the Federal Fiscal Year (FFY) apportionments including JARC and New Freedom was published in February and May 2011. The competitive process held by SANDAG was conducted in order to award grants for this single year of funding. A summary of the applications received and the funding recommendations for both programs are outlined in Attachment 1.

A total of 18 applications were received requesting more than \$3.01 million in FFY 2011 funds for the JARC program. A total of \$1,613,512 is available for distribution after deducting 10 percent for the SANDAG grant administration allowance. The remaining funding was sufficient to fully fund eight JARC grant applications, and partially fund a ninth project (discussions were held with this project applicant, which subsequently submitted a revised project budget to align with the remaining funding available).

For the New Freedom program, 11 applications were received requesting more than \$1.05 million. A total of \$800,765 is available for distribution, after deducting 10 percent for the SANDAG grant administration allowance. The recommendation is to fully fund eight New Freedom projects and partially fund a ninth project.

Examples of eligible projects include transit routes serving reverse commuters and work trips for persons of limited means, travel training programs, volunteer driver and aide programs, paratransit, the brokerage of multijurisdictional transportation services, and capital projects, such as vehicle procurements and accessible taxi programs.



## **Next Steps**

If approved by the Board of Directors, the selected projects would be amended into the 2011 Regional Transportation Improvement Program at the earliest opportunity, which allows agencies to submit the required grant applications for the two federal programs. In addition, Notices of Award would be sent to the selected grantees, and it is anticipated that grant agreements would be issued to grantees in summer 2012.

GARY L. GALLEGOS

Executive Director

Attachments: 1. Project Descriptions and Rankings  
2. Project Evaluation Criteria

Key Staff Contact: Brian Lane, (619) 699-7331, [Brian.Lane@sandag.org](mailto:Brian.Lane@sandag.org)

## JARC PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS

### JARC Project Descriptions and Rankings

Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Req'd Match	Comments
1	Metropolitan Transit System (MTS) Route 932	This project proposes to maintain Route 932 service. Route 932 is a fixed-route express service operated with standard coaches and connects the residential areas and employment areas of San Ysidro, Imperial Beach, Otay Mesa-Nestor, Chula Vista, and National City. This project operates with a 15-minute frequency on weekdays (with a span of service 4:30 a.m. - 12:30 a.m..) and with a 20-minute frequency on Saturdays (span: 4:30 a.m. - 12:30 a.m.12:30 a.m...) and with 30-minute frequency on Sundays (span: 5:30 a.m. - 8:30 p.m.). Operating funds have been requested.	\$200,000	\$200,000	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.
2	MTS Route 955	This project proposes to maintain Route 955 service to help transport low-income and reverse commuters to and from jobs and activities related to their employment. Route 905 is a fixed-route service operated with standard coaches that connects the residential and employment areas of National City, Southeastern San Diego, Encanto, City Heights, and the College Area. It operates with a 15-minute frequency on weekdays (with a span of service of 5:00 a.m.-11:45p.m.), with a 30-minutes frequency on Saturday (with a span of service of 5:20 a.m.-11:45 p.m.), and with a 30-minute frequency on Sundays (with a span of service of 6:00 a.m.-9:15 p.m.). Operating funds have been requested.	\$200,000	\$200,000	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.

### JARC Project Descriptions and Rankings

Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Req'd Match	Comments
3	MTS Route 929	This proposed project seeks to maintain Route 929 service to help transport low-income and reverse commuters to and from jobs and activities related to their employment. Route 929 is a fixed-route service operated with standard coaches that connects the residential areas and employment areas of San Ysidro, Otay Mesa-Nestor, National City, Chula Vista, 32nd Street Naval Station, Southeastern San Diego, Barrio Logan, and Downtown San Diego. It operates with a 15-minute frequency on weekdays (with a span of service of 4:30 a.m.-2:45 a.m.), and with a 30-minute frequency on Sundays (with a span of service of 5:00 a.m.-midnight). Operating funds have been requested.	\$200,000	\$200,000	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.
4	MTS Routes 967 and 968	This project proposes to maintain service on Routes 967 & 968 to help transport low-income and reverse commuters to and from jobs and activities related to their employment. Routes 967 & 968 combine to provide a circular service throughout National City and parts of the City of San Diego communities of Encanto and Skyline/Paradise Hills. Beginning at the 24th Street Trolley Station, Routes 967 & 968 connect the residents of National City, Encanto, and Skyline/Paradise Hills to the entire MTS transit system, and also provide access to the jobs in the National City and South Bay communities. Additionally, Route 968, in particular, serves the major employer in Skyline/Paradise Hills: Paradise Valley Hospital. On weekdays, the routes operate every hour (every 30 minutes, combined) from 5:00 a.m. to 9:30 p.m., and every two hours on Saturday (every hour, combined) from 7:30 a.m. to 7:30 p.m. Operating funds have been requested.	\$192,428	\$192,428	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.

**JARC Project Descriptions and Rankings**

<b>Rank</b>	<b>Sponsor</b>	<b>Project Description</b>	<b>Requested Grant \$</b>	<b>Recommended Grant \$</b>	<b>Req'd Match</b>	<b>Comments</b>
5	MTS Route 905	This proposed project seeks to maintain Route 905 service to help transport low-income and reverse commuters to and from jobs and activities related to their employment. Route 905 is a fixed-route service operated with standard coaches that connects the residential and employment areas of Chula Vista, Imperial Beach, San Diego, San Ysidro, Otay Mesa, and Otay Mesa-Nester at the Iris Avenue Trolley Station. It operates with a 15-minute frequency on weekdays (with a span of service of 4:50 a.m.- 8 p.m.) and with a 60-minute frequency on Saturdays (with a span of service of 5:40 a.m.-7 p.m.). Operating funds have been requested.	\$190,585	\$190,585	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.
6	MTS Route 960	This project proposes to maintain Route 960 service. Route 960 is a fixed-route express service operated with standard coaches and connects the residential areas of southeastern San Diego and City Heights to jobs in both Kearny Mesa and University City. It operates as peak-period express with eight northbound trips in the morning (two of those trips do not serve University City), and six return trips in the afternoon. Operating funds have been requested.	\$157,187	\$157,187	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.
7	St. Madeleine Sophie's Center	This proposed project seeks support to purchase three paratransit vehicles for the organization's growing enrollment. SMSC provides transportation services for adults with developmental disabilities to vocational training and work sites. The purchase of these vehicles will help alleviate issues relating to vehicle unreliability and aging, as SMSC has experienced in the past. Capital funds have been requested.	\$152,800	\$152,800	20%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.

### JARC Project Descriptions and Rankings

Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Req'd Match	Comments
8	North County Transit District (NCTD) - SPRINTER Shuttle	This project seeks to maintain funding for a newly created shuttle connecting Nordahl SPRINTER station and Escondido SPRINTER station with jobs at Palomar Hospital, the new Palomar Pomerado Hospital on the west side of Escondido. In addition, the shuttle will help connect other medical and industrial park jobs on Escondido's near west side. Operating Funds have been requested.	\$193,938	\$193,938	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.
9	NCTD Route 332	The proposed project seeks to expand service to Vista Business Park by increasing headways on BREEZE bus route 332 from every 30 minutes in the peak and 60 minutes in the off-peak to every 20 minutes in the peak and 30 minutes in the off-peak. Operating funds have been requested.	\$200,000	\$126,574	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding. Staff worked with NCTD to reduce the requested grant amount to align with remaining available funding.
Funded Project Subtotals:			\$1,686,938	\$1,613,512		

### Projects Not Recommended For Funding

Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Req'd Match	Comments
10	NCTD SPRINTER Extended Service	This project proposes to extend the current JARC project another year, which funds the following two elements: continue to run the added 16 trips on Saturday and Sunday that allow SPRINTER to run at an increased (half hour) headway from 10 a.m. to 6 p.m.; and, continue to run increased span of service on SPRINTER seven days a week. Operating funds have been requested.	\$200,000	\$0	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is not recommended for funding.
11	NCTD Route 302	This project is proposing to improve access to employment sites in the Route 302 corridor for working populations below poverty who live in the cities of Oceanside and Vista, as well as the other SPRINTER corridor communities of San Marcos and Escondido, by increasing weekday bus headways. Operating funds have been requested.	\$200,000	\$0	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is not recommended for funding.

### JARC Project Descriptions and Rankings

Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Req'd Match	Comments
12	Alpha Project	The proposed project seeks to continue the provision of employment-related transportation services to residents at Casa Raphael in Vista to improve access to employment-related opportunities throughout San Diego County, and especially within North County. Employment-related transportation includes drop-off/pick-up from job sites and vocational training/educational facilities. Operating funds have been requested.	\$103,649	\$0	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is not recommended for funding.
13	NCTD COASTER	This proposed project seeks to add four northbound and four southbound weekday trips on the COASTER in the early morning and midday periods allowing low-income individuals reverse commute and job access opportunities to employment centers. Operating funds have been requested.	\$200,000	\$0	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is not recommended for funding.
14	International Rescue Committee	This project is proposing to establish the Employment Mobility Program, aimed at reducing transportation-related barriers to self-sufficiency for low-income families by providing an employment shuttle service, public transit training and loans. EMP features a multi-tiered project design that includes classroom training, one-on-one assistance, accompanied educational bus trips, an employment shuttle and an auto-loan product closely linked with a ride share component to encourage carpooling. The program will serve low-income residents of the City Heights community and the City of El Cajon, and will leverage IRC's existing programs and cultural and linguistic competencies to impact the lives of the targeted populations. Operating and Mobility Management funds have been requested.	\$101,930	\$0	50%, 20%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is not recommended for funding.

### JARC Project Descriptions and Rankings

Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Req'd Match	Comments
15	Full Access to Coordinated Transportation (FACT) Workride	The proposed project, WorkRIDE, will provide transportation from designated group homes, shelters, training centers, and other program sites to and from employment related destinations. Recommended funding will permit procurement of three vehicles (minivans), which will be leased to Sol transportation at no cost. The average trips are worth \$35.00 each at market prices. Over a two-year period, Sol will provide up to 6,660 one way vehicle trips; the service will provide 14,625 passenger trips over 2 years. Capital funds have been requested.	\$160,000	\$0	20%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is not recommended for funding.
16	NCTD Routes 351 & 352	The proposed project seeks to extend JARC funding another year to provide additional access to employment area by increasing bus frequency on routes 351 & 352 in East Escondido. Operating funds have been requested.	\$200,000	\$0	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is not recommended for funding.
17	NCTD El Norte Parkway	This project proposes to introduce new bus service on El Norte Parkway, east of Broadway, in Escondido to increase access to jobs. This project further proposes to provide additional access to work-based trips for working populations below poverty level who currently have excessive walk distances to reach transit. Operating funds have been requested.	\$111,892	\$0	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is not recommended for funding.
18	NCTD Valley Parkway	This project seeks to increase bus headway on Valley Parkway in Escondido to increase access to jobs both for local residents and for workers in businesses. The project proposes to increase peak bus service frequency on Valley Parkway from once per hour on weekdays to once every 30 minutes, and to increase weekend bus service from once every two hours to once per hour. This new higher level of service proposes to provide additional access to work-based trips for working populations below poverty line who live and or work in the Mission Park section of Escondido. Operating funds have been requested.	\$54,487	\$0	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is not recommended for funding.
Unfunded Projects Subtotals:			\$1,331,958	\$0		

## New Freedom PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS

### New Freedom Project Descriptions and Rankings

Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Req'd Match	Comments
1	Peninsula Shepherd Center	The proposed project seeks to provide disabled adults, age 60+, living in the Peninsula communities of Point Loma, Ocean Beach and Midway/Sports Arena in the City of San Diego with supplemental transportation to include volunteer/escort service and door-through-door shopping van service through Out and About Peninsula. The PSC will also provide information and referral to other transportation services available for the Peninsula communities in order to collaborate with other agencies to provide the most comprehensive transportation services possible. The PSC will use resources and volunteer services to provide additional cost-effective, responsive solutions to gaps in transportation services in the stated region. Operating funds have been requested.	\$42,495	\$42,495	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.
2	La Mesa-Rides4Neighbors	The R4N project seeks to provide transportation by volunteer drivers using their own vehicles to meet the essential needs of eligible seniors age 60+ and/or disabled adults throughout East County. The ride destinations correspond to the needs of the clients and the volunteer driver resources available. Client transportation needs may include medical/dental facilities, social engagements, grocery stores , personal care, educational classes, and more. The program also consists of a cab voucher program, provision of accessible vans, shopping shuttles, and travel training. Operating Funds have been requested.	\$62,563	\$62,563	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.



### New Freedom Project Descriptions and Rankings

Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Req'd Match	Comments
3	San Ysidro Health Center	The proposed Transportation Operations Program is designed to serve disabled patients living in the South and Southeaster Regions of San Diego County. Specifically, the funding will support SYHC's contracted shuttle transit services with City Link Transportation. The proposed program seeks to enhance the transportation needs to disabled patients, including those who are ill, injured, aged, have congenital malfunctions, and experiencing other types of permanent/temporary disability. The proposed demand-based shuttle service will provide round-trip transportation to non-emergency medical appointments and needs. Operating funds have been requested.	\$45,500	\$45,500	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.
4	NCTD- Medical Transport for Veterans and Active Military	The proposed project aims to provide increased access to key destinations for disabled veterans and active duty service members seeking medical care. The project expands fixed route transit service in two key locations. The first location is the Wounded Warrior Center and adjacent Navy Hospital on Camp Pendleton, and the second location is the new Veterans Administration Clinic in Oceanside. This project goes beyond ADA by assuring that direct transit service is available for disabled soldiers and veterans who may need transportation to reach help, but may not see themselves as disabled and therefore not apply for ADA eligibility. Operating funds have been requested.	\$200,000	\$200,000	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.

### New Freedom Project Descriptions and Rankings

Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Req'd Match	Comments
5	San Marcos Senior Center	San Marcos Senior Center seeks to expand the existing senior transportation program by servicing more residents, ensuring that fixed income seniors are capable of necessary travel to medical appointments. The City of San Marcos' "On the Move" senior transportation program provides free, accessible, and flexible transportation throughout the community. This is accomplished through a senior taxi voucher program. The project provides 200 voucher books each month to seniors in need of transportation for medical appointments. There can be a waiting list of seniors requesting taxi vouchers each month. An increase in taxi vouchers will enhance the availability of transportation for seniors. Operating funds have been requested.	\$35,000	\$35,000	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.
6	ITN San Diego	The proposed project seeks to provide door-through-door transportation to seniors in need as well as adults who suffer visual impairments. Volunteer driver programs ease isolation; keep riders connected to their community; ensure compliance in keeping medical appointments and being able to conduct personal errands including shopping, social visits and entertainment. ITN proposed to provide 6,500 rides to a minimum of 300 individuals in the course of the grant period. Operating funds have been requested.	\$82,500	\$82,500	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.
7	FACT Mobility Management	The proposed project aims to maintain FACT's existing mobility management services throughout the San Diego County. Grant funding will aid in allowing FACT to continue to coordinate the effective use of all existing transportation services within the County, while also helping to plan to serve those needs that are not currently met. Mobility Management funds have been requested.	\$160,000	\$160,000	20%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.

### New Freedom Project Descriptions and Rankings

Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Req'd Match	Comments
8	Renewing Life	The project proposes to provide cost-effective scheduled and route-relevant door-through-door transportation service reaching over 600 low-income, disabled, senior and domestic violence shelter clients in the South County. For domestic violence shelter clients, Renewing Life will provide no-cost, safe passage transportation to assist clients needing to attend court ordered legal meetings, counseling, and therapy sessions. Operating funds have been requested.	\$60,000	\$60,000	50%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding.
9	FACT-MedAccessRide	The proposed project aims to provide low cost transportation for individuals with disabilities to medical-related services (non-emergency). By partnering with Sol Transportation, FACT will purchase five accessible minivans and lease them to Sol at no cost. Sol will then provide trips equal to the cost of the vehicle for a 2 year period. The service will provide 6,660 total vehicle trips, Monday-Friday during business hours. This service will complement FACT's mobility management and brokerage services. Capital funds have been requested.	\$160,000	\$112,707	20%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is recommended for funding. Staff worked with FACT to reduce the requested grant amount to align with remaining available funding.
Funded Projects Subtotals			\$848,058	\$800,765		

#### Projects Not Recommended For Funding

Rank	Sponsor	Project Description	Requested Grant \$	Recommended Grant \$	Req'd Match	Comments
10	Valley Center Community Recreation Center	This project proposes to provide door-to-door non-emergency medical transportation for the elderly and disabled individuals at the center. The service area includes Valley Center, Pauma, Valley, and Palomar Mountain to Lake Henshaw. Operating and Capital funds have been requested.	\$122,900	\$0	50%, 20%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is not recommended for funding.
11	Angey Wahba DBA-Care4UMobility	The proposed project seeks funds to purchase and replace two new accessible vehicles (minivans) in order to improve the quality and reliability of the transportation services provided by the organization. Capital funds have been requested.	\$80,000	\$0	20%	All requirements were met for this project. Based on the scores of the evaluation committee, this project is not recommended for funding.
Unfunded Project Subtotals:			\$202,900	\$0		

## Job Access and Reverse Commute (JARC) Project Evaluation and Scoring Criteria

The following information and scoring criteria are used to score and rate project applications for JARC funding.

**Minimum Eligibility Criteria:** Must answer **Yes** to each of the following four questions to be eligible.

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1. Is the agency a local governmental agency, (private or public) operator of public transportation, nonprofit agency, or a tribal government?
2. Will 80% of the riders be considered as traveling either (can combine riders from both categories for 80% minimum):
  - to employment and employment related services for welfare recipients and eligible low-income individuals, or
  - from urbanized areas and non-urbanized areas to suburban employment opportunities.
3. Is the total grant request between \$30,000 and \$200,000 per year?
4. Is your project derived from a Very High or High Priority in the 2010 – 2014 Coordinated Plan?

**: Very High**

- Develop or expand transit and non-agency client transportation services in areas with little or no other transportation options based on identified gaps in transportation services included in Chapters 6 and 7; or
- Develop or expand transportation solutions in areas with sufficient densities to support shared ride or coordinated services based on identified gaps in transportation services included in Chapters 6 and 7.

**: High**

- Develop a centralized ride scheduling, dispatching, a mobility center
- Improve transportation services to the rural areas
- Increase coordination efforts by combining resources such as vehicles, riders, funds for rides, vehicle maintenance, drivers, driver training, insurance coverage, general ride subsidies, dispatching equipment, software, and gas cards for volunteers
- Increase work-based weekday and weekend service based on identified gaps in service included in Chapters 6 and 7
- Increase work-based weeknight service based on identified gaps in service included in Chapters 6 and 7
- Provide travel training to encourage more individuals to ride regular transit
- Develop or enhance volunteer driver programs
- Upgrade bus stops to include weather protection

**SCORING CRITERIA:** The information and scoring criteria below will be used to score and rate project applications for JARC funding.

**A. Goals and Objectives (15 points)**

- Will the project serve the appropriate population? Does the proposal provide pertinent demographic data and/or maps? **(5 points)**
- Will the proposed program increase or enhance the availability of transportation for low-income individuals for job related trips? **(5 points)**
- To what extent is the proposed project consistent with the goals and objectives of the JARC program? **(5 points)**

**B. Operational/Implementation Plan (15 points)**

- How thorough is the implementation plan? Does the proposal include project tasks, timelines, benchmarks, key milestones, key personnel, deliverables, and routes and schedules as applicable? Does the implementation plan and timeline seem feasible? **(5 points)**
- Does the applicant demonstrate the technical ability to manage the project? Has the applicant effectively implemented projects using federal or state funds in the recent past; has the applicant managed similar projects; has the applicant had sufficient experience in providing services for the targeted clientele? Does the agency have adequate staff to resources to handle the project? If applicable, are drivers properly trained? If applicable, does the agency display the ability to maintain vehicles? **(5 points)**
- Does this project relate to other services or facilities provided by the agency or firm? Does the operational plan correspond with the project goals/objectives? **(5 points)**

**C. Program Effectiveness and Performance Indicators (20 points)**

- Does the project make use of JARC funds in an efficient and cost effective manner? **(5 points)**
- Does the proposal describe efforts to ensure the project's cost-effectiveness (and other measurable units of service)? Will the project experience increasing efficiencies over time? If applying for a capital project, does the applicant demonstrate that the purchase is the most cost-effective product for the service being provided? **(5 points)**
- Does the proposal provide measurable performance indicators to measure and evaluate the effectiveness of the proposed project in meeting the identified goals? For capital-related projects, does the applicant establish milestones and methods for reporting the status of project delivery? **(5 points)**
- Does the applicant describe methodologies and procedures for ongoing monitoring and evaluation of the project or service, and steps to be taken if original goals are not achieved? **(5 points)**

#### **D. Coordination and Program Outreach (15 points)**

- Does the proposal describe how key stakeholders will remain involved and informed throughout the process? Did the applicant attach one or more letters from other agencies describing how they will be coordinating with the applicant in the provision of transportation services? (The CTSA and public transit operators proposing a fixed-route project are exempted from submitting letters) **(5 points)**
- How comprehensive are the applicant's proposed strategies for marketing the project and promoting public awareness? **(5 points)**
- To what extent does the project demonstrate coordination among various entities? **(5 point maximum – 1 point per type of coordination)**
  - : Shared use of vehicles
  - : Dispatching or scheduling
  - : Maintenance
  - : Back up transportation
  - : Staff training programs
  - : Joint procurement of services and supplies
  - : Active participation in local social service transportation planning process
  - : Coordination of client trips with other transportation agencies

#### **E. Project Budget (15 points)**

- Was a clearly defined budget submitted for the proposed project? **(5 points)**
- Does the project appear to be feasible as described? **(5 points)**
- Is the source of local share stable? **(5 points)**

#### **F. Sustainability (10 points)**

- Does the applicant demonstrate a long-term commitment to the project to continue the effort beyond the availability of the requested grant resources? Is this applicant financially capable of sustaining operations after the initial grant funding is expended? **(5 points)**
- Does the applicant provide sufficient justification as to why JARC funding is needed for this project? **(5 points)**

#### **G. Innovation (10 points)**

- Is the proposed project an innovative solution to addressing the need, and could the innovations be applied to other services in the region? **(5 points)**
- Are there elements of the project that are environmental sustainable (including the use of alternative fuels and clean air vehicles)? **(5 points)**

## H. Past Performance (-10% to +2 % adjustment to total score)

If the applicant has held a JARC, New Freedom or Senior Mini-Grant award from SANDAG in the past three years their performance in operating and managing the most recent 12 month period of those grants will be used to determine if an adjustment to the total score is appropriate. No adjustments will be made for applicants who have not had an active grant in the past three years.

The following four indicators will be used to determine the past performance adjustment. The data used for the first two indicators will be compared to the original proposals submitted, while the last two will be based on ongoing project evaluations and onsite assessment visits. Each category will receive a score ranging from -2.5% to +.5%. For those applicants with more than one existing grant, an average of the performance criteria scores will be used.

1. Cost per unit of service delivered (a unit will vary based on the type of project; for example a Volunteer Driver program would be one-way passenger trips, an internet site would be web hits, or a telephone referral service would be referrals, and a travel training program would be people trained )
  - 10 % or more under proposed cost per unit (+.5%)
  - +/- 10% of proposed cost per unit (0%)
  - 10 – 15 % or more over proposed cost per unit (-.5%)
  - 15 – 20% or more over proposed cost per unit (-1.0%)
  - 20 – 25% or more over proposed cost per unit (-1.5%)
  - 25 – 30% or more over proposed cost per unit (-2.0%)
  - 30% or more over proposed cost per unit (-2.5%)
2. Number of units of service delivered (a unit will vary based on the type of project. For example a Volunteer Driver program would be one-way passenger trips, an internet site would be web hits, or a telephone referral service would be referrals, and a travel training program would be people trained )
  - 10 % or more over proposed number of units of service (+.5%)
  - Within 10% more or less of proposed number of units of service (0%)
  - 10 – 15 % or more under proposed number of units of service (-.5%)
  - 15 – 20% or more under proposed number of units of service (-1.0%)
  - 20 – 25% or more under proposed number of units of service (-1.5%)
  - 25 – 30% or more under proposed number of units of service (-2.0%)
  - 30% or more under proposed number of units of service (-2.5%)

3. Project Management – How well did the grantee manage their project? (-2.5% to +.5 %)

Project Management will be evaluated based on SANDAG's observations of the grantees operation and management including, but not limited to, the following:

- Budget management
- Administration costs
- Coordination
- Service area adherence
- Project schedule
- Invoice and report quality and consistency

4. Service Quality – Did the grantee provide a quality service? (-2.5% to +.5 %)

Service Quality will be based on written evaluations prepared by SANDAG during onsite visits to the grantee including, but not limited to, the following:

- Customer Satisfaction
- Safety
- Training
- Outreach
- Quality Control Measures



## **New Freedom Project Evaluation and Scoring Criteria**

The following information and scoring criteria are used to score and rate project applications for New Freedom funding.

**Minimum Eligibility Criteria:** Must answer **Yes** to each of the following four questions to be eligible.

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1. Is the agency a local governmental agency, (private or public) operator of public transportation, nonprofit agency, or a tribal government?
2. Will 80% of the served population consist of persons with disabilities?
3. Is the total grant request between \$30,000 and \$200,000 per year?
4. Is your project derived from a Very High or High Priority in the 2010 – 2014 Coordinated Plan?

**: Very High**

- Develop or expand transit and non-agency client transportation services in areas with little or no other transportation options based on identified gaps in transportation services included in Chapters 6 and 7; or
- Develop or expand transportation solutions in areas with sufficient densities to support shared ride or coordinated services based on identified gaps in transportation services included in Chapters 6 and 7.

**: High**

- Develop a centralized ride scheduling, dispatching, a mobility center
- Improve transportation services to the rural areas
- Increase coordination efforts by combining resources such as vehicles, riders, funds for rides, vehicle maintenance, drivers, driver training, insurance coverage, general ride subsidies, dispatching equipment, software, and gas cards for volunteers
- Increase work-based weekday and weekend service based on identified gaps in service included in Chapters 6 and 7
- Increase work-based weeknight service based on identified gaps in service included in Chapters 6 and 7
- Provide travel training to encourage more individuals to ride regular transit
- Develop or enhance volunteer driver programs
- Upgrade bus stops to include weather protection

**SCORING CRITERIA:** The information and scoring criteria below will be used to score and rate project applications for New Freedom funding.

**A. Goals and Objectives (15 points)**

- Will the project serve the appropriate population? Does the proposal provide pertinent demographic data and/or maps? **(5 points)**
- Will the proposed program increase or enhance the availability of transportation for disabled individuals? **(5 points)**
- To what extent is the proposed project consistent with the goals and objectives of the New Freedom program? **(5 points)**

**B. Operational/Implementation Plan (15 points)**

- How thorough is the implementation plan? Does the proposal include project tasks, timelines, benchmarks, key milestones, key personnel, deliverables, and routes and schedules as applicable? Does the implementation plan and timeline seem feasible? **(5 points)**
- Does the applicant demonstrate the technical ability to manage the project? Has the applicant effectively implemented projects using federal or state funds in the recent past; has the applicant managed similar projects; has the applicant had sufficient experience in providing services for the targeted clientele? Does the agency have adequate staff to resources to handle the project? If applicable, are drivers properly trained? If applicable, does the agency display the ability to maintain vehicles? **(5 points)**
- Does this project relate to other services or facilities provided by the agency or firm? Does the operational plan correspond with the project goals/objectives? **(5 points)**

**C. Program Effectiveness and Performance Indicators (20 points)**

- Does the project make use of New Freedom funds in an efficient and cost effective manner? **(5 points)**
- Does the proposal describe efforts to ensure the project's cost-effectiveness (and other measurable units of service)? Will the project experience increasing efficiencies over time? If applying for a capital project, does the applicant demonstrate that the purchase is the most cost-effective product for the service being provided? **(5 points)**
- Does the proposal provide measurable performance indicators to measure and evaluate the effectiveness of the proposed project in meeting the identified goals? For capital-related projects, does the applicant establish milestones and methods for reporting the status of project delivery? **(5 points)**
- Does the applicant describe methodologies and procedures for ongoing monitoring and evaluation of the project or service, and steps to be taken if original goals are not achieved? **(5 points)**

**D. Coordination and Program Outreach (15 points)**

- Does the proposal describe how key stakeholders will remain involved and informed throughout the process? Did the applicant attach one or more letters from other agencies describing how they will be coordinating with the applicant in the provision of transportation services? (The CTSA and public transit operators proposing a fixed-route project are exempted from submitting letters)(**5 points**)
- How comprehensive are the applicant's proposed strategies for marketing the project and promoting public awareness? (**5 points**)
- To what extent does the project demonstrate coordination among various entities? (**5 point maximum – 1 point per type of coordination**)
  - : Shared use of vehicles
  - : Dispatching or scheduling
  - : Maintenance
  - : Back up transportation
  - : Staff training programs
  - : Joint procurement of services and supplies
  - : Active participation in local social service transportation planning process
  - : Coordination of client trips with other transportation agencies

**E. Project Budget (15 points)**

- Was a clearly defined budget submitted for the proposed project? (**5 points**)
- Does the project appear to be feasible as described? (**5 points**)
- Is the source of local share stable? (**5 points**)

**F. Sustainability (10 points)**

- Does the applicant demonstrate a long-term commitment to the project to continue the effort beyond the availability of the requested grant resources? Is this applicant financially capable of sustaining operations after the initial grant funding is expended? (**5 points**)
- Does the applicant provide sufficient justification as to why New Freedom funding is needed for this project? (**5 points**)

**G. Innovation (10 points)**

- Is the proposed project an innovative solution to addressing the need, and could the innovations be applied to other services in the region? (**5 points**)
- Are there elements of the project that are environmental sustainable (including the use of alternative fuels and clean air vehicles)? (**5 points**)

## H. Past Performance (-10% to +2 % adjustment to total score)

If the applicant has held a JARC, New Freedom or Senior Mini-Grant award from SANDAG in the past three years their performance in operating and managing the most recent 12 month period of those grants will be used to determine if an adjustment to the total score is appropriate. No adjustments will be made for applicants who have not had an active grant in the past three years.

The following four indicators will be used to determine the past performance adjustment. The data used for the first two indicators will be compared to the original proposals submitted, while the last two will be based on ongoing project evaluations and onsite assessment visits. Each category will receive a score ranging from -2.5% to +.5%. For those applicants with more than one existing grant, an average of the performance criteria scores will be used.

1. Cost per unit of service delivered (A unit can be one-way passenger trips, web hits, or referrals, etc.)
  - 10 % or more under proposed cost per unit (+.5%)
  - +/- 10% of proposed cost per unit (0%)
  - 10 – 15 % or more over proposed cost per unit (-.5%)
  - 15 – 20% or more over proposed cost per unit (-1.0%)
  - 20 – 25% or more over proposed cost per unit (-1.5%)
  - 25 – 30% or more over proposed cost per unit (-2.0%)
  - 30% or more over proposed cost per unit (-2.5%)
2. Number of units of service delivered
  - 10 % or more over proposed number of units of service (+.5%)
  - Within 10% more or less of proposed number of units of service (0%)
  - 10 – 15 % or more under proposed number of units of service (-.5%)
  - 15 – 20% or more under proposed number of units of service (-1.0%)
  - 20 – 25% or more under proposed number of units of service (-1.5%)
  - 25 – 30% or more under proposed number of units of service (-2.0%)
  - 30% or more under proposed number of units of service (-2.5%)

3. Project Management – How well did the grantee manage their project? (-2.5% to +.5 %)

Project Management will be evaluated based on SANDAG's observations of the grantees operation and management including, but not limited to, the following:

- Budget management
- Administration costs
- Coordination
- Service area adherence
- Project schedule
- Invoice and report quality and consistency

4. Service Quality – Did the grantee provide a quality service? (-2.5% to +.5 %)

Service Quality will be based on written evaluations prepared by SANDAG during onsite visits to the grantee including, but not limited to, the following:

- Customer Satisfaction
- Safety
- Training
- Outreach
- Quality Control Measures