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BOARD OF DIRECTORS AGENDA

Friday, February 27, 2015
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

Beginning in February, the parking garage elevators at Wells Fargo Plaza will undergo a six-month mechanical modernization. During this period, only one garage elevator will be in service. Please allow yourself extra time to make your way up from the garage to the SANDAG offices and Board Room. For those requiring special assistance, please call the SANDAG front desk in advance of any meetings at (619) 699-1900.

AGENDA HIGHLIGHTS

- **TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND ACQUISITION GRANT PROGRAM APPRAISAL RESULTS AND RECOMMENDATION**
- **FUNDING RECOMMENDATIONS FOR FFY 2013 AND FFY 2014 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES (SECTION 5310) AND FY 2016 AND FY 2017 TransNet SENIOR MINI-GRANT PROGRAMS**
- **STATE CAP-AND-TRADE PROGRAMS**

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MESSAGE FROM THE CLERK

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

MISSION STATEMENT

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

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Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the Board of Directors meeting. **Any handouts, presentations, or other materials from the public intended for distribution at the Board of Directors meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting.**

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BOARD OF DIRECTORS COMMITTEE

Friday, February 27, 2015

ITEM NO.		RECOMMENDATION
+1.	APPROVAL OF MEETING MINUTES +1A. January 9, 2015, Board Policy Meeting Minutes +1B. January 23, 2015, Board Business Meeting Minutes	APPROVE
2.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS 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.	
+3.	ACTIONS FROM POLICY ADVISORY COMMITTEES (Robyn Wapner) This item summarizes the actions taken by the Policy Advisory Committees since the last Board Business Meeting. The Board of Directors is asked to ratify these actions.	APPROVE
CONSENT		
+4.	OVERVIEW OF DEVELOPMENTS IN THE FINANCIAL MARKETS AND QUARTERLY INVESTMENT REPORT FOR THE PERIOD ENDING DECEMBER 31, 2014 (André Douzjian, Lisa Kondrat-Dauphin, and Marney Cox)* This quarterly report provides various finance-related items to the Board of Directors, including: (1) a quarterly report of investments, including all money under the direction or care of SANDAG; (2) an update on the SANDAG debt portfolio; and (3) information about the latest developments in the financial markets, the economy, and sales tax revenues.	INFORMATION
+5.	REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (André Douzjian)* 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.	INFORMATION
+6.	QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS - OCTOBER THROUGH DECEMBER 2014 (Michelle Smith)* This quarterly report summarizes the current status of major transit, highway, arterial, traffic management, and Transportation Demand Management projects in the SANDAG five-year Regional Transportation Improvement Program for the period October through December 2014.	INFORMATION

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|------|---|--------------------|
| +7. | REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Robyn Wapner) | 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. | |
| +8. | FY 2016 TO FY 2020 TRANSPORTATION REVENUE ESTIMATES (Sookyung Kim, Marney Cox)* | APPROVE |
| | By March 1 of each year, SANDAG provides revenue estimates for the upcoming fiscal year as well as a projection for the next four fiscal years to assist transit operators and local agencies in their capital and operational planning. The Transportation Committee recommends that the Board of Directors: (1) approve the FY 2016 Transportation Development Act (TDA) and Federal Transit Administration (FTA) revenue apportionments, and FY 2016 <i>TransNet</i> and State Transit Assistance (STA) revenue allocations; and (2) approve the revenue estimates for FY 2017 to FY 2020 for TDA, STA, <i>TransNet</i> , and FTA. | |
| +9. | REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM: PROPOSED FEE ADJUSTMENT (Marney Cox, Ariana zur Nieden)* | APPROVE |
| | The <i>TransNet</i> Extension Ordinance requires that the Regional Transportation Congestion Improvement Program (RTCIP) fee charged by local jurisdictions be adjusted every year on July 1 in order to maintain the purchasing power of the program for improvements to the Regional Arterial System. The Board of Directors is asked to approve a 2.5 percent adjustment to the RTCIP, raising the minimum fee from \$2,254 to \$2,310, beginning July 1, 2015. | |
| +10. | <i>TransNet</i> ENVIRONMENTAL MITIGATION PROGRAM: ANNUAL STATUS REPORT (Keith Greer)* | INFORMATION |
| | This report provides the annual status update on the implementation of the <i>TransNet</i> Environmental Mitigation Program. | |
| +11. | FY 2014 AUDITED COMPREHENSIVE ANNUAL FINANCIAL REPORT (André Douzjian)* | INFORMATION |
| | In accordance with SANDAG Bylaws, the FY 2014 Comprehensive Annual Financial Report audit has been completed and is presented for informational purposes. Additionally, in compliance with the Statement of Auditing Standards No. 114, this report includes communication of certain matters from the independent auditor to the Board of Directors as the governing body. | |
| +12. | ANNUAL UPDATE ON THE ACTIVITIES OF THE CRIMINAL JUSTICE RESEARCH DIVISION AND CLEARINGHOUSE (Cynthia Burke) | INFORMATION |
| | As part of the SANDAG Criminal Justice Clearinghouse function, regional crime and arrest statistics as well as statistics related to drug use among the offender population are tracked and reported on a regular basis. SANDAG has maintained these statistics since the late 1980s and remains the only regional source for up-to-date historical information. An overview and update of the activities and accomplishments of the Criminal Justice Research Division and the Clearinghouse will be provided. | |

- +13. **APPOINTMENT OF POLICY ADVISORY COMMITTEE MEMBERS** **INFORMATION**
(Kim Kawada)

This item summarizes the voting and advisory members appointed to the Executive, Transportation, Regional Planning, Borders, and Public Safety Committees as well as the Committee Chairs and Vice Chairs appointed by the SANDAG Chair.

CHAIR'S REPORT

14. **SUMMARY OF ANNUAL SANDAG BOARD OF DIRECTORS RETREAT*** **INFORMATION**

This report provides a summary of the discussion at the annual SANDAG Board of Directors Retreat held on January 28-30, 2015.

REPORTS

- +15. *TransNet* ENVIRONMENTAL MITIGATION PROGRAM: LAND ACQUISITION GRANT PROGRAM APPRAISAL RESULTS AND RECOMMENDATION **APPROVE**
(Solana Beach Mayor Lesa Heebner, Regional Planning Committee Chair; Keith Greer)*

The Transportation and Regional Planning Committees recommend that the Board of Directors approve the award of *TransNet* Environmental Mitigation Program land acquisition grant funding.

- +16. **FUNDING RECOMMENDATIONS FOR FEDERAL FISCAL YEAR 2013 AND FEDERAL FISCAL YEAR 2014 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES (SECTION 5310) AND FY 2016 AND FY 2017 *TransNet* SENIOR MINI-GRANT PROGRAMS** (San Diego Councilmember Todd Gloria, Transportation Committee Chair; Audrey Porcella)* **APPROVE**

The Transportation Committee recommends that the Board of Directors approve: (1) the funding recommendations for the Federal Transit Administration Section 5310 and *TransNet* Senior Mini-Grant programs; and (2) a contingency allocation of any remaining federal funds to the unfunded Section 5310 projects based on rankings should additional funding become available.

- +17A. **STATE CAP-AND-TRADE PROGRAMS** (San Diego Councilmember Todd Gloria, Transportation Committee Chair; Robyn Wapner) **INFORMATION**

This report provides a summary of the various transportation-related greenhouse gas emissions reduction programs created by the California Legislature under the Cap-and-Trade Investment Plan.

- +17B. **PROPOSED CAP-AND-TRADE PROJECT SUBMITTALS** (San Diego Councilmember Todd Gloria, Transportation Committee Chair; Robyn Wapner) **APPROVE**

The Transportation Committee recommends that the Board of Directors: (1) approve the proposed full application submittals for the Affordable Housing and Sustainable Communities Program, pending invitation by the Department of Housing and Community Development; and (2) approve the proposed project submittals for the Transit and Intercity Rail Capital Program.

18. 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.

19. UPCOMING MEETINGS

INFORMATION

The next Board Policy meeting is scheduled for Friday, March 13, 2015, at 10 a.m.
The next Board Business meeting is scheduled for Friday, March 27, 2015, at 9 a.m.

20. ADJOURNMENT

+ next to an agenda item indicates an attachment

* next to an agenda item indicates that the Board of Directors also is acting as the San Diego Regional Transportation Commission for that item



**BOARD OF DIRECTORS
FEBRUARY 27, 2015**

ACTION REQUESTED – APPROVE

FUNDING RECOMMENDATIONS FOR FEDERAL FISCAL YEAR 2013 AND FEDERAL FISCAL YEAR 2014 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES (SECTION 5310) AND FY 2016 AND FY 2017 *TransNet* SENIOR MINI-GRANT PROGRAMS

File Number 3320100 and 3320200

Introduction

SANDAG manages two competitive grant programs for specialized transportation capital and operating projects and services: the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program, which provides funds for programs to serve the special needs of transit-dependent populations of seniors and persons with disabilities; and the Senior Mini-Grant Program, which funds specialized transportation services for senior citizens. The Section 5310 Program is funded by the Federal Transit Administration (FTA) and the Senior Mini-Grant Program is funded through the *TransNet* Extension Ordinance. The administration of the Section 5310 Program is further delineated whereby SANDAG is responsible for administering the program for the San Diego urbanized area and Caltrans Division of Mass Transportation is responsible for administering the program for the rural areas in the State of California. This report focuses on the urbanized areas of the San Diego region.

Recommendation

The Transportation Committee recommends that the Board of Directors approve: (1) the funding recommendations for the Federal Transit Administration Section 5310 and *TransNet* Senior Mini-Grant programs, in substantially the same form as Attachment 3 of this report; and (2) a contingency allocation of any remaining federal funds to the unfunded Section 5310 projects based on rankings should additional funding become available.

Both grant programs require that SANDAG conduct a competitive selection process to distribute the funds. 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 both programs and an information item on the results from the competitive selection process was given at the January 16, 2015, Transportation Committee meeting. The Transportation Committee did not have any significant comments regarding the process or the evaluation results. This item brings forward a recommended list of potential projects to be funded. All projects selected for funding must be derived from the priorities identified in the 2014-2018 Coordinated Public Transit and Human Services Transportation Plan, which was adopted by the Board of Directors on July 25, 2014.

Discussion

Under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Section 5310 funds were apportioned to the State of California and Caltrans was

responsible for administering the program. Under the subsequent federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), funds now are apportioned directly to the large urbanized areas and federal guidance allows for more flexibility in the appointment of a Designated Recipient. On April 23, 2014, Governor Brown designated SANDAG as the Designated Recipient of Section 5310 funds for the San Diego urbanized area.

Another change to the Section 5310 Program under MAP-21 is the classification of two categories of projects: traditional and non-traditional Section 5310 projects. The FTA requires that at least 55 percent of available Section 5310 funds are used towards traditional Section 5310 projects, defined as “those public transportation capital projects planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate.” Examples of eligible expenses that meet the 55 percent requirement include vehicle procurements, purchasing support equipment such as radios or scheduling software, and mobility management activities. Up to 45 percent of available Section 5310 funds may be utilized for non-traditional Section 5310 projects. Since SANDAG uses 10 percent of the Section 5310 funds for administration of the program, only up to 35 percent of Section 5310 funds are available for non-traditional Section 5310 projects (defined as projects that exceed the Americans with Disabilities Act [ADA] minimum requirements, improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service, or provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation) for the San Diego urbanized area. Examples of eligible non-traditional Section 5310 projects include the operating costs of senior or disabled shuttle programs, travel training programs, supporting volunteer driver and aide programs, and administering voucher programs for alternatives to public transportation.

Eligible applicants for the Senior Mini-Grant Program and non-traditional Section 5310 projects include private nonprofit organizations, governmental authorities, private and public transportation operators, and the Consolidated Transportation Services Agency. Eligible applicants for traditional Section 5310 projects include private nonprofit organizations and state or local governmental authorities: (1) that are approved by a state to coordinate services for seniors and individuals with disabilities or; (2) who certify that there are no nonprofit organizations readily available in the area to provide the service.

Competitive Selection Process

A call for projects for the FTA Section 5310 and *TransNet* Senior Mini-Grant Programs was issued on July 25, 2014, and closed on October 24, 2014. Project submittals were evaluated and scored by external evaluation committee members using the criteria approved by the Board of Directors on July 25, 2014 (Attachment 1). The FTA Section 5310 evaluation criteria applies to both traditional and non-traditional project submittals, while there is a separate evaluation criteria for the *TransNet* Senior Mini-Grant project submittals. The evaluation committees were made up of experts in the field of specialized transportation, including staff from social service transportation providers, transit operators, and members of the Social Services Transportation Advisory Council. The evaluation criteria approved by the Board of Directors also included a past performance adjustment ranging from -10 percent to +2 percent for applicants who have received a Job Access and Reverse Commute, 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, 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 list provides the basis for the recommendations according to the levels of anticipated funding available.

Preliminary Ranking Results

Section 5310

The competitive process held by SANDAG was conducted in order to award grants for Federal Fiscal Year (FFY) 2013 and FFY 2014 funding. There is \$1,904,103 in funds for FFY 2013 and \$1,877,738 in funds for FFY 2014 apportioned to the San Diego urbanized area after deducting 10 percent for the SANDAG grant administration allowance.

For the Section 5310 Program, a total of 14 applications were received for 80 eligible individual projects, requesting over \$3 million in FFY 2013 funds and over \$2.5 million in FFY 2014 funds. Of the 80 individual projects submitted, 71 are traditional Section 5310 projects and 9 are non-traditional Section 5310 projects.

The Metropolitan Transportation System (MTS) submitted an application that included 18 individual projects for paratransit vehicle procurement. To have their projects considered as traditional Section 5310 projects, MTS held a public hearing at its December 11, 2014, Board of Directors meeting. The resulting MTS resolution (Attachment 2) certifies that there are no private, nonprofit organizations readily available to provide the same complementary paratransit service within the MTS service area as proposed within the MTS Section 5310 application. Consistent with Section 5310 guidance and based on this certification, the MTS projects are eligible as traditional Section 5310 projects.

Based on the preliminary ranked project list in Attachment 3, the available funding would be sufficient to fully fund 44 traditional projects and 5 non-traditional projects, funding in total 49 of the 80 eligible Section 5310 grant projects. Additionally, two traditional and one non-traditional Section 5310 projects are recommended for partial funding. To ensure compliance with FTA regulations, the percentage of funds being allocated for traditional and non-traditional projects was calculated for each year. Based on the ranking of the projects by the evaluation committee, the 55 percent threshold was met for FY 2014 funding. In FY 2015, the threshold was not met based on the initial rankings. To guarantee compliance with the 55 percent threshold in FY 2015, staff is recommending shifting \$11,189 from the lowest ranked non-traditional project recommended for funding (St. Madeleine Sophie's Center – Mileage Reimbursement Project) to the lowest ranked traditional project recommended for funding (MTS Access Vehicle Fleet Replacement Expansion). Based on these funding recommendations, 55.18 percent of the total available funds for both years combined will fund traditional projects and 34.82 percent will fund non-traditional projects.

SANDAG previously administered the New Freedom Program under SAFETEA-LU and currently is monitoring four active New Freedom projects. Under MAP-21, the New Freedom Program was folded

into the Section 5310 Program. Projects once eligible under the New Freedom Program are now eligible projects under the Section 5310 Program. As New Freedom projects close out, it is likely there will be some remaining funds left unspent. SANDAG will not hold any future competition to distribute unspent New Freedom funds because the New Freedom Program no longer exists. Consistent with New Freedom guidance and to utilize all remaining funding available to the region, staff is recommending reallocating any unused New Freedom funds that become available as existing projects close out to eligible Section 5310 projects based on the project rankings in Attachment 3.

Senior Mini-Grant Program

Based on the *TransNet* revenue estimates as reported in Item 8 in this agenda, a total of \$1,490,000 in funding is projected to be available in FY 2016 and \$1,563,000 in FY 2017 for the Senior Mini-Grant Program. There also is a total of \$259,322 in unused previous years' Senior Mini-Grant funding available to be rolled over into the current cycle. After distributing the rollover funds between the FY 2016 and FY 2017 funding amounts, the total amount available for grant awards is \$1,611,870 in FY 2016 and \$1,700,452 in FY 2017.

A total of 17 applications were received for 20 eligible individual projects, requesting nearly \$2 million in FY 2016 and more than \$2.6 million in FY 2017. Projects submitted included a number of eligible activities ranging from senior shuttles, volunteer driver programs, non-emergency medical transportation to mobility management, and travel training and vehicle procurement. A description of each Senior Mini-Grant Project submitted for funding for FY 2016 and FY 2017, as well as the preliminary scoring and ranking of each project, are provided in Attachment 3. Based on the preliminary ranked project list in Attachment 3, the available funding would be sufficient to fully fund 14 of the 20 eligible projects and partially fund 2 additional projects.

At its meeting on January 14, 2015, the *TransNet* Independent Taxpayer Oversight Committee confirmed that the recommended Senior Mini-Grant grant proposals are consistent with the *TransNet* Extension Ordinance and Senior Mini-Grant Program requirements.

Next Steps

If the funding recommendations are approved by the Board of Directors, the projects will be amended into the 2014 Regional Transportation Improvement Program at the earliest opportunity, which allows agencies to submit the required grant applications for the Section 5310 Program. In addition, the selected grantees will be sent Notices of Award. It is anticipated that grant agreements will be issued in fall 2015.

GARY L. GALLEGOS
Executive Director

- Attachments:
1. Project Evaluation and Scoring Criteria
 2. MTS Resolution 14-14
 3. Project Descriptions, Evaluation, and Grant Requests

Key Staff Contact: Audrey Porcella, (619) 699-1961, audrey.porcella@sandag.org

FEDERAL FISCAL YEARS 2013 and 2014 Section 5310 Project Evaluation and Scoring Criteria

The following information and scoring criteria are used to score and rate project applications for Section 5310 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 seniors (age 65 or older) or persons with disabilities?
4. Is the total grant request between \$30,000 and \$200,000 per year and is the total grant amount requested by the applying organization equal to or less than \$500,000 per year?
5. Is your project derived from a Very High or High Priority strategy in the 2014 – 2018 Coordinated Plan?

: Very High

- Develop or expand transit 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

- Increase inter-agency coordination efforts to maximize existing capacity and reduce program costs;
- 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 to encourage more seniors and/or individuals with disabilities to ride public transit
- Increase work-based transit service hours of operation to assist non-traditional work schedules;

- Study the feasibility of Non-Emergency Medical Transportation using Medicaid/Medical funding
- Improve first-mile, last-mile strategies to better connect to transit

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

Organization Application

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 seniors and/or disabled individuals? **(5 points)**
- Will the program serve a low income or minority area? Does the applicant describe how it will communicate with persons with Limited English Proficiency? Have the Title VI Program documents that were to be turned in with the application provided? **(5 points)**

B. 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 exempt from submitting letters) **(5 points)**
- How comprehensive are the applicant’s proposed strategies for marketing the program and promoting public awareness (specifically including both low income and minority areas as well as populations with limited English proficiency)? **(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

Project-Specific Application – Operating and Mobility Management Projects

C. 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 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)**
- Is the scope of work thorough? Does the scope of work include all commitments made in other section of the proposal? Is the scope of work within the capacity of the applicant to accomplish? **(5 points)**

D. Program Effectiveness and Performance Indicators (20 points)

- Is the proposed cost per trip reasonable given the service being provided? **(5 points)**
- Does the proposal describe efforts to ensure the project's cost-effectiveness (and other measurable units of service)? **(5 points)**
- Does the proposal provide measurable performance indicators to measure and evaluate the effectiveness of the proposed project in meeting the identified goals? **(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)**

E. Sustainability (10 points)

- Has the applicant thoroughly pursued other sources of funding for this project? **(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)**

F. 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) and/or are there provisions that ensure the equitable distribution of services? **(5 points)**

G. 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)**

Project-Specific Application – Capital Projects

H. Operational/Implementation Plan (15 points)

- How thorough is the applicant’s description of the project’s service parameters? **(10 points maximum – 2 points per components addressed)**
 - : Type of service provided (i.e. fixed route, demand response, etc.)
 - : Dispatching and scheduling procedures
 - : Preventative and routine maintenance
 - : Driver training
 - : How the implementation of this project corresponds with the program’s goals/objectives
- Is the scope of work thorough? Does the scope of work include all commitments made in other section of the proposal? Is the scope of work within the capacity of the applicant to accomplish? **(5 points)**

I. Program Effectiveness and Performance Indicators (20 points)

- What is the proposed service hours per week to be provided with the requested vehicle(s)?

Over 35 hours per week = 5
31 to 34 = 4
27 to 30 = 3
23 to 26 = 2
20 to 22 = 1
0 to 19 hours per week = 0

- What is the proposed seat utilization for the requested vehicle?

Equal to or greater than 70% = 5
60% <x <70%=4
50% <x< 60%=3
40% <x< 50%=2
30% <x< 40%=1
Less than 30% = 0

- Is the program's cost per trip reasonable given the service being provided? **(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)**

J. Sustainability (10 points)

- Has the applicant thoroughly pursued other sources of funding for this project? **(5 points)**
- Does the applicant demonstrate a long-term commitment to the project? Is this applicant financially capable of sustaining operations for the vehicle(s) requested? **(5 points)**

K. 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) and/or are there provisions that ensure the equitable distribution of services? **(5 points)**

L. 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)**

Total Application

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

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

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

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

2. Number of units of service delivered

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

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

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

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

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

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

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

Fiscal Years 2016 and 2017 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.

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 riders be seniors (age 60 and older)?
4. Is the total grant request per project between \$30,000 and \$200,000 per year and is the total grant amount requested by the applying agency equal to or less than \$500,000 per year?
5. Is the project derived from a Very High or High Priority strategy in the 2014 – 2018 Coordinated Plan?

: Very High

- Develop or expand transit 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

- Increase inter-agency coordination efforts to maximize existing capacity and reduce program costs;
- Improve accessibility to encourage more senior individuals to ride public transit;
- 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;
- Study the feasibility of non-emergency medical transportation using Medicaid/Medical funding; or
- Improve first-mile, last-mile strategies to better connect to transit.

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

ORGANIZATION APPLICATION

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

B. 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 exempt 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 areas as well as populations with limited English proficiency? **(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

PROJECT-SPECIFIC APPLICATION

C. 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 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)**

→ Does the scope of work match the level of service as described in the project proposal? Is the scope of work within the capacity of the applicant to accomplish? **(5 points)**

D. Program Effectiveness (10 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)**

→ Is the proposed cost per trip reasonable given the service being provided? **(5 points)**

E. 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)**

F. 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)**

G. 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)**

H. 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

I. 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.

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 14-14

Resolution certifying that there are No Private, Nonprofit Organizations Readily Available to provide the same Complementary Paratransit Service within MTS's service Area as proposed within MTS's application for Federal Transit Administration Section 5310 funds

WHEREAS, the Federal Transit Administration (FTA) established a capital grant program, as set forth in Section 5310 of Title 49 of the United States Code, for meeting the transportation needs of seniors and individuals with disabilities ("FTA Section 5310");

WHEREAS, FTA Section 5310 funds are being awarded by the San Diego Association of Governments (SANDAG), through a competitive application process; and

WHEREAS, FTA Section 5310 provides that funds may be apportioned to a local governmental authority to provide transportation services if there are no private, nonprofit organizations readily available in the area to provide the proposed services; and

WHEREAS, SANDAG requires that any local governmental authority applying for FTA Section 5310 funding must provide proof that there are no private, nonprofit organizations readily available in the area to provide the same proposed services by doing the following: 1) holding a public hearing certifying that no private, nonprofit organizations are readily available; 2) providing sufficient notice of such public hearing; 3) providing private, nonprofit, transportation providers with individual notice of the public hearing; and 4) passing a resolution certifying that there are no private, nonprofit organizations readily available to provide the same complementary paratransit within MTS's service area ; and

WHEREAS, a public hearing was held on December 11, 2014 to certify that there are no private, nonprofit organization readily available to provide the same complementary paratransit service within MTS's service area; and

WHEREAS, prior notice of the date, time and specific purpose of said public hearing was published by MTS in a newspaper of general circulation on November 10, 2014, at least 30 days prior to the date of the public hearing; and

WHEREAS, prior notice of the date, time and specific purpose of said public hearing was sent individually to twenty-one private, nonprofit, transportation providers in San Diego County on November 10, 2014, at least 30 days prior to the date of the public hearing; and

WHEREAS, no comments or testimony has been received to demonstrate there are any private, nonprofit organizations readily available to provide the same complementary paratransit service within MTS's service area; and

NOW THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED by the San Diego Metropolitan Transit System Board of Directors that San Diego Metropolitan Transit System has determined that no private, nonprofit organization is readily available to provide the same complementary paratransit service in MTS's service area as proposed in MTS's application for FTA Section 5310 FFY 2013 and FFY 2014 federal funds.

PASSED AND ADOPTED, by the Board of Directors this 11th day of December 2014 by the following vote:

AYES: Alvarez, Bragg, Cole, Cunningham, Gloria, Jones, Mathis, McClellan, Minto, Rios, Roberts, Salas, Woiwode, Zapf

NAYS:

ABSENT: La Mesa representative

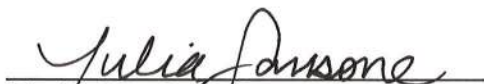
ABSTAINING:



Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:



Clerk of the Board
San Diego Metropolitan Transit System



Office of the General Counsel
San Diego Metropolitan Transit System

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

Senior Mini-Grant Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*
								Section	Avg. Score	Max. Score	
1	1	City of Coronado - Coronado Seniors Out and About Volunteer Driver Program	The Coronado Seniors Out and About program will provide transportation services to seniors that reside in the City of Coronado. The services will include a volunteer driver program that will allow seniors to schedule a ride to help them access destinations such as programs at the newly remodeled Coronado Senior Center (scheduled to open in Fall of 2016), the Coronado Community Center, groceries, medical appointments, and more. Operating funds have been requested.	FY16	\$47,978	\$47,978	20%	Goals and Objectives	14.50	15	4
				FY17	\$40,022	\$40,022		Coordination and Program Outreach	13.75	15	
								Operational/ Implementation Plan	14.50	15	
								Program Effectiveness	9.25	10	
								Operational Sustainability	4.25	5	
								Innovation	9.00	10	
								Project Budget	13.75	15	
								Performance Indicators	15.00	15	
								Performance Adjustment	N/A	+2% -> -10%	
2	2	Jewish Family Services - On the Go: Northern San Diego	On the Go : Northern San Diego (OTG NSD) provides seniors residing in Clairemont, University City, La Jolla, Carmel Valley, and Del Mar with specialized transportation through its Rides and Smiles volunteer driver program and Shuttles services. The project will expand the OTG NSD service area to include Pacific Beach and Bay Park. Operating funds have been requested.	FY16	\$146,886	\$146,886	20%	Goals and Objectives	14.00	15	9
				FY17	\$151,293	\$151,293		Coordination and Program Outreach	14.50	15	
								Operational/ Implementation Plan	15.00	15	
								Program Effectiveness	9.25	10	
								Operational Sustainability	4.50	5	
								Innovation	9.00	10	
								Project Budget	14.00	15	
								Performance Indicators	11.00	15	
								Performance Adjustment	1.0%	+2% -> -10%	
3	2	Jewish Family Services - On the Go: North County Inland	On the Go: North County Inland (OTG NCI) provides seniors residing in the North County Inland region (Miramar, Scripps Ranch, Poway, Rancho Penasquitos, and Rancho Bernardo) with specialized transportation through its Rides and Smiles volunteer driver program and Shuttles services. The project will expand the OTG NCI service area to include Escondido. Operating funds have been requested.	FY16	\$139,063	\$139,063	20%	Goals and Objectives	14.00	15	9
				FY17	\$143,235	\$143,235		Coordination and Program Outreach	14.50	15	
								Operational/ Implementation Plan	14.50	15	
								Program Effectiveness	9.50	10	
								Operational Sustainability	4.50	5	
								Innovation	9.00	10	
								Project Budget	14.25	15	
								Performance Indicators	11.00	15	
								Performance Adjustment	1.0%	+2% -> -10%	
4	4	Jewish Family Services - On the Go: Eastern San Diego	On the Go: Eastern San Diego (OTG ESD) provides seniors residing in the eastern San Diego region (La Mesa, Spring Valley, Mid-City, Grantville, Allied Gardens, Mira Mesa, Tierrasanta, and San Carlos) with specialized transportation through its Rides and Smiles volunteer driver program and Shuttles services. Operating funds have been requested.	FY16	\$142,919	\$142,919	20%	Goals and Objectives	14.00	15	16
				FY17	\$147,205	\$147,205		Coordination and Program Outreach	14.50	15	
								Operational/ Implementation Plan	15.00	15	
								Program Effectiveness	8.75	10	
								Operational Sustainability	4.25	5	
								Innovation	8.50	10	
								Project Budget	13.50	15	
								Performance Indicators	11.00	15	
								Performance Adjustment	1.0%	+2% -> -10%	

Senior Mini-Grant Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*
								Section	Avg. Score	Max. Score	
5	5	Peninsula Shepherd - Out and About Peninsula	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.	FY16	\$48,000	\$48,000	20%	Goals and Objectives	14.00	15	28
				FY17	\$52,000	\$52,000		Coordination and Program Outreach	12.00	15	
								Operational/ Implementation Plan	14.00	15	
								Program Effectiveness	8.50	10	
								Operational Sustainability	3.25	5	
								Innovation	7.75	10	
								Project Budget	13.75	15	
								Performance Indicators	15.00	15	
								Performance Adjustment	0.0%	+2% -> -10%	
6	6	ElderHelp - Seniors A Go Go	Seniors A Go Go provides seniors residing within San Diego County with door-through-door services to non-emergency medical appointments, grocery shopping, social visits, classes, and other essential errands and appointments. Operating funds have been requested.	FY16	\$87,865	\$87,865	20%	Goals and Objectives	13.75	15	29
				FY17	\$93,318	\$93,318		Coordination and Program Outreach	12.25	15	
								Operational/ Implementation Plan	14.00	15	
								Program Effectiveness	9.50	10	
								Operational Sustainability	4.75	5	
								Innovation	8.75	10	
								Project Budget	14.25	15	
								Performance Indicators	13.00	15	
								Performance Adjustment	-2.0%	+2% -> -10%	
7	7	City of La Mesa - Rides4Neighbors	Rides4Neighbors provides transportation by volunteer drivers using their own vehicles to meet the essential needs of eligible seniors and/or disabled adults throughout East County. 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.	FY16	\$200,000	\$200,000	20%	Goals and Objectives	14.25	15	31
				FY17	\$200,000	\$200,000		Coordination and Program Outreach	13.25	15	
								Operational/ Implementation Plan	14.00	15	
								Program Effectiveness	8.75	10	
								Operational Sustainability	4.00	5	
								Innovation	9.00	10	
								Project Budget	13.75	15	
								Performance Indicators	10.00	15	
								Performance Adjustment	1.0%	+2% -> -10%	
8	7	Full Access and Coordinated Transportation (FACT) - Vehicle Fleet Expansion	The Vehicle Fleet Expansion project seeks to increase FACT's ability to provide a demand-response, curb-to-curb, door-to-door, or door-through-door transportation service for seniors and persons with disabilities in San Diego County. Capital funds have been requested to support the purchase of up to seven accessible mini-vans.	FY16	\$30,000	\$30,000	80%	Goals and Objectives	14.00	15	31
				FY17	\$30,000	\$30,000		Coordination and Program Outreach	14.00	15	
								Operational/ Implementation Plan	12.50	15	
								Program Effectiveness	9.25	10	
								Operational Sustainability	4.25	5	
								Innovation	9.00	10	
								Project Budget	13.00	15	
								Performance Indicators	10.00	15	
								Performance Adjustment	1.5%	+2% -> -10%	

Senior Mini-Grant Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*
								Section	Avg. Score	Max. Score	
9	9	Travelers Aid Society of San Diego - SenioRide	The SenioRide program will continue to provide mobility options for low and fixed income seniors 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.	FY16	\$0	\$0	20%	Goals and Objectives	12.25	15	33
				FY17	\$198,535	\$198,535		Coordination and Program Outreach	13.00	15	
								Operational/ Implementation Plan	12.25	15	
				FY17	\$198,535	\$198,535		Program Effectiveness	8.00	10	
								Operational Sustainability	4.25	5	
				FY17	\$198,535	\$198,535		Innovation	7.25	10	
								Project Budget	12.00	15	
				FY17	\$198,535	\$198,535		Performance Indicators	15.00	15	
								Performance Adjustment	1.0%	+2% -> -10%	
10	10	City of Vista - Out & About Vista	Out & About Vista provides senior residents in the Vista community with transportation through it's three-part program: a Senior Shuttle Service (which provides door-to-door bus service), a volunteer driver mileage reimbursement component (which utilizes volunteers in the community to provide transportation in privately owned vehicles), and a discounted taxi scrip component filling the service gaps. Operating funds have been requested.	FY16	\$0	\$0	20%	Goals and Objectives	14.00	15	37
				FY17	\$106,171	\$106,171		Coordination and Program Outreach	12.50	15	
								Operational/ Implementation Plan	14.50	15	
				FY17	\$106,171	\$106,171		Program Effectiveness	9.25	10	
								Operational Sustainability	4.25	5	
				FY17	\$106,171	\$106,171		Innovation	9.25	10	
								Project Budget	13.50	15	
				FY17	\$106,171	\$106,171		Performance Indicators	10.00	15	
								Performance Adjustment	0.0%	+2% -> -10%	
11	11	City of Oceanside - Solutions for Seniors on the Go	The proposed project will provide seniors with the following transportation options: curb-to-curb taxi script 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.	FY16	\$195,952	\$195,952	20%	Goals and Objectives	14.00	15	39
				FY17	\$200,000	\$200,000		Coordination and Program Outreach	13.75	15	
								Operational/ Implementation Plan	14.25	15	
				FY17	\$200,000	\$200,000		Program Effectiveness	8.50	10	
								Operational Sustainability	3.50	5	
				FY17	\$200,000	\$200,000		Innovation	8.00	10	
								Project Budget	13.75	15	
				FY17	\$200,000	\$200,000		Performance Indicators	11.00	15	
								Performance Adjustment	-1.0%	+2% -> -10%	
12	12	FACT - Medical and Dialysis Transportation for Seniors & Disabled	The Medical and Dialysis Transportation for Seniors & Disabled project will subsidize the costs of medical trips provided through RideFACT. RideFACT, a dial-a-ride service for seniors and persons with disabilities, is available for travel in all 18 cities in San Diego County. RideFACT is a safety net travel option, available to senior and disabled clients who do not have any other transportation options. Operating funds have been requested.	FY16	\$200,000	\$200,000	20%	Goals and Objectives	13.80	15	41
				FY17	\$200,000	\$200,000		Coordination and Program Outreach	13.80	15	
								Operational/ Implementation Plan	13.50	15	
				FY17	\$200,000	\$200,000		Program Effectiveness	8.75	10	
								Operational Sustainability	3.75	5	
				FY17	\$200,000	\$200,000		Innovation	9.00	10	
								Project Budget	12.75	15	
				FY17	\$200,000	\$200,000		Performance Indicators	8.00	15	
								Performance Adjustment	1.5%	+2% -> -10%	

Senior Mini-Grant Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*
								Section	Avg. Score	Max. Score	
13	13	Mountain Health & Community Services - Volunteer Driver Program for Senior & Disabled Mountain Empire Residents	Headquartered in Campo, the volunteer driver program assists seniors and individuals with disabilities in accessing vital services and resources, including medical appointments, shopping, and transportation to other social service organizations throughout the County. Operating funds have been requested.	FY16	\$52,815	\$52,815	20%	Goals and Objectives	14.25	15	56
								Coordination and Program Outreach	11.50	15	
								Operational/ Implementation Plan	13.75	15	
				FY17	\$53,522	\$53,522		Program Effectiveness	8.75	10	
								Operational Sustainability	3.50	5	
								Innovation	7.75	10	
				Project Budget	12.50	15					
				Performance Indicators	6.00	15					
				Performance Adjustment	1.0%	+2% -> -10%					
14	14	City of San Marcos - On the Move Transportation Program	The <i>On the Move</i> senior transportation program provides free, accessible, and flexible transportation throughout the San Marcos community through a senior taxi voucher program. This project will allow the City of San Marcos to increase the number of taxi vouchers distributed to seniors on a monthly basis and enhance the availability of transportation for seniors. Operating funds have been requested.	FY16	\$35,000	\$35,000	20%	Goals and Objectives	12.75	15	58
								Coordination and Program Outreach	9.75	15	
								Operational/ Implementation Plan	12.00	15	
				FY17	\$0	\$0		Program Effectiveness	8.75	10	
								Operational Sustainability	3.75	5	
								Innovation	7.00	10	
				Project Budget	13.75	15					
				Performance Indicators	11.00	15					
				Performance Adjustment	0.0%	+2% -> -10%					
15	15	FACT - Administration of Medical and Dialysis Transportation for Seniors & Disabled	The Administration of Medical and Dialysis Transportation for Seniors & Disabled project will support administrative expenses for providing the transportation solutions call center, operating RideFACT, managing FACT's Transportation Brokerage, and improving coordination and planning with stakeholders. Operating funds have been requested.	FY16	\$200,000	\$200,000	20%	Goals and Objectives	14.00	15	59
								Coordination and Program Outreach	14.00	15	
								Operational/ Implementation Plan	13.75	15	
				FY17	\$200,000	\$85,151		Program Effectiveness	8.50	10	
								Operational Sustainability	4.75	5	
								Innovation	9.25	10	
				Project Budget	12.75	15					
				Performance Indicators	0.00	15					
				Performance Adjustment	1.5%	+2% -> -10%					

Senior Mini-Grant Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*
								Section	Avg. Score	Max. Score	
16	15	ITN Greater San Diego - Expanding to South County	The Expanding to South County project will provide individualized transportation services to South County, a region not currently served by the ITN (Independent Transportation Network) model. ITN Greater San Diego, the successor of ITN San Diego, utilizes volunteer drivers to provide door-through-door and arm-through-arm transportation to seniors residing in San Diego County . Operating funds have been requested.	FY16	\$85,392	\$85,392	20%	Goals and Objectives	13.50	15	59
								Coordination and Program Outreach	9.00	15	
								Operational/ Implementation Plan	13.50	15	
								Program Effectiveness	8.00	10	
								Operational Sustainability	3.75	5	
								Innovation	5.75	10	
								Project Budget	13.25	15	
								Performance Indicators	10.00	15	
								Performance Adjustment	N/A	+2% -> -10%	
Funded Project Subtotals:					\$3,525,627	\$3,312,322					

Projects Not Recommended For Funding

Rank	Rank	Sponsor	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*
								Section	Avg. Score	Max. Score	
17	17	BAME Renaissance Community Development Corporation - Community Connection Transportation	The Community Connection Transportation (CommConnect) program provides transportation for seniors, veterans, low-income, and disabled residents in the greater Logan Heights area. The program is designed to fill transportation service gaps to allow for those in the service area to travel to events, medical appointments, and other life-enhancing destinations. Operating funds have been requested.	FY16	\$34,781	\$0	20%	Goals and Objectives	9.75	15	68
								Coordination and Program Outreach	10.75	15	
								Operational/ Implementation Plan	9.75	15	
								Program Effectiveness	7.75	10	
								Operational Sustainability	2.75	5	
								Innovation	7.00	10	
								Project Budget	11.25	15	
								Performance Indicators	15.00	15	
								Performance Adjustment	N/A	+2% -> -10%	
18	18	Friends of Adult Day Health Care Centers (FADHCC) - TransMed for Seniors	The TransMed for Seniors program provides door-to-door and door-through-door non-emergency transportation to seniors who live in the north inland part of San Diego County and Ramona. FADHCC coordinates with the Poway Adult Day Health Care Center (PADHCC) to leverage resources and provide transportation to seniors enrolled in the PADHCC as well as seniors in the area that require specialized transportation. Operating funds have been requested.	FY16	\$0	\$0	20%	Goals and Objectives	14.50	15	70
								Coordination and Program Outreach	13.25	15	
								Operational/ Implementation Plan	12.75	15	
								Program Effectiveness	8.25	10	
								Operational Sustainability	2.75	5	
								Innovation	9.00	10	
								Project Budget	12.25	15	
								Performance Indicators	0.00	15	
								Performance Adjustment	-1.0%	+2% -> -10%	
19	18	Alpha Project for the Homeless - Senior Transportation Program	The Senior Transportation Program provides free, reliable shuttle services and rides scheduled on an as-needed basis for seniors in the North County and in high-need areas in San Diego. The program serves 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.	FY16	\$180,000	\$0	20%	Goals and Objectives	11.80	15	70
								Coordination and Program Outreach	10.60	15	
								Operational/ Implementation Plan	13.20	15	
								Program Effectiveness	8.60	10	
								Operational Sustainability	4.00	5	
								Innovation	8.20	10	
								Project Budget	12.80	15	
								Performance Indicators	7.00	15	
								Performance Adjustment	-4.5%	+2% -> -10%	

Senior Mini-Grant Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*
								Section	Avg. Score	Max. Score	
20	20	Sunrise Church of Christ of South Bay - We Get Around!	The We Get Around! program teaches older adults (aged 60+) and individuals with disabilities to travel independently and safely on MTS fixed-route services. The program provides weekly group travel training classes and refresher courses that utilizes curriculum designed specifically for older learners, Operating funds have been requested.	FY16	\$82,195	\$0	20%	Goals and Objectives	11.00	15	80
				FY17	\$82,195	\$0		Coordination and Program Outreach	7.75	15	
								Operational/ Implementation Plan	10.75	15	
								Program Effectiveness	6.00	10	
								Operational Sustainability	3.00	5	
								Innovation	8.00	10	
								Project Budget	10.25	15	
								Performance Indicators	0.00	15	
								Performance Adjustment	N/A	+2% -> -10%	
Unfunded Projects Subtotals:					\$754,865	\$0					

Note: Note:
 * - The projects are ranked based on the "Total Rank". The total rank is calculated by using each evaluator's scores to determine their individual rankings for the project. For an individual evaluator, the project they score the highest would get one point towards the total rank from that evaluator. The second highest score that evaluator gave would get two points, and so on. The different evaluator's rankings are then added up for each project. The project with the lowest total rank score ranks the highest overall.

SECTION 5310 PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*
								Section	Avg. Score	Max. Score	
1	1	Jewish Family Services - <i>On the Go</i> Minivan #1	Jewish Family Services operates <i>On the Go (OTG)</i> : Transportation Solutions for Older Adults, which provides a variety of transit options and supportive services that assist older adults. The OTG Shuttles program provides seniors with transportation to grocery stores, community activities, and medical appointments to help reduce isolation and improve their overall quality of life. Capital funds have been requested for vehicle procurement.	FY13	\$34,890	\$34,890	20%	Goals and Objectives	14.00	15	26
				FY14	\$0	\$0		Coordination and Program Outreach	14.50	15	
								Operational/ Implementation Plan	15.00	15	
								Program Effectiveness	18.75	20	
		Operational Sustainability	9.75					10			
		Traditional			Innovation	8.75		10			
					Project Budget	14.50		15			
					Performance Adjustment	1.0%		+2% -> -10%			
2	1	Jewish Family Services - <i>On the Go</i> Minivan #2	Jewish Family Services operates <i>On the Go (OTG)</i> : Transportation Solutions for Older Adults, which provides a variety of transit options and supportive services that assist older adults. The OTG Shuttles program provides seniors with transportation to grocery stores, community activities, and medical appointments to help reduce isolation and improve their overall quality of life. Capital funds have been requested for vehicle procurement.	FY13	\$34,890	\$34,890	20%	Goals and Objectives	14.00	15	26
				FY14	\$0	\$0		Coordination and Program Outreach	14.50	15	
								Operational/ Implementation Plan	15.00	15	
								Program Effectiveness	18.75	20	
		Operational Sustainability	9.75					10			
		Traditional			Innovation	8.75		10			
					Project Budget	14.50		15			
					Performance Adjustment	1.0%		+2% -> -10%			
3	3	Jewish Family Services - <i>On the Go</i> : North County Inland	<i>On the Go</i> : North County Inland (OTG NCI) provides seniors residing in the North County Inland region (Miramar, Scripps Ranch, Poway, Rancho Penasquitos, and Rancho Bernardo) with specialized transportation through its Rides and Smiles volunteer driver program and Shuttles services. The project will expand the OTG NCI service area to include Escondido. Operating funds have been requested.	FY13	\$92,708	\$92,708	50%	Goals and Objectives	14.00	15	59
				FY14	\$95,491	\$95,491		Coordination and Program Outreach	14.50	15	
								Operational/ Implementation Plan	14.50	15	
								Program Effectiveness	18.75	20	
		Operational Sustainability	9.25					10			
		Non-Traditional			Innovation	9.00		10			
					Project Budget	14.50		15			
					Performance Adjustment	1.0%		+2% -> -10%			
4	3	Jewish Family Services - <i>On the Go</i> : Northern San Diego	<i>On the Go</i> : Northern San Diego (OTG NSD) provides seniors residing in Clairemont, University City, La Jolla, Carmel Valley, and Del Mar with specialized transportation through its Rides and Smiles volunteer driver program and Shuttles services. The project will expand the OTG NSD service area to include Pacific Beach and Bay Park. Operating funds have been requested.	FY13	\$97,922	\$97,922	50%	Goals and Objectives	14.00	15	59
				FY14	\$100,863	\$100,863		Coordination and Program Outreach	14.50	15	
								Operational/ Implementation Plan	14.50	15	
								Program Effectiveness	18.75	20	
		Operational Sustainability	9.25					10			
		Non-Traditional			Innovation	9.00		10			
					Project Budget	14.50		15			
					Performance Adjustment	1.0%		+2% -> -10%			

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*		
								Section	Avg. Score	Max. Score			
5	3	Jewish Family Services - <i>On the Go:</i> Eastern San Diego Non-Traditional	On the Go : Eastern San Diego (OTG ESD) provides seniors residing in the eastern San Diego region (La Mesa, Spring Valley, Mid-City, Grantville, Allied Gardens, Mira Mesa, Tierrasanta, and San Carlos) with specialized transportation through its Rides and Smiles volunteer driver program and Shuttles services. Operating funds have been requested.	FY13	\$95,279	\$95,279	50%	Goals and Objectives	14.00	15	59		
				FY14	\$98,139	\$98,139		Coordination and Program Outreach	14.50	15			
								Operational/ Implementation Plan	14.50	15			
								Program Effectiveness	18.75	20			
								Operational Sustainability	9.25	10			
								Innovation	9.00	10			
								Project Budget	14.50	15			
								Performance Adjustment	1.0%	+2% -> -10%			
6	6	Full Access and Coordinated Transportation (FACT)- Vehicle Fleet Expansion Minivan #1 Traditional	The Vehicle Fleet Expansion project will support the purchasing of accessible vehicles for FACT to provide demand-response, curb-to-curb transportation service for non-emergency medical appointments. FACT will lease grant-funded vehicles to third-party contractors at no cost in return for the contractors providing free medical trips for FACT. Capital funds have been requested.	FY13	\$40,000	\$40,000	20%	Goals and Objectives	13.88	15		67	
				FY14	\$0	\$0		Coordination and Program Outreach	13.38	15			
								Operational/ Implementation Plan	13.13	15			
								Program Effectiveness	18.75	20			
								Operational Sustainability	8.50	10			
								Innovation	9.00	10			
								Project Budget	14.00	15			
								Performance Adjustment	1.5%	+2% -> -10%			
7	6	FACT-Vehicle Fleet Expansion Minivan #2 Traditional	The Vehicle Fleet Expansion project will support the purchasing of accessible vehicles for FACT to provide demand-response, curb-to-curb transportation service for non-emergency medical appointments. FACT will lease grant-funded vehicles to third-party contractors at no cost in return for the contractors providing free medical trips for FACT. Capital funds have been requested.	FY13	\$40,000	\$40,000	20%	Goals and Objectives	13.88	15	67		
				FY14	\$0	\$0		Coordination and Program Outreach	13.38	15			
								Operational/ Implementation Plan	13.13	15			
								Program Effectiveness	18.75	20			
								Operational Sustainability	8.50	10			
								Innovation	9.00	10			
								Project Budget	14.00	15			
								Performance Adjustment	1.5%	+2% -> -10%			
8	6	FACT- Vehicle Fleet Expansion Minivan #3 Traditional	The Vehicle Fleet Expansion project will support the purchasing of accessible vehicles for FACT to provide demand-response, curb-to-curb transportation service for non-emergency medical appointments. FACT will lease grant-funded vehicles to third-party contractors at no cost in return for the contractors providing free medical trips for FACT. Capital funds have been requested.	FY13	\$40,000	\$40,000	20%	Goals and Objectives	13.88	15		67	
				FY14	\$0	\$0		Coordination and Program Outreach	13.38	15			
								Operational/ Implementation Plan	13.13	15			
								Program Effectiveness	18.75	20			
								Operational Sustainability	8.50	10			
								Innovation	9.00	10			
								Project Budget	14.00	15			
								Performance Adjustment	1.5%	+2% -> -10%			

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*		
								Section	Avg. Score	Max. Score			
9	6	FACT- Vehicle Fleet Expansion Minivan #4 Traditional	The Vehicle Fleet Expansion project will support the purchasing of accessible vehicles for FACT to provide demand-response, curb-to-curb transportation service for non-emergency medical appointments. FACT will lease grant-funded vehicles to third-party contractors at no cost in return for the contractors providing free medical trips for FACT. Capital funds have been requested.	FY13	\$0	\$0	20%	Goals and Objectives	13.88	15	67		
				FY14	\$30,000	\$30,000		Coordination and Program Outreach	13.38	15			
								Operational/ Implementation Plan	13.13	15			
								Program Effectiveness	18.75	20			
								Operational Sustainability	8.50	10			
								Innovation	9.00	10			
								Project Budget	14.00	15			
								Performance Adjustment	1.5%	+2% -> -10%			
10	6	FACT - Vehicle Fleet Expansion Minivan #5 Traditional	The Vehicle Fleet Expansion project will support the purchasing of accessible vehicles for FACT to provide demand-response, curb-to-curb transportation service for non-emergency medical appointments. FACT will lease grant-funded vehicles to third-party contractors at no cost in return for the contractors providing free medical trips for FACT. Capital funds have been requested.	FY13	\$0	\$0	20%	Goals and Objectives	13.88	15		67	
				FY14	\$30,000	\$30,000		Coordination and Program Outreach	13.38	15			
								Operational/ Implementation Plan	13.13	15			
								Program Effectiveness	18.75	20			
								Operational Sustainability	8.50	10			
								Innovation	9.00	10			
								Project Budget	14.00	15			
								Performance Adjustment	1.5%	+2% -> -10%			
11	6	FACT- Vehicle Fleet Expansion Minivan #6 Traditional	The Vehicle Fleet Expansion project will support the purchasing of accessible vehicles for FACT to provide demand-response, curb-to-curb transportation service for non-emergency medical appointments. FACT will lease grant-funded vehicles to third-party contractors at no cost in return for the contractors providing free medical trips for FACT. Capital funds have been requested.	FY13	\$0	\$0	20%	Goals and Objectives	13.88	15	67		
				FY14	\$30,000	\$30,000		Coordination and Program Outreach	13.38	15			
								Operational/ Implementation Plan	13.13	15			
								Program Effectiveness	18.75	20			
								Operational Sustainability	8.50	10			
								Innovation	9.00	10			
								Project Budget	14.00	15			
								Performance Adjustment	1.5%	+2% -> -10%			
12	6	FACT-Vehicle Fleet Expansion Minivan #7 Traditional	The Vehicle Fleet Expansion project will support the purchasing of accessible vehicles for FACT to provide demand-response, curb-to-curb transportation service for non-emergency medical appointments. FACT will lease grant-funded vehicles to third-party contractors at no cost in return for the contractors providing free medical trips for FACT. Capital funds have been requested.	FY13	\$0	\$0	20%	Goals and Objectives	13.88	15		67	
				FY14	\$30,000	\$30,000		Coordination and Program Outreach	13.38	15			
								Operational/ Implementation Plan	13.13	15			
								Program Effectiveness	18.75	20			
								Operational Sustainability	8.50	10			
								Innovation	9.00	10			
								Project Budget	14.00	15			
								Performance Adjustment	1.5%	+2% -> -10%			

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*		
								Section	Avg. Score	Max. Score			
13	13	St. Madeleine Sophie's Center (SMSC) - Large Bus #1 Traditional	SMSC provides transportation to adults with developmental disabilities (ages 22 - 70+) to vocational training and paid work. SMSC is seeking paratransit vehicles to support an expansion of services to their growing enrollment. Capital funds have been requested.	FY13	\$40,860	\$40,860	20%	Goals and Objectives	14.50	15	79		
				FY14	\$0	\$0		Coordination and Program Outreach	13.50	15			
								Operational/ Implementation Plan	14.50	15			
								Program Effectiveness	19.25	20			
								Operational Sustainability	9.00	10			
								Innovation	9.00	10			
								Project Budget	14.75	15			
								Performance Adjustment	-3.0%	+2% -> -10%			
14	13	St. Madeleine Sophie's Center- Large Bus #2 Traditional	SMSC provides transportation to adults with developmental disabilities (ages 22 - 70+) to vocational training and paid work. SMSC is seeking paratransit vehicles to support an expansion of services to their growing enrollment. Capital funds have been requested.	FY13	\$40,860	\$40,860	20%	Goals and Objectives	14.50	15	79		
				FY14	\$0	\$0		Coordination and Program Outreach	13.50	15			
								Operational/ Implementation Plan	14.50	15			
								Program Effectiveness	19.25	20			
								Operational Sustainability	9.00	10			
								Innovation	9.00	10			
								Project Budget	14.75	15			
								Performance Adjustment	-3.0%	+2% -> -10%			
15	15	FACT - Medical and Dialysis Transportation for Seniors & Disabled Non-Traditional	The Medical and Dialysis Transportation for Seniors & Disabled project will subsidize the costs of non-emergency medical trips. RideFACT, a transportation service for seniors and persons with disabilities, is available in all 18 cities in San Diego County. RideFACT is a safety-net travel option available for those who do not have any other options. Operating funds have been requested.	FY13	\$180,000	\$180,000	50%	Goals and Objectives	13.88	15	85		
				FY14	\$180,000	\$180,000		Coordination and Program Outreach	13.38	15			
								Operational/ Implementation Plan	14.25	15			
								Program Effectiveness	17.63	20			
								Operational Sustainability	8.50	10			
								Innovation	9.25	10			
								Project Budget	13.50	15			
								Performance Adjustment	1.5%	+2% -> -10%			
16	16	San Ysidro Health Center (SYHC) - Transportation Operations Program Healthy Steps (TOP-HS): Minivan #1 Traditional	TOP-HS is designed to provide demand-response transportation services for registered SYHC patients. Services are provided using in-house resources. The grant request is to expand their existing fleet of four vehicles. Capital funds have been requested.	FY13	\$31,600	\$31,600	20%	Goals and Objectives	13.25	15	90		
				FY14	\$0	\$0		Coordination and Program Outreach	13.50	15			
								Operational/ Implementation Plan	14.50	15			
								Program Effectiveness	19.00	20			
								Operational Sustainability	8.88	10			
								Innovation	9.00	10			
								Project Budget	14.00	15			
								Performance Adjustment	-2.0%	+2% -> -10%			

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*	
								Section	Avg. Score	Max. Score		
17	16	SYHC - TOP-HS: Minivan #2 Traditional	TOP-HS is designed to provide demand-response transportation services for registered SYHC patients. Services are provided using in-house resources. The grant request is to expand their existing fleet of four vehicles. Capital funds have been requested.	FY13	\$31,600	\$31,600	20%	Goals and Objectives	13.25	15	90	
				FY14	\$0	\$0		Coordination and Program Outreach	13.50	15		
							Operational/ Implementation Plan	14.50	15			
							Program Effectiveness	19.00	20			
							Operational Sustainability	8.88	10			
							Innovation	9.00	10			
							Project Budget	14.00	15			
							Performance Adjustment	-2.0%	+2% -> -10%			
18	18	Home of Guiding Hands (HGH)- Community Integration and Mobilization Program: GPS, Software, and Radios Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds for GPS technology, software, and radios to support the expansion of their vehicle fleet. Capital funds have been requested.	FY13	\$28,800	\$28,800	20%	Goals and Objectives	13.50	15	93	
				FY14	\$0	\$0		Coordination and Program Outreach	12.50	15		
							Operational/ Implementation Plan	12.50	15			
							Program Effectiveness	18.38	20			
							Operational Sustainability	8.00	10			
							Innovation	7.13	10			
							Project Budget	13.13	15			
							Performance Adjustment	N/A	+2% -> -10%			
19	18	HGH -Community Integration and Mobilization Program: Large Bus #1 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$0	\$0	20%	Goals and Objectives	13.50	15	93	
				FY14	\$56,000	\$56,000		Coordination and Program Outreach	12.50	15		
							Operational/ Implementation Plan	12.50	15			
							Program Effectiveness	18.38	20			
							Operational Sustainability	8.00	10			
							Innovation	7.13	10			
							Project Budget	13.13	15			
							Performance Adjustment	N/A	+2% -> -10%			
20	18	HGH -Community Integration and Mobilization Program: Large Bus #2 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$0	\$0	20%	Goals and Objectives	13.50	15	93	
				FY14	\$56,000	\$56,000		Coordination and Program Outreach	12.50	15		
							Operational/ Implementation Plan	12.50	15			
							Program Effectiveness	18.38	20			
							Operational Sustainability	8.00	10			
							Innovation	7.13	10			
							Project Budget	13.13	15			
							Performance Adjustment	N/A	+2% -> -10%			

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*	
								Section	Avg. Score	Max. Score		
21	18	HGH -Community Integration and Mobilization Program: Large Bus #3 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$56,000	\$56,000	20%	Goals and Objectives	13.50	15	93	
				FY14	\$0	\$0		Coordination and Program Outreach	12.50	15		
Operational/ Implementation Plan	12.50	15										
Program Effectiveness	18.40	20										
Operational Sustainability	8.00	10										
Innovation	7.13	10										
Project Budget	13.13	15										
Performance Adjustment	N/A	+2% -> -10%										
Goals and Objectives	13.50	15										
22	18	HGH -Community Integration and Mobilization Program: Minivan #1 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$40,000	\$40,000	20%	Coordination and Program Outreach	12.50	15	93	
				FY14	\$0	\$0		Operational/ Implementation Plan	20.00	15		
Program Effectiveness	10.88	20										
Operational Sustainability	8.00	10										
Innovation	7.13	10										
Project Budget	13.13	15										
Performance Adjustment	N/A	+2% -> -10%										
Goals and Objectives	13.50	15										
23	18	HGH -Community Integration and Mobilization Program: Minivan #2 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$40,000	\$40,000	20%	Operational/ Implementation Plan	12.50	15		93
				FY14	\$0	\$0		Program Effectiveness	18.38	20		
Operational Sustainability	8.00	10										
Innovation	7.13	10										
Project Budget	13.13	15										
Performance Adjustment	N/A	+2% -> -10%										
Goals and Objectives	13.50	15										
24	18	HGH -Community Integration and Mobilization Program: Minivan #3 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$40,000	\$40,000	20%	Coordination and Program Outreach	12.50	15	93	
				FY14	\$0	\$0		Operational/ Implementation Plan	12.50	15		
Program Effectiveness	18.38	20										
Operational Sustainability	8.00	10										
Innovation	7.13	10										
Project Budget	13.13	15										
Performance Adjustment	N/A	+2% -> -10%										
Goals and Objectives	13.50	15										

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*	
								Section	Avg. Score	Max. Score		
25	18	HGH -Community Integration and Mobilization Program: Minivan #4 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$0	\$0	20%	Goals and Objectives	13.50	15	93	
				FY14	\$40,000	\$40,000		Coordination and Program Outreach	12.50	15		
Operational/ Implementation Plan	12.50	15										
Program Effectiveness	18.40	20										
Operational Sustainability	8.00	10										
Innovation	7.13	10										
Project Budget	13.13	15										
Performance Adjustment	N/A	+2% -> -10%										
Goals and Objectives	13.50	15										
26	18	HGH -Community Integration and Mobilization Program: Minivan #5 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$0	\$0	20%	Coordination and Program Outreach	12.50	15	93	
				FY14	\$40,000	\$40,000		Operational/ Implementation Plan	12.50	15		
Program Effectiveness	18.40	20										
Operational Sustainability	8.00	10										
Innovation	7.13	10										
Project Budget	13.13	15										
Performance Adjustment	N/A	+2% -> -10%										
Goals and Objectives	13.50	15										
27	18	HGH -Community Integration and Mobilization Program: Minivan #6 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$0	\$0	20%	Operational/ Implementation Plan	12.50	15		93
				FY14	\$28,000	\$28,000		Program Effectiveness	18.40	20		
Operational Sustainability	8.00	10										
Innovation	7.13	10										
Project Budget	13.13	15										
Performance Adjustment	N/A	+2% -> -10%										
Goals and Objectives	13.50	15										
28	28	FACT - Administration of Medical and Dialysis Transportation for Seniors & Disabled Traditional	This project will help to support FACT's staff and administrative expenses for providing the transportation call center, management of the Transportation Brokerage, and operating non-emergency medical and dialysis transportation for seniors and disabled clients. FACT provides these services to benefit seniors and individuals with disabilities in San Diego County. Mobility Management funds have been requested.	FY13	\$200,000	\$200,000	20%	Coordination and Program Outreach	13.38	15	126	
				FY14	\$200,000	\$200,000		Operational/ Implementation Plan	14.00	15		
Program Effectiveness	15.63	20										
Operational Sustainability	8.50	10										
Innovation	9.25	10										
Project Budget	11.38	15										
Performance Adjustment	1.5%	+2% -> -10%										
Goals and Objectives	13.88	15										

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*		
								Section	Avg. Score	Max. Score			
29	29	City of La Mesa-Rides4Neighbors Non-Traditional	Rides4Neighbors provides transportation by volunteer drivers using their own vehicles to meet the essential needs of eligible seniors and/or disabled adults throughout East County. 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.	FY13	\$75,000	\$75,000	50%	Goals and Objectives	12.50	15	131		
				FY14	\$75,000	\$75,000		Coordination and Program Outreach	13.13	15			
								Operational/Implementation Plan	14.50	15			
								Program Effectiveness	16.75	20			
								Operational Sustainability	8.25	10			
								Innovation	9.25	10			
								Project Budget	14.00	15			
								Performance Adjustment	1.0%	+2% -> -10%			
30	30	HGH -Community Integration and Mobilization Program: Large Bus #4 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$56,000	\$56,000	20%	Goals and Objectives	13.50	15	137		
				FY14	\$0	\$0		Coordination and Program Outreach	12.50	15			
								Operational/Implementation Plan	12.50	15			
								Program Effectiveness	17.40	20			
								Operational Sustainability	8.00	10			
								Innovation	7.13	10			
								Project Budget	13.13	15			
								Performance Adjustment	N/A	+2% -> -10%			
31	30	HGH -Community Integration and Mobilization Program: Large Bus #5 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$56,000	\$56,000	20%	Goals and Objectives	13.50	15	137		
				FY14	\$0	\$0		Coordination and Program Outreach	12.50	15			
								Operational/Implementation Plan	12.50	15			
								Program Effectiveness	17.40	20			
								Operational Sustainability	8.00	10			
								Innovation	7.13	10			
								Project Budget	13.13	15			
								Performance Adjustment	N/A	+2% -> -10%			
32	30	HGH -Community Integration and Mobilization Program: Large Bus #6 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$56,000	\$56,000	20%	Goals and Objectives	13.50	15	137		
				FY14	\$0	\$0		Coordination and Program Outreach	12.50	15			
								Operational/Implementation Plan	12.50	15			
								Program Effectiveness	17.40	20			
								Operational Sustainability	8.00	10			
								Innovation	7.13	10			
								Project Budget	13.13	15			
								Performance Adjustment	N/A	+2% -> -10%			

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*
								Section	Avg. Score	Max. Score	
33	30	HGH -Community Integration and Mobilization Program: Large Bus #7 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$56,000	\$56,000	20%	Goals and Objectives	13.50	15	137
				FY14	\$0	\$0		Coordination and Program Outreach	12.50	15	
							Operational/ Implementation Plan	12.50	15		
							Program Effectiveness	17.40	20		
							Operational Sustainability	8.00	10		
							Innovation	7.13	10		
							Project Budget	13.13	15		
							Performance Adjustment	N/A	+2% -> -10%		
							Goals and Objectives	13.50	15		
							Coordination and Program Outreach	12.50	15		
34	30	HGH -Community Integration and Mobilization Program: Large Bus #8 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$0	\$0	20%	Goals and Objectives	13.50	15	137
				FY14	\$56,000	\$56,000		Coordination and Program Outreach	12.50	15	
							Operational/ Implementation Plan	12.50	15		
							Program Effectiveness	17.40	20		
							Operational Sustainability	8.00	10		
							Innovation	7.13	10		
							Project Budget	13.13	15		
							Performance Adjustment	N/A	+2% -> -10%		
							Goals and Objectives	13.50	15		
							Coordination and Program Outreach	12.50	15		
35	30	HGH -Community Integration and Mobilization Program: Large Bus #9 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$0	\$0	20%	Goals and Objectives	13.50	15	137
				FY14	\$56,000	\$56,000		Coordination and Program Outreach	12.50	15	
							Operational/ Implementation Plan	12.50	15		
							Program Effectiveness	17.40	20		
							Operational Sustainability	8.00	10		
							Innovation	7.13	10		
							Project Budget	13.13	15		
							Performance Adjustment	N/A	+2% -> -10%		
							Goals and Objectives	14.50	15		
							Coordination and Program Outreach	13.50	15		
36	36	St. Madeleine Sophie's Center - Mileage Reimbursement Non-Traditional	This project seeks to support SMSC's transportation program through mileage reimbursement funds. The program provides adults with developmental disabilities with transportation to SMSC's vocational training centers and paid work. Operating funds have been requested. This project is the lowest scoring non-traditional project. To comply with FTA requirements to give priority to traditional projects, a partial award is recommended for the second year of funding.	FY13	\$191,927	\$191,927	50%	Goals and Objectives	14.50	15	142
				FY14	\$191,927	\$180,738		Coordination and Program Outreach	13.50	15	
							Operational/ Implementation Plan	14.25	15		
							Program Effectiveness	17.50	20		
							Operational Sustainability	9.00	10		
							Innovation	9.00	10		
							Project Budget	14.25	15		
							Performance Adjustment	-3.0%	+2% -> -10%		

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*		
								Section	Avg. Score	Max. Score			
37	37	Sharp Healthcare Foundation - Healthcare Patient Transportation Services: Large Bus #1 Traditional	Sharp Health Care has a system level Patient Transportation Services Department which provides patients with free non-emergency rides for out-patient and medical appointments. All clients that are served are either seniors, those with disabilities, or those with a mental illness. The service is door-to-door and aided by volunteer drivers. Capital funds have been requested for vehicle procurement.	FY13	\$41,666	\$41,666	20%	Goals and Objectives	12.38	15	153		
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15			
								Operational/ Implementation Plan	14.50	15			
								Program Effectiveness	19.00	20			
								Operational Sustainability	7.75	10			
								Innovation	6.75	10			
								Project Budget	14.25	15			
								Performance Adjustment	N/A	+2% -> -10%			
38	38	HGH -Community Integration and Mobilization Program: Large Bus #10 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$56,000	\$56,000	20%	Goals and Objectives	13.50	15	163		
				FY14	\$0	\$0		Coordination and Program Outreach	12.50	15			
								Operational/ Implementation Plan	12.50	15			
								Program Effectiveness	16.38	20			
								Operational Sustainability	8.00	10			
								Innovation	7.13	10			
								Project Budget	13.13	15			
								Performance Adjustment	N/A	+2% -> -10%			
39	38	HGH -Community Integration and Mobilization Program: Large Bus #11 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$0	\$0	20%	Goals and Objectives	13.50	15	163		
				FY14	\$56,000	\$56,000		Coordination and Program Outreach	12.50	15			
								Operational/ Implementation Plan	12.50	15			
								Program Effectiveness	16.38	20			
								Operational Sustainability	8.00	10			
								Innovation	7.13	10			
								Project Budget	13.13	15			
								Performance Adjustment	N/A	+2% -> -10%			
40	38	HGH -Community Integration and Mobilization Program: Large Bus #12 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$0	\$0	20%	Goals and Objectives	13.50	15	163		
				FY14	\$56,000	\$56,000		Coordination and Program Outreach	12.50	15			
								Operational/ Implementation Plan	12.50	15			
								Program Effectiveness	16.38	20			
								Operational Sustainability	8.00	10			
								Innovation	7.13	10			
								Project Budget	13.13	15			
								Performance Adjustment	N/A	+2% -> -10%			

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*	
								Section	Avg. Score	Max. Score		
41	38	HGH -Community Integration and Mobilization Program: Large Bus #13 Traditional	HGH's transportation program provides safe, reliable transportation to approximately 300 medically fragile persons with developmental disabilities to/from adult day centers; schools; recreational, social, and religious events; and non-emergency medical appointments. HGH requests funds to expand their vehicle fleet. Capital funds have been requested.	FY13	\$0	\$0	20%	Goals and Objectives	13.50	15	163	
				FY14	\$56,000	\$56,000		Coordination and Program Outreach	12.50	15		
Operational/ Implementation Plan	12.50	15										
Program Effectiveness	16.38	20										
Operational Sustainability	8.00	10										
Innovation	7.13	10										
Project Budget	13.13	15										
Performance Adjustment	N/A	+2% -> -10%										
42	42	Sharp Healthcare Foundation - Healthcare Patient Transportation Services: Minivan #1 Traditional	Sharp Health Care has a system level Patient Transportation Services Department which provides patients with free non-emergency rides for out-patient and medical appointments. All clients that are served are either seniors, those with disabilities, or those with a mental illness. The service is door-to-door and aided by volunteer drivers. Capital funds have been requested for vehicle procurement.	FY13	\$32,152	\$32,152	20%	Goals and Objectives	12.38	15		165
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15		
Operational/ Implementation Plan	14.50	15										
Program Effectiveness	17.00	20										
Operational Sustainability	7.75	10										
Innovation	6.75	10										
Project Budget	14.25	15										
Performance Adjustment	N/A	+2% -> -10%										
43	42	Sharp Healthcare Foundation - Healthcare Patient Transportation Services: Minivan #2 Traditional	Sharp Health Care has a system level Patient Transportation Services Department which provides patients with free non-emergency rides for out-patient and medical appointments. All clients that are served are either seniors, those with disabilities, or those with a mental illness. The service is door-to-door and aided by volunteer drivers. Capital funds have been requested for vehicle procurement.	FY13	\$32,152	\$32,152	20%	Goals and Objectives	12.38	15	165	
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15		
Operational/ Implementation Plan	14.50	15										
Program Effectiveness	17.00	20										
Operational Sustainability	7.75	10										
Innovation	6.75	10										
Project Budget	14.25	15										
Performance Adjustment	N/A	+2% -> -10%										
44	42	Sharp Healthcare Foundation - Healthcare Patient Transportation Services: Minivan #3 Traditional	Sharp Health Care has a system level Patient Transportation Services Department which provides patients with free non-emergency rides for out-patient and medical appointments. All clients that are served are either seniors, those with disabilities, or those with a mental illness. The service is door-to-door and aided by volunteer drivers. Capital funds have been requested for vehicle procurement.	FY13	\$32,152	\$32,152	20%	Goals and Objectives	12.38	15		165
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15		
Operational/ Implementation Plan	14.50	15										
Program Effectiveness	17.00	20										
Operational Sustainability	7.75	10										
Innovation	6.75	10										
Project Budget	14.25	15										
Performance Adjustment	N/A	+2% -> -10%										
45	42	Sharp Healthcare Foundation - Healthcare Patient Transportation Services: Minivan #4 Traditional	Sharp Health Care has a system level Patient Transportation Services Department which provides patients with free non-emergency rides for out-patient and medical appointments. All clients that are served are either seniors, those with disabilities, or those with a mental illness. The service is door-to-door and aided by volunteer drivers. Capital funds have been requested for vehicle procurement.	FY13	\$32,152	\$13,648	20%	Goals and Objectives	12.38	15	165	
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15		
Operational/ Implementation Plan	14.50	15										
Program Effectiveness	17.00	20										
Operational Sustainability	7.75	10										
Innovation	6.75	10										
Project Budget	14.25	15										
Performance Adjustment	N/A	+2% -> -10%										

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*
								Section	Avg. Score	Max. Score	
46	49	San Diego Metropolitan Transit System (MTS) Access Vehicle Fleet Replacement Expansion: Small Bus #1 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$0	\$0	20%	Goals and Objectives	14.13	15	190
				FY14	\$55,556	\$55,556		Coordination and Program Outreach	14.13	15	
							Operational/ Implementation Plan	14.50	15		
							Program Effectiveness	11.50	20		
							Operational Sustainability	8.75	10		
							Innovation	6.75	10		
							Project Budget	12.63	15		
							Performance Adjustment	0.5%	+2% -> -10%		
47	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #2 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$0	\$0	20%	Goals and Objectives	14.13	15	190
				FY14	\$55,556	\$55,556		Coordination and Program Outreach	14.13	15	
							Operational/ Implementation Plan	14.50	15		
							Program Effectiveness	11.50	20		
							Operational Sustainability	8.75	10		
							Innovation	6.75	10		
							Project Budget	12.63	15		
							Performance Adjustment	0.5%	+2% -> -10%		
48	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #3 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$0	\$0	20%	Goals and Objectives	14.13	15	190
				FY14	\$55,556	\$55,556		Coordination and Program Outreach	14.13	15	
							Operational/ Implementation Plan	14.50	15		
							Program Effectiveness	11.50	20		
							Operational Sustainability	8.75	10		
							Innovation	6.75	10		
							Project Budget	12.63	15		
							Performance Adjustment	0.5%	+2% -> -10%		
49	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #4 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$0	\$0	20%	Goals and Objectives	14.13	15	190
				FY14	\$55,556	\$55,556		Coordination and Program Outreach	14.13	15	
							Operational/ Implementation Plan	14.50	15		
							Program Effectiveness	11.50	20		
							Operational Sustainability	8.75	10		
							Innovation	6.75	10		
							Project Budget	12.63	15		
							Performance Adjustment	0.5%	+2% -> -10%		

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*
								Section	Avg. Score	Max. Score	
50	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #5 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$0	\$0	20%	Goals and Objectives	14.13	15	190
				FY14	\$55,556	\$55,556		Coordination and Program Outreach	14.13	15	
Operational/ Implementation Plan	14.50	15									
Program Effectiveness	11.50	20									
Operational Sustainability	8.75	10									
Innovation	6.75	10									
Project Budget	12.63	15									
Performance Adjustment	0.5%	+2% -> -10%									
FY13	\$0	\$0	20%	Goals and Objectives	14.13	15	190				
FY14	\$55,556	\$49,729		Coordination and Program Outreach	14.13	15					
Operational/ Implementation Plan	14.50	15									
Program Effectiveness	11.50	20									
Operational Sustainability	8.75	10									
Innovation	6.75	10									
Project Budget	12.63	15									
Performance Adjustment	0.5%	+2% -> -10%									
Funded Project Subtotals:					\$3,817,361**	\$3,781,841**					

Projects Not Recommended For Funding

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank
								Section	Avg. Score	Max. Score	
52	42	Sharp Healthcare Foundation - Healthcare Patient Transportation Services: Minivan #5 Traditional	Sharp Health Care has a system level Patient Transportation Services Department which provides patients with free non-emergency rides for out-patient and medical appointments. All clients that are served are either seniors, those with disabilities, or those with a mental illness. The service is door-to-door and aided by volunteer drivers. Capital funds have been requested for vehicle procurement.	FY13	\$32,152	\$0	20%	Goals and Objectives	12.38	15	165
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15	
Operational/ Implementation Plan	14.50	15									
Program Effectiveness	17.00	20									
Operational Sustainability	7.75	10									
Innovation	6.75	10									
Project Budget	14.25	15									
Performance Adjustment	N/A	+2% -> -10%									

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*
								Section	Avg. Score	Max. Score	
53	42	Sharp Healthcare Foundation - Healthcare Patient Transportation Services: Large Bus #2 Traditional	Sharp Health Care has a system level Patient Transportation Services Department which provides patients with free non-emergency rides for out-patient and medical appointments. All clients that are served are either seniors, those with disabilities, or those with a mental illness. The service is door-to-door and aided by volunteer drivers. Capital funds have been requested for vehicle procurement.	FY13	\$41,666	\$0	20%	Goals and Objectives	12.38	15	165
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15	
Operational/ Implementation Plan	14.50	15									
Program Effectiveness	17.00	20									
Operational Sustainability	7.75	10									
Innovation	6.75	10									
Project Budget	14.25	15									
Performance Adjustment	N/A	+2% -> -10%									
54	42	Sharp Healthcare Foundation - Healthcare Patient Transportation Services: Large Bus #3 Traditional	Sharp Health Care has a system level Patient Transportation Services Department which provides patients with free non-emergency rides for out-patient and medical appointments. All clients that are served are either seniors, those with disabilities, or those with a mental illness. The service is door-to-door and aided by volunteer drivers. Capital funds have been requested for vehicle procurement.	FY13	\$41,666	\$0	20%	Goals and Objectives	12.38	15	165
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15	
Operational/ Implementation Plan	14.50	15									
Program Effectiveness	17.00	20									
Operational Sustainability	7.75	10									
Innovation	6.75	10									
Project Budget	14.25	15									
Performance Adjustment	N/A	+2% -> -10%									
55	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #7 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$55,556	\$0	20%	Goals and Objectives	14.13	15	190
				FY14	\$0	\$0		Coordination and Program Outreach	14.13	15	
Operational/ Implementation Plan	14.50	15									
Program Effectiveness	11.50	20									
Operational Sustainability	8.75	10									
Innovation	6.75	10									
Project Budget	12.63	15									
Performance Adjustment	0.5%	+2% -> -10%									
56	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #8 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$55,556	\$0	20%	Goals and Objectives	14.13	15	190
				FY14	\$0	\$0		Coordination and Program Outreach	14.13	15	
Operational/ Implementation Plan	14.50	15									
Program Effectiveness	11.50	20									
Operational Sustainability	8.75	10									
Innovation	6.75	10									
Project Budget	12.63	15									
Performance Adjustment	0.5%	+2% -> -10%									

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*
								Section	Avg. Score	Max. Score	
57	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #9 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$55,556	\$0	20%	Goals and Objectives	14.13	15	190
				FY14	\$0	\$0		Coordination and Program Outreach	14.13	15	
Operational/ Implementation Plan	14.50	15									
Program Effectiveness	11.50	20									
Operational Sustainability	8.75	10									
Innovation	6.75	10									
Project Budget	12.63	15									
Performance Adjustment	0.5%	+2% -> -10%									
58	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #10 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$55,556	\$0	20%	Goals and Objectives	14.13	15	190
				FY14	\$0	\$0		Coordination and Program Outreach	14.13	15	
Operational/ Implementation Plan	14.50	15									
Program Effectiveness	11.50	20									
Operational Sustainability	8.75	10									
Innovation	6.75	10									
Project Budget	12.63	15									
Performance Adjustment	0.5%	+2% -> -10%									
59	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #11 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$55,556	\$0	20%	Goals and Objectives	14.13	15	190
				FY14	\$0	\$0		Coordination and Program Outreach	14.13	15	
Operational/ Implementation Plan	14.50	15									
Program Effectiveness	11.50	20									
Operational Sustainability	8.75	10									
Innovation	6.75	10									
Project Budget	12.63	15									
Performance Adjustment	0.5%	+2% -> -10%									
60	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #12 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$55,556	\$0	20%	Goals and Objectives	14.13	15	190
				FY14	\$0	\$0		Coordination and Program Outreach	14.13	15	
Operational/ Implementation Plan	14.50	15									
Program Effectiveness	11.50	20									
Operational Sustainability	8.75	10									
Innovation	6.75	10									
Project Budget	12.63	15									
Performance Adjustment	0.5%	+2% -> -10%									

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*	
								Section	Avg. Score	Max. Score		
61	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #13 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$55,556	\$0	20%	Goals and Objectives	14.13	15	190	
				FY14	\$0	\$0		Coordination and Program Outreach	14.13	15		
Operational/ Implementation Plan	14.50	15										
Program Effectiveness	11.50	20										
Operational Sustainability	8.75	10										
Innovation	6.75	10										
Project Budget	12.63	15										
Performance Adjustment	0.5%	+2% -> -10%										
62	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #14 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$55,556	\$0	20%	Goals and Objectives	14.13	15		190
				FY14	\$0	\$0		Coordination and Program Outreach	14.13	15		
Operational/ Implementation Plan	14.50	15										
Program Effectiveness	11.50	20										
Operational Sustainability	8.75	10										
Innovation	6.75	10										
Project Budget	12.63	15										
Performance Adjustment	0.5%	+2% -> -10%										
63	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #15 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$55,556	\$0	20%	Goals and Objectives	14.13	15	190	
				FY14	\$0	\$0		Coordination and Program Outreach	14.13	15		
Operational/ Implementation Plan	14.50	15										
Program Effectiveness	11.50	20										
Operational Sustainability	8.75	10										
Innovation	6.75	10										
Project Budget	12.63	15										
Performance Adjustment	0.5%	+2% -> -10%										
64	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #16 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$0	\$0	20%	Goals and Objectives	14.13	15		190
				FY14	\$55,556	\$0		Coordination and Program Outreach	14.13	15		
Operational/ Implementation Plan	14.50	15										
Program Effectiveness	11.50	20										
Operational Sustainability	8.75	10										
Innovation	6.75	10										
Project Budget	12.63	15										
Performance Adjustment	0.5%	+2% -> -10%										

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*	
								Section	Avg. Score	Max. Score		
65	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #17 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$0	\$0	20%	Goals and Objectives	14.13	15	190	
				FY14	\$55,556	\$0		Coordination and Program Outreach	14.13	15		
Operational/ Implementation Plan	14.50	15										
Program Effectiveness	11.50	20										
Operational Sustainability	8.75	10										
Innovation	6.75	10										
Project Budget	12.63	15										
Performance Adjustment	0.5%	+2% -> -10%										
66	49	MTS Access Vehicle Fleet Replacement Expansion: Small Bus #18 Traditional	MTS Access provides origin-to-destination transportation services to persons with disabilities that prevent them from utilizing traditional public transportation. This service operates in full compliance with the American's with Disabilities Act, and transports prequalified clients to locations within 3/4-mile of any active fixed bus or trolley route. Capital funds have been requested for vehicle procurement.	FY13	\$0	\$0	20%	Goals and Objectives	14.13	15		190
				FY14	\$55,556	\$0		Coordination and Program Outreach	14.13	15		
Operational/ Implementation Plan	14.50	15										
Program Effectiveness	11.50	20										
Operational Sustainability	8.75	10										
Innovation	6.75	10										
Project Budget	12.63	15										
Performance Adjustment	0.5%	+2% -> -10%										
67	67	Paralyzed Veterans of America (PVA) Cal Diego Chapter Wheelchair Accessible Dial-A-Ride Program: Minivan Traditional	PVA seeks to provide a Dial-a-Ride service for veterans and others with spinal cord injury or dysfunction, who are wheelchair dependent or have a semi-ambulatory capacity, that cannot effectively use public transportation. Wheelchair accessible transportation services are important in order for those that PVA serves to maintain a high quality of life by fulfilling basic daily needs and providing access to healthcare, education, and work. Capital funds have been requested for vehicle procurement.	FY13	\$0	\$0	20%	Goals and Objectives	10.75	15	195	
				FY14	\$40,000	\$0		Coordination and Program Outreach	13.25	15		
Operational/ Implementation Plan	14.50	15										
Program Effectiveness	13.75	20										
Operational Sustainability	10.00	10										
Innovation	7.50	10										
Project Budget	13.25	15										
Performance Adjustment	N/A	+2% -> -10%										
68	68	The City Link Foundation (City Link) Minivan #1 Traditional	City Link provides excellent, reliable and safe transportation services to seniors and developmentally disabled residents of San Diego County. City Link partners with five local agencies, including San Ysidro Health Center. City Link seeks to expand their vehicle fleet providing non-emergency medical trips to San Ysidro Health Care's new senior health center. Capital funds have been requested.	FY13	\$37,600	\$0	20%	Goals and Objectives	13.50	15		196
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15		
Operational/ Implementation Plan	13.63	15										
Program Effectiveness	17.75	20										
Operational Sustainability	5.50	10										
Innovation	6.50	10										
Project Budget	12.50	15										
Performance Adjustment	N/A	+2% -> -10%										

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*	
								Section	Avg. Score	Max. Score		
69	68	City Link - Minivan #2 Traditional	City Link provides excellent, reliable and safe transportation services to seniors and developmentally disabled residents of San Diego County. City Link partners with five local agencies, including San Ysidro Health Center. City Link seeks to expand their vehicle fleet providing non-emergency medical trips to San Ysidro Health Care's new senior health center. Capital funds have been requested.	FY13	\$37,600	\$0	20%	Goals and Objectives	13.50	15	196	
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15		
Operational/ Implementation Plan	13.63	15										
Program Effectiveness	17.75	20										
Operational Sustainability	5.50	10										
Innovation	6.50	10										
Project Budget	12.50	15										
Performance Adjustment	N/A	+2% -> -10%										
70	70	City Link - Video Cameras Traditional	City Link requests funds to purchase video cameras to collect and analyze bus data from daily transports. City Link seeks to develop a county-wide performance measure of all City Link vehicles in operation. These video cameras will help to create the most cost-efficient and effective routes. Capital funds have been requested.	FY13	\$33,852	\$0	20%	Goals and Objectives	13.50	15		212
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15		
Operational/ Implementation Plan	13.63	15										
Program Effectiveness	16.75	20										
Operational Sustainability	5.50	10										
Innovation	6.50	10										
Project Budget	12.50	15										
Performance Adjustment	N/A	+2% -> -10%										
71	70	City Link - GPS Software Traditional	City Link requests funds to purchase GPS software that will enable City Link to collect route data including real-time bus location, mileage, and speed. Access to this data will allow City Link to create the most cost-effective and efficient routes. Capital funds have been requested.	FY13	\$107,340	\$0	20%	Goals and Objectives	13.50	15	212	
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15		
Operational/ Implementation Plan	13.63	15										
Program Effectiveness	16.75	20										
Operational Sustainability	5.50	10										
Innovation	6.50	10										
Project Budget	12.50	15										
Performance Adjustment	N/A	+2% -> -10%										
72	72	Renewing Life - Seniors and Individuals with Disabilities Transportation Program Non-Traditional	Renewing Life is proposing to expand its no-cost, door-to-door transportation service for seniors and individuals with disabilities in South County. This program provides safe and friendly service for non-emergency medical, legal, and financial trips to senior residents of Town Center Manor, Harvest Ridge, Congregational Towers, and Kimball Towers. Operating funds have been requested.	FY13	\$70,000	\$0	50%	Goals and Objectives	14.25	15		215
				FY14	\$70,000	\$0		Coordination and Program Outreach	12.00	15		
Operational/ Implementation Plan	13.50	15										
Program Effectiveness	15.38	20										
Operational Sustainability	6.50	10										
Innovation	8.25	10										
Project Budget	11.50	15										
Performance Adjustment	1.0%	+2% -> -10%										

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*	
								Section	Avg. Score	Max. Score		
73	73	Sharp Healthcare Foundation - Healthcare Patient Transportation Services: Large Bus #4 Traditional	Sharp Health Care has a system level Patient Transportation Services Department which provides patients with free non-emergency rides for out-patient and medical appointments. All clients that are served are either seniors, those with disabilities, or those with a mental illness. The service is door-to-door and aided by volunteer drivers. Capital funds have been requested for vehicle procurement.	FY13	\$41,665	\$0	20%	Goals and Objectives	12.38	15	222	
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15		
Operational/ Implementation Plan	14.50	15										
Program Effectiveness	16.00	20										
Operational Sustainability	7.75	10										
Innovation	6.75	10										
Project Budget	14.25	15										
Performance Adjustment	N/A	+2% -> -10%										
74	74	City Link-Minivan #3 Traditional	City Link provides excellent, reliable and safe transportation services to seniors and developmentally disabled residents of San Diego County. City Link partners with five local agencies, including San Ysidro Health Center. City Link seeks to expand their vehicle fleet providing non-emergency medical trips to San Ysidro Health Care's new senior health center. Capital funds have been requested.	FY13	\$37,600	\$0	20%	Goals and Objectives	13.50	15		225
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15		
Operational/ Implementation Plan	13.63	15										
Program Effectiveness	15.75	20										
Operational Sustainability	5.50	10										
Innovation	6.50	10										
Project Budget	12.50	15										
Performance Adjustment	N/A	+2% -> -10%										
75	75	San Ysidro Health Center - TOP Adult Day Health Center (TOP-ADHC) Non-Traditional	TOP ADHC is designed to provide fixed route transportation services for individuals receiving care from SYHC's Adult Day Health Center. TOP-ADHC hopes to expand to a new Senior Health Center and PACE center for the elderly in 2014-2015. Operating funds have been requested.	FY13	\$100,000	\$0	50%	Goals and Objectives	13.25	15	227	
				FY14	\$100,000	\$0		Coordination and Program Outreach	13.50	15		
Operational/ Implementation Plan	14.00	15										
Program Effectiveness	12.50	20										
Operational Sustainability	7.50	10										
Innovation	8.50	10										
Project Budget	10.50	15										
Performance Adjustment	-2.0%	+2% -> -10%										
76	76	Renewing Life - Vehicle Procurement: Minivan Traditional	Renewing Life is proposing to expand its no-cost door-to-door transportation service to provide an increase in annual low-income, disabled, and senior trips in the South County. Through the vehicle procurement Renewing Life hopes to increase in providing safe and friendly service for non-emergency medical, legal, and financial trips to seniors in Town Center Manor, Harvest Ridge, Congregational Towers, and Kimball Towers. Capital funds have been requested.	FY13	\$48,000	\$0	20%	Goals and Objectives	14.25	15		228
				FY14	\$0	\$0		Coordination and Program Outreach	12.00	15		
Operational/ Implementation Plan	13.50	15										
Program Effectiveness	11.00	20										
Operational Sustainability	8.25	10										
Innovation	8.00	10										
Project Budget	13.75	15										
Performance Adjustment	1.0%	+2% -> -10%										

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*		
								Section	Avg. Score	Max. Score			
77	77	City Link-Minivan #4 Traditional	City Link provides excellent, reliable and safe transportation services to seniors and developmentally disabled residents of San Diego County. City Link partners with five local agencies, including San Ysidro Health Center. City Link seeks to expand their vehicle fleet providing non-emergency medical trips to San Ysidro Health Care's new senior health center. Capital funds have been requested.	FY13	\$37,600	\$0	20%	Goals and Objectives	13.50	15	248		
				FY14	\$0	\$0		Coordination and Program Outreach	12.75	15			
								Operational/Implementation Plan	13.63	15			
								Program Effectiveness	13.75	20			
								Operational Sustainability	5.50	10			
								Innovation	6.50	10			
								Project Budget	12.50	15			
								Performance Adjustment	N/A	+2% -> -10%			
78	78	San Ysidro Health Center - TOP General (TOP-GEN) Non-Traditional	TOP-GEN is designed to provide demand-response transportation services for registered SYHC patients who have appointments for specialty care and other health services that are outside of SYHC's delivery service network. TOP-GEN also provides scheduled social outings to public libraries, parks, stores, etc. TOP-GEN transportation services are provided by City Link. Operating funds have been requested.	FY13	\$85,000	\$0	50%	Goals and Objectives	13.25	15		249	
				FY14	\$85,000	\$0		Coordination and Program Outreach	13.50	15			
								Operational/Implementation Plan	14.25	15			
								Program Effectiveness	10.63	20			
								Operational Sustainability	7.75	10			
								Innovation	8.75	10			
								Project Budget	10.75	15			
								Performance Adjustment	-2.0%	+2% -> -10%			
79	79	BAME Renaissance Community Development Corporation (BAME CDC) - Community Connections (CommConnect) Program Traditional	BAME CDC's CommConnect program provides transportation to seniors and individuals with disabilities in the greater Logan Heights community. BAME CDC seeks to expand its service capacity through procurement of a second wheelchair accessible vehicle. Capital funds have been requested.	FY13	\$41,388	\$0	20%	Goals and Objectives	12.25	15	289		
				FY14	\$0	\$0		Coordination and Program Outreach	10.63	15			
								Operational/Implementation Plan	13.00	15			
								Program Effectiveness	10.00	20			
								Operational Sustainability	7.25	10			
								Innovation	6.75	10			
								Project Budget	9.75	15			
								Performance Adjustment	N/A	+2% -> -10%			

Section 5310 Project Descriptions and Rankings

Line ID	Final Rank	Project	Project Description	FY	Requested Grant \$	Recommended Grant \$	Req'd Match	Section Average Scores			Total Rank*
								Section	Avg. Score	Max. Score	
80	80	Circulate San Diego - Travel Training and Safe Routes to Transit Non-Traditional	Circulate San Diego seeks to provide travel training to seniors and individuals with disabilities to help them overcome the psychological barriers to fixed route transit. Circulate San Diego also seeks to identify improvements to bus stops and the paths of travel for passengers between their origin/destinations and the bus stop. Operating funds have been requested.	FY13	\$0	\$0	50%	Goals and Objectives	10.75	15	296
				FY14	\$102,868	\$0		Coordination and Program Outreach	7.00	15	
							Operational/ Implementation Plan	12.00	15		
							Program Effectiveness	8.50	20		
							Operational Sustainability	4.25	10		
							Innovation	6.25	10		
							Project Budget	8.75	15		
							Performance Adjustment	N/A	+2% -> -10%		
Non-Funded Project Subtotals:					\$1,857,662**	\$0					

Note:

* - The projects are ranked based on the "Total Rank." The total rank is calculated by using each evaluator's scores to determine their individual rankings for the project. For an individual evaluator, the project they score the highest would get one point towards the total rank from that evaluator. The second highest score that evaluator gave would get two points, and so on. The different evaluator's rankings are then added up for each project. The project with the lowest total rank score ranks the highest overall.

** - Totals may not add up due to rounding.