



Specialized Transportation Grant Program

Cycle 13 Call for Projects

Organization Application

1 Applicant General Information

Applicant Legal Name	St. Paul's Episcopal Home, Inc.
DBA (If Applicable)	St. Paul's Senior Services
Applicant Address	328 Maple Street, San Diego, CA 92103
Contact Name	Todd Kaprielian
Title	CEO, St. Paul's Senior Services Foundation
Phone	619.239.6900 x3081
Email	tkaprielian@stpaulseniors.org

2 Applicant Background

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

St. Paul's Senior Services' mission is *Leading the transformation of the aging experience*. St. Paul's Senior Services was established in 1960 with the opening of St. Paul's Manor, a retirement community for seniors of "modest means." Since then, St. Paul's has expanded our communities, programs, and services to include a skilled nursing center, and two assisted living and memory care facilities.

To improve healthcare and wellness for frail seniors living in poverty, St. Paul's introduced the first Program of All-inclusive Care for the Elderly (PACE) Center to San Diego - St. Paul's PACE Reasner Center, downtown San Diego, in 2007, followed by the PACE Akaloa Center, Chula Vista, in 2012, and the PACE Nemeth Center, El Cajon in 2018.

For the past decade, St. Paul's has been partnering with supportive housing providers to provide housing to homeless seniors while offering them PACE services. St. Paul's now has more than 300 units at multiple locations.

St. Paul's currently serves 1,889 seniors today at our residential communities, skilled nursing facility and PACE centers.

In 200 words or fewer, provide background information on the Applicant's

transportation program, including how it aligns with the STGP Goal and Objectives.

St. Paul's transportation program provides essential transportation services for seniors 65+ years and those with disabilities (both ambulatory and non-ambulatory) at its 4 residential communities and 3 St. Paul's PACE centers throughout the urbanized San Diego County. Facilities include St. Paul's Manor, St. Paul's Villa, McColl Nursing Center, and St. Paul's Plaza and St. Paul's PACE Reasner, St. Paul's PACE Akaloa and St. Paul's PACE Nemeth.

With a fleet size of 22 vehicles, the inventory of accessible buses and vans are used for a number of purposes, including transporting seniors, both ambulatory and non-ambulatory via wheelchair lifts, to and from medical appointments and essential daily living activities such as food shopping and social engagement outings.

As part of St. Paul's PACE program, St. Paul's uses 3 vans to transport participant meals to each PACE Center. St. Paul's PACE also owns and operates a "roving clinic" vehicle that serves as a fully equipped clinic that provides medical services to homebound seniors in the community. To meet the growing need for services, St. Paul's PACE also supplements the transportation of participants by using a third-party provider.

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

Email notification from SANDAG

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	952111196
Unique Entity Identifier (Section 5310 Applicants only)	SAM info: Cage Code: 5F2T3, MPIN: Monday001 ID: LHMWC3PZ8KK3

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
\$711,410	\$	\$711,410

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	St. Paul's Episcopal Home, Inc.
Project Name	St. Paul's Transportation Services

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	Agostino Scalercio
Title	Transportation Manager
Phone	619.677.3853
Email	ascalercio@stpaulspace.org

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

Individual Name	Sophia Lukas
Title	Chief Operating Officer
Phone	619.239.6900
Email	slukas@stpaulseniors.org

3 Project Financial Summary

3.1 Grant Request, Match Amount, and Match Percentage

Grant Request	Match Amount	Total	Match Percentage	Minimum Match Requirement
\$711,410	\$125,550	\$836,960	15%	15%

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	See Attachment 6. Matching Source Documentation	\$
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).

St. Paul's Seniors and St. Paul's PACE provide door-through-door transportation services for the 1,889 ambulatory/non-ambulatory older adults who reside in our residential communities and those served by St. Paul's PACE. They often are unable to drive, have physical or mental impairments or are low-income and unable to afford transportation. St. Paul's transportation program meets the needs of older adults who have few or no other options. With additional vehicles we will be able to serve additional seniors and supplement and/or reduce the use of contracted transportation services.

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?	2,864,107
3. What percent of the total population in the project service area is people of color?	58.066%

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)	1,626	86%
Individuals with Disabilities	703	37%
Older Adults and Individuals with Disabilities	1,646 (corrected for overlap)	87%

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	243	13%
Total	1,889	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?

In years past, St. Paul's Senior Services has received recurring transportation grant funding from a private philanthropic Foundation. Annually, St. Paul's provides such report information as:

1. Number of group/individual outings offered
2. The number of passengers on each outing
3. The type of outing
4. The destination.

In addition, St. Paul's received three vehicles from FACT via a Memorandum of Understanding during the past six years including one funded by SANDAG with St. Paul's as a sub-recipient.

During this time, St. Paul's has completed the required reporting on a regular basis (either quarterly or monthly) and has maintained these vehicles and utilized them to provide service to St. Paul's residents and PACE participants.

St. Paul's also was awarded SANDAG STPI Cycle 12 funds in 2023 for four new accessible vehicles: three passenger vans, now in operation, and one bus scheduled for delivery in January 2025.

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?

In 2023, as part of an effort to improve our capacity to effectively and efficiently provide services to the seniors we serve, St. Paul's has centralized our Transportation Program across all locations (PACE and residential). New vehicle tracking software, Route Genie, allows Transportation Department staff to locate the closest vehicles to the requesting participant and respond

quickly, provide dispatch-on-demand, and reminder phone calls to passengers.

St. Paul's Transportation Program is led by an experienced Transportation Program Manager and employs 6 drivers (3 with Class B licenses), and 1 transportation coordinator. We have a system in place with policy and procedures to provide transportation services. We track such data as: monthly outings, daily/monthly vehicle logs, mileage of each trip, passenger counts and number of non-ambulatory participants. We also utilize an 18-point data tracking system to evaluate the efficacy of our services.

St. Paul's PACE currently utilizes a 3rd party contractor for transportation services. Internal controls include compliance monitoring with such applicable laws as California Highway Patrol inspections for our buses and random drug testing for the class B drivers. St. Paul's plans to eventually reduce the use of third-party contractors by increasing our fleet to provide improved services to the frail seniors we serve.

The Transportation Program has an annual program budget based on prior years' costs, adjusted for inflation, vehicle depreciation and the rising need for services. Grants such as SANDAG's STGP provide rare opportunities to expand capacity.

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

St. Paul's combined transportation services for both residents living in a St. Paul's community and St. Paul's PACE participants are budgeted services. St. Paul's 15% match will be included in its 2026 organizational budget and funded from operational reserves. See the attachment 6. Matching Source Documentation for details.

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.

87% of the seniors being served by St. Paul's Transportation Program are over 65 and/or

handicapped. St. Paul's serves 1,626 seniors 65+ and 703 of them are considered handicapped;

using walkers and wheelchairs, and requiring accessible vehicles. In close alignment with San

Diego's urban cities demographics, 57% of St. Paul's Senior clients are people of color.

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

PACE capitated care plans include provision of accessible and efficient transportation services as a component of successful healthcare and wellness programs. Transportation providers are considered part of the interdisciplinary care team, responding to participant needs and limitations to safely transport them on necessary outings. As a PACE provider, St. Paul's is responsible for the quality and efficacy of these services for our 1,461 PACE participants. An important part of our plan to improve transportation services is to expand our fleet of vehicles and eventually end the use of third-party contractors. By bringing this vital service in-house, we will more closely monitor things like vehicle maintenance and driver training and reduce service costs.

St. Paul's senior residential communities also offer complementary transportation services to ambulatory/non-ambulatory residents. These services are financed, organized, evaluated and maintained by St. Paul's Senior Services. Residents are knowledgeable and comfortable using St. Paul's transportation system. Their safety and comfort are our main priorities.

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

The nearly 1,900 (1,889) seniors served by St. Paul's receive scheduled and on-demand transportation to medical, dental and other necessary appointments and on social/cultural outings. One thousand, six hundred forty-six (1,646) of them (87%) are in the STPI target population of 65+ years and/or handicapped. The population we serve mirrors San Diego County's rich racial/ethnic diversity.

St. Paul's Transportation Program provides an average of 650 trips per day. We maintain a small fleet of 22 vehicles, including 11 passenger cars, 7 accessible vans, 3 buses, and 1 mobile health clinic. St. Paul's PACE contracts with a third-party provider for another 58 vehicles with drivers.

Each vehicle is in operation a minimum of 35 service hours per week. To maintain the highest level of passenger safety, drivers perform vehicle pre and post trip checks to evaluate vehicle condition. Vehicles are given more thorough monthly checks by CHP. St. Paul's Seniors schedules annual servicing and repairs as needed.

Drivers also receive extensive training in handling and securing wheelchairs and mobility devices, the proper procedure to release passengers, and lift/ramp operation, as well as safe driving techniques.

Program efficacy is evaluated using 19 data points, such as total number of trips, destinations, length of trips, number of passengers, length of time of trips, late pick up times, number of complaints and incidents reported. (See question 17 for a complete list of data collected.)

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)?

St. Paul's Senior Services provides senior housing and healthcare for very low-to-moderate income and disabled seniors aged 55 to 103 years. Our 1,461 very low-income PACE participants meet the financial eligibility requirements for MediCal and MediCare as well as nursing home care requirements. The 383 low-to-moderate income seniors in our residential communities are 65+ (excepting 3 under 65) and range from physically independent to requiring assisted living and memory care services. The 45 seniors receiving treatment at St. Paul's McColl's Skilled Nursing facility are all over 65. St. Paul's total senior population's racial/ethnicity mirrors San Diego County's broad diversity.

According to the US Census, 43.1% of San Diegans are White (not Hispanic/Latino), 34.9% are Hispanic or Latino, 13.4% are Asian, 5.5% are Black or African American, 5.1% are two or more races, 1.4% are American Indian or Alaskan Native, .6% are Native Hawaiian or other Pacific Islanders.

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.

St. Paul's Senior Services has consolidated its transportation services across all facilities and established vehicle tracking software to more efficiently schedule and track trips, providing better service at a projected cost savings.

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?

St. Paul's would protect vehicles from theft or loss:

- Vehicles would be parked in well-lit areas with video surveillance and/or vehicles would be parked in a secured area.
- Vehicle daily logs and monthly logs would be completed to review the conditions of the vehicle and determine if any issues have arisen.
- A procedure for ensuring vehicles are locked and windows rolled up after use would be followed.
- Purchase vehicle insurance

St. Paul's will ensure the safety of vehicles through regular inspections and recommended scheduled services. Safety protocols include:

- Before and after using any of our vehicles, St. Paul's completes a vehicle checklist to identify any issues which may become potentially dangerous.
- Monthly in-depth inspections are made. Drivers check lights, seat belts, body condition, tires, windows, horn, wipers, first aid kit, insurance and registration, oil and fluids.
- In the event of an accident:
 - Drivers use accident report forms that will assist in further investigations.
 - Drivers refrain from driving any St. Paul's vehicle and a supervisor escorts the driver to a clinic for an alcohol/drug screening.
 - Accidents/incidents are tracked and investigated to ensure that driver error did not play a role.
- All drivers receive a specific training on loading, unloading, and how to secure a wheelchair in the vehicle.
- Oil change services are performed every 5,000 miles and a bumper-to-bumper inspection is completed. Any concerns are addressed immediately.
- Some of the vehicles require a Class B driver's license; St. Paul's ensures these personnel are closely monitored.

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?

The budgeted cost for vehicles and add-ons was provided by SANDAG and this determined the overall funding request. St. Paul's will now purchase new, reliable vehicles with wheelchair lifts to augment and limit the use of third-

party vendors to effectively serve non-ambulatory seniors. St. Paul's will also train and assess our internal drivers to more closely meet our standards and our riders' needs.

Providing centralized transportation services will give St. Paul's greater control over services, reducing costs and improving services while increasing rider satisfaction. Vehicle tracking will shorten wait times and decrease mileage as St. Paul's continuously deploys the closest vehicles.

We believe that our transportation program is a strong contributor in helping older adults enhance their physical, spiritual, social, emotional and mental capabilities by having access to safe transportation to good quality health and behavioral health care as well as linking them to enjoyable activities and events with friends.

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.

St. Paul's will utilize operational reserves for the match. These funds will be secured and reflected in the St. Paul's 2026 annual budget.

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.

Operational reserves are the result of philanthropic support, invested funds, and fees for service.

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.

St. Paul's belief in pooling our community resources to drive innovation and solve difficult problems has led us to form many successful cross-sector partnerships and community collaborations.

A prime example is when St. Paul's PACE became the first provider in the country to partner with a supportive housing developers to provide housing and healthcare services to formerly homeless seniors. Today, St. Paul's partners with six local supportive housing developers to provide 315 housing units for homeless seniors.

In addition, as a founding member of the [San Diego Senior Alliance](#), St. Paul's is part of an active community of senior service providers that shares program information and looks for partnership opportunities

St. Paul's has provided letters of support from the George G. Glenner Alzheimer's Family Centers, Meals On Wheels San Diego County, and Wakeland Housing Development Company.

St. Paul's will continue to leverage partnerships with these organizations and others to address gaps not met by existing specialized transportation services, avoid duplicative services, and enhance service delivery.

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?

St. Paul's currently surveys PACE participants on an annual basis and seeks feedback on transportation services. Currently, both riders and staff offer regular input at the conclusion of their rides, both to the drivers as well as to social workers and other care professionals. We also offer monthly survey opportunities for both St. Paul's residents and staff to gather additional satisfaction data.

St. Paul's complies with Title VI requirements to give riders information on lodging complaints against drivers. Placards are located within all SANDAG STGI vehicles and posted within our residential facilities.

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?

St. Paul's seeks to minimize the environmental effects of our transportation program in the following ways:

- Efficient routing planning, aided by vehicle tracking software and facilitated by the transportation coordinator.
- Maintaining regular servicing of the vehicles to ensure they release minimal pollutants.
- Utilizing hybrid/electric vehicles already part of the fleet and purchasing new vehicles that meet these standards.

Proposed Performance Measures

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

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

The minimum number of service hours per week is 35hrs./vehicle x 80 vehicles) for 2,800 total transportation service hours per week.

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

Transportation Program Data per Ride

Total trips	Total number of trips by contracted provider
Center trips	Total number of trips to the center/clinic
Café trips	Total number of trips to the café
Spl trips	Total number of trips to outside appts
Tickets	Total number of same day trips requested via the ticketing system
Riders	Total number of riders that were transported
Vans	Numbers of days where the total number of vans on the road was less than 55
Cancel	Number of trips cancelled on the same day / no show/ cancel at the door / cancel on route.
Errors	Number of trip cancellations due to data entry errors/wrong location/wrong time/wrong person, etc.
45 min	Number of trips that lasted more than 45 minutes
1 hour	Number of trips that lasted more than one hour
Past PU	Number of trips where the actual PU time was >15 min past the scheduled PU time
Wait time	Median wait time from "trip activation" to actual PU time
Appt time	Number of times rider was dropped off past the pickup time
Drivers	Number of times riders complained about driver's behavior
Incidents	Number of incidents reported
Cost	Total \$\$

Timely	% of trips that were on time, as defined in the contract
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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?

- Transportation program real time data is captured by the vehicle tracking software and monitored by the program manager/dispatcher. The tracking software maps provide visual information on the location and destination of each vehicle.
- Drivers will also complete daily logs documenting the number of trips taken.
- Miles driven and number of individuals served. Logs also document if residents/participants are picked-up on time, receive the needed service and are returned home promptly and safely.
- Rider feedback is requested by St. Paul's staff following rides to identify ways to improve service delivery. Formal surveys of residents and participants are also taken regularly.
- Drivers' opinions and input would be sought as well to ensure all vehicles are functioning correctly. Their feedback on how to improve the program would also be addressed given their proximity to the regular service delivery.

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?

St. Paul's Transportation Program plans for unexpected changes by:

- Maintaining all inspections of the vehicles to ensure comfort and safety
- Utilizing vehicle tracking software to work around major accidents or road closures as quickly and efficiently as possible
- Maintaining a service schedule that is flexible to accommodate last minute needs

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?

Riders' input is requested by drivers at trip completion. Comments are recorded on driver log sheets. PACE care teams also report participants' comments to transportation program staff. The transportation Manager

accumulates and analyses rider comments for patterns of success and needed improvement.

Vehicle and Other Equipment Project Scope of Work

Organization Name:	St. Paul's Episcopal Home, Inc.
Project Name:	St. Paul's Senior Services Transportation Program
Project Service Area:	San Diego Urban County

Section A: Project Description

Project Description:	St. Paul's Transportation Program for St. Paul's residents and St. Paul's PACE participants, serving ambulatory and disabled seniors.
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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:	Work with SANDAG to accept, register, inspect and deploy vehicles within our fleet to provide safe, dependable transportation for the seniors we serve.

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									
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 V	4	Expansion	8	35	40	8	48	9,984
2	Class V	4	Expansion	8	35	40	8	48	9,984
3	Class V	4	Expansion	8	35	40	8	48	9,984
4	Class V	4	Expansion	8	35	40	8	48	9,984
5	Class V	4	Expansion	8	35	40	8	48	9,984
6	Class V	4	Expansion	8	35	40	8	48	9,984
7	Class V	4	Expansion	8	35	40	8	48	9,984
8	Class V	4	Expansion	8	35	40	8	48	9,984
9	Class V	4	Expansion	8	35	40	8	48	9,984
10	Class V	4	Expansion	8	35	40	8	48	9,984
11	Select Option								
12	Select Option								
13	Select Option								
14	Select Option								
15	Select Option								
Totals					350	400	80	480	99,840
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:	St. Paul's Episcopal Home, Inc.						
Project Name:	St. Paul's Senior Services Transportation Program						
Project Service Area:	San Diego Urban 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 V	\$71,141	\$12,555	15%	\$83,696	15.00%	Yes
2	Class V	\$71,141	\$12,555	15%	\$83,696	15.00%	Yes
3	Class V	\$71,141	\$12,555	15%	\$83,696	15.00%	Yes
4	Class V	\$71,141	\$12,555	15%	\$83,696	15.00%	Yes
5	Class V	\$71,141	\$12,555	15%	\$83,696	15.00%	Yes
6	Class V	\$71,141	\$12,555	15%	\$83,696	15.00%	Yes
7	Class V	\$71,141	\$12,555	15%	\$83,696	15.00%	Yes
8	Class V	\$71,141	\$12,555	15%	\$83,696	15.00%	Yes
9	Class V	\$71,141	\$12,555	15%	\$83,696	15.00%	Yes
10	Class V	\$71,141	\$12,555	15%	\$83,696	15.00%	Yes
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	0	No		\$0			
Class C	0	No		\$0			
Class D	0	No		\$0			
Class V	10	No		\$0			
Class Z-1	0	No		\$0			
Total	10	Count:	0	\$0			
Section C: Budget Summary							
Totals	Total Vehicles	Total Grant Amount	Total Matching Funds	Total Costs	Match Percentage		
	10	\$711,410	\$125,550	\$836,960	15.00%		



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

Total Population: **2,864,107**
Minority Population: **1,663,082**
Percent Minority: **58.066%**
Senior Population: **447,546**
Percent Senior: **15.626%**

☒ Census Urban Area

City name is any of

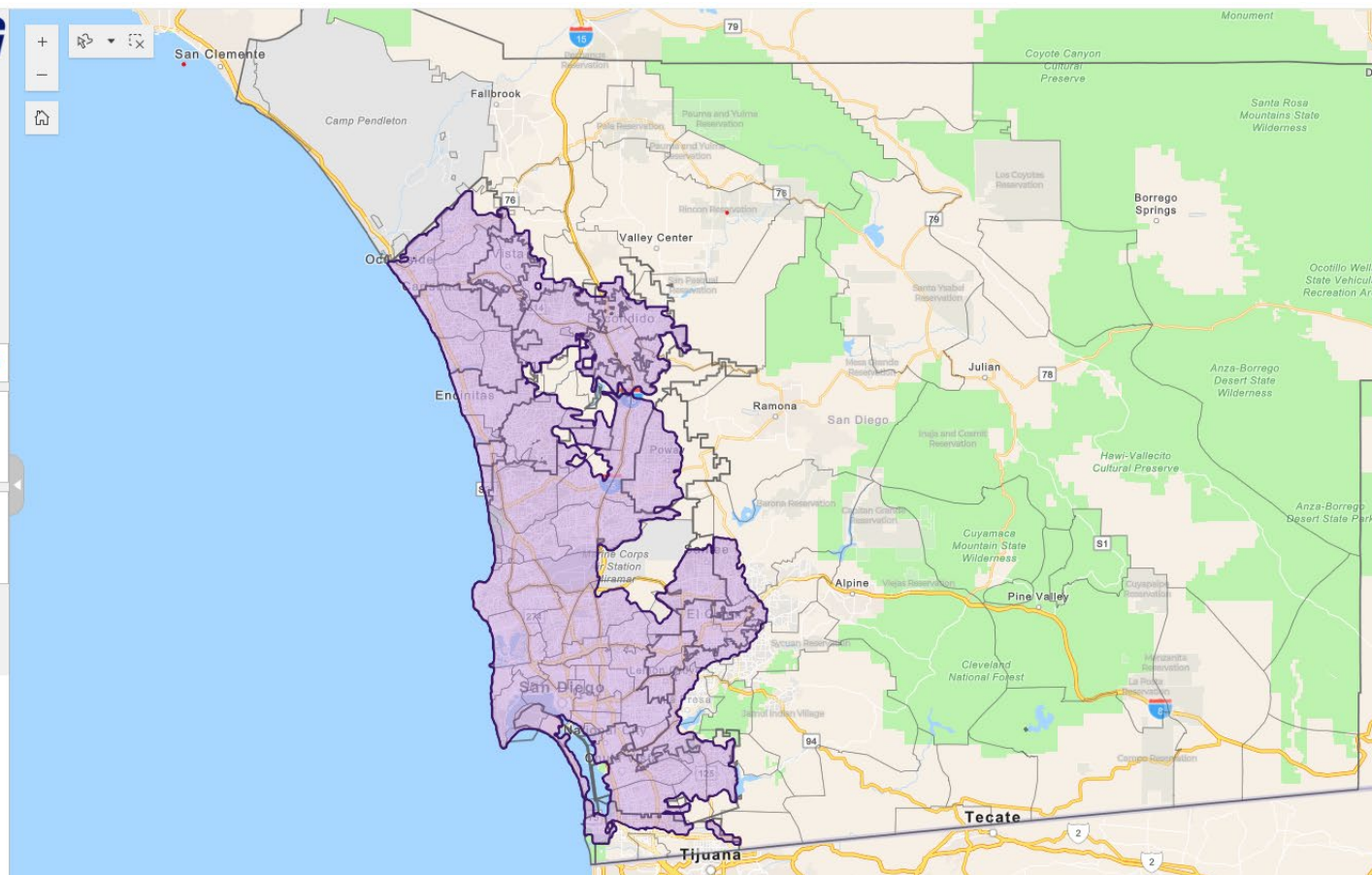
0 Selected

ZIP Code is any of

0 Selected

Export S...

MGRA	City
1	San L
2	San L
3	El C





October 8, 2024

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(1927 – 1995)
Joy Glenner

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CEO/Executive Director
Fernando Moscoso
Chief Financial Officer
Lisa D. Tyburski, B.A.
Chief Marketing Officer

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San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

To Whom It May Concern,

It is our distinct honor to support our valued partner, St. Paul's Senior Services and St. Paul's PACE, in their application for a SANDAG Specialized Transportation Grant Program (STGP) grant. St. Paul's Seniors is a leading senior service nonprofit serving all of San Diego County. A grant to St. Paul's for accessible vehicles will expand mobility options for older adults and individuals with disabilities whose needs cannot be met by conventional transit or paratransit services.

St. Paul's Senior Services was established in 1960 with the opening of St. Paul's Manor, a retirement community for seniors of "modest means." Since then, St. Paul's has expanded their communities, programs, and services to include a skilled nursing center, and two assisted living and memory care facilities. To improve healthcare and wellness for frail seniors living in poverty, St. Paul's introduced the first Program of All-inclusive Care for the Elderly (PACE) Center to San Diego - St. Paul's PACE Reasner Center, downtown San Diego, in 2007, followed by the PACE Akaloa Center, Chula Vista, in 2012, and the PACE Nemeth Center, El Cajon in 2018. And for the past decade, St. Paul's has been partnering with supportive housing providers to expand PACE services to the previously homeless.

St. Paul's PACE provides the vital services needed by 1,500 very low-income seniors with multiple chronic illnesses to remain safely in their homes. Essential to that effort is the accessible transportation that takes participants to and from medical appointments and basic needs shopping trips. The ability to upgrade their aging fleet of vehicles with new accessible vehicles is key to St. Paul's ability to provide for the health, safety, and quality of life of the seniors that they serve.

We are pleased to recommend our valued community partner, St. Paul's Seniors, for a SANDAG STGP grant.

Thank you for your consideration.

Sincerely,

Scott J. Tarde

Chief Executive Officer/Executive Director

Support Office

2765 Main Street, Suite A, Chula Vista, CA, 91911
(619) 543-4700 / (800) 736-6674
Scott J. Tarde, L.N.H.A.
CEO/Executive Director

Hillcrest Adult Day Care Center

3686 Fourth Ave., San Diego, CA 92103
619-543-4704
Pam Givens
Hillcrest Program Director

Town Square® | Chula Vista Center

2765 Main Street, Suite A, Chula Vista, CA, 91911
619-420-1703
Kristyn Bojorquez, LCSW
Town Square® Program Director

Encinitas Adult Day Care Center

335 Saxony Rd., Encinitas, CA 92024
760-635-1895
Sheila Argeanton, BS
Encinitas Program Director



September 30, 2024

San Diego Association of Governments
401 B Street
Suite 800
San Diego, CA 92101

To Whom It May Concern:

It is our great pleasure to provide this letter of recommendation for our valued partner, St. Paul's Senior Services', funding proposal to SANDAG's Specialized Transportation Grant Program (STGP) for the purchase of accessible vehicles. St. Paul's Seniors is a leading senior service nonprofit serving all of San Diego County. **A grant to St. Paul's for accessible vehicles will expand mobility options for older adults and individuals with disabilities whose needs cannot be met by conventional transit or paratransit services.**

St. Paul's Senior Services was established in 1960 with the opening of St. Paul's Manor, a retirement community for seniors of "modest means." Since then, St. Paul's has expanded their communities, programs, and services to include a skilled nursing center, and two assisted living and memory care facilities. To improve healthcare and wellness for frail seniors living in poverty, St. Paul's introduced the first Program of All-inclusive Care for the Elderly (PACE) Center to San Diego - St. Paul's PACE Reasner Center, downtown San Diego, in 2007, followed by the PACE Akaloa Center, Chula Vista, in 2012, and the PACE Nemeth Center, El Cajon in 2018. And for the past decade, St. Paul's has been partnering with Wakeland Housing and Development to provide supportive housing options for previously homeless PACE participants.

St. Paul's PACE provides the vital services needed by 1,450 very low-income seniors with multiple chronic illnesses to remain safely in their homes. A key component of those services is the accessible transportation that takes participants to and from medical appointments and on basic needs shopping trips. The ability to upgrade their aging fleet of vehicles with new accessible vehicles is essential to St. Paul's ability to provide for the health, safety, and quality of life of the seniors that they serve.

We are pleased to recommend our valued community partner, St. Paul's Seniors, for a SANDAG STGP grant.

Thank you for your consideration.

Sincerely,

Tricia Tasto Levien

Tricia Tasto Levien
VP of Operations



September 27, 2024
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

To Whom It May Concern:

As a longtime partner of St. Paul's Senior Services, it is our great pleasure to provide this letter of recommendation for their funding proposal to SANDAG's Specialized Transportation Grant Program (STGP) for the purchase of accessible vehicles. St. Paul's Seniors is a leading senior service nonprofit serving all of San Diego County. A grant to St. Paul's for accessible vehicles will expand mobility options for older adults and individuals with disabilities whose needs cannot be met by conventional transit or paratransit services. Here at Meals on Wheels, we see daily that access to transportation is often the largest barrier to health for the seniors we serve.

St. Paul's Senior Services was established in 1960 with the opening of St. Paul's Manor, a retirement community for seniors of "modest means." Since then, St. Paul's has expanded their communities, programs, and services to include a skilled nursing center, and two assisted living and memory care facilities. To improve healthcare and wellness for seniors living in poverty, St. Paul's introduced the first Program of All-inclusive Care for the Elderly (PACE) Center to San Diego - St. Paul's PACE Reasner Center, downtown San Diego, in 2007, followed by the PACE Akaloa Center, Chula Vista, in 2012, and the PACE Nemeth Center, El Cajon in 2018. For the past decade, St. Paul's has been partnering with supportive housing providers to expand PACE services to the previously homeless.

St. Paul's PACE services 1,450 low-income seniors with multiple chronic illnesses to remain safely in their homes. Essential to that effort is the accessible transportation that takes participants to and from medical appointments and on basic needs shopping trips. The ability to upgrade their aging fleet of vehicles with new accessible vehicles is key to St. Paul's ability to provide for the health, safety, and quality of life of the seniors they serve. We are pleased to recommend our valued community partner, St. Paul's Seniors, for a SANDAG STGP grant.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, reading "Brent Wakefield".

President and Chief Executive Officer
Meals on Wheels San Diego County