



Specialized Transportation Grant Program

Cycle 13 Call for Projects

Organization Application

1 Applicant General Information

Applicant Legal Name	San Diego Metropolitan Transit System
DBA (If Applicable)	MTS
Applicant Address	1255 Imperial Avenue, Suite 1000, San Diego, CA 92101
Contact Name	Kena M. Teon
Title	Grants Administrator
Phone	619-557-4575
Email	Kena.Teon@sdmmts.com

2 Applicant Background

In 200 words or fewer, provide background information on the Applicant, including its mission statement.

The San Diego Metropolitan Transit System (MTS) is the public transportation provider for the majority of San Diego County. The service area encompasses 3 million people residing in a 570-square mile area of San Diego County, including the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the unincorporated area of the County of San Diego.

MTS provides bus, rail and freight service directly or by contract with private operators. Light rail service (San Diego Trolley, or SDTI) is operated on four lines (the UC San Diego Blue, Orange, Green and Silver Lines) with a total of 63 stations and 65 miles of rail. MTS buses transport approximately 51 million passengers per year (170,000 on an average weekday). MTS operates 98 fixed bus routes and Americans with Disabilities Act (ADA) complementary paratransit service (MTS Access).

Fixed route bus services include local, urban, express, premium express and rural routes. Freight service is operated on MTS's San Diego & Arizona Eastern (SD&AE) railroad by a contract with the San Diego & Imperial Valley (SD&IV) Railroad, providing service to San Diego shippers over SD&AE right-of-way. SD&IV shares certain tracks with SDTI, operating during Trolley's non-service hours.

Currently, MTS bus service is operated out of five bus divisions, distributed throughout the MTS service area: the Imperial Avenue Division located in Downtown San Diego, the Kearny Mesa Division and Copley Park Division in Kearny Mesa, the East County Division in El Cajon, and the South Bay Division located in Chula Vista. Bus services are distributed among the five operating divisions to maximize efficiency, limit out-of-service mileage, and reduce operating costs of vehicles and operations.

In 200 words or fewer, provide background information on the Applicant's transportation program, including how it aligns with the STGP Goal and Objectives.

MTS Access is provided in accordance with the Americans with Disabilities Act (ADA) and is an origin to destination, shared ride, advanced reservation public transit service. Consistent with the ADA, MTS Access is comparable to MTS's fixed route bus system including in terms of service characteristics (such as on time performance and travel time) and service area (providing service within $\frac{3}{4}$ mile of a regular MTS fixed bus route or trolley stop).

MTS Access operates within an ADA service area. Pickup and drop-off locations for MTS Access must be within our service area. Our service area is designed to complement the fixed bus and Trolley routes and times. The ADA service area and hours may contract or expand as we make service changes to our fixed route bus and trolley operations.

In a few words, how did you learn about this Call for Projects?

Email

3 Applicant Eligibility Information

Type of Applicant

☐ Private nonprofit organization

☒ State or local governmental agency, including local jurisdictions and operators of public transportation

Employer Identification Number	95-3041463
Unique Entity Identifier (Section 5310 Applicants only)	2301

Provide the Applicant's completed W-9 Form as **Attachment 1**. If the Applicant is a Private Nonprofit Organization, provide an Entity Status Letter demonstrating that the Applicant is currently in good standing with the State of California Franchise Tax Board as **Attachment 2**. See the Application Materials for instructions. If the Applicant is a governmental agency, do not submit Attachment 2. If the Applicant is neither a Private Nonprofit Organization nor a governmental agency, do not continue this application; the Applicant is ineligible.

3.1 Total Grant Funding Requested by Applicant (All Proposed Grants)

Section 5310	Senior Mini-Grant	Total
\$1,200,000	\$	\$1,200,000

4 Applicant Financials and Audits

If the Applicant has had a Single Audit completed within the past three years, provide the Applicant's most current Single Audit as **Attachment 3**. If the Applicant has not had a Single Audit completed within the past three years, provide the Applicant's most recent Audited Financial Statement, which includes a Statement of Balance Position (Balance Sheet) and Statement of Activities (Income Statement), as **Attachment 3**. If the Applicant does not have an Audited Financial Statement, provide the Applicant's most current Un-audited Financial Statement, which includes a Statement of Balance Position (Balance Sheet) and Statement of Activities (Income Statement), as **Attachment 3**.

5 Board Policy No. 035 Resolution

Per **SANDAG Board Policy No. 035**, all applicants are required to submit a resolution from the Applicant's governing body that:

1. Commits the Applicant to provide the amount of matching funds per project that adheres to the Minimum Match Percentage
2. Authorizes Applicant's staff to accept the grant funding and execute a grant agreement if an award is made by SANDAG.

Applicants must submit this resolution by the deadline specified in Board Policy No. 035. See the Timeline in the Call for Projects. Failure to provide a resolution that meets the requirements may result in the application being deemed nonresponsive. A Board Policy No. 035 resolution template is available in the Application Materials

for this Call for Projects.

If the Applicant wishes to submit its Board Policy No. 035 resolution with its Application by the Application Submission deadline, provide the completed and signed resolution as **Attachment 4**. If the Applicant does not submit its Board Policy No. 035 resolution by the Application Submission deadline but wishes to submit it before the deadline specified by Board Policy No. 035, email it to grantsdistribution@sandag.org.

6 Traditional Section 5310 Project Resolution

If the Applicant is a state or local governmental agency requesting funds for one or more traditional Section 5310 projects, provide documentation as **Attachment 5** that the Applicant either:

1. is approved by the State of California to coordinate services for seniors and individuals with disabilities; or
2. certifies by resolution that there are no Private Nonprofit Organizations readily available to provide the proposed service.

A traditional Section 5310 project resolution template is available in the Application Materials for this Call for Projects. Applicants submitting this resolution are strongly encouraged to use this template.

7 Required Forms

Complete, sign, and submit all applicable required forms as **Attachment 6**. These forms are available as a packet entitled Required Forms and are included in the Application Materials for this Call for Projects.

8 Federally Negotiated Indirect Cost Rate

If the Applicant has a Federally Negotiated Indirect Cost Rate (FNICR) and wants to apply its FNICR to a proposed project, the Applicant must provide documentation from the Applicant's federal cognizant agency approving the Applicant's FNICR as **Attachment 7**. Applicants that do not have an FNICR should not submit an Attachment 7.

9 Transit Asset Management Questions

Mark Yes or No to the following question(s) to help SANDAG determine if the Applicant is required to participate in a Transit Asset Management (TAM) Plan if awarded funding. See Section 3.2 of the Call for Projects for information on TAM requirements.

For Transit Operator Applicants (Metropolitan Transit System and North County

Transit District)

Question	Mark Yes or No
1. Does the Applicant have a current and compliant individual TAM Plan?	☒ Yes ☐ No

For All Other Applicants

Question	Mark Yes or No
1. Is the Applicant requesting Section 5310 funds through this Call for Projects?	☐ Yes ☐ No
2. Does the Applicant own, operate, or manage capital assets used to provide "public" transportation services, rather than "client-based" transportation services?	☐ Yes ☐ No

10 Applicant Risk Assessment Questionnaire

Please complete the following Applicant Risk Assessment Questionnaire to help SANDAG complete its Pre-Award Risk Assessment as discussed in Section 5.5 of the call for projects:

<https://forms.office.com/g/WuVwAHvVut>

The results of the pre-award risk assessment may inform the level of monitoring SANDAG conducts of awarded Applicants.



Specialized Transportation Grant Program

Cycle 13 Call for Projects

Section 5310 Capital – Vehicle and Other Equipment Procurement Application

1 Applicant and Project Names

Applicant Name	San Diego Metropolitan Transit System
Project Name	FY25 ADA Bus Procurement

2 Project Manager and Grant Signatory Contact Information

List the Project Manager (PM) who will maintain overall responsibility of the project for the Applicant.

Individual Name	Charles Posejpal
Title	Manager of Paratransit and Minibus
Phone	619-235-2648
Email	Charles.Posejpal@sdmts.com

List the Signatory who, as a duly authorized representative of the Applicant, will sign the Section 5310 Grant Agreement for the Applicant.

Individual Name	Kena Teon
Title	Grants Administrator
Phone	619-557-4575
Email	Kena.Teon@sdmts.com

3 Project Financial Summary

3.1 Grant Request, Match Amount, and Match Percentage

Grant Request	Match Amount	Total	Match Percentage	Minimum Match Requirement
\$1,200,000	\$379,032	\$1,579,032	24%	20%

3.2 Source(s) of Matching Funds

SANDAG requires a cash match for Section 5310 vehicle and other equipment procurement projects. Describe the source(s) of cash matching funds that will be applied to this grant. Contact SANDAG staff if there are more than five sources of cash matching funds.

Match Source Number	Description of Cash Matching Funds Source	Amount
1	Transportation Development Act (TDA)	\$379,032
2		\$
3		\$
4		\$
5		\$
Total		\$

4 Coordinated Plan Eligibility Requirement

To be eligible for STGP funding, a project must be derived from the SANDAG 2020 Coordinated Plan.

4.1 2020 Coordinated Plan Very High and High Priority Strategies

Please check the box(es) indicating the Very High or High Priority strategy(ies) in the SANDAG 2020 Coordinated Plan from which the project is derived (select all that apply):

Very High

- ☒ Maintain existing effective and efficient transportation services
- ☒ Continue providing existing curb-to-curb, door-to-door (and door-through-door, when necessary) services for trips such as non-emergency medical transportation and grocery shopping in circumstances where paratransit is

- insufficient, inappropriate, or unavailable
- ☒ Maintain assets in a state of good repair
- ☐ Develop or expand transit or transportation solutions in areas with little or no other transportation services based on identified gaps
- ☐ Develop or expand transit or transportation solutions in areas with sufficient densities to support specialized transportation or coordinated services based on identified gaps.
- ☐ Provide new curb-to-curb, door-to-door (and door-through-door, when necessary) services for trips such as non-emergency medical transportation and grocery shopping, in circumstances where paratransit is insufficient, inappropriate, or unavailable
- ☐ Increase interagency coordination efforts to maximize existing capacity
- ☐ Increase interagency coordination of resources
- ☐ Improve access to available services through coordination and enhanced customer service that connects riders to transit or specialized transportation services that most appropriately meet their needs

High

- ☐ Improve first-mile/last-mile strategies to better connect to transit
- ☐ Increase work-based transit service hours of operation to assist nontraditional work schedules
- ☐ Increase the level of service on fixed-route services
- ☐ Implement interagency partnerships to secure funding
- ☐ Develop public-private partnerships to provide innovative transportation solutions
- ☐ Provide educational resources to encourage more individuals to ride public transit
- ☐ Evaluate and upgrade transit stops and amenities where appropriate

4.2 2020 SANDAG Coordinated Plan: Explanation of Derivation

Briefly explain how the proposed project is derived from the selected priority strategy(ies).

The ADA bus replacement project contributes to MTS's preventative maintenance program and maintaining a state of good repair for the paratransit fleet. This application respectfully requests funding for up to 8 paratransit replacement vehicles. The new vehicles will replace paratransit buses that have all reached the end of their seven (7) year/200,000-mile useful life defined by the FTA.

5 Project Service Area and Title VI Questions

Per Section 5310 requirements, the proposed project must be within the large, urbanized area of San Diego County to be eligible for Section 5310 funding through SANDAG. Per federal Title VI requirements, SANDAG must determine if the proposed project will use Section 5310 funds to provide assistance to predominantly people of color¹ in the proposed project service area.

SANDAG has developed an [Applicant Mapping Tool](#) to help applicants generate a project service area map and gather demographic data on the project service area. See the Applications Materials for instructions on using the Applicant Mapping Tool. Provide a screenshot or screen clip of the project service area map and the CSV file of the demographic data generated through the Applicant Mapping Tool. Provide these two files as **Attachment 8** and answer the following questions:

1. Is the proposed project within the large, urbanized area of San Diego County?	☒ Yes ☐ No
2. What is the total population in the project service area?	5,764
3. What percent of the total population in the project service area is people of color?	79%

6 Needs Accommodation Policy

The Target Population for Section 5310 projects is people age 65 and older and individuals with disabilities. Under the Needs Accommodation Policy, three requirements must be met for a project to be eligible for grant funding:

1. Project is specifically designed to meet the special needs of the Target Population
2. At least 80% of the project's beneficiaries are members of the Target Population
3. Project benefits are prioritized for the Target Population

Complete the below table to indicate the number and percentage of those served by the proposed project.

Demographic Category	Number	Percentage of Total
Older Adults (65 and older)		%
Individuals with Disabilities	1,967	64%%
Older Adults and Individuals with Disabilities	899	30%

¹ Refers to an individual who identifies as at least partly American Indian or Alaska Native, Asian or Pacific Islander, Black or African American, or Hispanic or Latino

Neither Older Adults nor Individuals with Disabilities	196	6%
Total	3,062	100%

7 Project Narrative

General Instructions: Answer the following questions in the space provided. Unless otherwise stated, provide responses that are 250 words or fewer.

Applicant Experience, Capacity, and Readiness

1. To what extent does the Applicant have experience in successfully managing grant-funded transportation services benefiting the Target Population?

MTS's paratransit operation is operated via a third-party contractor, Transdev. MTS and its operating partners have extensive experience in successfully managing transportation services. Transdev is the largest private sector operator in the United States with over 28 years of experience in San Diego and a vast knowledge of fixed-route, paratransit, and rail operations. Alike MTS, Safety is their top priority and providing reliable transportation to the patrons within the County of San Diego.

2. What is the Applicant's technical capacity for implementing the proposed STGP-funded service, including, but not limited to, sufficient staffing resources; data management and tracking capabilities; and policies and procedures for ethics, third-party contracting, internal controls, and financial management?

MTS Access is managed and operated out of the Copley Park Division (CPD), an MTS owned facility. Transdev provides a turn-key operation which includes transportation, Vehicle Maintenance, Reservations and scheduling, Dispatcher, HR Safety and Finance departments. All the vehicles are procured and owned by MTS.

Third-party contractors must abide by all MTS policies and procedures as noted in operating contracts, MTS ensures program management compliance by conducting Weekly/Monthly meetings and Maintenance and Operational quarterly inspections.

3. Is the Applicant fiscally stable and ready to maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term, including the below milestones?
 - October 2025: Execution of the Section 5310 grant agreement
 - January 2026: Purchase of vehicles and other equipment through sufficient matching funds
 - Summer 2026: Vehicle delivery and start of service through the end of minimum useful life

Yes, MTS management follows a conservative fiscal policy, coupling strong management and governance practices along with strong financial policies. This includes being financially flexible, with a high farebox recovery ratio and a very low debt. In the operating budget, MTS matches recurring expenses with recurring revenues and actively manages costs and monitors key performance indicators to continually improve the system's performance. The agency also remains committed to keeping the system in a state of good repair by adequately funding its annual Capital Improvement Program (CIP).

MTS will meet all proposed deliverables and ensure completion by the end of the grant term, including the milestones mentioned.

Need and Equity

4. What percentage of those served by the proposed service are members of the Target Population?

Instructions: Complete the Project Scope of Work and Section 6 of this Project Application to respond to this question.

5. Describe the project need. How are specialized transportation services in the proposed service area insufficient, inappropriate, unaffordable, or geographically unavailable?

MTS operates fixed route bus and light rail trolley services transporting people with physical, cognitive, and visual disabilities daily. All MTS buses and trolleys are equipped with features that provide system accessibility, such as low floor easy to board buses and trolleys equipped with lifts/ramps, audio announcements, designated priority seating areas for people with disabilities, enhanced signage, kneeling buses, and handrails.

MTS also provides the MTS Access service for customers with disabilities who are functionally unable to use the MTS fixed route bus and trolley services. Access is a public transportation paratransit service only for customers with disabilities who are unable to use the bus or trolley system.

Access is provided in accordance with the Americans with Disabilities Act (ADA) and is an origin to destination, shared ride, advanced reservation public transit service. Consistent with the ADA, MTS' Access is comparable to MTS' fixed route bus system including in terms of service characteristics (such as on time performance and travel time) and service area (providing service within $\frac{3}{4}$ mile of a regular MTS fixed bus route).

6. How will the proposed service uniquely and urgently meet one or more specialized transportation needs through the grant term?

This grant funding will allow MTS to procure vehicles to support the MTS Access paratransit program. MTS currently has just under 6,000 eligible clients, with nearly 4,000 requiring a ride monthly. According to SANDAG's funding opportunity notice 96% of MTS Access passengers that utilize this program are considered "Target Population" since they are 65 or older and/or disabled.

7. How will the proposed service benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes)?

MTS is the public transportation provider for the majority of San Diego County. The service area encompasses 3 million people residing in a 570-square mile area of San Diego County, including the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the unincorporated area of the County of San Diego.

This grant funding will allow MTS to continue to provide this crucial service to all of the different communities within the county of San Diego. This includes disadvantaged, low-income, environmentally impacted urban and rural communities.

Operational/Implementation Plan

8. To what extent does the Applicant have a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, which may include Innovative concepts and technology to be used in scheduling/dispatching trips?

Instructions: Complete the Project Scope of Work to respond to this question.

9. How would the Applicant store the requested vehicle(s) and other equipment in one or more secure locations and maintain procedures to mitigate the risk of loss, theft, or abuse, and keep passengers and drivers safe?

MTS operates bus services out of five “divisions”. Bus divisions also referred to as garages, maintenance facilities and/or yards are the heart of operations for a transit agency. Divisions are where buses are parked, cleaned, fueled, or charged, maintained, and repaired. Drivers begin and end their shifts at divisions, which also house dispatch facilities, driver report and break areas, administrative and supervisory staff, and all other functions that support bus operations. Bus divisions are not public-facing facilities or transit centers; they are support facilities for the in-service operations.

The requested vehicles will be stored at the Copley Park Division (CPD) Owned by MTS and operated by Transdev. The entirely fenced division is located at 7490 Copley Park Place, San Diego, CA 92111 (Kearny Mesa).

Stewardship of Public Funds

10. How are the requested vehicle(s) and other equipment (including any optional features) a cost-effective use of public funds and necessary for the type of service proposed?

MTS has remained committed to alternative, cleaner energy sources, and begun the conversion of its entire standard bus fleet from CNG to Zero-Emissions by 2040. MTS was one of the few transit agencies that began efforts of launching a zero-emission bus pilot program prior to the 2018 California Air Resources Board (CARB) Innovative Clean Transit (ICT) rule mandate.

In late 2016, MTS began the conversion of its paratransit and minibus fleet to propane Autogas fuel. The conversion to propane Autogas has impacted the reduction of Greenhouse gas emissions drastically, it is estimated that reductions are nearly 24,000 to 37,000 pounds per year from each minibus. Propane is also nearly half the cost of Gasoline fuel making it more cost effective to operate this considerably expensive service.

Currently, MTS's entire paratransit fleet has been converted to propane Autogas.

11. Has the Applicant secured, or will the Applicant secure, matching funds to cover the cost of purchasing the proposed vehicle(s) and other equipment? Would these funds be available to the Applicant through the vehicle and other equipment procurement process?

Instructions: Complete Section 3 of this Project Application and the Project Budget and provide a response below.

MTS management follows a conservative fiscal policy, coupling strong management and governance practices along with strong financial policies. This includes being financially flexible, with a high farebox recovery ratio and a very low debt. In the operating budget, MTS matches recurring expenses with recurring revenues and actively manages costs and monitors key performance indicators to continually improve the system's performance. The agency also remains committed to keeping the system in a state of good repair by adequately funding its annual Capital Improvement Program (CIP). MTS will utilize State Transit Assistance (STA) or Transportation Development Act (TDA) funding for the required match.

STA comes from the Public Transportation Account (PTA), which derives its revenue from the California state sales tax on diesel fuel. This funding was augmented by the Road Repair and Accountability Act of 2017, or Senate Bill 1, which was signed by the California Governor in April of 2017. Annually, MTS receives approximately \$40 million in STA funding, of which about 70% is planned for the Capital Improvement Program (CIP), and the remaining 30% planned for the operating budget.

TDA is a state fund derived from one-quarter of a percent of the eight percent sales tax assessed in the region. MTS spends approximately \$60 million of TDA per year on operations and allocates approximately \$35 million per year for capital projects. TDA apportionments are currently projected to increase by approximately four percent annually.

12. Please describe the source(s) of revenue the Applicant would use to cover the direct costs of operating the requested vehicle(s) and other equipment through their minimum useful life.

ADA operating expenses are funded with multiple sources of revenue. FTA Section 5307 funds approximately 29% of the operations. The City of San Diego provides Maintenance of Effort funds to aid ADA efforts. MediCal provides further funding support specifically tied to several ADA Paratransit routes to aid patients in their transportation to medical appointments.

Coordination and Outreach

13. Does the Applicant coordinate well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery?

Instructions: Include three Letters of Support with the Project Application and provide a response below.

MTS recognizes the importance of forming partnerships with other specialized transportation providers. In the past, MTS has collaborated with FACT, Taxi Services, NCTD and Transdev. By fostering and embracing these collaborations, MTS acknowledges that these ongoing partnerships are essential in providing a reliable transportation system that benefits the communities we serve.

14. How has the Applicant involved members of the Target Population in the continued operation of the proposed service? If the proposed service is new, how will the Applicant involve members of the Target Population in the planning of this new service?

MTS values and encourages public participation, offering various channels for individuals to share their opinions and provide feedback. Public input is welcomed at MTS's monthly Executive and Board meetings, where the public including target populations can address specific agenda items or share general comments.

Additionally, MTS provides an online platform where the public, including the target population, can submit comments, compliments, or complaints.

MTS also offers the Accessible Services Advisory Committee (ASAC) which is comprised of an MTS Board of Directors Member, MTS staff, an MTS fixed route passenger, an MTS Access complementary paratransit passenger, and various social service and disability advocacy organizations. ASAC provides feedback to the MTS Chief Executive Officer, designated staff, and/or the MTS Board of Directors, on accessibility-related matters. Meetings are generally held four times a year at the MTS Board Room

Environmental Responsibility

15. To what extent does the proposed service promote healthier air and reduce greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms?

MTS has remained committed to alternative, cleaner energy sources, and begun the conversion of its entire standard bus fleet from CNG to Zero-Emissions by 2040. MTS was one of the few transit agencies that began efforts of launching a zero-emission bus pilot program prior to the 2018 California Air Resources Board (CARB) Innovative Clean Transit (ICT) rule mandate.

In late 2016, MTS began the conversion of its paratransit and minibus fleet to propane Autogas fuel. The conversion to propane Autogas has impacted the reduction of Greenhouse gas emissions drastically, it is estimated that reductions are nearly 24,000 to 37,000 pounds per year from each minibus. Propane is also nearly half the cost of Gasoline fuel making it more cost effective to operate this considerably expensive service.

Currently, MTS's entire paratransit fleet has been converted to propane Autogas.

Proposed Performance Measures

16. What is the proposed Minimum Service Hours per Week?

Instructions: Complete the Project Scope of Work to respond to this question.

17. To what extent does the Applicant provide clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service?

Instructions: Complete the Project Scope of Work to respond to this question.

Performance Monitoring and Outcomes

18. What is the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement?

MTS will submit a quarterly report to SANDAG reporting on passenger demographics, vehicle utilization and customer feedback.

This information is captured utilizing different reporting systems some of which are: Trapeze Reporting Software, SAP, and First Analytics.

MTS will then provide SANDAG with quarterly project updates utilizing the information from the above reporting software systems.

19. What is the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant?

MTS and its contractors will identify the risks and prepare contingency plans to ensure the delivery of reliable service with minimal trip cancellations, even in the face of unexpected changes or disruptions.

Plan of response to operational disruptions may include, bringing staff in as needed to assist with operations and reaching out to specialized transportation provider partners for additional support.

20. Describe the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no-shows through surveys or other methods. How does or will the Applicant use this input to inform enhancements to service delivery?

MTS values and encourages public participation, offering various channels for individuals to share their opinions and provide feedback. Public input is welcomed at MTS's monthly Executive and Board meetings, where the public including target populations can address specific agenda items or share general comments.

Additionally, MTS provides an online platform where the public, including the target population, can submit comments, compliments, or complaints.

MTS also offers the Accessible Services Advisory Committee (ASAC) which is comprised of an MTS Board of Directors Member, MTS staff, an MTS fixed route passenger, an MTS Access complementary paratransit passenger, and various social service and disability advocacy organizations. ASAC provides feedback to the MTS Chief Executive Officer, designated staff, and/or the MTS Board of Directors, on accessibility-related matters. Meetings are generally held four times a year at the MTS Board Room

Vehicle and Other Equipment Project Scope of Work

Organization Name:	San Diego Metropolitan Transit System (MTS)
Project Name:	FY25 ADA Bus Procurement
Project Service Area:	Urban and Rural San Diego County

Section A: Project Description

Project Description:

The ADA bus replacement project contributes to MTS's preventative maintenance program and maintaining a state of good repair for the paratransit fleet. This application respectfully requests funding for up to 8 paratransit replacement vehicles. The new vehicles will replace paratransit buses that have all reached the end of their seven (7) year/200,000-mile useful life defined by the FTA.

Section B: Summary of Project Tasks

The following is a summary of the tasks that will be implemented through this procurement project.

Task 1: Purchase Vehicle(s) and/or Other Equipment

Description:

Work with SANDAG to complete the purchase of vehicle(s) and/or other equipment as specified in Section C, including timely payment of matching funds to SANDAG and coordination during the purchase order process as described in the SANDAG Specialized Transportation Program Management Plan.

Task 2: Operate Vehicle(s) and/or Other Equipment

Description:

Continuously use the vehicle(s) and/or other equipment specified in Section C for a minimum of 20 hours per week through their minimum useful life to provide specialized transportation service to older adults and individuals with disabilities. Ensure any alternative services (i.e., meal delivery) do not reduce service to specialized transportation passengers. Achieve the proposed performance targets specified in Section C. Actively pursue warranty claims for vehicle(s) and equipment as necessary. Promptly notify SANDAG if vehicle(s) is/are taken out of service for more than 14 calendar days. Ensure that at least 90 percent of project beneficiaries are satisfied with the service provided.

Task 3: Implement Service Plan to Deliver Effective, Safe, and Reliable Service for Passengers

Description:

MTS is the public transportation provider for the majority of San Diego County. The service area encompasses 3 million people residing in a 570-square mile area of San Diego County, including the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the unincorporated area of the County of San Diego. This grant funding will allow MTS to continue to provide this crucial service to all of the different communities within the county of San Diego. This includes disadvantaged, low-income, environmentally impacted urban and rural communities. Once MTS accepts the new paratransit vehicles the vehicles will be put into operational service and will meet the 20 hour a week minimum.

Task 4: Complete the Disposition Process

Description:

Work with SANDAG to dispose of vehicle(s) and/or other equipment in accordance with the disposition procedures specified in the SANDAG Specialized Transportation Program Management Plan.

Section C: Performance Measures and Targets									
Section C1: Target Population									
Quantitative Performance Measure						Target			
The Percentage of Those Served by the Project that are Members of the Target Population						100%			
Section C2: Vehicle(s)									
A	B	C	D	E	F	G	H	I	J
ID No.	Vehicle Class	Minimum Useful Life (In Years)	Replacement or Expansion?	Maximum Passenger Capacity	Number of Vehicle Service Hours per Week	Number of Traditional One-Way Passenger Trips per Week	Number of Trips for Alternative Services per Week	Total Number of Trips per Week	Total Number of Trips at End of Minimum Useful Life in Years
1	Class B	5	Replacement	12 amb/ 2 wc	32	64	0	64	16,640
2	Class B	5	Replacement	12 amb/ 2 wc	32	64	0	64	16,640
3	Class B	5	Replacement	12 amb/ 2 wc	32	64	0	64	16,640
4	Class B	5	Replacement	12 amb/ 2 wc	32	64	0	64	16,640
5	Class B	5	Replacement	12 amb/ 2 wc	32	64	0	64	16,640
6	Class B	5	Replacement	12 amb/ 2 wc	32	64	0	64	16,640
7	Class B	5	Replacement	12 amb/ 2 wc	32	64	0	64	16,640
8	Class B	5	Replacement	12 amb/ 2 wc	32	64	0	64	16,640
9									
10									
11	Select Option								
12	Select Option								
13	Select Option								
14	Select Option								
15	Select Option								
Totals					256	512	0	512	133,120
Section C3: Other Equipment									
ID No.	Name of Equipment	Quantity	Description of Equipment	Description of How the Equipment Will be Used and How Performance Will be Measured					
16									
17									
18									
19									
20									
Section C4: Other Performance Measures									
Other Project Performance Measures							Target		

Vehicle and Other Equipment Project Budget							
Organization Name:		San Diego Metropolitan Transit System (MTS)					
Project Name:		FY25 ADA Bus Procurement					
Project Service Area:		Urban and Rural San Diego County					
Section A: Budget Detail							
ID No.	Vehicle Type / Other Equipment	Grant Amount	Match Amount	Minimum Match Percentage	Total	Match Percentage	Meets Match Requirement?
1	Class B	\$157,903	\$39,476	15%	\$197,379	20.00%	Yes
2	Class B	\$157,903	\$39,476	15%	\$197,379	20.00%	Yes
3	Class B	\$157,903	\$39,476	15%	\$197,379	20.00%	Yes
4	Class B	\$157,903	\$39,476	15%	\$197,379	20.00%	Yes
5	Class B	\$157,903	\$39,476	15%	\$197,379	20.00%	Yes
6	Class B	\$157,903	\$39,476	15%	\$197,379	20.00%	Yes
7	Class B	\$157,903	\$39,476	15%	\$197,379	20.00%	Yes
8	Class B	\$94,678	\$102,701	15%	\$197,379	52.03%	Yes
9				15%			
10				15%			
11	Select Option						
12	Select Option						
13	Select Option						
14	Select Option						
15	Select Option						
16				Select Option			
17				Select Option			
18				Select Option			
19				Select Option			
20				Select Option			
Section B: Resident Inspector's Report							
Vehicle Class	Total by Vehicle Class	Resident Inspector's Report Required?		Estimated Cost (Match)			
Class A	0	No		\$0			
Class B	8	No		\$0			
Class C	0	No		\$0			
Class D	0	No		\$0			
Class V	0	No		\$0			
Class Z-1	0	No		\$0			
Total	8	Count:	0	\$0			
Section C: Budget Summary							
Totals	Total Vehicles	Total Grant Amount		Total Matching Funds		Total Costs	Match Percentage
	8	\$1,200,000		\$379,032		\$1,579,032	24.00%

Use the selection tool to draw a service area on the map:

Total Population: 2,329,102
 Minority Population: 1,396,410
 Percent Minority: 59.955%
 Senior Population: 366,017
 Percent Senior: 15.715%

📍 Census Urban Area ☒

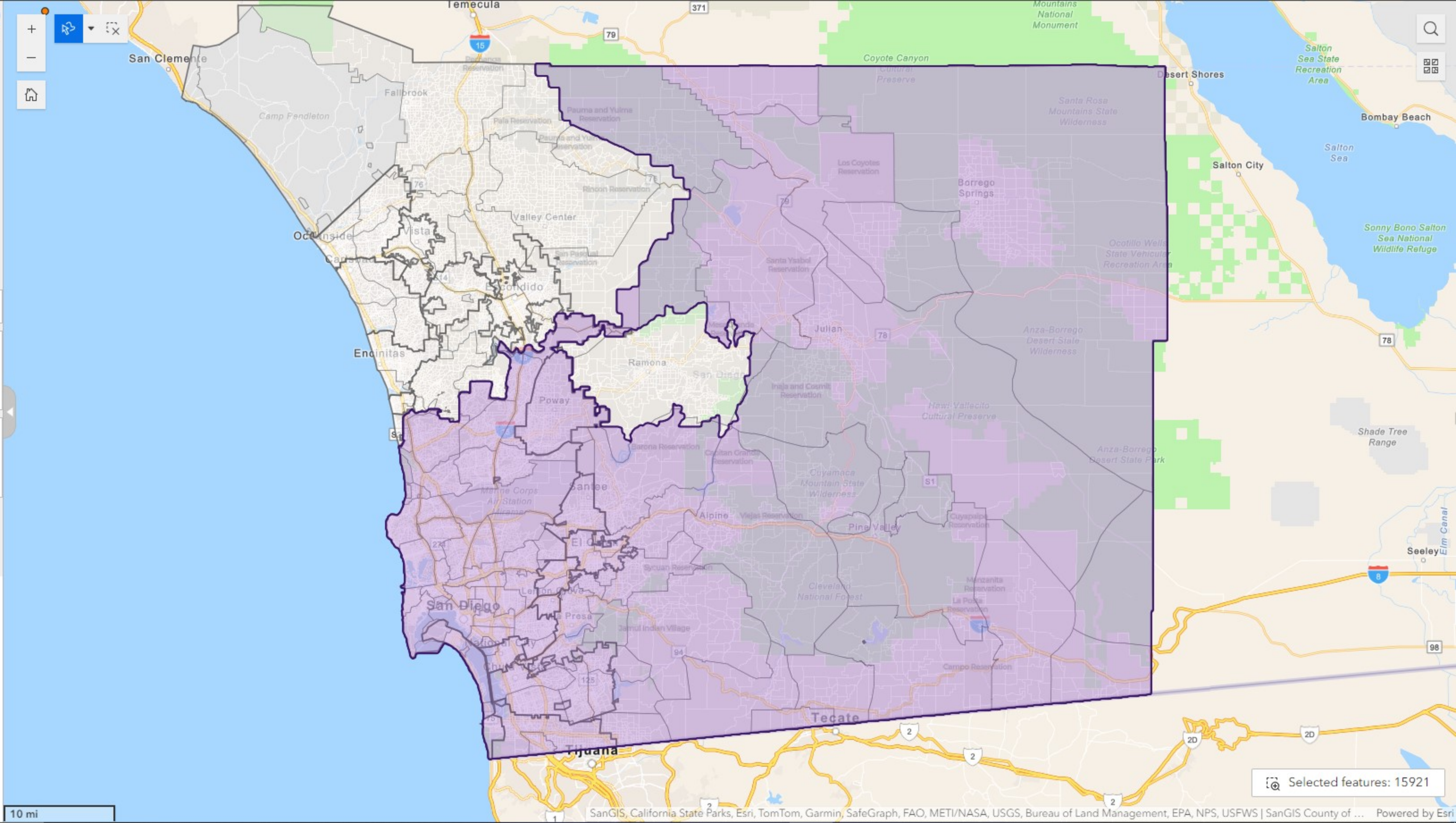
City name is any of
 0 Selected

ZIP Code is any of
 0 Selected

Export S...

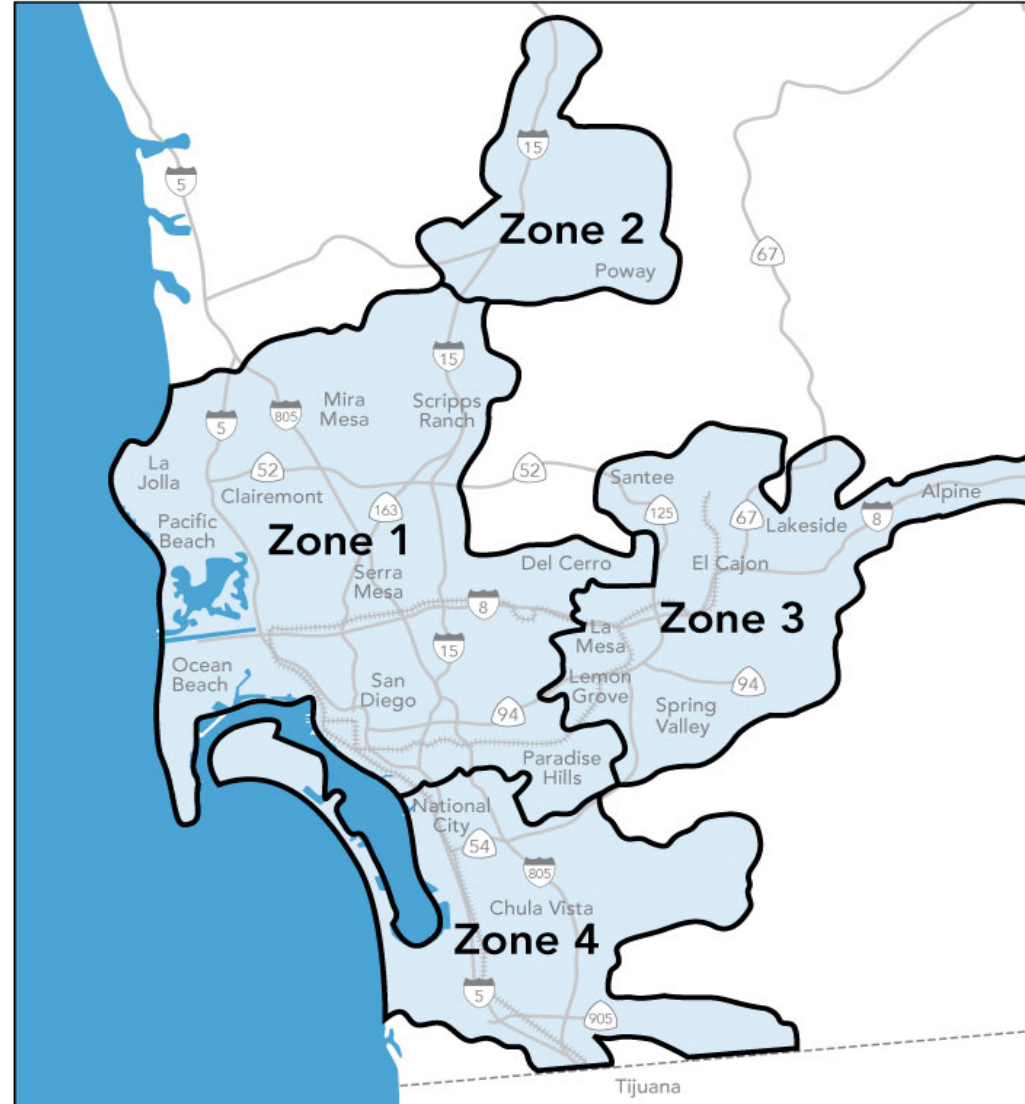
MGRA	City
1	San D
2	San D
3	El Ca
4	Encir

Total: 24,321 | Selection: 15,921



🔍 Selected features: 15921

Zones- Cities



Service Area Zones

1

Del Cerro
Downtown
La Jolla
Mira Mesa
Mt. Hope
North Park
Oak Park
Ocean Beach
Pacific Beach
Paradise Hills
Scripps Ranch
Serra Mesa
Skyline
Tierrasanta

2

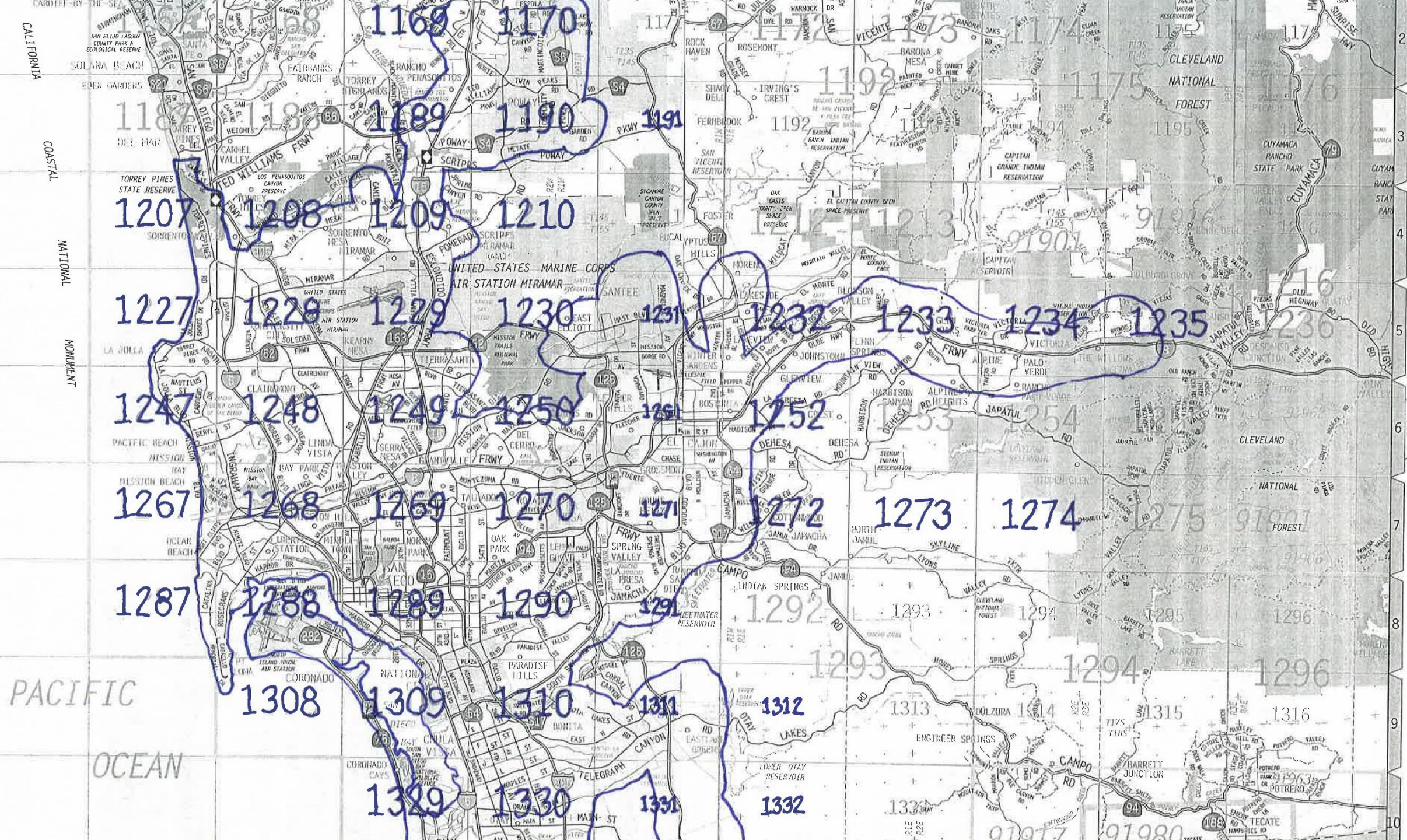
Carmel Mountain
Poway
Rancho Bernardo
Sabre Springs

3

Alpine
Casa de Oro
El Cajon
La Mesa
Lakeside
Lemon Grove
Rancho San Diego
Santee
Spring Valley

4

Chula Vista
Coronado
Imperial Beach
National City
Otay Mesa
Palm City



Zone 1- Zip Code

	1207	92121, 92014, 92037, 92093
	1208	92130, 92093, 92129, 92126, 92121
	1209	92126, 92121, 92129, 92131
Z	1227	92037, 92093, 92037
	1228	92093, 92037, 92161, 92037, 92122, 92121, 92145, 92117, 92111
O	1229	92126, 92111, 92123, 92145, 92124
	1247	92037, 92109
N	1248	92037, 92117, 92109, 92111, 92110
	1249	92111, 92123, 92124, 92120, 92108
E	1205	92124, 92120, 92119, 91942
	1267	92109, 92107
I	1268	92109, 92107, 92106, 92110, 92111, 92108, 92103, 92140, 92101
	1269	92123, 92111, 92108, 92103, 92104, 92101, 92120, 92115, 92116, 92105
	1270	92120, 92182, 92115, 92105, 92114, 91942, 91941, 91945
	1287	92107, 92106, 92152
	1288	92107, 92152, 92106, 92101, 92135, 92118
	1289	92134, 92101, 92118, 92104, 92102, 92104, 92105, 92113, 92136, 91950
	1290	92105, 92102, 92114, 92113, 91950, 91945, 91977, 92139, 91902

Zone 2-Zip Code

Z	1149	92067, 92127
O	1150	92029, 92127, 92128, 92025, 92064
N	1169	92127, 92129, 92128
E	1170	92128, 92064
	1189	92127, 92129, 92128, 92131
2	1190	92128, 92064, 92131

Zone 3- Zip Code

	1230	92145, 92071
Z	1231	92071, 92040, 92021
	1232	92040, 92021
O	1233	92021, 92019, 91901
	1234	91901
N	1235	91901
	1251	92071, 92020, 92119, 91942, 92040, 92021, 92019
E	1252	92019, 92021
	1271	91977, 91941, 92020, 91978, 92019
3	1272	92020, 91978, 92019, 91935
	1291	91977, 91902, 91978, 91914

Zone 4- Zip Code

	1308	92106, 92152, 92118
Z	1309	92155, 92118, 92136, 91950, 91910
	1310	91950, 92139, 91902, 91910
O	1311	91902, 91913, 91910, 91914, 91915
	1329	92118, 91910, 91932, 91911, 92154
N	1330	91910, 91911, 92154, 91910
	1331	91910, 91911, 91913, 91915, 92154
E	1349	91932, 92154
	1350	92154, 92173
4	1351	92154
	1352	92154



September 30, 2024

Aly Neumann
Grants Program Analyst
SANDAG
401 B Street, Suite #800
San Diego, CA 92101

RE: Support for the San Diego Metropolitan Transit System (MTS) Cycle 13 Specialized Transportation Grant Program Application

Ms. Neumann,

On behalf of City Heights CDC, I write to you today to support MTS's application, *ADA Paratransit Bus Procurement*, to the San Diego Association of Governments (SANDAG) Specialized Transportation Grant Program, Cycle 13.

MTS operates fixed route bus and light rail Trolley services transporting people with physical, cognitive, and visual disabilities daily. All MTS buses and Trolleys are equipped with features that provide system accessibility such as low-floor, easy to-board vehicles, audio announcements, and designated priority seating areas. Similarly, MTS provides a paratransit operation, MTS Access. MTS Access is provided in accordance with the Americans with Disabilities Act (ADA) for customers with disabilities who may not functionally be able to use the MTS fixed route bus and Trolley services.

Through its paratransit operation, MTS Access provides transportation services to up to 7,000 eligible clients. The project request for replacement paratransit vehicles submitted by MTS will ensure clients who are unable to utilize the MTS fixed route system continue to receive reliable and safe transportation services to their desired destinations via MTS Access.

For these reasons, City Heights CDC respectfully requests your support in awarding MTS's ADA Paratransit Bus Procurement project under the Specialized Transportation Grant Program, Cycle 13.

Sincerely,

A handwritten signature in black ink, appearing to read "Rosa Olascoaga Vidal", is written over a light blue horizontal line.

Rosa Olascoaga Vidal
Vice President of Policy & Community Development
City Heights Community Development Corporation



CITY COUNCILMEMBER STEVE GOBLE

September 18, 2024

Aly Neumann
Grants Program Analyst
SANDAG
401 B Street, Suite #800
San Diego, CA 92101

RE: Support for the San Diego Metropolitan Transit System (MTS) Cycle 13 Specialized Transportation Grant Program Application

Dear Ms. Neumann,

As the El Cajon City Council's representative and Vice-Chair of the Board of Directors of MTS, I write to you today in support of MTS's application, *ADA Paratransit Bus Procurement*, to the San Diego Association of Governments (SANDAG) Specialized Transportation Grant Program, Cycle 13.

MTS operates fixed route bus and light rail Trolley services transporting people with physical, cognitive, and visual disabilities daily. All MTS buses and Trolleys are equipped with features that provide system accessibility such as low-floor, easy to-board vehicles, audio announcements, and designated priority seating areas. Similarly, MTS provides a paratransit operation, MTS Access. MTS Access is provided in accordance with the Americans with Disabilities Act (ADA) for customers with disabilities who may not functionally be able to use the MTS fixed route bus and Trolley services.

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For these reasons, I respectfully request your support in awarding MTS's ADA Paratransit Bus Procurement project under the Specialized Transportation Grant Program, Cycle 13.

Sincerely,

Steve Goble
Councilmember

City of El Cajon • 200 Civic Center Way • El Cajon, CA 92020

(619) 441-1788 • Fax (619) 441-1770

www.elcajon.gov