

Grant Application Instructions

The following materials must be submitted electronically through [BidNet](#). Applications cannot be emailed. If any of the required components are not completed and included with the application by the submittal deadline so that it can be fully evaluated without negatively impacting the fairness of the competitive process, the application will be deemed ineligible.

Required Components

- Completed Grant Application
- Map(s) of Proposed Service Area(s)
- Project Scope of Work
- Project Budget
- Copy of Commission-issued Charter-Party Carrier permit for each entity that will provide the on-demand WAV services, including third-party contract providers

Recommended Components

- GIS shapefile (zipped file) of service area
- Resolution including all statements provided in the Sample Resolution

Project Scope of Work and Project Budget

The Project Scope of Work and Project Budget templates are available in [BidNet](#).

If a project is selected to receive funding, the Project Scope of Work and Project Budget will be added to the Grant Agreement with any adjustments required by SANDAG. The Applicant will be held responsible for implementing the project in accordance with the Project Scope of Work and Project Budget. Guidance for completing the Project Scope of Work and Project Budget templates has been provided below.

Project Scope of Work

The Project Scope of Work template has been developed to include the minimum tasks that all Applicants will be required to perform in **bold text**. The method each Applicant uses to complete each task (milestone) can vary. SANDAG has provided sample milestones that could be used to successfully achieve each task, as shown in the template. Applicants must update these sample milestones to demonstrate how they will actually complete the task.

Project Budget

The Project Budget template has been developed to match the Project Scope of Work template and to provide the format through which Applicants can illustrate their proposed project costs. Applicants that intend to apply indirect costs to their proposed project should ensure that the indirect costs are incorporated into the Project Budget.

Grant Application**Part I – Applicant and Project Background****Applicant Information**

Applicant Name	United Taxi Workers of San Diego
Applicant Address	4265 Fairmount Ave Suite 180, San Diego CA 92105
Contact Name	William Johnson
Title	Dispatch Manager
Phone	(707) 225-4605
Email	will@utwdsd.com

Project Information

Project Title	UTWSD AFA WAV Acquisition
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Project Manager

List the day-to-day Project Manager (PM) who will be responsible for the services.

Individual Name	William Johnson
Title	United Dispatch Manager
Phone	(707) 225-4605
Email	will@utwdsd.com

Additional Contacts for Grant-Related Correspondence

Include the individual(s) who will prepare the monthly reports, submit invoices, or otherwise be involved in the project.

Role Description	Grant Administrator
Individual Name	Peter Zschiesche
Title	UTWSD Board Member, Labor's Alliance Board Secretary
Phone	(619) 252-8506
Email	pzschesche@weberc.net

Role Description	Organization President
Individual Name	Mikail Hussein
Title	UTWSD President
Phone	(619) 721-4565
Email	mikail.hussein@utwdsd.com

Role Description	
Individual Name	
Title	
Phone	
Email	

Role Description	
Individual Name	
Title	
Phone	
Email	

Project Budget

AFA Funding Request

Total AFA Grant Request Amount	\$ 2,529,450.00
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Matching Funds (if applicable)

List the source(s) and associated dollar amounts of proposed matching funds. Matching funds can consist of in-kind services or cash match from local agencies, and/or funds from outside sources.

Source of Funding	UTWSD
Amount of Funding	\$ 18,000.00

Source of Funding	Yamsol
Amount of Funding	\$ 150,000.00

Source of Funding	
Amount of Funding	

Total Matching Funds Provided	\$ 168,000.00
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Part II – Baseline Data*

This information in this section will not be scored. It will be used by SANDAG and the CPUC for future AFA Cycles.

WAV Information

1. How many WAVs does the Applicant currently have in operation? Please provide information by quarter and aggregated by hour of the day and day of the week. The template entitled "WAVs in Operation", [available online from the CPUC website](#) should be used. A sample completed form [is available here](#).
2. Using the CPUC template entitled "WAV Trips", [available online here](#), provide the number and percentage of WAV trips completed, not accepted, cancelled by passenger, cancelled due to passenger no-show, and cancelled by driver – by quarter and aggregated by hour of the day and day of the week. For WAV trips completed, Applicants have the option to

demonstrate an increase in the number of trips completed or an increase in the percent of trips completed. A sample completed form [is available here](#).

3. Provide completed WAV trip request response times in deciles by quarter for the proceeding four quarters, if available. This should also include a report of the 75th percentile response times, specifically, for that quarter. The template entitled "Response Times", [available online from the CPUC website](#) should be used. A sample completed form [is available here](#).
4. Using the CPUC template entitled "Outreach", [available online here](#), Evidence of outreach efforts to publicize and promote available WAV services to disability communities, which may include a list of partners from disability communities, how the partnership promoted WAV services, and marketing and promotional materials of those activities. A sample completed form [is available here](#).

Safety, training, and insurance information

1. Using the CPUC template entitled "Training and Inspections", [available online here](#), provide the following information. A sample completed form [is available here](#).
 - Report of WAV driver training programs used and number of WAV drivers that completed the training in the prior year
 - Certification that all WAVs operating on Access Provider's platform have been inspected and approved to conform with the ADA Accessibility Specifications for Transportation Vehicles within the past year.
2. Provide the number of complaints received related to WAV drivers or WAV services, categorized as follows: securement issue, driving training, vehicle safety and comfort, service animal issue, stranded passenger, and other. The template entitled "Complaints", [available online from the CPUC website](#) should be used. A sample completed form [is available here](#).

Financial information

Using the CPUC templates entitled "Funds Expended", [available online here](#), and "Contract Information", [available online here](#), provide the following information. Sample completed forms are available at the following links –[Sample Funds Expended](#) form; [Sample Contract Information](#) form .

- Estimated income (categorized by passenger revenue; other revenue; and total grants, donations, and subsidy from other agency funds)
- Estimated expenses (categorized by wages, salaries, and benefits; maintenance and repair; fuels; casualty and liability insurance; administrative and general expense; other expenses; contract services)
- List and explain all sources of operating revenue, including revenue from grants, donations, and local fundraising projects that will be used to fund the Program, for the prior, current, and budget year.

*Note: If any of the above Baseline Data is unavailable or not applicable, please describe in the space provided on the next page.

This grant will be for the first vehicles in our WAV fleet. We do not have any data on WAV trips from our dispatch or our drivers as there haven't been any WAV Trips yet.

We are also ramping up our digital dispatch and soft-launching within the next week. We cannot properly estimate our income for the next fiscal year because we haven't finalized our pricing model for the drivers, nor do we know how many cabs will be joining our dispatch. We could have 50 cabs by the end of FY2023, or we could have 800; we just don't know how fast this new business will take-off.

I will list below what our potential income could be

Grants:

\$ - Kauffman

\$? - DAWI, for Co-op Development

\$59,000 - NRP '22, for film studio equipment

\$? - NRP '23, for tablets and app expenses

\$12,000 - CE '22, for app development

\$75,000 - CE '23, for tablets (in process of applying)

\$? - Engage San Diego, for voter outreach efforts

\$? - SANDAG STGP Grant (planning to apply)

Membership Fees:

\$240 per member - For Union Dues

Projected Membership, 50 - 1000 members

Trip Fee

\$1-2 per regular taxi fare

Projected Rides, 100,000 - 3,500,000 rides

Fundraiser

\$50,000 - Jan/Feb Annual Fundraiser

Part III – Project Details

1. Project Readiness and Technical Capacity

- A. Provide the following information for all entities that will provide the on-demand WAV services, including Applicant and any third-party contract providers, as applicable.

Entity Name	United Taxi Workers of San Diego
Charter-Party Carrier Status	☐ Holds a Commission-issued Charter-Party Carrier permit ☒ Non-permitted transportation carrier
Number of WAV vehicles in current fleet	0
Date when on-demand WAV services will begin	1/1/23 TBD

Entity Name	
Charter-Party Carrier Status	☐ Holds a Commission-issued Charter-Party Carrier permit ☐ Non-permitted transportation carrier
Number of WAV vehicles in current fleet	
Date when on-demand WAV services will begin	

Entity Name	
Charter-Party Carrier Status	☐ Holds a Commission-issued Charter-Party Carrier permit ☐ Non-permitted transportation carrier
Number of WAV vehicles in current fleet	
Date when on-demand WAV services will begin	

Entity Name	
Charter-Party Carrier Status	☐ Holds a Commission-issued Charter-Party Carrier permit ☐ Non-permitted transportation carrier
Number of WAV vehicles in current fleet	
Date when on-demand WAV services will begin	

- B. Describe what experience the Applicant has in managing a grant-funded project. Include examples such as prior grant-funded projects, or other instances when Applicant provided services on a reimbursement basis to another party and/or was subject to regulatory or other monitoring requirements. Describe how the Applicant will provide on-demand WAV service to a broad range of users, including those without smartphone or internet access.

UTWSD has received and administered grants from both private foundations and public agencies over the past 10 years. Most recently we have been a partner Community Based Organization with Democracy At Work Institute (DAWI) for the past 2 years in operating an Employment Training Panel program for the state. UTWSD also received local COVID funds through a program coordinated by United Way and the San Diego Foundation. UTWSD has received four different grants in different recent years from the Social Equity Collaborative Fund (SECF) and made reports on our use of those funds. We have received several small grants from Engage San Diego and in each instance had to report on the use of funds towards meeting required benchmarks. In every case we have been assisted in the regular reporting and administration of these grants by members of Labor's Training & Community Development Alliance; who are also often our fiscal sponsor for grants that come through the County of San Diego, UCSD, and other public entities and charities.

See Question 2C for response about accessibility of our services

2. Coordination and Program Outreach

- A. Describe how the Applicant will publicize and promote the available on-demand WAV services to disability communities. Provide an outline of the planned outreach activities either in the space below or as an attachment and include the proposed dates, any partners, marketing and promotional materials that will be used, and any other details.

See Attached

- B. Describe how the Applicant will market and promote public awareness of its on-demand WAV services in both low income and minority areas as well as with populations with limited English proficiency. Provide the methods and strategies to be used and explain why Applicant's efforts will effectively reach these populations.

We plan to translate much of our marketing materials into various languages. We hope to run advertising in Spanish, Vietnamese, Somali, Amharic, and Arabic

On top of all the outreach that we mentioned before (much of it already in disadvantaged neighborhoods), many of our drivers happen to come from disadvantaged communities, and are very active and talkative. Most of our drivers are East Africans, and Word of mouth campaigns among East Africans, especially if it's for a new service that's cheap and beneficial to the community (such as the FM/LM Program)

- C. Will the Applicant's on-demand WAV services be made available to individuals who do not have a smartphone, internet, or need additional assistance in requesting the service? What alternative means will the Applicant use to provide its services to these users?

Yes, customers will be able to call our dispatch line and be able to book service, ask questions, check the lost and found, file a complaint, or let us know anything else we can help them with

3. Safety

Describe the Applicant's procedures for preventative and routine vehicle maintenance.

Daily:

Visual check

Indicator lights

Weekly:

Check tire pressure

Check tire wear

Check head/turn lights

Check windshield wipers

Check wiper Fluid

Check coolant

Check Oil

Every 3 months:

Oil Change

Check brake fluid

Check transmission fluid

Check belts for wear

Check tubes for cracks

Every 6 Month:

Rotate tires

Check Exhaust system

Battery performance check

Every Year:

Replace Air filters

Check Brakes

Check shocks and struts

Replace Coolant

2-Year Check-up:

100,000 mile Tune Up.

Background Checks

Does each entity that will provide the on-demand WAV services:

- Currently perform background checks on each of its potential drivers, based on the driver's social security number and not just the driver's name, and in the national criminal database and national sex offender database?

☐ Yes ☒ No*

- Ensure that any person who has been convicted within the past seven years of driving under the influence of drugs or alcohol, fraud, sexual offenses, use of a motor vehicle to commit a felony, a crime involving property damage and/or theft, acts of violence, or acts of terror not be permitted to provide AFA services?

☒ Yes ☐ No*

- Ensure that any potential drivers with convictions for reckless driving, driving under the influence, hit and run, or driving with a suspended or revoked license are not permitted to be an AFA driver?

☒ Yes ☐ No*

*If the answer to any of the above questions is No, provide additional information in the space below that describes how each entity that will provide the on-demand WAV services will be able to comply with each of these background check requirements at the time of grant agreement execution (approximately October 1, 2022).

The San Diego Sheriff's Department conducts DOJ Background Checks on all taxi drivers. These background checks are thorough, and go above and beyond the CPUC requirements. I have included a letter from the MTS Taxi Administration explaining the Background Check procedures. Every driver will be background checked, but it's conducted by professionals at the San Diego Sheriff's Department, and not by our office.

Insurance

- Does each entity that will provide the on-demand WAV services have levels of insurance that are equivalent or higher than what is required for charter-party carriers under General Order 115.2?

☒ Yes ☐ No*

*If the answer to the above question is No, provide additional information in the space below that describes how each entity that will provide the on-demand WAV services will be able to comply with the insurance requirements at the time of grant agreement execution (approximately October 1, 2022).

Driver training

- Does each entity that will provide the on-demand WAV services have certification that its drivers have completed WAV driver training on transporting people with disabilities within the past three years including but not limited to sensitivity training, passenger assistance techniques, accessibility equipment use, door-to-door service, and safety procedures?

☒ Yes ☐ No*

*If the answer to the above question is No, provide additional information in the space below that describes how each entity that will provide the on-demand WAV services will be able to comply with the driver training requirements at the time of grant agreement execution (approximately October 1, 2022).

Controlled substance and alcohol testing

- Is each entity that will provide the on-demand WAV services enrolled in a controlled substance and alcohol testing program?

☒ Yes ☐ No*

*If the answer to the above question is No, provide additional information in the space below that describes how each entity that will provide the on-demand WAV services will be able to comply with the controlled substance and alcohol testing requirements at the time of grant agreement execution (approximately October 1, 2022).

Secretary of State registration

- Does each entity that will provide the on-demand WAV services have its articles of incorporation filed with the Secretary of State?

☒ Yes ☐ No*

*If the answer to the above question is No, provide additional information in the space below that describes how each entity that will provide the on-demand WAV services will be able to comply with the Secretary of State registration requirements at the time of grant agreement execution (approximately October 1, 2022).

Motor Carrier Profile with CHP

- Has each entity that will provide the on-demand WAV services completed the California Highway Patrol (CHP) 362 Motor Carrier Profile and obtained a CA Number from the CHP?

☒ Yes ☐ No*

*If the answer to the above question is No, provide additional information in the space below that describes how each entity that will provide the on-demand WAV services will be able to comply with the CHP Motor Carrier Profile requirements at the time of grant agreement execution (approximately October 1, 2022).

Inspection

- Does each entity that will provide the on-demand WAV services have certification that all WAVs have been inspected and approved to conform with the American with Disability Act Accessibility Specifications for Transportation Vehicles within the past year, including the "19-point" vehicle safety inspection as required by the CPUC under General Order 157-E?

☒ Yes ☐ No*

*If the answer to the above question is No, provide additional information in the space below that describes how each entity that will provide the on-demand WAV services will be able to comply with the CHP Motor Carrier Profile requirements at the time of grant agreement execution (approximately October 1, 2022).

4. Operational/Implementation Plan

- A. Describe how the Applicant will have sufficient WAV fleet size to be able to meet current demand for service. Explain how this can be Scalable to meet future potential demand for on-demand WAV service. Include an estimate of the hourly number of available WAVs resulting from the proposed service.

We have many projects that we want to work on, and we have given minimum numbers of WAV vehicles below most of them in Question 2A. If we were to do all of our projects, I would put the estimated number of WAVs at 30. With \$1,900,000 We should be able to afford about 30 Ford Transit Connects with a wheelchair lift.

FM/LM is designed to be scalable so we can start implementing this in more neighborhoods and business districts.

- B. Describe the project's operational plan, including details on the on-demand WAV service to be provided and a description of day-to-day project operations. Include how the on-demand WAV service will be provided on a consistent basis to ensure Applicant will be able to meet the demand in its service area.

Much of our day-to-day operations will be managed within the app digitally. We do not have a WAV operational plan yet because 1) we do not have any WAVs yet, and 2) because formulating that operational and outreach plan is part of the cycle and the proposed budget, so creating an operations plan now is premature

- C. Describe the Applicant's strategy to ensure completed on-demand WAV trip Response Times are reasonable and comparable to what a non-WAV requestor would receive. Explain whether the Applicant will make progress toward improving Response Times and WAV presence and availability over the grant period including a proposed strategy and goals the Applicant expects to achieve. Provide an estimate of the improvement in response times over the Baseline Data provided in Part II.

It will be easy to compare trip data between our WAV trips and non-WAV trips as all of our trip data will be in our database.

If there is a significant difference between non-WAV and WAV wait times, then we will certainly work on improving those times and that service.

- D. Describe the Applicant's proposed methodologies and procedures for ongoing monitoring and evaluation of the project's effectiveness in providing on-demand WAV service. What steps will be taken if the Applicant's original goals are not achieved?

We will be meeting weekly with staff working on this project to ensure that all WAV Vehicles are being used daily or close to daily by our drivers. Labor's Alliance will also be assisting with the monitoring and evaluation of this project. If a WAV isn't being used, the first priority of any day for any staffer working on this project is to find a driver who will take it.

If the goals of this campaign cannot be met, or if we are having a hard time achieving these goals, then UTWSD will reach out to SANDAG as soon as the issue comes up, and we will work on either setting new goals, reworking the operational plan to meet the original goals, or work out a way to return unused money and/or transfer ownership of the vehicles to SANDAG or a SANDAG partner

5. Project Budget and Cost Efficiency

- A. Provide a proposed project budget using the Project Budget Template provided with the Call for Projects that aligns with the tasks included in the Project Scope of Work.
- B. Describe the Applicant's methodologies and procedures for ongoing monitoring and evaluation of the service's cost efficiency. What steps will be taken by the Applicant to ensure the services provided are cost-effective?

We will provide MSRP of items, cost breakdowns, price comparisons and explanations of our spending when we submit our reports. We are a frugal organization, and we treat other people's money as our own when we are entrusted with it.

- C. Please describe efforts that have been or will be made to diversify and pursue funding from sources other than the AFA program, including developing the capacity to fund the project beyond the Grant Term.

We will be pursuing the STGP grant for further funding of WAVs. UTWSD will also be reassigning \$18,000 of our staffing funds so that some staff are being paid out of UTWSD's pocket specifically to work on this project. UTWSD's developer, Yamsol, has also agreed to contribute \$150,000 of in-kind service to help in the development/integration with MTS systems

6. Innovation

- A. Describe any creative solutions or innovations in your project that could be applied to other services in the region or for other AFA programs across the state.

- The Ride United App can be whitelabeled for other municipalities
- FMLM can be upscaled to service the entire MTS and NCTD coverage area

- B. Does the project include any efforts at ensuring environmental sustainability, such as grouping trips and use of alternative fuels or clean air vehicles? Describe in the space below.

Yes, Our plan to integrate our app with the Pronto system will mean folks can take public transit for the majority of their total ride, and only use a taxi for the shortest and hardest part of the trip.

NEMT trips can also be done in groups.

Required Forms for All Applicants

Applicant Statement Form

Please indicate application completeness by checking the following boxes and sign and date below.

As an authorized delegate, I certify that my agency:

- ☒ Has read the Grant Agreement Template and accepts and can meet the terms and conditions therein.
- ☒ Understands that SANDAG will not reimburse the applicant for expenses incurred prior to issuance of the Notice to Proceed or after the grant term expiration.

If this application is approved for funding, I certify that my agency:

- ☒ Understands the responses in this application will become requirements reflected in the Grant Agreement with SANDAG.
- ☒ Agrees to sign and return the Grant Agreement to SANDAG, without exceptions, within 45 days of receipt.
- ☒ Will submit progress reports, performance measures, and invoices documenting the use of both grant and matching funds to SANDAG no less frequently than quarterly using the method required by SANDAG.
- ☒ Will set-up a separate project account that will be in accordance with a quarterly reporting and invoicing schedule.

I certify that I agree with the above statements and that the information submitted in this application is complete, accurate, and in accordance with these guidelines.

I have the authorization to submit this Grant Application on behalf of my agency.

	4/3/22
Signature	Date

William Johnson	United Dispatch Manager
Printed Name	Title

Public Contract Code Section 10162 Questionnaire

In accordance with Public Contract Code Section 10162, the Applicant shall complete, under penalty of perjury, the following questionnaire:

Has the Applicant, any officer of the Applicant, or any employee of the Applicant who has a proprietary interest in the Applicant, ever been disqualified, removed, or otherwise prevented from bidding or proposing on, or completing a federal, state, or local government project because of a violation of law or a safety regulation?

☐ Yes* ☒ No

*If the answer is yes, explain the circumstances in the space below.

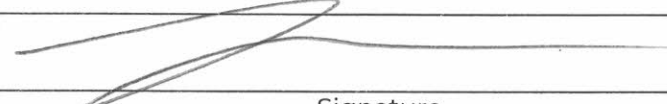
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 Signature	<u>4/3/22</u> Date
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William Johnson Printed Name	United Dispatch Manager Title
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Public Contract Code Section 10232 Statement

In conformance with Public Contract Code Section 10232, the Applicant hereby states under penalty of perjury, that no more than one final unappealable finding of contempt of court by a federal court has been issued against the Applicant within the immediately preceding two-year period because of the Applicant's failure to comply with an order of a federal court which ordered the Applicant to comply with an order of the National Labor Relations Board.

 Signature	<u>4/3/22</u> Date
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<u>William Johnson</u> Printed Name	United Dispatch Manager Title
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Equal Employment Opportunity Certificate

Applicant hereby certifies that it will comply with the provisions of the SANDAG Equal Employment Opportunity Program (SANDAG Board Policy No. 007), and rules and regulations adopted pursuant thereto, Title VI of the Civil Rights Act of 1964, the California Fair Employment Practices Act, and any other applicable federal and state laws and regulations relating to equal employment opportunity, including laws and regulations hereinafter enacted.

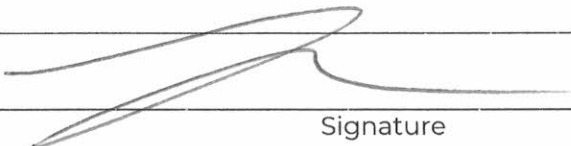
Furthermore, Applicant hereby certifies that it:

☐ Has* ☒ Has Not

been found, adjudicated, or determined to have violated any laws of Executive Orders relating to employment discrimination or affirmative action including, but not limited to, Title VII of the Civil Rights Act of 1964, as amended, (42 U.S.C. 2000[e] et seq.); the Equal Pay Act (29 U.S.C. 206[d]); Executive Order (EO) 10925 (Kennedy, 1961), EO 11114 (Kennedy, 1963), or EO 11246 (Johnson, 1965); or the California Fair Employment and Housing Act (Government Code 12460 et seq.); by any federal or California court or agency, including but not limited to the Equal Employment Opportunity Commission, the Office of Federal Contract compliance Programs, and the California Fair Employment and Housing Commission.

*If Has is marked above, please explain the circumstance in the space below.

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 Signature	4/3/22 Date
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William Johnson Printed Name	United Dispatch Manager Title
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Safety Protocol Declaration Form

Carrier Name (Access Provider)	
PSG # (if applicable)	

Pursuant to Decision 21-11-004 Ordering Paragraph 12, all eligible Access Providers must comply with the following Safety Protocols:

- Background checks: Access Providers must perform background checks that meet or exceed what is required for a TNC under the Instructions for TNC Application Form.¹
- Insurance: Access Providers must have levels of insurance that are equivalent or higher than what is required for charter-party carriers under General Order 115.²
- Driver training: Access Providers must have certification that their drivers have completed WAV driver training on transporting people with disabilities within the past three years including but not limited to the following:
 - Sensitivity training
 - Passenger assistance techniques
 - Accessibility equipment use
 - Door-to-door service
 - Safety procedures
- Controlled substance and alcohol testing: Access Providers must be enrolled in a controlled substance and alcohol testing program.
- Secretary of State registration: Access Providers must have their articles of incorporation filed with the Secretary of State.
- Motor Carrier Profile with CHP: Access Providers must complete the California Highway Patrol (CHP) 362 Motor Carrier Profile and obtain a CA Number from the CHP.
- Inspection: Access Providers must have certification that all WAVs have been inspected and approved to conform with the American with Disability Act Accessibility Specifications for Transportation Vehicles within the past year, including the "19-point" vehicle safety inspection as required in both the TCP³ and TNC⁴ permitting process.

In addition, pursuant to Decision 21-03-005 Ordering Paragraph 22, Access Providers offering wheelchair accessible vehicle services shall place the International Symbol of Accessibility on vehicles providing WAV service in the following locations: passenger side door (below door handle) and rear of vehicle (right side above bumper).

¹ Basic Information for Transportation Network Companies and Applicants at 4.

² General Orders are available online at <https://www.cpuc.ca.gov/generalorders/>

³ General Order 157-E at 9:

<https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M322/K150/322150628.pdf>

⁴ Basic Information for Transportation Network Companies and Applicants at 9 and 10.

Safety Protocol Declaration Form (Continued)

Access Providers shall be responsible for ensuring compliance with these requirements and shall maintain records of such compliance if applicable for the duration of the program, which is scheduled to sunset on January 1, 2026. The CPUC and/or the Local Access Fund Administrator may request supporting documentation at any time.

CERTIFICATION

I (we) certify (or declare), under penalty of perjury, that I (we) have read and understand the above requirement and must have completed the safety protocols above, and that I (we) am (are) to and will comply with it. I (we) certify (or declare), under penalty of perjury, that the foregoing is true and correct.

<i>7/23</i>	<i>William Johnson</i>
Date	Print Name of Applicant/Officer


Signature of Applicant(s)

<i>Mirza</i>
Signature of Corporate Officer

<i>President + CEO</i>
Title of Corporate Officer

Q 2A) We plan to promote WAV vehicles through digital marketing, printed fliers, QR codes, discount codes, advertising on/in MTS vehicles (buses, ACCESS vehicles, trolleys, etc.) and facilities (trolley stops), through partnerships with the disabled community, through collaboration and promotion with the Airport, CBX, The Border Patrol, and MTS, and also through a proposed integration into the MTS Pronto system.

1st, for clarification: these WAV vehicles will become MTS Permitted Taxis. We will be installing our new soft-meters (tablets with our app) into these cabs, and they will be available on-demand for anyone who calls our dispatch line. Additionally there will be a customer app released soon and customers will be able to hail cabs in our dispatch in the same way that they take Ubers and Lyfts. Our app is nearly done and ready to launch, but adding WAV vehicles will take a bit of extra time and development.

2nd point of clarification: Due to the semiconductor shortage and the delays in vehicle manufacturing, we are unsure of a realistic timeline for many of these projects, as it will all depend on how fast we can acquire these vehicles. Much of the time estimates for these projects will be based on the approximate amount of time needed to get the vehicles in service after the vehicles have been delivered.

Time estimate for getting WAV vehicle passed MTS inspection and on the road : ~2-4 weeks after vehicle delivery

-Airport -

Our first major project will be to work with the San Diego International Airport to always have a WAV taxi available for customers at the Airport. It is our understanding that since Super Shuttle went out of business there is no longer any company offering on-demand WAVs at the Airport during arrival hours. There is only 1 WAV taxi at the airport currently, and that vehicle is only driven by one driver, and as that driver often has other NEMT trips he has to do throughout the day,

It is our understanding that the Airport is ready to take drastic action to increase WAV presence during operating hours. As it is now, if a customer in a wheelchair wants to take the WAV taxi, then the WAV gets dispatched to the Taxi Island, if he is available. In order to incentivize more Taxi WAV presence they want to give "first-in-line" privileges to WAV taxis, so WAV taxis will be ready for any customer in need of a WAV at the Airport.

Our goal is to have at least 1 WAV Vehicle dedicated to Airport customers during all operating hours. We will work this out by either leasing individual WAV vehicles to dedicated drivers of those vehicles, and rotating their "shifts" at the airport, or multiple drivers will share one vehicle, and rotate their shifts with that vehicle.

Time Estimate to launch: 4-6 weeks after delivery
Minimum # of vehicles needed for program: 4
Desired # of vehicles: 4+

Outreach: We will reach out to Ground Transportation with finalizing this plan, as well as integrating our app into their digital airport dispatch. We want to have displays and advertising at the Airport, pointing to the taxi stand, with language and imagery showing service for wheelchair users. We will look into other advertising at the airport as well.

-On-Demand WAV Service in Densely Populated Areas-

We understand that it is very difficult right now to get on-demand WAV vehicles in San Diego County. While "24/7 WAV service" (a scheduled ride) is generally available in populated areas, "on-demand service" is very hard to come by. We want to change this dynamic.

Through our taxi dispatch, we want to be able to dispatch a WAV vehicle to anyone in need of a ride in Central or South San Diego County any time: day or night. We plan to expand this service to rest of the more densely populated areas of San Diego County, but only after we find drivers who want to service these areas (95% of our current drivers live/drive south of Interstate-8). Once we have drivers who can cover the densely populated areas, then we can finally figure out how to provide on demand service to the rural parts of the county. We hope to use some grant money for incentives to help convince drivers to take a chance in these areas with overall low ride volume, and create opportunity for expansion.

We will operate this through our app platform. Anyone with a smartphone will be able to download the "Ride United SD" app and hail a taxi in San Diego County. We will still need to have our app developer create the WAV section of our app, but developing that, and including any specific accessibility features for WAV users shouldn't take that long.

For clarity, the above plan is about expanding "on-demand" WAV Service. With half a dozen WAVs, we could provide "24/7 WAV Taxi" service throughout the county easily, but we can't guarantee "on-demand" service with only a few WAVs.

Additionally, you do not need a smart phone to order one of our rides. You are also welcome to call our dispatch phone line and either schedule a ride or hail a cab right then. You will be given the option to have your ride information either emailed or texted to you, and we are speaking to our app developer about an automated call option as well.

Time estimate to launch 24/7 WAV service: 4-6 weeks after delivery
Minimum # of vehicles needed for county-wide 24/7 WAV service: 8

Time estimate to expand on-demand WAV service to North + less dense areas: 3-5 months after delivery
Minimum # of vehicles needed for county-wide on-demand WAV service: 30+

Outreach: We will promote our app through digital marketing online, and we will promote this program to drivers as we recruit, so we can expand our general "on demand" area. MTS Taxi Administration would also like to advertise our app both in and on the side of MTS buses and trolleys.

-MTS Integration & "First Mile/Last Mile" Pilot-

One of the projects we have been working on with MTS is a pilot program called "First Mile/Last Mile". The idea behind this program is that many times people live or work less than a mile away from a public transit stop, and sometimes that first or last mile prevents that person from using public transit, or even taking their planned outing in the first place. We feel that taxis can fill that gap and take those riders that first or last mile. Our goal is to integrate our app into the MTS/Pronto system so our cabs can do these trips.

We have been talking about piloting this program in Sorrento Valley for commuters, but if we have WAV vehicles then we would likely ask to pilot the program in City Heights instead. City Heights has a disproportionate number of disabled and elderly individuals, and the hilliness of the neighborhood makes it difficult for many of these folks to get to public transit. I believe that piloting FM/LM with a few WAV vehicles in City Heights specifically for adults with senior/disabled passes will greatly improve MTS service and access in the City Heights neighborhood, and will hopefully be a proof of concept so that we can expand this service to other neighborhoods and cities.

Estimated date to integrate MTS/PRONTO/Ride United App systems: April 2023

Minimum # of WAV vehicles needed for FM/LM City Heights Pilot: 4

Outreach: MTS will be able to advertise this pilot, both in print and digitally, as well as promote it inside of the PRONTO App, and on billboards.

-Non-Emergency-Medical-Transit-

One of the projects we have been working on is getting our drivers approved to do Non-Emergency-Medical-Transit trips. When a patient with a wheelchair needs a ride to their doctors appointment, and WAV vehicles aren't available for these trips, then ambulances often have to take the passenger to their scheduled doctor appointment. This will help the patient in the wheelchair and health insurance companies avoid costly ambulance trips.

Time estimate to launch NEMT WAV service: 2-3 months after delivery

Minimum # of WAV vehicles needed: 4

-CBX-

We will want to have one or two WAV vehicles at CBX to service tourists and San Diegans arriving home from trips abroad.

Estimated Date to get WAV operating at CBX: 4-6 weeks after vehicle delivery

Minimum # of WAV vehicles needed for CBX: 4

Outreach: CBX can put signage and advertising up on their property showing transportation options for customers in wheelchairs.

-San Ysidro Border-

There are currently 3 spaces for taxicabs at the San Ysidro Border. We can talk to MTS and the USCBP about adding a 4th space for a WAV cab.

Time Estimate: TBD

Outreach: MTS has signs pointing to the Taxi Cab stand. The signs can be updated to show that one of those taxis is a WAV



August 2, 2022

To whom it may concern:

The San Diego Metropolitan Transit System is the For-Hire Vehicle Administrator for the Cities of San Diego, Poway, Santee, El Cajon, La Mesa, Lemon Grove, National City, Chula Vista, and Imperial Beach. For-Hire Vehicle categories include Taxicabs, Non-Emergency Medical, Charter, Low-Speed, Jitney, and Sightseeing Vehicles.

MTS For-Hire Vehicle Administration determines a permit applicant's eligibility through California Department of Justice (CADOJ) fingerprint-based criminal background checks. In addition to providing state criminal background check results, CADOJ utilizes the Federal Bureau of Investigation (FBI) database to provide national criminal background check results. Additionally, CADOJ notifies MTS of any subsequent arrest of a subject applicant, allowing MTS to take adverse action against the applicant's operating permit if needed.

MTS requires all drivers of permitted For-Hire Vehicles to obtain a San Diego Sheriff's Driver identification (SOID) card. Like MTS, the San Diego Sheriff's Department Licensing Division conducts CADOJ fingerprint-based background checks for all SOID applicants.

Please contact me at 619.235.2643 or via e-mail: leonardo.fewell@sdmts.com should you have any questions on MTS criminal background check process or requirements.

Respectfully,

A handwritten signature in black ink, appearing to read 'Leonardo F. Fewell', is written over a horizontal line.

Leonardo F Fewell
Manager, For-Hire Vehicle Administration



**RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION FOR GRANT FUNDS
FROM THE SAN DIEGO ASSOCIATION OF GOVERNMENTS AND
ACCEPTING THE TERMS OF THE GRANT AGREEMENT**

WHEREAS, approximately \$2.5 million of Access for All (AFA) funding from the California Public Utilities Commission (CPUC) is available to eligible applicants through the AFA Cycle 1 Call for Projects; and

WHEREAS, **United Taxi Workers of San Diego (UTWSD)** wishes to receive AFA grant funding from SANDAG; and

NOW, THEREFORE, BE IT RESOLVED by the **UTWSD Executive Board** that **UTWSD** is authorized to submit a grant application to SANDAG.

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund Applicant's project entitled **UTWSD AFA WAV Acquisition** ("Project"), **UTWSD** commits to providing the match amounts as listed in the grant application; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG, **UTWSD** authorizes staff to accept the grant funds, execute the Grant Agreement with no exceptions in substantially the same form as provided in the Call for Projects, and complete the Project; and

BE IT FURTHER RESOLVED that **UTWSD** understands and agrees to comply with all applicable AFA requirements imposed by SANDAG and the CPUC; and

BE IT FURTHER RESOLVED that **UTWSD** understands and agrees that SANDAG shall have no liability for costs that may arise associated with the Project which are not included in the Grant Agreement, including but not limited to costs stemming from claims, litigation, changes in law, or force majeure events.

PASSED AND ADOPTED by **UTWSD's UTWSD Executive Board** this 2nd of August, 2022.

Ayes: _____ 5 _____

Nayes: _____ 0 _____

Absent/Abstention: _____ 1 _____

Signature of **UTWSD Executive Board Chair/Director: Jesse Mills**

Signed: _____

Date: 8/3/22

President of the **UTWSD Executive Board of UTWSD: Mikail Hussein**

Signed: _____

Date: 8/3/22