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BOARD OF DIRECTORS AGENDA

**Friday, March 22, 2013
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego**

AGENDA HIGHLIGHTS

- **2013 DIAMOND AWARDS: RECOGNIZING LOCAL LEADERS IN TRANSPORTATION DEMAND MANAGEMENT PROGRAMS**
- **DRAFT FY 2014 PROGRAM BUDGET**
- **MID-COAST CORRIDOR TRANSIT PROJECT: PROPOSED CONSTRUCTION CONTRACTING METHOD AND PUBLIC HEARING: DESIGNATION OF PROJECT AS SUBSTANTIALLY COMPLEX**

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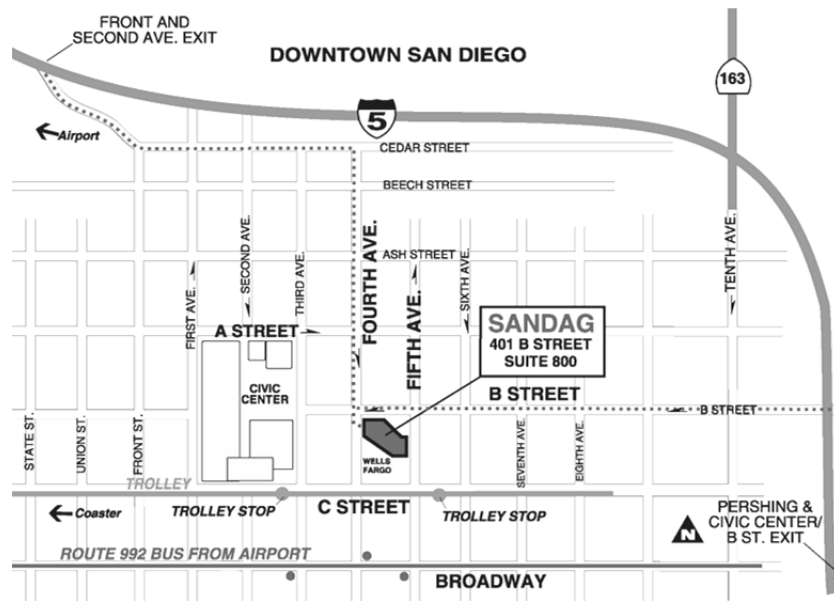
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BOARD OF DIRECTORS AGENDA

Friday, March 22, 2013

ITEM #		RECOMMENDATION
+1.	APPROVAL OF FEBRUARY 22, 2013, 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 February 22, the Transportation and Regional Planning Committees on March 1, the Executive Committee on March 8, and the Transportation and Public Safety Committees on March 15, 2013.</p>	
CONSENT (4 through 11)		
+4.	FEDERAL TRANSIT ADMINISTRATION SECTION 5311 PROGRAM OF PROJECTS (Sookyung Kim)	APPROVE
	<p>The Federal Transit Administration (FTA) provides funding for capital and operating assistance to agencies providing transportation services in the rural areas through the Section 5311 Non-Urbanized Area Formula Program. The Transportation Committee recommends that the Board of Directors approve the apportionment of FTA Section 5311 funds for Federal Fiscal Year 2013 to the Metropolitan Transit System and North County Transit District.</p>	
+5.	FY 2014 REGIONAL TRANSIT CAPITAL IMPROVEMENT PROGRAM (Kim York)*	APPROVE
	<p>The Metropolitan Transit System (MTS) and the North County Transit District (NCTD) have developed their transit Capital Improvement Programs (CIPs) for FY 2014, which are the basis for the various Federal Transit Administration (FTA) formula funding grants, and the Regional Transportation Improvement Program (RTIP) amendment for the related projects. The Transportation Committee recommends that the Board of Directors: (1) approve the FY 2014 transit CIPs for the San Diego region (MTS and NCTD); (2) approve the submittal of FTA Sections 5307, 5337,</p>	

and 5339 grant applications for the San Diego region (SANDAG, MTS, and NCTD); and (3) adopt Resolution No. 2013-14 in substantially the same form as attached to the report, approving Amendment No. 3 to the 2012 RTIP.

+6. FY 2012 REQUESTS FOR EXCEPTION TO *TransNet* EXTENSION ORDINANCE REQUIREMENTS (Lisa Kondrat-Dauphin)* **APPROVE**

The North County Transit District (NCTD) and Metropolitan Transit System (MTS) did not meet certain eligibility requirements as noted in their draft FY 2012 *TransNet* compliance audits. In an effort to gain compliance, both transit operators are requesting an adjustment to the eligibility calculations as permitted by the *TransNet* Extension Ordinance. The Transportation Committee recommends that the Board of Directors, acting as the San Diego County Regional Transportation Commission, approve the requests of (1) MTS to calculate the bus services and rail services requirements as an average over the previous three fiscal years; and (2) NCTD to calculate the rail services requirement as an average over the previous three fiscal years, both as permitted under Section 4(C)5 of the *TransNet* Extension Ordinance.

+7. BIKE TO WORK MONTH 2013 (Goldin Doles) **APPROVE**

This May, SANDAG will sponsor the Bike to Work Month 2013 campaign. This is a regionwide event that occurs annually and includes a bicycle commuting event, Bike to Work Day on Friday, May 17, 2013. The Board of Directors is asked to adopt Resolution No. 2013-15 in support of May as Bike to Work Month 2013, and to encourage member agencies to approve similar proclamations.

+8. SAN DIEGO SERVICE AUTHORITY FOR FREEWAY EMERGENCIES: DISTRIBUTION OF EXCESS RESERVES (Samuel Johnson) **INFORMATION**

This informational report summarizes the distribution of excess reserves from the San Diego Service Authority for Freeway Emergencies program to the 19 local jurisdictions as required by Assembly Bill 1572 (Fletcher, 2012).

+9. FY 2012 AUDITED COMPREHENSIVE ANNUAL FINANCIAL REPORT (André Douzdjian)* **INFORMATION**

In accordance with SANDAG Bylaws, the FY 2012 Comprehensive Annual Financial Report audit has been completed and is presented for informational purposes. Additionally, in compliance with the Statements of Auditing Standards 114 and 115, this report includes communication of certain matters from the independent auditor to the governing body. The Executive Committee reviewed this item at its March 8, 2013, meeting.

- +10. **REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (André Douzdjian)*** INFORMATION

In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Executive Director since the last Board of Directors meeting.

- +11. **REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Kim Kawada)** INFORMATION

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.

CHAIR'S REPORT (12)

- +12. **2013 DIAMOND AWARDS: RECOGNIZING LOCAL LEADERS IN TRANSPORTATION DEMAND MANAGEMENT PROGRAMS (Deborah Jones)** INFORMATION

The SANDAG Transportation Demand Management (TDM) program iCommute manages the region's more than 700 vanpools, coordinates with more than 300 businesses to offer transportation benefits programs, and implements a variety of other ridesharing efforts. SANDAG biannually recognizes local employers for their exemplary TDM efforts. The Board of Directors will recognize selected local businesses as Diamond Award recipients.

REPORTS (13 through 16)

- +13. **DRAFT FY 2014 PROGRAM BUDGET (First Vice Chair Jim Janney; André Douzdjian and Tim Watson)*** APPROVE

SANDAG Bylaws require the Board of Directors to approve a preliminary budget by April 1 of each year. The Executive Committee recommends that the Board of Directors approve the Draft FY 2014 Program Budget (including the Overall Work Program), and authorize distribution of the document to member agencies and other interested parties for review.

- +14. **FUNDING RECOMMENDATIONS FOR FEDERAL FISCAL YEAR 2012 JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM PROGRAMS AND FY 2014 AND FY 2015 *TransNet* SENIOR MINI-GRANT PROJECTS (San Diego Council President Todd Gloria, Transportation Committee Chair; Danielle Kochman)*** APPROVE

The Transportation Committee recommends that the Board of Directors approve the funding recommendations for the Federal Transit Administration Job Access and Reverse Commute and New Freedom programs and *TransNet* Senior Mini-Grant program as described in the report.

- +15. **MID-COAST CORRIDOR TRANSIT PROJECT: PROPOSED CONSTRUCTION CONTRACTING METHOD AND PUBLIC HEARING: DESIGNATION OF PROJECT AS SUBSTANTIALLY COMPLEX (San Diego Council President Todd Gloria, Transportation Committee Chair; John Haggerty)*** APPROVE

Staff has evaluated the three primary construction contracting methods used in the transit industry for delivery of large projects and presented the analysis to the *TransNet* Independent Taxpayer Oversight Committee and the Transportation Committee. The Transportation Committee recommends that the Board of Directors: (1) adopt Resolution No. 2013-16 authorizing the use of the Construction Manager/General Contractor construction delivery method for the Mid-Coast Corridor Transit Project and be designated as the body to approve the award of the CM/GC contract; (2) receive public testimony regarding the Project's complexity and the need for an increased retention amount; and (3) adopt Resolution No. 2013-17 designating the Mid-Coast Corridor Transit Project as substantially complex, in substantially the same form as attached to the report.

- +16. **LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO RAIL CORRIDOR AGENCY AMENDED JOINT POWERS AGREEMENT (First Vice Chair Jim Janney; Charles "Muggs" Stoll)** APPROVE

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Senate Bill 1225 (Padilla, 2012) allows the LOSSAN Rail Corridor Agency to amend the joint powers agreement to expand the authority of the agency to permit the administration of state-funded Pacific Surfliner intercity passenger rail services and elect to become party to an Interagency Transfer Agreement with the State of California. The Board of Directors is asked to adopt Resolution No. 2013-18 approving the LOSSAN amended Joint Powers Agreement in substantially the same form as attached to the report.

17. 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.

- +18. **CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9(b)(3)(B) - ONE POTENTIAL CASE**

- +19. **CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL IN ANTICIPATION OF LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9(b)(3)(C) - ONE POTENTIAL CASE**

+20. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION – PURSUANT TO GOVERNMENT CODE SECTION 54956.9(a) – CLEVELAND NATIONAL FOREST FOUNDATION ET AL. V. SANDAG (CASE NO. 37-2011-00101593-CU-TT-CTL), AND CREED-21 ET AL. V. SANDAG (CASE NO. 37-2011-00101660-CU-TT-CTL)

21. UPCOMING MEETINGS

INFORMATION

The next Board Policy meeting is scheduled for Friday, April 12, 2013, at 10 a.m. The next Board Business meeting is scheduled for Friday, April 26, 2013, at 9 a.m.

22. 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
MARCH 22, 2013**

**AGENDA ITEM NO. 13-03-14
ACTION REQUESTED - APPROVE**

**FUNDING RECOMMENDATIONS FOR FEDERAL
FISCAL YEAR 2012 JOB ACCESS AND REVERSE
COMMUTE AND NEW FREEDOM PROGRAMS
AND FY 2014 AND FY 2015 *TransNet* SENIOR
MINI-GRANT PROJECTS**

File Numbers 3320100 and 3320200

Introduction

SANDAG manages three competitive grant programs for specialized transportation capital and operating projects and services: (1) the Federal Transit Administration (FTA) Job Access and Reverse Commute (JARC) program aimed at transportation for reverse commuters and work-related transportation for persons of limited means; (2) the FTA New Freedom program focused on transportation for persons with disabilities; and (3) the *TransNet* Senior Mini-Grant program that funds specialized transportation services for senior citizens.

Recommendation

The Transportation Committee recommends that the Board of Directors approve the funding recommendations for the Federal Transit Administration Job Access and Reverse Commute and New Freedom programs and *TransNet* Senior Mini-Grant program.

All three grant 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 Services Agency. Each grant program requires a matching contribution from the grantee, depending on project type. Utilizing an evaluation committee, SANDAG recently completed the evaluation of proposals for all three programs. Staff presented the results from the competitive selection process at the February 15 and March 15 Transportation Committee meetings, respectively. At its March 15, 2013, meeting, the Transportation Committee recommended approval of the recommended lists of potential projects to be funded. All projects selected for funding must be derived from the priorities identified in the 2012-2016 Coordinated Public Transit and Human Services Transportation Plan that was adopted by the Board of Directors on July 27, 2012.

Discussion

Competitive Selection Process

A call for projects for all three programs was issued on August 1, 2012, and closed on October 31, 2012. Project submittals were evaluated and scored by external evaluation committee members using the criteria approved by the Transportation Committee on June 15, 2012 (Attachment 1). The evaluation committees were made up of experts in the field of specialized transportation, including

transportation consultants, staff from social service transportation providers, local jurisdictions, transit operators, and other partner agencies. The evaluation criteria approved by the Transportation Committee also included a past performance adjustment ranging from -10 percent to +2 percent for applicants who have received a JARC, New Freedom, or Senior Mini-Grant award from SANDAG in the past three years. No adjustment was made for applicants who have not had an active grant in the last three years. These adjustments were applied to each evaluator's score for each applicable proposal to determine the project rankings for each grant program. Before developing the ranked project lists included in Attachment 2, the SANDAG Technical Services Department performed an independent review, checking the evaluation committee spreadsheet for correct formulas and consistency with the evaluation committee score sheets, the calculations used to determine the past performance adjustments, and the calculations used for the Performance Indicators section of the Senior Mini-Grant proposal. The final ranked project lists provide the basis for the recommendations according to the levels of anticipated funding available.

Preliminary Ranking Results

JARC and New Freedom Programs

The Governor of California selected SANDAG to be the agency responsible for awarding FTA JARC and New Freedom grants for the San Diego urbanized area. These two programs are funded from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The Federal Register announcing the full Federal Fiscal Year (FFY) 2012 apportionments, including JARC and New Freedom, was published in July 2012. The competitive process held by SANDAG was conducted in order to award grants for this single year of funding.

For the JARC program, a total of 13 applications were received requesting nearly \$2 million in FFY 2012 funds. A total of \$1,628,924 was apportioned to the San Diego urbanized area after deducting 10 percent for the SANDAG grant administration allowance. An additional \$60,000 is available from a prior year allocation for a project that was not implemented, and \$1,508 is available from a project that did not spend the full grant award, resulting in a total of \$1,690,432 available for distribution. Using the ranked project list in Attachment 2, the recommendation is to fully fund ten JARC grant applications, and partially fund an eleventh project.

For the New Freedom program, 13 applications were received requesting more than \$1.5 million. A total of \$810,073 was apportioned to the San Diego urbanized area after deducting 10 percent for the SANDAG grant administration allowance. An additional \$322,559 is available to roll-over from previous projects that did not spend the full grant award, resulting in a total of \$1,132,632 available for distribution. Based on the ranked project list included in Attachment 2, the recommendation is to fully fund ten New Freedom projects.

Senior Mini-Grant Program

The Transportation Committee approved a process and criteria for selecting eligible projects for FY 2014 and FY 2015 funding under the TransNet Senior Mini-Grant Program on June 15, 2012. Based on the TransNet revenue estimates, \$1,363,000 is projected to be available in FY 2014 funding and \$1,446,000 in FY 2015. After deducting \$42,000 for SANDAG project oversight costs each year and adding \$129,847 in rollover funds from previous years, the amount available for grant awards is \$1,450,847 in FY 2014 and \$1,404,000 in FY 2015.

A total of 19 applications were received, requesting more than \$1.9 million in FY 2014 and almost \$1.8 million in FY 2015. A description of each Senior Mini-Grant project submitted for funding for FY 2014 and FY 2015, as well as the preliminary scoring and ranking of each project are provided in Attachment 2. For this competitive process, based on the available funding and the ranked project list in Attachment 2, the recommendation is to fully fund fourteen projects and partially fund two additional projects.

At its meeting on February 27, 2013, the Independent Taxpayer Oversight Committee confirmed that the recommended grant proposals are consistent with the *TransNet* Extension Ordinance and Senior Mini-Grant program requirements.

Next Steps

Should the funding recommendations be approved by the Board of Directors, the selected grantees will be sent Notices of Award, and projects will be included in the 2012 Regional Transportation Improvement Program at the earliest opportunity. It is anticipated that grant agreements will be issued in fall 2013.

GARY L. GALLEGOS
Executive Director

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

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

FEDERAL FISCAL YEAR 2012 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 five questions to be eligible.

1. Is the agency a local governmental agency, (private or public) operator of public transportation, nonprofit agency, or a tribal government?
2. In the applicant's civil rights assurances, are adequate methods included for ensuring that the benefits of the project are distributed equitably amongst low-income and minority (LIM) and non-LIM population groups in its service area?
3. Will 80% of the served population consist of persons with disabilities?
4. Is the total grant request between \$30,000 and \$200,000 per year?
5. Is the project derived from a Very High or High Priority in the 2012 – 2016 Coordinated Plan?

: Very High

- Develop or expand transit and nonagency client transportation services in areas with little or no other transportation options (or replace services that have been cut in those areas) based on identified gaps in transportation services included in the Coordinated Plan; or
- Develop or expand transportation solutions in areas with sufficient densities to support transit or coordinated services based on identified gaps in transportation services included in the Coordinated Plan.

: High

- Develop or enhance volunteer driver programs including the support of volunteer driver coalitions
- Develop or expand transportation solutions for developmentally disabled individuals and veterans with service-related disabilities based on identified gaps in service included in the Coordinated Plan
- Develop centralized ride scheduling, voucher programs, dispatching, and mobility management/brokerage
- 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 weekday service based on identified gaps included in the Coordinated Plan

- Increase weeknight and weekend service based on identified gaps in service included in the Coordinated Plan
- Provide door-to-door service (and door-through-door when necessary) for trips such as nonemergency medical transportation and grocery shopping in circumstances where paratransit is insufficient, inappropriate, or unavailable
- Improve accessibility for individuals with disabilities through the provision of travel training for paratransit users to encourage more individuals to ride regular fixed-route transit; improved accessible travel paths to transit stops and stations; and retrofitting of existing bus stops to ensure accessibility and ADA compliance
- Expand paratransit eligibility beyond the 3/4-mile boundary

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 in both low income and minority (LIM) areas and non-LIM areas included in the project's service area? **(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)? Does the project include provisions that ensure the equitable distribution of services? **(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.)
 - More than 10 % under proposed cost per unit (+.5%)
 - +/- 10% of proposed cost per unit (0%)
 - 10 – 14.99 % or more over proposed cost per unit (-.5%)
 - 15 – 19.99% or more over proposed cost per unit (-1.0%)
 - 20 – 24.99% or more over proposed cost per unit (-1.5%)
 - 25 – 29.99% 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

- More than 10 % over proposed number of units of service (+.5%)
- Within 10% more or less of proposed number of units of service (0%)
- 10 – 14.99 % or more under proposed number of units of service (-.5%)
- 15 – 19.99% or more under proposed number of units of service (-1.0%)
- 20 – 24.99% or more under proposed number of units of service (-1.5%)
- 25 – 29.99% 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

FEDERAL FISCAL YEAR 2012 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 five questions to be eligible.

6. Is the agency a local governmental agency, (private or public) operator of public transportation, nonprofit agency, or a tribal government?
7. In the applicant's civil rights assurances, are adequate methods included for ensuring that the benefits of the project are distributed equitably amongst low-income and minority (LIM) and non-LIM population groups in its service area adequate?
8. 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 nonurbanized areas to suburban employment opportunities.
9. Is the total grant request between \$30,000 and \$200,000 per year?
10. Is the project derived from a Very High or High Priority in the 2012 – 2016 Coordinated Plan?

: Very High

- Develop or expand transit and nonagency client transportation services in areas with little or no other transportation options (or replace services that have been cut in those areas, such as transit or school bus transportation) based on identified gaps in transportation services included in the Coordinated Plan; or
- Develop or expand transportation solutions in areas with sufficient densities to support transit or coordinated services based on identified gaps in transportation services included in the Coordinated Plan.

: High

- Develop or enhance volunteer driver programs, including the support of volunteer driver coalitions
- Develop low-income/homeless and veteran solutions to school/education opportunities whenever none exist/were cut
- Develop centralized ride scheduling, voucher programs, dispatching, and mobility management/brokerage

- 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/extend hours of operation based on identified gaps in service included in the Coordinated Plan
- Increase work-based weeknight service based on identified gaps in service included in the Coordinated Plan
- Provide travel training to encourage more individuals to ride regular transit
- Support collaborations between nonprofit and private organizations to assist with transit pass subsidies

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

I. 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)**

J. 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)**

K. 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)**

L. 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 in both low income and minority (LIM) areas and non-LIM areas included in the project's service area? **(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

M. 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)**

N. 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)**

O. 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)? Does the project include provisions that ensure the equitable distribution of services? **(5 points)**

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

1. 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.

5. Cost per unit of service delivered (A unit can be one-way passenger trips, web hits, or referrals, etc.)
 - More than 10 % under proposed cost per unit (+.5%)
 - +/- 10% of proposed cost per unit (0%)
 - 10 – 14.99 % or more over proposed cost per unit (-.5%)
 - 15 – 19.99% or more over proposed cost per unit (-1.0%)
 - 20 – 24.99% or more over proposed cost per unit (-1.5%)
 - 25 – 29.99% or more over proposed cost per unit (-2.0%)
 - 30% or more over proposed cost per unit (-2.5%)

6. Number of units of service delivered

- More than 10 % over proposed number of units of service (+.5%)
- Within 10% more or less of proposed number of units of service (0%)
- 10 – 14.99 % or more under proposed number of units of service (-.5%)
- 15 – 19.99% or more under proposed number of units of service (-1.0%)
- 20 – 24.99% or more under proposed number of units of service (-1.5%)
- 25 – 29.99% or more under proposed number of units of service (-2.0%)
- 30% or more under proposed number of units of service (-2.5%)

7. 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

8. 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

FY 2014 Senior Mini-Grant Project Evaluation and Scoring Criteria

The following information and scoring criteria are used to score and rate project applications for Senior Mini-Grant funding.

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

11. Is the agency a local governmental agency, (private or public) operator of public transportation, nonprofit agency, or a tribal government?
12. In the applicant's civil rights assurances, are adequate methods included for ensuring that the benefits of the project are distributed equitably amongst low-income and minority (LIM) and non-LIM population groups in its service area adequate?
13. Will 80% of the riders be seniors?
14. Is the total grant request between \$30,000 and \$200,000 per year?
15. Is the project derived from a Very High or High Priority in the 2012 – 2016 Coordinated Plan?

: Very High

- Develop or expand transit and nonagency client transportation services in areas with little or no other transportation options (or replace services that have been cut in those areas) based on identified gaps in transportation services included in the Coordinated Plan; or
- Develop or expand transportation solutions in areas with sufficient densities to support transit or coordinated services based on identified gaps in transportation services included in the Coordinated Plan.

: High

- Develop or enhance volunteer driver programs, including the support of volunteer driver coalitions
- Develop centralized ride scheduling, voucher programs, dispatching, and mobility management/brokerage to maximize service coverage 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 weekday and weekend service based on identified gaps in service included in the Coordinated Plan

- Provide door-to-door service (and door-through-door when necessary) for trips such as non-emergency medical transportation and grocery shopping in circumstances where paratransit is insufficient, inappropriate, or unavailable
- Provide travel training to encourage more individuals to ride regular transit

SCORING CRITERIA: The information and scoring criteria below will be used to score and rate project applications for Senior Mini-Grant funding.

Q. 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 seniors? **(5 points)**
- To what extent is the proposed project consistent with the goals and objectives of the Senior Mini-Grant program? **(5 points)**

R. 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)**

S. Program Effectiveness (10 points)

- Does the applicant describe methodologies and procedures for ongoing monitoring and evaluation of the project or service? **(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)**

T. 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 in both low income and minority (LIM) areas and non-LIM areas included in the project’s service area? **(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

U. Performance Indicators (5 points each; maximum 15 points)

→ Cost Efficiency Indicator – Operating Cost in Dollars per Vehicle Service Hour

Points	# of Years in Service			
	Proposed/1st year	2nd year	3rd year	4+ year
0	>70	>65	>60	>55
1	65<x≤70	60<x≤65	55<x≤55	50<x≤55
3	60<x≤65	55<x≤60	50<x≤55	45<x≤50
5	≤60	≤55	≤50	≤45

→ Cost Effectiveness Indicator – Operating Cost in Dollars per Passenger

Points	# of Years in Service			
	Proposed/1st year	2nd year	3rd year	4+ year
0	>32	>29	>26	>23
1	29<x≤32	26<x≤29	23<x≤26	20<x≤23
3	26<x≤29	23<x≤26	20<x≤23	17<x≤20
5	≤26	≤23	≤20	≤17

→ Service Effectiveness Indicator – Passenger Utilization in Percentages

Points	# of Years in Service			
	Proposed/1st year	2nd year	3rd year	4+ year
0	<15	<20	<35	<30
1	15≤x<25	20≤x<30	25≤x<35	30≤x<40
3	25≤x<35	30≤x<40	35≤x<45	40≤x<50
5	≥35	≥40	≥45	≥50

V. 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)**

W. Operational Sustainability (5 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)**

X. 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 environmentally sustainable (including the use of alternative fuels and clean air vehicles)? Does the project include provisions that ensure the equitable distribution of services? **(5 points)**

Y. 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.

9. Cost per unit of service delivered (A unit can be one-way passenger trips, web hits, or referrals, etc.)
 - More than 10 % under proposed cost per unit (+.5%)
 - +/- 10% of proposed cost per unit (0%)
 - 10 – 14.99 % or more over proposed cost per unit (-.5%)
 - 15 – 19.99% or more over proposed cost per unit (-1.0%)
 - 20 – 24.99% or more over proposed cost per unit (-1.5%)
 - 25 – 29.99% or more over proposed cost per unit (-2.0%)
 - 30% or more over proposed cost per unit (-2.5%)

10. Number of units of service delivered

- More than 10 % over proposed number of units of service (+.5%)
- Within 10% more or less of proposed number of units of service (0%)
- 10 – 14.99 % or more under proposed number of units of service (-.5%)
- 15 – 19.99% or more under proposed number of units of service (-1.0%)
- 20 – 24.99% or more under proposed number of units of service (-1.5%)
- 25 – 29.99% or more under proposed number of units of service (-2.0%)
- 30% or more under proposed number of units of service (-2.5%)

11. 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

12. 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 DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS

New Freedom Project Descriptions and Rankings

Final Rank	Sponsor	Project Description	FY 13 Requested Grant \$	Preliminary FY 13 Grant Funding Results	Req'd Match	Section Average Scores			Final (After Adjustment)*	
						Section	Avg. Score	Max. Score	Avg. Score (out of 100)	Total Rank
1	City of La Mesa	Rides4Neighbors provides transportation by volunteer drivers using their own vehicles to meet the essential needs of eligible seniors 60+ and/or disabled adults throughout East County. Essential needs include medical appointments, grocery or other shopping, personal care or business (bank, attorney), and social engagements. Rides4Neighbors also includes taxicab vouchers, accessible vans, a shuttle program, taxi script discounts, and an annual Senior Expo, which provides transportation resources and education for seniors. Operating funds have been requested.	\$104,427	\$104,427	50%	Goals and Objectives	13.8	15	88.9	8
						Implementation Plan	13.6	15		
						Program Effectiveness / Performance Indicators	17.2	20		
						Coordination and Program Outreach	13.2	15		
						Sustainability	8.2	10		
						Innovation	8.4	10		
						Project Budget	13.6	15		
						Average Score	88	100		
						Performance Adjustment	+1.0%	+2% -> -10%		
						2	Jewish Family Services (JFS) - Northern San Diego Rides & Smiles program	This volunteer driver program, with the support of the 501(c)3 nonprofit organization called Charitable Adult Rides and Services California, or CARS CA, will continue to provide dependable, friendly, and personal door-through-door transportation to seniors (and other individuals with disabilities) in the Clairemont, La Jolla, Linda Vista, University City community and Carmel Valley areas. This project will also be expanding to Del Mar. Operating funds have been requested.		
Implementation Plan	12.4	15								
Program Effectiveness / Performance Indicators	17.6	20								
Coordination and Program Outreach	13	15								
Sustainability	9	10								
Innovation	8.2	10								
Project Budget	13.8	15								
Average Score	88	100								
Performance Adjustment	+2.0%	+2% -> -10%								
3	MTS - MTS Access MDT/AVL Equipment	The project aims to fund the purchase of small tablet-style Mobile Data Terminals (MDTs), equipped with GPS technology. The MDTs will provide MTS's ADA Paratransit dispatchers with the tools to remain in constant contact with the vehicles and to be aware of their exact location at all times, to coordinate information immediately among vehicle operators, dispatchers and their customers, and will improve operational efficiencies with access to real-time information regarding schedules, vehicle locations and client information. Capital funding has been requested.	\$200,000	\$200,000	20%				Goals and Objectives	12.2
						Implementation Plan	11.4	15		
						Program Effectiveness / Performance Indicators	16.4	20		
						Coordination and Program Outreach	13.4	15		
						Sustainability	9.4	10		
						Innovation	8.6	10		
						Project Budget	14	15		
						Average Score	85.4	100		
						Performance Adjustment	+0.5%	+2% -> -10%		
						4	San Ysidro Health Center (SYHC)	SYHC's Transportation Operations Program will provide registered SYHC patients round-trip, demand response shuttle services to non-emergency primary care, specialty care and social service appointments. The program will also provide shuttle services for scheduled "health and wellbeing" trips, such as trips to pharmacies, recreational outings and grocery trips for disabled and elderly patients. Operating funds have been requested.	\$45,500	\$45,500
Implementation Plan	13.4	15								
Program Effectiveness / Performance Indicators	15.5	20								
Coordination and Program Outreach	12.4	15								
Sustainability	8.4	10								
Innovation	7.9	10								
Project Budget	12.4	15								
Average Score	84	100								
Performance Adjustment	n/a	+2% -> -10%								
5	FACT - Sustain RideFACT Brokerage Services	The proposed project seeks to sustain the "one-stop" transportation solutions needed by seniors and persons with disabilities to reach medical appointments and other quality of life related services in FY 2015. FACT refers callers to existing transportation services based on individual needs. When an existing service cannot be utilized, RideFACT will meet the need for affordable transportation connecting all of the 18 cities in San Diego County. Operating funds have been requested.	\$50,000	\$50,000	50%					
						Implementation Plan	12.1	15		
						Program Effectiveness / Performance Indicators	15.2	20		
						Coordination and Program Outreach	12.8	15		
						Sustainability	7.3	10		
						Innovation	9	10		
						Project Budget	10.9	15		
						Average Score	80.5	100		
						Performance Adjustment	+1.0%	+2% -> -10%		

* Final project rankings are determined using the Total Rank instead of the Average Score. The Total Rank adds up each evaluator's individual rankings, with the lowest number indicating which projects scored the highest across the committee members. This measure is more objective, mitigating for evaluation committee members scoring differentials.

New Freedom PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS
New Freedom Project Descriptions and Rankings

Final Rank	Sponsor	Project Description	FY 13 Requested Grant \$	Preliminary FY 13 Grant Funding Results	Req'd Match	Section Average Scores			Final (After Adjustment)*	
						Section	Avg. Score	Max. Score	Avg. Score (out of 100)	Total Rank
6	FACT - Expand RideFACT Brokerage Services	The proposed project will support the expansion of the "one stop" transportation solutions needed by seniors and persons with disabilities to reach medical appointments and other quality of life related services in FY 2014. This proposal is to support expansion of RideFACT brokerage services for senior transportation beyond what is currently provided by the nonurban areas of Valley Center, Rainbow, Alpine and Jamul. Operating funds have been requested.	\$50,000	\$50,000	50%	Goals and Objectives	12.6	15	79.4	32
						Implementation Plan	11.3	15		
						Program Effectiveness / Performance Indicators	14.4	20		
						Coordination and Program Outreach	13.2	15		
						Sustainability	6.9	10		
						Innovation	9	10		
						Project Budget	11.2	15		
						Average Score	78.6	100		
						Performance Adjustment	+1.0%	+2% -> -10%		
7	NCTD - Key Destinations for Disabled Veterans	This project will continue access to key destinations for disabled veterans and active duty service members seeking medical care. The project will also expand to include access to the Wounded Warrior Center on Camp Pendleton and the new Veterans Administration Clinic in Oceanside.	\$200,000	\$200,000	50%	Goals and Objectives	13.6	15	78.8	33
						Implementation Plan	13.4	15		
						Program Effectiveness / Performance Indicators	14	20		
						Coordination and Program Outreach	11.8	15		
						Sustainability	7.8	10		
						Innovation	7.8	10		
						Project Budget	12	15		
						Average Score	80.4	100		
						Performance Adjustment	-2.00%	+2% -> -10%		
7	FACT - RideFACT Trip Reimbursement	This project will sustain RideFACT, a senior dial-a-ride, available for travel in all cities in San Diego County. When a senior's need does not match an existing transportation option, the trip is provided through RideFACT. These funds will be used to purchase rides from a pool of 6 transportation companies that form the brokerage. The trip is given to the lowest cost vendor in the brokerage. Operating funds have been requested.	\$125,000	\$125,000	20%	Goals and Objectives	11	15	76.4	33
						Implementation Plan	12.4	15		
						Program Effectiveness / Performance Indicators	14.2	20		
						Coordination and Program Outreach	12.4	15		
						Sustainability	7.2	10		
						Innovation	8.4	10		
						Project Budget	10	15		
						Average Score	75.6	100		
						Performance Adjustment	+1.0%	+2% -> -10%		
9	FACT - Sustain Mobility Management services	The proposed project aims to fund FACT's mobility management services--telephone and web referrals to other existing services, brokerage management, outreach, and marketing (in conjunction with a Senior Mini-Grant proposal). This project will also fund the staffing and administration expenses for developing new services such as MedAccessRIDE and Veteran's mobility program. Operating funds have been requested.	\$120,000	\$120,000	50%	Goals and Objectives	12.2	15	78.4	37
						Implementation Plan	11.8	15		
						Program Effectiveness / Performance Indicators	15	20		
						Coordination and Program Outreach	13.2	15		
						Sustainability	6.6	10		
						Innovation	8.6	10		
						Project Budget	10.2	15		
						Average Score	77.6	100		
						Performance Adjustment	+1.0%	+2% -> -10%		
10	FACT - Expand Mobility Management	This proposed project looks to expand FACT's mobility management services to the following urbanized areas in San Diego County: Fallbrook, Bonsall, Camp Pendleton and Lakeside. Mobility management services include telephone and web referrals to other existing services, brokerage management, outreach and marketing. Operating funds have been requested.	\$200,000	\$200,000	50%	Goals and Objectives	11.8	15	73.9	40
						Implementation Plan	11.6	15		
						Program Effectiveness / Performance Indicators	13.4	20		
						Coordination and Program Outreach	13.2	15		
						Sustainability	6	10		
						Innovation	7.8	10		
						Project Budget	9.4	15		
						Average Score	73.2	100		
						Performance Adjustment	+1.0%	+2% -> -10%		
Funded Project Subtotals:			\$887,632	\$1,132,632						

* Final project rankings are determined using the Total Rank instead of the Average Score. The Total Rank adds up each evaluators individual rankings, with the lowest number indicating which projects scored the highest across the committee members. This measure is more objective, mitigating for evaluation committee members scoring differentials.

New Freedom PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS
New Freedom Project Descriptions and Rankings

Final Rank	Sponsor	Project Description	FY 13 Requested Grant \$	Preliminary FY 13 Grant Funding Results	Req'd Match	Section Average Scores			Final (After Adjustment)*	
						Section	Avg. Score	Max. Score	Avg. Score (out of 100)	Total Rank
11	Care 4U Mobility	The proposed project aims to fund the purchase of two new handicap vehicles, which will ensure improved operational quality and reliability, minimize the risk of vehicle breakdown, and provide greater scheduling reliability. Care 4U provides reliable, dependable, and affordable transportation service to enhance and satisfy the logistical needs of persons with disabilities throughout San Diego County. Capital funding has been requested.	\$64,000	\$0	20%	Goals and Objectives	11	15	61.3	55
						Implementation Plan	7.6	15		
						Program Effectiveness / Performance Indicators	11.8	20		
						Coordination and Program Outreach	9.4	15		
						Sustainability	6.9	10		
						Innovation	5.4	10		
						Project Budget	9.2	15		
						Average Score	61.3	100		
						Performance Adjustment	n/a	+2% -> -10%		
						Goals and Objectives	9.4	15		
Implementation Plan	9	15								
Program Effectiveness / Performance Indicators	12	20								
Coordination and Program Outreach	8.2	15								
Sustainability	6.6	10								
Innovation	7	10								
Project Budget	9.3	15								
Average Score	61.5	100								
Performance Adjustment	-4.0%	+2% -> -10%								
13	Valley Center Community Recreation Center	This proposed project aims to provide door-to-door and door-through-door transportation for the elderly and disabled individuals in the north east San Diego County and the greater Valley Center Area. The proposed service will provide transportation to and from non-emergency medical appointments and shopping. Additionally, the project aims to fund the purchase of equipment that will enhance service operations. Operating (O) and capital (C) funds have been requested.	\$256,400	\$0	50% (O) 20% (C)	Goals and Objectives	13.4	15	61.6	61
						Implementation Plan	8.2	15		
						Program Effectiveness / Performance Indicators	10.4	20		
						Coordination and Program Outreach	9.6	15		
						Sustainability	6.6	10		
						Innovation	7.2	10		
						Project Budget	6.2	15		
						Average Score	61.6	100		
						Performance Adjustment	n/a	+2% -> -10%		
						Unfunded Projects Subtotals:				

* Final project rankings are determined using the Total Rank instead of the Average Score. The Total Rank adds up each evaluators individual rankings, with the lowest number indicating which projects scored the highest across the committee members. This measure is more objective, mitigating for evaluation committee members scoring differentials.

JARC PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS

JARC Project Descriptions and Rankings

Final Rank	Sponsor	Project Description	FY 13 Requested Grant \$	Preliminary FY 13 Grant Funding Results	Req'd Match	Section Average Scores			Final (After Adjustment)*	
						Section	Avg. Score	Max. Score	Avg. Score (out of 100)	Total Rank
1	MTS - Rt. 905	This project aims to maintain Route 905 service to help transport low-income and reverse commuters to and from jobs and activities related to their employment. This fixed-route service connects the residential and employment areas of Chula Vista, Imperial Beach, San Diego, San Ysidro, Otay Mesa, and Otay Mesa-Nestor at the Iris Avenue Trolley Station. Operating funds have been requested.	\$155,516	\$155,516	50%	Goals and Objectives	14.6	15	94.9	8
						Implementation Plan	15	15		
						Program Effectiveness / Performance Indicators	19.2	20		
						Coordination and Program Outreach	14.8	15		
						Sustainability	8.2	10		
						Innovation	9	10		
						Project Budget	13.6	15		
						Average Score	94.4	100		
						Performance Adjustment	+0.5%	+2% -> -10%		
2	MTS - Rt. 955	This project aims to maintain Route 955, a fixed-route service that connects the residential and employment areas of National City, Southeastern San Diego, Encanto, City Heights, and the College Area. Within these communities, Route 955 serves 34,551 households with household incomes below \$30,000. In January 2013, in order to meet growing demand, MTS will be adding weekday and Saturday trips. Operating funds have been requested.	\$200,000	\$200,000	50%	Goals and Objectives	14.4	15	93.7	15
						Implementation Plan	14.6	15		
						Program Effectiveness / Performance Indicators	19.4	20		
						Coordination and Program Outreach	15	15		
						Sustainability	7.2	10		
						Innovation	9.2	10		
						Project Budget	13.4	15		
						Average Score	93.2	100		
						Performance Adjustment	+0.5%	+2% -> -10%		
3	International Rescue Committee (IRC)	Ride2Work is designed to support job seeking low-income individuals secure and retain employment, where public transportation is not sufficiently able to, by assisting individuals get driver licenses, access affordable auto loans and connect them to carpooling options with other low-income individuals. Ride2Work services will include classroom trainings, one-on-one assistance, driver's education vouchers and an auto loan product and will be available to low-income residents in City Heights and El Cajon. Operating (O) and capital (C) funds have been requested.	\$130,000	\$130,000	50% (O) 20% (C)	Goals and Objectives	14.2	15	95.6	16
						Implementation Plan	14.2	15		
						Program Effectiveness / Performance Indicators	19.6	20		
						Coordination and Program Outreach	14.4	15		
						Sustainability	8.8	10		
						Innovation	8.6	10		
						Project Budget	14.4	15		
						Average Score	94.2	100		
						Performance Adjustment	+1.5%	+2% -> -10%		
4	MTS - Rt. 932	This project aims to maintain Route 932, a fixed-route service that connects the residential areas and employment areas of San Ysidro, Imperial Beach, Otay Mesa-Nestor, Chula Vista, and National City. Route 932 provides vital transit connections along major business and commercial corridors in predominantly low-income and minority neighborhoods. Operating funds have been requested.	\$200,000	\$200,000	50%	Goals and Objectives	13.8	15	93.1	19
						Implementation Plan	15	15		
						Program Effectiveness / Performance Indicators	19	20		
						Coordination and Program Outreach	14.6	15		
						Sustainability	7.8	10		
						Innovation	8.8	10		
						Project Budget	13.6	15		
						Average Score	92.6	100		
						Performance Adjustment	+0.5%	+2% -> -10%		

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5	MTS - Rt. 929	This project aims to maintain Route 929, a fixed-route service that connects the residential areas of San Ysidro, Otay Mesa-Nestor, National City, Chula Vista, 32nd Street Naval Station, Southeastern San Diego, Barrio Logan, and Downtown San Diego. In September 2012, MTS added service to Route 929 to replace services that have been cut in these areas. This project ensures that recently added services will not be cut in the future. Operating funds have been requested.	\$200,000	\$200,000	50%	Goals and Objectives	14.2	15	92.1	25
						Implementation Plan	14.2	15		
						Program Effectiveness / Performance Indicators	19	20		
						Coordination and Program Outreach	15	15		
						Sustainability	6.8	10		
						Innovation	8.6	10		
						Project Budget	13.8	15		
						Average Score	91.6	100		
						Performance Adjustment	+0.5%	+2% -> -10%		
6	MTS - Rt. 967/968	This project aims to maintain Route 967 and 968, which combined provide a circulator service throughout National City and parts of the communities of Encanto and Skyline/Paradise Hills. Beginning at the 24th Street Trolley Station, these routes connect the residents of these communities to the entire MTS transit system, and also provide access to the jobs in National City and South Bay communities. Additionally, Route 968, in particular, serves the majoremployer in Skyline/Paradise Hills: Paradise Valley Hospital. Operating funds have been requested.	\$193,957	\$193,957	50%	Goals and Objectives	13.8	15	91.7	28
						Implementation Plan	15	15		
						Program Effectiveness / Performance Indicators	18	20		
						Coordination and Program Outreach	15	15		
						Sustainability	7.2	10		
						Innovation	9	10		
						Project Budget	13.2	15		
						Average Score	91.2	100		
						Performance Adjustment	+0.5%	+2% -> -10%		
7	MTS - Rt. 960	This project aims to maintain Route 960, a fixed-route service that connects the residential areas of Southeastern San Diego and Mid-City to jobs in both Kearny Mesa and University City. Route 960 is the only rapid public transit service that provides a single seat-ride from dense urban City of San Diego neighborhoods (mostly low-income and/or minority neighborhoods) to the San Diego region's top two job centers (Kearny Mesa and University City). Operating funds have been requested.	\$161,166	\$161,166	50%	Goals and Objectives	13.8	15	91.7	30
						Implementation Plan	15	15		
						Program Effectiveness / Performance Indicators	18.2	20		
						Coordination and Program Outreach	14.6	15		
						Sustainability	7.6	10		
						Innovation	8.8	10		
						Project Budget	13.2	15		
						Average Score	91.2	100		
						Performance Adjustment	+0.5%	+2% -> -10%		
8	St. Madeline Sophie's Center (SMSC) Operating	This project seeks operating support of SMSC's volunteer driver program through mileage reimbursement funds. The program provides adults with developmental disabilities, ages 22 to 70+, with transportation to three of SMSC's vocational training centers and to paid work. SMSC aims to expand the number of both volunteer drivers and clients in 2013. Operating funds have been requested.	\$191,930	\$191,930	50%	Goals and Objectives	13.4	15	88.9	32
						Implementation Plan	14.4	15		
						Program Effectiveness / Performance Indicators	15.6	20		
						Coordination and Program Outreach	13.6	15		
						Sustainability	9	10		
						Innovation	8.4	10		
						Project Budget	12.8	15		
						Average Score	87.2	100		
						Performance Adjustment	+2.0%	+2% -> -10%		

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JARC Project Descriptions and Rankings

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9	St. Madeline Sophie's Center (SMSC) Capital	This project aims to fund the purchase of four paratransit vehicles to support an expansion of services to SMSC's growing enrollment of adults with developmental disabilities in relation to their work and vocational training activities. Enrollment in SMSC's transportation services has been growing steadily at about 10% per year. Purchase of vehicles will support the expansion of service in the upcoming years. Capital funding has been requested.	\$194,400	\$194,400	20%	Goals and Objectives	13.6	15	90.8	35
						Implementation Plan	14.4	15		
						Program Effectiveness / Performance Indicators	15.6	20		
						Coordination and Program Outreach	13.2	15		
						Sustainability	9.6	10		
						Innovation	9	10		
						Project Budget	13.6	15		
						Average Score	89	100		
						Performance Adjustment	+2.0%	+2% -> -10%		
10	NCTD - Escondido Medical Jobs Shuttle	The project seeks funding for hourly Sunday service for BREEZE route 353, which connects low-income residents of Escondido to major employers including Palomar Health, Stone World Bistro and Gardens, and numerous other service sector and manufacturing jobs in southwest Escondido. Operating funds have been requested.	\$30,262	\$30,262	50%	Goals and Objectives	14	15	84.7	52
						Implementation Plan	14	15		
						Program Effectiveness / Performance Indicators	15.4	20		
						Coordination and Program Outreach	13.6	15		
						Sustainability	9.4	10		
						Innovation	8.4	10		
						Project Budget	11.6	15		
						Average Score	86.4	100		
						Performance Adjustment	-2.0%	+2% -> -10%		
11	NCTD - Increasing Access to Northeastern Escondido	This project seeks to provide weekday midday and Saturday hourly service on the unserved El Norte Parkway in Escondido. This project will allow low income workers who live in northeast Escondido access to jobs during the off peak period on weekdays and Saturdays, essentially giving them access to jobs that have non-traditional and weekend schedules. Operating funds have been requested.	\$114,195	\$33,201	50%	Goals and Objectives	14.2	15	84.3	56
						Implementation Plan	14.2	15		
						Program Effectiveness / Performance Indicators	15.2	20		
						Coordination and Program Outreach	13.8	15		
						Sustainability	7.8	10		
						Innovation	9	10		
						Project Budget	11.8	15		
						Average Score	86	100		
						Performance Adjustment	-2.0%	+2% -> -10%		
Funded Project Subtotals:			\$1,771,426	\$1,690,432						

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JARC PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS

JARC Project Descriptions and Rankings

Final Rank	Sponsor	Project Description	FY 13 Requested Grant \$	Preliminary FY 13 Grant Funding Results	Req'd Match	Section Average Scores			Final (After Adjustment)*	
						Section	Avg. Score	Max. Score	Avg. Score (out of 100)	Total Rank
12	Alpha Project for the Homeless	Take Back the Streets (TBS) is a program offering supportive, transitional employment for men and women who are homeless and/or facing barriers to mainstream employment. Trips will include drop-off and pick-up at participants' job sites as well as transportation to employment training partners, such as the Employment Development Department's career centers, and to educational facilities including community colleges and ROP programs. Operating funds have been requested.	\$125,000	\$0	50%	Goals and Objectives	11.8	15	81.6	57
						Implementation Plan	12.6	15		
						Program Effectiveness / Performance Indicators	15.2	20		
						Coordination and Program Outreach	11.6	15		
						Sustainability	8.6	10		
						Innovation	7.6	10		
						Project Budget	13	15		
						Average Score	80.4	100		
Performance Adjustment	+1.5%	+2% -> -10%								
13	NCTD - Restoring Saturday Service on Rt. 304	This project will expand BREEZE route 304 service to Saturdays, which had previously been cut in 2008 as the economic recession forced service cuts. Hourly service will be provided between 7am and 9pm, providing job access for individuals in poverty in San Marcos to low-wage jobs in Encinitas and along the SPRINTER corridor. Operating funds have been requested.	\$56,992	\$0	50%	Goals and Objectives	14.2	15	82.5	58
						Implementation Plan	13.4	15		
						Program Effectiveness / Performance Indicators	15.2	20		
						Coordination and Program Outreach	13.4	15		
						Sustainability	9	10		
						Innovation	8.4	10		
						Project Budget	10.6	15		
						Average Score	84.2	100		
Performance Adjustment	-2.0%	+2% -> -10%								
Unfunded Projects Subtotals:			\$181,992	\$0						

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SENIOR MINI-GRANT PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS

Senior Mini-Grant Project Descriptions and Rankings

Final Rank	Sponsor	Project Description	FY 14 Requested Grant \$	FY 15 Requested Grant \$	FY 14 Recommended Grant \$	FY 15 Recommended Grant \$	Req'd Match	Section Average Scores			Final (After Adjustment)*	
								Section	Avg. Score	Max. Score	Avg. Score (out of 100)	Total Rank
1	Jewish Family Services - North County Inland and Eastern Rides & Smiles programs	The North County Inland Rides & Smiles and Eastern Rides & Smiles service, a volunteer driver program, will continue to provide dependable, friendly, and personal door-through-door transportation to seniors in need in both the North County Inland and Eastern San Diego (College and Tierrasanta) areas of the County. Operating funds have been requested.	\$200,000	\$200,000	\$200,000	\$200,000	20%	Goals and Objectives	14.8	15	92.8	15
								Implementation Plan	15	15		
								Program Effectiveness	9.6	10		
								Coordination and Program Outreach	12.8	15		
								Operational Sustainability	4.8	5		
								Innovation	8.8	10		
								Project Budget	14.2	15		
								Performance Indicators	11	15		
								Average Score	91	100		
								Performance Adjustment	+2.0%	+2% -> -10%		
								2	Peninsula Shepherd Center	The Out and About Peninsula program will continue to provide cost-effective supplemental transportation for seniors living in the Peninsula communities (Point Loma, Ocean Beach, Midway/Sports Arena). Transportation options include volunteer/escort service and door-through-door shopping van shuttle service. Operating funds have been requested.		
Implementation Plan	15	15										
Program Effectiveness	9.6	10										
Coordination and Program Outreach	12	15										
Operational Sustainability	4.2	5										
Innovation	7	10										
Project Budget	14.2	15										
Performance Indicators	15	15										
Average Score	91	100										
Performance Adjustment	+1.5%	+2% -> -10%										
3	Bayside Community Center	This project will develop a transportation, translation and advocacy (TTA) program primarily for Spanish speaking and Vietnamese speaking seniors. Door-through-door transportation services will be provided to seniors who require translation and advocacy for health-related trips. Every effort will be made to accommodate other languages. TTA will expand transportation options for seniors 60+ who are facing physical limitations and/or linguistic isolation in Linda Vista. Operating funds have been requested.	\$32,194	\$42,203	\$32,194	\$42,203	20%				Goals and Objectives	14.8
								Implementation Plan	14.4	15		
								Program Effectiveness	9.4	10		
								Coordination and Program Outreach	12.2	15		
								Operational Sustainability	4.8	5		
								Innovation	8.2	10		
								Project Budget	14	15		
								Performance Indicators	13	15		
								Average Score	90.8	100		
								Performance Adjustment	n/a	+2% -> -10%		
								3	City of La Mesa	Rides4Neighbors provides transportation by volunteer drivers using their own vehicles to meet the essential needs of eligible seniors 60+ and/or disabled adults throughout East County. Essential needs include medical appointments, grocery or other shopping, personal care or business (bank, attorney), and social engagements. Rides4Neighbors also includes taxicab vouchers, accessible vans, a shuttle program, taxi scrip discounts, and an annual Senior Expo, which provides transportation resources and education for seniors. Operating funds have been requested.	\$176,711	\$176,711
Implementation Plan	14.8	15										
Program Effectiveness	9.4	10										
Coordination and Program Outreach	14	15										
Operational Sustainability	4.6	5										
Innovation	8.8	10										
Project Budget	13	15										
Performance Indicators	11	15										
Average Score	90.2	100										
Performance Adjustment	+1.0%	+2% -> -10%										

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Final Rank	Sponsor	Project Description	FY 14 Requested Grant \$	FY 15 Requested Grant \$	FY 14 Recommended Grant \$	FY 15 Recommended Grant \$	Req'd Match	Section Average Scores			Final (After Adjustment)*	
								Section	Avg. Score	Max. Score	Avg. Score (out of 100)	Total Rank
5	Jewish Family Services - Northern San Diego Rides & Smiles	This volunteer driver program, with the support of the 501(c)3 nonprofit organization called Charitable Adult Rides and Services California, or CARS CA, will continue to provide dependable, friendly, and personal door-through-door transportation to seniors (and other individuals with disabilities) in the Clairemont, La Jolla, Linda Vista, University City community and Carmel Valley areas. This project will also be expanding to Del Mar. Operating funds have been requested.	\$150,818	\$155,254	\$150,818	\$155,254	20%	Goals and Objectives	15	15	88.5	29
								Implementation Plan	15	15		
								Program Effectiveness	9.8	10		
								Coordination and Program Outreach	12.8	15		
								Operational Sustainability	4.8	5		
								Innovation	8.2	10		
								Project Budget	14.2	15		
								Performance Indicators	7	15		
								Average Score	86.8	100		
								Performance Adjustment	2.00%	+2% -> -10%		
6	City of Vista	The City of Vista's Out and About Vista senior transportation program will continue to provide affordable, accessible and flexible transportation throughout the community. This is accomplished through a senior shuttle service, volunteer mileage reimbursement service and a taxi voucher component. Operating funds have been requested.	\$101,720	\$103,561	\$101,720	\$103,561	20%	Goals and Objectives	14.2	15	87.1	34
								Implementation Plan	14.8	15		
								Program Effectiveness	9.6	10		
								Coordination and Program Outreach	13	15		
								Operational Sustainability	5	5		
								Innovation	7.6	10		
								Project Budget	14.2	15		
								Performance Indicators	10	15		
								Average Score	88.4	100		
								Performance Adjustment	-1.50%	+2% -> -10%		
6	Alpha Project for the Homeless	The proposed project will build on Alpha Project's existing transportation service for low-income seniors and other special needs populations. Currently the program provides free, reliable, regularly scheduled shuttle services and rides scheduled on an as-needed basis for seniors primarily in the North County and in high-need areas of the cities of San Diego, including Chula Vista and other central San Diego County areas. The program will serve the transportation needs of seniors who would otherwise have no access to transportation to support their independence through community-based services. Operating funds have been requested.	\$195,000	\$0	\$195,000	\$0	20%	Goals and Objectives	12.6	15	86.1	34
								Implementation Plan	13.2	15		
								Program Effectiveness	8.6	10		
								Coordination and Program Outreach	11.4	15		
								Operational Sustainability	4.4	5		
								Innovation	7.8	10		
								Project Budget	13.8	15		
								Performance Indicators	13	15		
								Average Score	84.8	100		
								Performance Adjustment	1.50%	+2% -> -10%		
8	Full Access and Coordinated Transportation (FACT) - RideFACT Trip Reimbursement	This project will sustain RideFACT, a senior dial-a-ride, available for travel in all cities in San Diego County. When a senior's need does not match an existing transportation option, the trip is provided through RideFACT. These funds will be used to purchase rides from a pool of 6 transportation companies that form the brokerage. The trip is given to the lowest cost vendor in the brokerage. Operating funds have been requested.	\$0	\$125,000	\$0	\$125,000	20%	Goals and Objectives	12.8	15	85.2	36
								Implementation Plan	13	15		
								Program Effectiveness	7.6	10		
								Coordination and Program Outreach	12.8	15		
								Operational Sustainability	4.2	5		
								Innovation	8.8	10		
								Project Budget	10.2	15		
								Performance Indicators	15	15		
								Average Score	84.4	100		
								Performance Adjustment	+1.0%	+2% -> -10%		
9	Travelers Aid Society of San Diego	The SenioRide program will continue to provide mobility options for low and fixed income seniors (age 60+) throughout San Diego. SenioRide offers a selection of transportation options that consists of taxicab vouchers, door-to-door service reimbursement, and a volunteer driver program. Operating funds have been requested.	\$111,512	\$117,810	\$111,512	\$117,810	20%	Goals and Objectives	13.8	15	85.6	40
								Implementation Plan	14.4	15		
								Program Effectiveness	8.4	10		
								Coordination and Program Outreach	13	15		
								Operational Sustainability	4	5		
								Innovation	7.4	10		
								Project Budget	14.6	15		
								Performance Indicators	15	15		
								Average Score	90.6	100		
								Performance Adjustment	-5.5%	+2% -> -10%		

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								Section	Avg. Score	Max. Score	Avg. Score (out of 100)	Total Rank
10	Mountain Health and Community Services, Inc.	Headquartered in Campo, the volunteer driver program assists seniors and individuals with disabilities in accessing vital services and resources, including medical, visits, shopping, and transportation to other social service organizations throughout the County. Operating funds have been requested.	\$32,465	\$33,857	\$32,465	\$33,857	20%	Goals and Objectives	14.2	15	83.6	50
								Implementation Plan	14	15		
								Program Effectiveness	8.8	10		
								Coordination and Program Outreach	9.4	15		
								Operational Sustainability	4.6	5		
								Innovation	7.2	10		
								Project Budget	14.4	15		
								Performance Indicators	11	15		
								Average Score	83.6	100		
								Performance Adjustment	n/a	+2% -> -10%		
11	Independent Transportation Network (ITN)	ITN provides dependable, friendly and personal door-through-door transportation to seniors in need as well as to adults who suffer visual impairments. This successful volunteer driver program eases isolation; keeps riders connected to their community; ensures compliance in keeping medical appointments and being able to conduct personal errands. This proposed project will expand the service area to 18 zip codes throughout San Diego, including Clairemont, University City, Pacific Beach, City Heights, North Park, Hillcrest and Linda Vista. Operating funds have been requested.	\$125,000	\$125,000	\$125,000	\$125,000	20%	Goals and Objectives	14.2	15	79.4	59
								Implementation Plan	13.8	15		
								Program Effectiveness	8.8	10		
								Coordination and Program Outreach	10.4	15		
								Operational Sustainability	3.6	5		
								Innovation	9	10		
								Project Budget	12.6	15		
								Performance Indicators	7	15		
								Average Score	79.4	100		
								Performance Adjustment	n/a	+2% -> -10%		
12	Friends of Adult Day Health Care Centers (FADHCC)	This project is a non-emergency medical transportation program that provides door-to-door and door-through-door transportation for adults age 60 and older. FADHCC will contract with the Poway Adult Day Health Care Center to use their buses and staff to provide the service for those enrolled in the Poway center (in addition to the family caregivers and the Residential Care Facilities). Additionally, a one-day accessible shuttle will be provided for seniors enrolled at the Ramona Senior Center who need transportation to Pomerado Hospital or the medical facilities in Poway and Ramona. Operating funds have been requested.	\$114,375	\$114,877	\$114,375	\$114,877	20%	Goals and Objectives	14.8	15	79.4	61
								Implementation Plan	14.4	15		
								Program Effectiveness	9.8	10		
								Coordination and Program Outreach	14.4	15		
								Operational Sustainability	3.6	5		
								Innovation	8	10		
								Project Budget	13.4	15		
								Performance Indicators	1	15		
								Average Score	79.4	100		
								Performance Adjustment	n/a	+2% -> -10%		
13	Elderhelp of San Diego	The proposed project will help to expand the number of volunteer driver trips provided through the Concierge Club program. The Concierge Club provides lower income seniors with the help they need to remain living in their own homes and communities. Door-through-door transportation is provided for seniors needing access to vital medical/personal care appointments, errands, grocery shopping, as well as recreational activities. Operating funds have been requested.	\$90,980	\$99,055	\$90,980	\$99,055	20%	Goals and Objectives	12.8	15	78.3	66
								Implementation Plan	13.6	15		
								Program Effectiveness	8.2	10		
								Coordination and Program Outreach	10.6	15		
								Operational Sustainability	4	5		
								Innovation	7.6	10		
								Project Budget	14.6	15		
								Performance Indicators	11	15		
								Average Score	82.4	100		
								Performance Adjustment	-5.0%	+2% -> -10%		
14	FACT - Sustain RideFACT Brokerage Services	The proposed project seeks to sustain the "one-stop" transportation solutions needed by seniors and persons with disabilities to reach medical appointments and other quality of life related services in FY 2015. FACT refers callers to existing transportation services based on individual needs. When an existing service cannot be utilized, RideFACT will meet the need for affordable transportation connecting all of the 18 cities in San Diego County. Operating funds have been requested.	\$0	\$200,000	\$0	\$63,505	20%	Goals and Objectives	13.8	15	75.3	69
								Implementation Plan	13.8	15		
								Program Effectiveness	8.8	10		
								Coordination and Program Outreach	13	15		
								Operational Sustainability	4.6	5		
								Innovation	9.2	10		
								Project Budget	11.4	15		
								Performance Indicators	0	15		
								Average Score	74.6	100		
								Performance Adjustment	+1.0%	+2% -> -10%		

* Final project rankings are determined using the Total Rank instead of the Average Score. The total rank adds up each evaluator's individual rankings, with the lowest final rank indicating which projects scored the highest across the committee members. This measure is more objective, mitigating for evaluation committee members scoring differentials.

SENIOR MINI-GRANT PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS
Senior Mini-Grant Project Descriptions and Rankings

Final Rank	Sponsor	Project Description	FY 14 Requested Grant \$	FY 15 Requested Grant \$	FY 14 Recommended Grant \$	FY 15 Recommended Grant \$	Req'd Match	Section Average Scores			Final (After Adjustment)*	
								Section	Avg. Score	Max. Score	Avg. Score (out of 100)	Total Rank
15	FACT - Sustain Mobility Management services	The proposed project aims to fund FACT's mobility management services--telephone and web referrals to other existing services, brokerage management, outreach, and marketing (in conjunction with a New Freedom grant proposal). This project will also fund the staffing and administration expenses for developing new services such as MedAccessRIDE and Veteran's mobility program. Operating funds have been requested.	\$30,000	\$0	\$30,000	\$0	20%	Goals and Objectives	13.6	15	75.1	72
								Implementation Plan	13.8	15		
								Program Effectiveness	9	10		
								Coordination and Program Outreach	13	15		
								Operational Sustainability	4.6	5		
								Innovation	9.2	10		
								Project Budget	11.2	15		
								Performance Indicators	0	15		
								Average Score	74.4	100		
								Performance Adjustment	+1.0%	+2% -> -10%		
								16	City of Oceanside	The proposed project will provide seniors with the following transportation options: curb-to-curb taxi scrip subsidies, door-to-door shuttle services, and door-through-door volunteer driver services. The program is available for seniors that no longer drive a personal vehicle. Operating funds have been requested.		
Implementation Plan	12.8	15										
Program Effectiveness	8.6	10										
Coordination and Program Outreach	12.6	15										
Operational Sustainability	3.2	5										
Innovation	6.2	10										
Project Budget	12.4	15										
Performance Indicators	9	15										
Average Score	78	100										
Performance Adjustment	-3.5%	+2% -> -10%										
Funded Project Subtotals:			\$1,603,152	\$1,740,495	\$1,450,847	\$1,404,000						

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SENIOR MINI-GRANT PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS
Senior Mini-Grant Project Descriptions and Rankings

Final Rank	Sponsor	Project Description	FY 14 Requested Grant \$	FY 15 Requested Grant \$	FY 14 Recommended Grant \$	FY 15 Recommended Grant \$	Req'd Match	Section Average Scores			Final (After Adjustment)*	
								Section	Avg. Score	Max. Score	Avg. Score (out of 100)	Total Rank
17	FACT - Expand RideFACT Brokerage Services	The proposed project will support the expansion of the "one stop" transportation solutions needed by seniors and persons with disabilities to reach medical appointments and other quality of life related services in FY 2014. This proposal is to support expansion of RideFACT brokerage services for senior transportation beyond what is currently provided by the nonurban areas of Valley Center, Rainbow, Alpine and Jamul. Operating funds have been requested.	\$200,000	\$0	\$0	\$0	20%	Goals and Objectives	13.2	15	74.3	76
								Implementation Plan	13.4	15		
								Program Effectiveness	8.4	10		
								Coordination and Program Outreach	13.2	15		
								Operational Sustainability	4.4	5		
								Innovation	9.4	10		
								Project Budget	11.6	15		
								Performance Indicators	0	15		
								Average Score	73.6	100		
								Performance Adjustment	+1.0%	+2% -> -10%		
								18	FACT - Expand Mobility Management	This proposed project looks to expand FACT's mobility management services for the following urbanized areas in San Diego County: Fallbrook, Bonsall, Camp Pendleton and Lakeside. Mobility management services include telephone and web referrals to other existing services, brokerage management, outreach and marketing. Operating funds have been requested.		
Implementation Plan	13.8	15										
Program Effectiveness	8.8	10										
Coordination and Program Outreach	13.2	15										
Operational Sustainability	4.6	5										
Innovation	9.4	10										
Project Budget	10.4	15										
Performance Indicators	0	15										
Average Score	74	100										
Performance Adjustment	+1.0%	+2% -> -10%										
19	Valley Center Community Recreation Center	This proposed project aims to provide door-to-door and door-through-door transportation for the elderly and disabled individuals in the north east San Diego County and the greater Valley Center Area. The proposed service will provide transportation to and from non-emergency medical appointments and shopping. Operating funds have been requested.	\$130,800	\$0	\$0	\$0	20%				Goals and Objectives	13.4
								Implementation Plan	12	15		
								Program Effectiveness	8.2	10		
								Coordination and Program Outreach	12.4	15		
								Operational Sustainability	4.2	5		
								Innovation	7.4	10		
								Project Budget	9	15		
								Performance Indicators	0	15		
								Average Score	66.6	100		
								Performance Adjustment	n/a	+2% -> -10%		
								Unfunded Projects Subtotals:			\$330,800	\$50,000

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