



Specialized Transportation Grant Program

Cycle 13 Call for Projects

Organization Application

1 Applicant General Information

Applicant Legal Name	Borrego Springs Community Resource Center
DBA (If Applicable)	
Applicant Address	Mail: P.O. Box 2356 Borrego Springs, CA 92004 Location: 587 Palm Canyon Drive #128, Borrego Springs, CA 92004
Contact Name	Martha Deichler
Title	Chief Executive Officer
Phone	619-948-5900
Email	mdeichler@bsusd.net

2 Applicant Background

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

The Borrego Springs Community Resource Center (Resource Center) is a 501 (c) (3) non-profit organization located in the rural and frontier community of Borrego Springs. With the support of the Borrego Valley Endowment Fund, the Center was opened in April of 2023 to provide a full range of social support services to the community, especially to those who are severely disadvantaged. Our rural location in the middle of the vast Anza-Borrego Desert State Park, a minimum of 1 hour and 40 minutes from San Diego and access to amenities and medical care, creates an enormous challenge for our vulnerable population, seniors and the disabled.

The Resource Center is currently providing programs that include food distribution, public program application assistance, and the Let's Go Borrego transportation program through donations. The Resource Center is looking for continued support and expansion of the volunteer driver transportation program.

The mission of the Borrego Springs Community Resource Center is "to provide a full range of social support services to the community, especially to those who are severely disadvantaged. We believe that everyone should have access to basic necessities like food and transportation, and we work tirelessly to make that a reality."

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

Public transportation is limited or nonexistent in Borrego Springs. In 2020, a group of local residents conducted a survey, established a need, and launched a Rider Provided Driver (RPD) volunteer program called Let's Go Borrego.

This a community-based transportation program that is operated out of the Resource Center. The program relies on a rider's personal network to find drivers for a trip to medical appointments, pharmacy, grocery stores or life trips. Riders will be reimbursed for their mileage at the approved IRS federal mileage rate of \$0.67 per mile. Riders are expected to reimburse their driver once the checks have been received. Trip mileage data is captured on the Volunteer Driver Software.

The 2020 Coordinated Plan identified the needs of seniors, the disabled and low-income populations in terms of challenges accessing public transportation. The challenges of mobility and cognition are barriers for our seniors to use the MTS services and subsequent transfers to alternative transportation once arriving in San Diego. The proposed RPD volunteer program is a door-to-door service that can include a rider assistant if needed. This addresses the Coordinated Plan strategy to expand transportation solutions in areas with little or no other options.

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

Doing grant research for possible funding for the volunteer driver program or other transportation for the isolated community of Borrego Springs

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	92-2472896
Unique Entity Identifier (Section 5310 Applicants only)	S7R1ENXDVH45

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
\$	\$190,853	\$190,853

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

Senior Mini-Grant Operating Project Application

1 Applicant and Project Names

Applicant Name	Borrego Springs Community Resource Center
Project Name	Let's Go Borrego

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	Martha Deichler
Title	Chief Executive Officer
Phone	619-948-5900
Email	mdeichler@bsusd.net

List the Signatory who, as a duly authorized representative of the Applicant, will sign the Senior Mini-Grant Agreement for the Applicant.

Individual Name	Martha Deichler
Title	Chief Executive Officer
Phone	619-948-5900
Email	mdeichler@bsusd.net

3 Project Financial Summary

3.1 Grant Request, Match Amount, and Match Percentage

Grant Request	Match Amount	Total	Match Percentage	Minimum Match Requirement
\$190,853	\$47,700	\$238,553	20%	20%

3.2 Source(s) of Matching Funds

Describe the source(s) of matching funds that will be applied to this grant. Contact SANDAG staff if there are more than five sources of matching funds. If the Applicant includes in-kind contributions as a source of matching funds, the Applicant must document how the fair market value of those in-kind goods and services was derived in the Budget Justification.

Match Source Number	Description of Matching Funds Source	Amount
1	Administrator – Volunteer in-kind	\$20,000
2	Donations	\$27,700
3		\$
4		\$
5		\$
Total		\$47,700

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).

Residents of Borrego Springs must travel long distances, up to 100 miles to obtain specialized medical care and other amenities. There is no local transportation service and very limited transportation to the city where these services are located. This funding will expand a new start volunteer driver program to service the seniors, disabled and low-income families in the rural and frontier community of Borrego Springs. The Rider Provided Driver program further supports the door-to-door service and includes rider assistance as needed.

5 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**.

6 Needs Accommodation Policy

The Target Population for Senior Mini-Grant projects is people 60 years of age and older. 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 (60 and older)	65	81%
Individuals with Disabilities	7	9%
Older Adults and Individuals with Disabilities	0	0%
Neither Older Adults nor Individuals with Disabilities	8	10%
Total	80	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?

Let's Go Borrego was launched in September 2020 by the Borrego Valley Endowment Fund Board to provide public transportation that is non-existent in Borrego Springs. It was successful in the first year in establishing the infrastructure for the project, including policies and procedures, application and reimbursement processes and record keeping. It was successful in serving 26 riders with ages between 70 and 90 years of age. There were over 50,071 miles reimbursed during the initial period for medical, grocery, and life trips.

The program was transferred in 2023 to the Borrego Springs Community Resource Center and has further developed systems of program management. There were a total of 40 riders in 2023. Trip mileage is captured in the Volunteer Driver Software. Promotional materials have been developed and a Welcome Package has been designed to include all of the required applications, agreements, and reimbursement forms.

All new riders are required to complete an application interview that gathers information about their needs for transportation. The program is explained in depth and questions answered. Anticipated mileage is calculated utilizing the Volunteer Driver Software and Google Maps. The program has successfully supported the gaps in transportation in the rural community of Borrego Springs.

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, financial management, and allowability of costs?

Let's Go Borrego has developed the technical capacity to meet and exceed the requirements of the prompt and efficient implementation of the requested grant funding project. The overall program is directed by Martha Deichler, Chief Executive Officer. Her services are strictly volunteer time. In addition, Silvia Arambula is the Program Manager that coordinates all support functions of the program including new rider applications and interviews, ensuring all agreements and documentation requirements are met, manages trip records and processes reimbursement requests.

The Rider Provided Driver program maintains all records and agreements in secure electronic files. Mileage is pre-calculated based on the destination and all reimbursement requests are confirmed within the data tracking system.

The Resource Center contracts for accounting support services that perform the financial management. A certified accountant oversees the financial component and ensures that the program adheres to all the financial reporting requirements of the non-profit organization. Allowability of costs is closely monitored by the financial team and administrative oversight.

3. Is the Applicant fiscally stable and ready to begin the proposed service as soon as July 1, 2025, and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term?

Borrego Community Resource Center is fiscally stable and ready to deliver the proposed services effective July 1, 2025. All systems are established and operational to expand the Let's Go Borrego program. The Center is committed to ensuring compliance with the proposed schedule and completion of the funded project.

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?

Borrego Springs is a rural and frontier community with no public transportation within the community. The population lives in various clusters across a vast area of 43.1 square miles, with challenges even to access services within the community. As a rural community, many of the standard amenities and services are not available, requiring the need to travel distances of 80 – 100 miles or more.

MTS provides one bus twice a week on Thursdays and Fridays that travels between El Cajon and Borrego Springs. The route leaves Borrego Springs and takes over 2:30 hours to arrive at El Cajon and the return trip is within 4 hours of the arrival. Riders needing to receive medical care require waiting for the trolley and subsequent transfers to bus routes that may not stop at the actual doctor office and require distant walks. The population often requires medical care beyond the scope of services provided by the small clinic in Borrego Springs.

Other life trips, including shopping at a grocery store or filling the prescriptions at the pharmacy are equally challenging. There is a small market in Borrego Springs, but the available items are very limited. Travel to purchase groceries or pick up prescriptions in San Diego is equally challenging.

There are a reported 995 seniors living in Borrego Springs, many who are also disabled and low-income. The mobility of seniors and the disabled does not allow for this type of travel, putting their health and wellbeing in jeopardy. They may need personal assistance support as well.

The Let's Go Borrego, an RPD volunteer driver program allows seniors and low-income residents and those with no reliable vehicle to access medical care and other health related services outside Borrego Springs. Riders with disabilities are able to find drivers in the community that can assist them as needed at both ends of the ride, e.g., assistance in walking or getting into the vehicle, accommodating a wheelchair in the trunk, and other forms of assistance. We rely on the rider to identify the driver who can assist them.

Besides the bus route two days a week as described, there is no other transportation available on other days. Paratransit providers in the urban areas in San Diego County do not serve Borrego Springs.

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

The proposed service aligns with specifically two of the high need strategies outlined in the 2020 Coordinated Plan to address specialized transportation needs in San Diego County. These include developing or expanding on volunteer driver programs to address and provide new door-to-door or door-through-door services for trips that include non-emergency medical transportation and grocery shopping where paratransit is insufficient, inappropriate or unavailable. Borrego Springs is part of San Diego County with great need due to the rural nature of the community.

Some of the gaps identified by the 2020 Coordinated Plan include lack of spontaneous travel choices, a need for door-to-door service, insufficient access to amenities, limited transportation options, inefficient resources for passengers. These apply to the proposed program that addresses these gaps within Borrego Springs. The studies appear to have excluded the rural communities from the assessment, but Borrego Springs has sufficient population to justify the need for the program.

Specialized transportation needs further address the needs of seniors, individuals with disabilities, and low-income individuals. The 2020 Coordinated Plan further addresses the challenges experienced for these individual to walk to transit stations and their physical impairments that impede their ability to use fixed-route services. Let's Go Borrego has demonstrated the ability to address the deteriorating needs of aging seniors and address the support needed by the disabled. With the many more seniors needing services, this funding opportunity will support the volunteer driver program that has demonstrated success and will address the gaps in transportation for the local community.

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)?

The existing program has been successful in removing barriers to transportation services for the seniors, disabled and low-income residents that don't have reliable access to a personal vehicle or that cannot afford the gas to travel 80-100 miles or more for medical appointments.

According to the mapping tool included in this application, there are 995 seniors living in Borrego Springs, but the U.S. Census Bureau, American Community Survey, 2022, indicates a larger number of 1,534 people over age 62 years. The same data report from the U.S. Census Bureau indicates there is a population of 833 individuals living with family income at or below 200% of the Federal Poverty Level of which 330 are seniors over the age of 60 years of age. There are 252 individuals listed as experiencing disability with 65% being seniors. An estimated 12.9% of the population experience Limited English Proficiency.

Expanding the existing program to serve more of the identified population is the program goal. The support provided by Let's Go Borrego is best expressed by testimonials:

Client A: Her husband was diagnosed with pneumonia and was out of work. They received assistance from Let's Go Borrego for travel to the doctor in San Diego. His health condition required specialty care outside of the local clinic.

Client B: Was very thankful for the support from the program when her son was in a car accident and in the hospital for two months. Her daughter was subsequently had a health condition that required care at Rady Children's Hospital twice a month. She was very grateful for the support provided by Let's Go Borrego.

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. Please describe the protocols the Applicant has or would implement to keep passengers and drivers safe.

The program currently has a Driver Agreement in which the driver assures they have a current CA driver's license and insurance for the vehicle the driver will be using to transport the driver. The driver further states, "I agree to transport my passenger in a safe, efficient, and courteous manner in a private vehicle."

Additional protocols for non-smoking, alcohol, substance use, history of DUI or others may be considered and implemented to ensure compliance with a federally funded program.

Stewardship of Public Funds

10. How do the proposed budget and Scope of Work demonstrate effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed?

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

11. To what extent does the Budget Justification thoroughly explain how each proposed cost was determined and is justified, describe how any passenger fares or fees are affordable, and discuss how the proposed cost per one-way passenger trip is justified given the proposed service?

Instructions: Complete the Budget Justification to respond to this question.

12. Has the Applicant secured, or will the Applicant secure, matching funds? Is/are the match source(s) stable?

The Resource Center is recipient of donations from the community and limited funding from the Borrego Valley Endowment Fund (BVEF) to operate the services at the Center. As needed, these funds will be used for a portion of the matching funds.

The Chief Executive Officer is a retired school superintendent from the local school district. Her time is strictly volunteer and a portion her time is dedicated to managing and oversight of Let's Go Borrego. Her time for this project will be provided as in-kind support to be counted towards the matching funds.

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.

There are no other specialized transportation providers in the proposed service area. MTS operates a bus route twice a week that requires an all-day travel of over 5 hours and limited time to access medical care. The physical limitations of seniors and disabled do not support the ability for this population to use this service.

The Resource Center works closely in collaboration with other community-based organizations to coordinate the services of Let's Go Borrego. This may include referrals for services and finding volunteer drivers. They further promote the services of Let's Go Borrego amongst their constituents or users of services.

Letters of support are included in the application.

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?

Participant feedback is requested from riders as to their satisfaction of the program. Testimonials may be provided by thankful participants. Additional satisfaction surveys or community meetings regarding the program will be considered for implementation.

Environmental Responsibility

15. To what degree 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?

As a Rider Provided Driver volunteer driver program, the selection of the vehicle is not managed by the applicant. The program is willing to promote the importance of the reduction of greenhouse gas emissions through vehicle maintenance and promotion of low-emission vehicles. However, the proposed program does not operate or own vehicles for the purpose of the transportation program.

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. What is the proposed Cost per One-Way Passenger Trip (OWPT)?

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?

Trip mileage data is captured in the Volunteer Driver Software.

A monthly report is prepared and submitted for administrative and Board review that includes total number of individuals receiving services, demographic information, total number of trips and total mileage reimbursed.

The financial report includes the total mileage and amount reimbursed for the trips made in the month.

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?

As Let's Go Borrego is a Rider Provided Driver program, the Applicant has no cause for cancellation other than communication during natural disasters or traffic disruptions. The program does not contract with drivers or operate vehicles for this program.

The driver and the rider communicate directly regarding the trip arrangements. Cancellations due to vehicle malfunction or illness of the driver are communicated accordingly and shared with the program. The driver has the option to find an alternative driver should it be feasible.

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?

The Borrego Community Resource Center has an established improvement committee that meets at least once a month to discuss the services provided, identify program improvement and review current financial reports. The Resource Center has in place a policy that addresses Title VI of the Civil Rights Act. A complaints procedure is in place that includes the timely review in committee, and corrective action as needed. As Let's Go Borrego is a Rider Provided Driver program, no shows are negotiated between the driver and the rider.

Project Scope of Work

Organization Name:	Borrego Springs Community Resource Center
Project Name:	Let's Go Borrego
Project Service Area:	Borrego Springs 92004
Funding Source and Project Type:	Senior Mini-Grant - Operating

Section A: Project Description

Project Description:	Let's Go Borrego is a rider provided volunteer driver program that allows seniors, disabled and low income residents to access specialized medical care and groceries outside of Borrego Springs. The local clinic is small and limited in services and the town market is very limited in supplies and very costly. These residents often travel 1.5 to 2 hours to obtain services or purchase supplies.
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Section B: Summary of Project Tasks

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

Task 1: Deliver Service

Deliver service with a range of cost-effectiveness consistent with that proposed in the grant application. Ensure that at least 80 percent of the service's beneficiaries are members of the target population. Failure to achieve the below Performance Threshold within six months after grant execution will trigger the requirement to complete a Corrective Action Plan as defined in the Grant Agreement.

Subtask	Subtask Description	Deliverable(s)
1.1	Rider provided volunteer drivers will drive 80 seniors to medical appointments in San Diego	80 seniors are driven to medical appointments on an average of 3 times per year and an estimated 220 miles per trip. Total 240 trips.
1.2	Rider provided volunteer drivers will drive 80 seniors to purchase groceries or other life trips San Diego	80 seniors are driven to purchase groceries or other life tripson an average of 10 times per year and an estimated 184 miles per trip. Total 800 trips
1.3	Rider provided volunteer drivers will drive 80 seniors to purchase groceries or other life trips San Diego	Matching funds will provide an additional 220 trips at 184 miles per trip

Task 2: Program marketing

Subtask	Subtask Description	Deliverable(s)
2.1	Program conducts outreach and promotes the program	4 Social media postings, 300 flyers distributed, 5 posters in visible locations in the community, newspaper add.
2.2		
2.3		

Task 3:

Subtask	Subtask Description	Deliverable(s)
3.1		
3.2		
3.3		

Task 4:

Subtask	Subtask Description	Deliverable(s)
4.1		
4.2		
4.3		

Task 5:		
Subtask	Subtask Description	Deliverable(s)
5.1		
5.2		
5.3		

Task 6:		
Subtask	Subtask Description	Deliverable(s)
6.1		
6.2		
6.3		

Task 7:		
Subtask	Subtask Description	Deliverable(s)
7.1		
7.2		
7.3		

Section C: Performance Measures and Targets

Project Type: Operating

Section C1: Quantitative Performance Measures and Targets	
Quantitative Performance Measures	Target
The Percentage of Those Served by the Project that are Members of the Target Population	90%
Minimum Service Hours per Week	60
Number of Traditional One-Way Passenger Trips	2,080
Number of Alternative One-Way Passenger Trips	0
Total Number of One-Way Passenger Trips	2,080
Cost per One-Way Passenger Trip	\$135.34
Performance Threshold	\$175.94

Section C2: Qualitative Performance Measure and Target	
Qualitative Performance Measure	Target
Percentage of Project Beneficiaries Satisfied with the Service Provided	90%

Section C3: Other Performance Measures	
Other Project Performance Measures	Target

Project Schedule

Organization Name:	Borrego Springs Community Resource Center
Project Name:	Let's Go Borrego
Project Service Area:	Borrego Springs 92004
Funding Source and Project Type:	Senior Mini-Grant - Operating

	Year 1				Year 2			
Quarter	1	2	3	4	1	2	3	4
Task 1								
Subtask 1.1	X	X	X	X	X	X	X	X
Subtask 1.2	X	X	X	X	X	X	X	X
Subtask 1.3								
Task 2								
Subtask 2.1	X	X	X	X	X	X		
Subtask 2.2								
Subtask 2.3								
Task 3								
Subtask 3.1								
Subtask 3.2								
Subtask 3.3								
Task 4								
Subtask 4.1								
Subtask 4.2								
Subtask 4.3								
Task 5								
Subtask 5.1								
Subtask 5.2								
Subtask 5.3								
Task 6								
Subtask 6.1								
Subtask 6.2								
Subtask 6.3								
Task 7								
Subtask 7.1								
Subtask 7.2								
Subtask 7.3								

Project Budget

Organization Name:	Borrego Springs Community Resource Center
Project Name:	Lets Go Borrego!
Project Service Area:	Volunteer Driver Program
Funding Source and Project Type:	Senior Mini-Grant Operating

Section A: Budget Summary

Tasks	Grant	Match	Revenue	Total
Task 1	\$190,853	\$47,700	\$0	\$238,553
Task 2	\$0	\$0	\$0	\$0
Task 3	\$0	\$0	\$0	\$0
Task 4	\$0	\$0	\$0	\$0
Task 5	\$0	\$0	\$0	\$0
Task 6	\$0	\$0	\$0	\$0
Task 7	\$0	\$0	\$0	\$0
Total	\$190,853	\$47,700	\$0	\$238,553

Total Grant Amount:	\$ 190,853
Total Matching Funds:	\$ 47,700
Net Project Cost:	\$ 238,553
Total Revenue:	\$ -
Total Project Cost:	\$ 238,553

Section B: Match Details

Minimum Match Requirement:	20.00%
Match Percentage:	20.00%
Meet Minimum Match Requirement?	Yes

Section C: Indirect Costs

Will this project charge Indirect Costs?	Yes
What type of Indirect Cost Rate will be used?	de minimis rate
The de minimis rate applied to this project (%):	15%

Section D: Project Budget Categories

Task 1	Personnel	Fringe Benefits	Travel	Equipment	Supplies	Contractual	Other	Indirect	Total
Grant	\$26,000	\$3,609	\$0	\$0	\$2,350	\$134,000	\$0	\$24,894	\$190,853
Match	\$20,000					\$27,700			\$47,700
Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$46,000	\$3,609	\$0	\$0	\$2,350	\$161,700	\$0	\$24,894	\$238,553

Task 2	Personnel	Fringe Benefits	Travel	Equipment	Supplies	Contractual	Other	Indirect	Total
Grant									\$0
Match									\$0
Revenue									\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Task 3	Personnel	Fringe Benefits	Travel	Equipment	Supplies	Contractual	Other	Indirect	Total
Grant									\$0
Match									\$0
Revenue									\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Task 4	Personnel	Fringe Benefits	Travel	Equipment	Supplies	Contractual	Other	Indirect	Total
Grant									\$0
Match									\$0
Revenue									\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Task 5	Personnel	Fringe Benefits	Travel	Equipment	Supplies	Contractual	Other	Indirect	Total
Grant									\$0
Match									\$0
Revenue									\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Task 6	Personnel	Fringe Benefits	Travel	Equipment	Supplies	Contractual	Other	Indirect	Total
Grant									\$0
Match									\$0
Revenue									\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Task 7	Personnel	Fringe Benefits	Travel	Equipment	Supplies	Contractual	Other	Indirect	Total
Grant									\$0
Match									\$0
Revenue									\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

All Tasks	Personnel	Fringe Benefits	Travel	Equipment	Supplies	Contractual	Other	Indirect	Total
Grant	\$26,000	\$3,609	\$0	\$0	\$2,350	\$134,000	\$0	\$24,894	\$190,853
Match	\$20,000	\$0	\$0	\$0	\$0	\$27,700	\$0	\$0	\$47,700
Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$46,000	\$3,609	\$0	\$0	\$2,350	\$161,700	\$0	\$24,894	\$238,553

**SANDAG Specialized Transportation Grant Program
Cycle 13 Call for Projects**

**Budget Justification
Borrego Springs Community Resource Center**

Cost Category 1: Personnel

Project Manager (Silvia Arambula)– 0.5 FTE **\$26,000**

This position manages the overall operations of Let's Go Borrego including overseeing the implementation of the project, development of program support materials, program promotion, client interviews and instructions, management of data and reporting.

Cost Category 2: Fringe Benefits

Fringe Benefits **\$ 3,609**

Fringe benefits are computed at a rate of 13.88% that includes: FICA (7.65%), State Unemployment Insurance (.30%), and Workers Compensation (5.93%)

Cost Category 3: Travel – N/A

Cost Category 4: Equipment – N/A

Cost Category 5: Supplies

Office Supplies **\$ 750**

Office supplies include paper, printer ink, postage, copier for printing flyers, and other small office items.

Laptop or Desktop Computer **\$ 1,600**

A laptop computer is being requested for program management of enrollment and mileage data. Will have access to the Volunteer Driver System.

Cost Category 6: Contractual

Mileage Compensation **\$134,000**

Compensation of mileage driven by the Rider Provided Driver at the approved IRS rate of \$0.67 per mile. A total of 200,000 miles will be traveled for trips provided for seniors, disabled and the low-income to obtain services and amenities. An additional \$27,000 will be added as part of the required match for an additional 220 trips.

Cost Category 7: Other – N/A

Cost Category 8: Indirect

Indirect – 15%

\$ 24,894

De minimis indirect option is being used. Borrego Springs Community Resource Center does not have a federally approved indirect rate.

TOTAL GRANT FUNDING:

\$190,853

Project Match

Contribution for mileage

\$ 27,700

Borrego Springs Community Resource Center will contribute donations to support additional mileage compensation. Total estimated additional trips are 220.

Administrative Oversight – In Kind 0.10 FTE

\$ 20,000

As a retired school superintendent, Marth Deichler contributes her time to the program solely as volunteer. No compensation is provided. The proposed amount is based on an executive salary of \$200,000, under the federal executive salary cap for 2024.

TOTAL MATCH:

\$ 47,700

Senior Mini Grant – Operating Service Area Map



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

Total Population: 2,243
Minority Population: 574
Percent Minority: 25.591%
Senior Population: 995
Percent Senior: 44.36%

☒ Census Urban Area

City name is any of

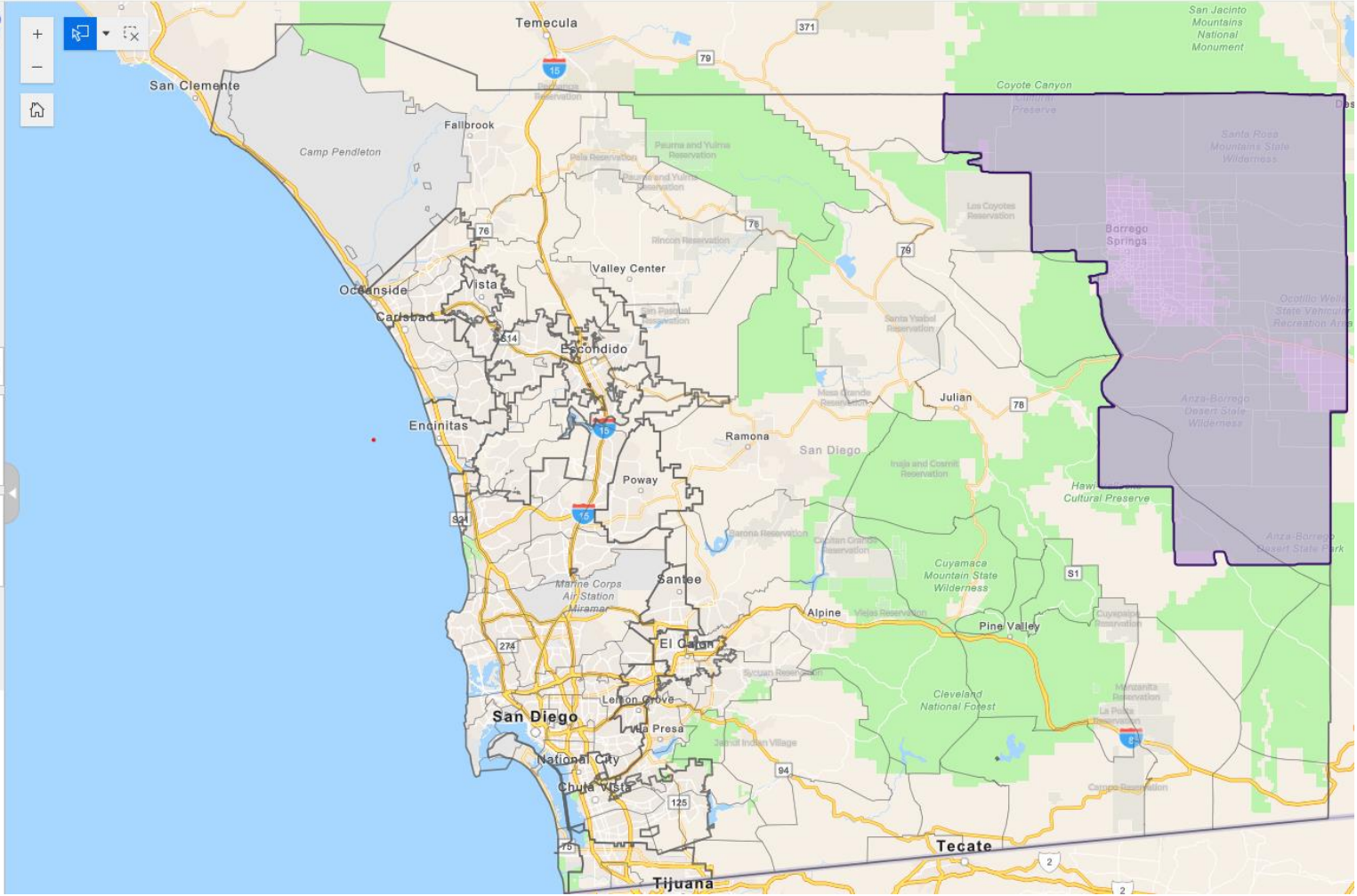
0 Selected

ZIP Code is any of

1 Selected

Export S...

ZIP	total
92,004	0
92,004	0
92,004	0



P. O. Box 2714, Borrego Springs, CA 92004

Phone: 760-810-4469



BVEF
BORREGO VALLEY
ENDOWMENT FUND

September 29, 2024

To whom it may concern,

It is with great enthusiasm that I write in support of Let's Go Borrego's application to SANDAG Specialized Transportation Senior Mini-grant. An often overlooked, but critical aspect of healthcare delivery in remote, rural locations is transportation. Nowhere is this truer than Borrego Springs, CA, which is located in the center of the 1000 square mile Anza-Borrego Desert State Park. In terms of public transportation to and from Borrego Springs, there are two busses per week with service to San Diego. That's it. When our residents need to seek specialty care for any medical condition, that care is at least 40 miles away, and sometimes more than twice that distance. For some in our community transportation is not a problem. But for many residents of this severely economically disadvantaged community the distance and expense of getting to healthcare beyond what is available in Borrego Springs is a tremendous obstacle to receiving necessary care.

Let's Go Borrego! (LGB) has proven to be the solution for many of our residents who have to seek healthcare outside of Borrego. Started as a pilot in 2020, LGB has grown dramatically. In just the last 6 months, LGB has transported more than 60 low income, disabled, and/or senior residents more than 90,000 miles to more than 200 unique destinations to receive healthcare services.

Data regarding LGB is captured by software developed by Jigsaw Analytics Group. Prospective riders must submit details of their trip(s) in writing or online. All requested destinations are verified using Goggle maps to verify business names and addresses. Goggle Maps is used to calculate the shortest distance for each trip, which is the bases for the reimbursement. Every trip is preapproved by the LGB

Trustees:

Marshal Brecht	Richard Fausel	David Garmon	Robert Kelly	Bill Lawrence	David Leibert
Nancy McRae	Sylvana Meeks	Lorry Seagrim	Melissa Stevens	Dick Troy	

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Program Manager. Reimbursements for approved trips are sent to the Rider who in turn reimburses his/her Driver.

For the last 30 years the Borrego Valley Endowment Fund's historic focus has been on the provision of healthcare services for the residents of Borrego Springs. Recognizing the critical role transportation plays in Borrego's healthcare delivery system, the BVEF has granted more than \$ 60,000 to both develop and support Let's Go Borrego. Given the numbers cited above, we deem the pilot program to have been a tremendous success and hope to see the program expanded in terms of number of users and types of destinations. Thus, our enthusiastic support of Let's Go Borrego's grant application.

Sincerely,



J. David Garmon, M.D.
Board Chairman

Trustees:

Marshal Brecht	Richard Fausel	David Garmon	Robert Kelly	Bill Lawrence	David Leibert
Nancy McRae	Sylvana Meeks	Lorry Seagrim	Melissa Stevens	Dick Troy	



American Legion Post 853

Borrego Springs, CA

San Diego Association of Governments
Attention: Specialized Transportation Grant Program
401 B Street, Suite 800
San Diego, CA 92101

Subject: Letter of Support for Let's Go Borrego

Dear SANDAG Specialized Transportation Grant Program Administrator,

The American Legion Post 853 supports the Let's Go Borrego program sponsored by the Borrego Springs Community Resources Center. We ask that you consider this program to be of high value and great benefit as you allocate funds through the Specialized Transportation Grant Program. Let's Go Borrego is an innovative program in rural San Diego County and has proven to be a cost-effective approach to the senior transportation needs in our remote community.

As you know, Borrego Springs is a remote desert community surrounded by the 640,000 acre Anza-Borrego Desert State Park. Given its rural setting, getting around is challenging, especially for essential trips like medical appointments. That's where the Let's Go Borrego program comes in, helping residents travel where they need to go. This service is particularly vital for enhancing access to healthcare and improving quality of life in this isolated area.

Let's Go Borrego is more than just a transportation service; it's a lifeline for many in the Borrego Springs community, enabling access to essential health services. There are no hospitals and very limited medical services in this area for seniors and veterans. The nearest facilities are at least 60 miles away through desert highways or mountainous byways. By empowering users to manage their own transportation with the support of local drivers, Let's Go Borrego not only fosters a sense of community but also promotes independence among its residents.

The American Legion Post 853 wholeheartedly supports this vital program and respectfully requests that funds be granted to sustain this lifeline to our senior citizens.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dale Jones", is written over a light blue circular stamp.

Dale Jones
Commander, Post 853
The American Legion
P.O. Box 2653
Borrego Springs, CA 92004-2653
760-767-4001