



Meeting Agenda and Notice
FACT Board of Directors Meeting
May 26, 2016, 9:00 am
 Poinsettia Room, Encinitas City Hall
 505 S. Vulcan Avenue, Encinitas, CA 92024

Meeting call to order **9:00**
a.m.

1. Introductions
2. Approval of March Board meeting minutes p-2
 ACTION
3. Public Comment INFORMATION
4. New CAM Member Appointments p-9
 ACTION
5. Business Plan updates Year 2017 p-10
 INFORMATION
6. Rides to Wellness grant - TriCity/SANDAG Partnership p-12
 ACTION
7. Mobility on Demand grant - NCTD partnership p-13
 ACTION
8. SANDAG Ballot Measure update p-14
 INFORMATION
9. FACT Services Updates p-16
 ACTION
 - New Service Proposal for City of Encinitas
10. Monthly Financial reports INFORMATION
11. Executive Director's report p-20
 INFORMATION
12. Board member comments/proposed agenda items
 INFORMATION
13. ED Review Committee Appointment
 ACTION
14. **CLOSED SESSION**

- a. Review of personnel actions POSSIBLE ACTION
- b. Detailed review of new service price proposal POSSIBLE ACTION
- c. Review of vehicle sharing proposals POSSIBLE ACTION

15. Report on Actionable Items from Closed Session
INFORMATION

ADJOURNMENT

FACT's Mission <i>Assist San Diego County residents with barriers to mobility to achieve independence through coordination of transportation services</i>

FACT Board of Directors' Retreat Minutes

March 24, 2016

County Administration Center
1600 Pacific Hwy, San Diego, CA 92101

Board Members Attending	Phil Monroe, LaVonna Connelly, Hon. George Gastil, Hon. Dave Roberts, Bob Campbell, Hon. John Aguilera
TAC Members Attending	Danielle Kochman
Board Members Absent	Norine Sigafoose, Susan Hafner
Staff Attending	Arun Prem, Meagan Schmidt, Budd Anderson, Aaron Aguirre, Oswaldo Perez
Public/Guests	See sign in sheet
PART A: <ul style="list-style-type: none"> • Introductions • Public Comment • Approval of February 2016 Board Meeting minutes 	<p>Chair Dave Roberts called the meeting to order at 8:00AM. Dave led the group in the pledge of allegiance. Introductions were made.</p> <p>No public comments.</p> <p>Motion to approve the February 25, 2016 Board Meeting minutes made by George Gastil. Second by Phil Monroe. The motion passed unanimously.</p>
PART B: FACT'S PERFORMANCE, STRENGTHS, CHALLENGES <ul style="list-style-type: none"> • Review of Survey responses from CAM and Brokerage Providers • Discussion - What has gone well, 	<p>Oswaldo Perez reviewed the results of a 7 question survey sent to 27 active Council on Access and Mobility (CAM) members. 14 members responded to the survey and overall feedback was positive. Meagan Schmidt reviewed the results of a 10 question survey sent to 9 brokerage providers. 6 providers responded and overall feedback was positive. Discussion took place regarding the survey results, brokerage providers, and CAM.</p> <p>Phil provided a brief introduction to control charts. He reviewed control charts for total trip requests, average trip cost, average trip length, and RideFACT trips from July 2012 to Jan 2016. He indicated that there was a statistically significant change in number of RideFACT trips. He noted that FACT had a meeting scheduled with Sharp Healthcare on March 30, 2016 to discuss their transportation needs and FACT's involvement.</p> <p>Dave said he recalled that FACT had reached a point where some rides may</p>

what can be improved, challenges

have been denied based on limited funding to meet the growth in demand. He was under the impression that trips had decreased as a result of funding constraints. Phil noted that expenses had increased, but ridership had decreased. Arun Prem explained that in the beginning FACT accepted a majority of trip requests without providing hard referrals to callers until funding limitations became a concern. He noted that the cost to purchase trips at the start of the service was significantly higher. When available funding became a concern, Mobility Coordinators began giving hard referrals and deflecting trip requests to other agencies. Due to this FACT was limiting its own demand. He said FACT's flat funding was a limitation. Dave said FACT has matured as a nonprofit and was no longer approaching its funding cap for transportation. Phil said FACT's services have expanded and the Oceanside contract was an example of what has gone well. He discussed the major issues confronting FACT including the gap in grants from SANDAG, limited reserves, the volatility of the First Transit (FT) contract, and the 5310 vehicle lease issue. He said the situation should improve since the lease issue was resolved and the new grant contracts were signed.

John Aguilera asked if referrals had increased since Mobility Coordinators began giving hard referrals. Arun said the referral data was available for review. John wondered how funding constraints influenced staff decision making regarding which trips were provided and whether there was a solution to the funding limitations. Arun said historically FACT had a small designated portion of SANDAG funding which was not likely to increase in the near future. He indicated that trip purpose was not prioritized and no trips have been denied based on funding limitations. John indicated that NCTD and MTS were also experiencing a dip in ridership. Brian Lane indicated that ADA Paratransit ridership was up, but noted that operating the services was very costly.

Bob Campbell introduced Cecilia Barandiaran from the City of Oceanside. Arun reviewed FACT's historical milestones and service statistics since July 2012. John said it appeared that referrals were on a downward trend along with trips. Arun said the cause of the decrease was unknown, but a positive interpretation was that more options were being utilized by riders requiring less referrals. Bob said on the flip side the decrease could be related to riders giving up on their search out of frustration. He said hopefully the telephone system related to the VTCLI project would allow FACT to monitor referral handoffs to other agencies. Danielle Kochman said it would also be helpful to obtain follow up information to ensure that referrals were a good fit for callers. Arun noted that local agencies have not been receptive to hand over of clients between agencies.

	<p>Arun reviewed projected vs. actual trips for RideFACT and contracted services for each year beginning FY 2012-13. Phil asked when the new 5310 vehicles would be available for use. Arun said Secure Transportation was in the process of reviewing the lease contract and negotiating with Metropolitan Transit System (MTS) regarding the vehicle permits. He said hopefully Secure would lease all the vehicles. He reviewed the changes in brokerage providers and the amount of trips performed by individual providers for each year beginning in 2012. AAA Transport and Safety First provided the most trips in 2015. He reviewed a monthly trip profile for the percentage of accessible trips, trips for persons with disabilities, medical trips, and dialysis trips. He noted that the categories were not mutually exclusive. Dave asked how FACT defined the category of disability. Meagan said it was based on riders self-identifying as having a disability. Phil asked why dialysis trips were on a decline. Arun said the percentage of dialysis trips was declining in relation to the overall growth in ridership. He indicated that dialysis riders typically used the service daily, so when one individual stopped using the service the percentage significantly dropped. FACT did not limit trips for dialysis or any other trip purpose. The decline could be related to other programs assisting dialysis riders. He reviewed the monthly average cost per one way trip and the average one-way trip length for each year beginning in July 2012.</p> <p>Phil said an action plan needed to be developed to address the decrease in ridership. Bob requested a briefing on the status of FACT’s funding and brokerage capacity. He said FACT did not want to increase marketing efforts if it was unable to meet additional demand. George said he felt that the most potential for increasing trips lay in replicating the Oceanside Van contract with other cities. He indicated that he was going to consult with the City Manager of Lemon Grove regarding the potential of implementing a similar type service. Bob proposed developing a promotional video on FACT’s services and the cost savings of the brokerage. He recommended showing this video and discussing the benefit of FACT performing the Oceanside Van Service at the California League of Cities. LaVonna Connelly said FACT may want to target cities that have taxi voucher programs first. Arun said in addition to service promotion, FACT needed to address the limited supply of transportation providers, particularly providers with accessible vehicles. He noted that accessible trip capacity would improve once the 5310 vehicles were back in service. He noted that 7 additional vehicles were in a procurement process. Phil said the survey feedback from brokerage providers should be considered in regards to capacity offered to FACT.</p>
<p>PART C: PROMOTING</p>	<p>Arun provided background information on the City of Oceanside’s Van Service, reviewed service parameters, and discussed a case study</p>

<p>FACT SERVICES</p> <ul style="list-style-type: none"> • Case Study - impact of FACT's contracted services on City of Oceanside • Marketing FACT's services - outreach plan, marketing materials, goals 	<p>regarding FACT's performance. Cecilia said Oceanside's Solutions for Seniors on the Go program offered 3 transportation services for eligible clients including Taxi Scripts, a Volunteer Driver Service, and a Van Service. Phil asked how riders were registered to use the program. Cecilia said residents submitted an application for eligibility and registered to use the 3 different services with the City. Arun said based on sample data, FACT saved the City of Oceanside \$90,000 on 10,000 one way trips; a 35% cost reduction. LaVonna said the cost savings impact slide was a great selling tool to promote FACT's services to city Mayors. Bob said there may be additional peripheral savings for Oceanside, such as less administrative time handling client calls. Cecilia indicated that based on the original Request for Proposal (RFP) it was clear that FACT would be a benefit to the City of Oceanside. She said FACT's recent contract extension was for a two years in order to coincide with their SANDAG grant. She said the program was supported by a general fund, SANDAG funding, and previously by DOT funding. Arun reviewed results from a client survey conducted by the City of Oceanside regarding the Van Service performed by FACT. He said a majority of respondents rated their experience as excellent or good. It was proposed that FACT use the survey feedback and case study to market services to other cities. Phil asked if Oceanside's funding source from SANDAG was the same as FACT's and whether promoting Cities implementing similar services would lead to additional funding competition. Danielle confirmed that like FACT Oceanside's SANDAG funding came from SMG, so if other jurisdiction developed similar demand responds services it could create additional competition for funding. Phil wondered if it could be structured in a way that FACT could apply for grant funding to broker on-demand services for cities. John indicated that the City of Vista used federal Community Development Block Grant (CBDG) money to fund the Out and About program. He said other cities may also use CBDG money or other sources to operate transportation services. Bob said FACT needed to better understand the dynamics of city services, funding sources, and the efficiency of each type of services.</p> <p>Staff provided a draft list of city services for Board Review. Arun discussed the services and eligibility criteria. He said most cities provided some type of subsidized service for senior transportation. He said medical transportation services typically transported agency clients only and may receive Medicaid reimbursement. Both city and medical transportation services have incentive to work with a more cost effective system. Territorial issues and the perceived threat of giving up control of services may be an obstacle to promoting coordination. Bob discussed North County Dispatch as an example of coordination that resulted in improved service and cost reduction. He said coordination and the sharing resources</p>
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was key to its success. Cecilia suggested speaking with a CBDG coordinator and getting involved with Alliance for Regional Solutions (ARS). Phil asked if Sharp operated and funded the Sharp Healthcare transportation in Chula Vista. Danielle said Sharp Healthcare Foundation had a robust transportation program that served all Sharp Hospitals and were recipients of 5310 grant funding. Phil asked staff to find out the size of Sharp's vehicle fleet, the number of drivers, and the cost of transportation before the April meeting with Sharp. Danielle indicated that she may have Sharp's fleet information. Discussion took place regarding what services were funded by a city and approved by a city council. Cecilia said that some cities may contract with ElderHelp or Jewish Family Services for senior transportation. Meagan noted that FACT provided contracted transportation for ElderHelp.

Bob asked whether SANDAG could assist with compiling data on existing transportation services operated or funded by cities. Danielle indicated that as the CTSA, FACT's role was to maintain a database and inventory of all transportation services in San Diego County. She said the technology updates and consolidation of FACT and 2-1-1 databases would help ease this process. She said the CTSA contract states that FACT should have the most comprehensive data on transportation. Bob said Danielle was absolutely correct, but noted that FACT needed the resources to accomplish that. Arun said the more important help needed from SANDAG was working on the grant side to rationalize grant decisions to ensure there was no duplication of services. Danielle recommended focusing on specific jurisdictions that made the most sense for FACT instead of taking a comprehensive approach. She discussed the City of Coronado starting a transportation program within the next 3 to 4 months to serve its new Senior Center. From her understanding Coronado did not have a plan yet for operating the service, but had SMG funding for transportation. She felt that this would be a good place for FACT to start. She said the City of La Mesa may also benefit from contracting with FACT for its paratransit trips. Bob agreed that it may be more appropriate to take a targeted approach. Danielle indicated that contracted services was FACT's business as an agency and not CTSA business. She noted that FACT fulfilled the CTSA role, but needed to distinguish between CTSA and FACT business. She said SANDAG supported FACT's pursuit of contracted service opportunities if it would benefit transportation in the region and was more efficient than a current service structure. Bob said understanding the parameters, funding sources, transportation costs, and providers for each service would be helpful in determining where FACT should focus its attention. Phil asked if SANDAG could provide a list of cities that receive SMG funding for transportation. Danielle said she could provide the list. Phil said perhaps

	<p>FACT could approach the City of La Mesa when their transportation service contract was up for renewal or rebid. LaVonna felt that the CTSA and FACT’s role in regional coordination was under promoted. She felt that more emphasis should be placed on promoting FACT’s stewardship in its role as the CTSA regardless of the outreach for contracted services.</p> <p>Bob asked Tom Reeser from KOCT and Cecilia for insights on ideas for improving services and communicating with the senior population. Tom discussed public service announcements, participation by a FACT spokesperson on local talk shows, and developing a short speaker video explaining services. He said the government access channels were great underutilized resources. He said typically the population that watched these channels were seniors. It was a relatively inexpensive way to communicate FACT’s message to the intended population. Cecilia said the City of Oceanside did a KOCT segment about 3 years earlier. She noted that the promotion led to increased demand for ridership. Tom noted that FACT’s services fit KOCT’s mission of providing community information. Cecilia said perhaps Oceanside and Vista could do a joint segment on their transportation programs and coordination efforts. Bob asked Arun to develop a strategy to promote FACT’s services with the help of KOCT.</p>
<p>PART D: REGIONAL MEDICAL TRANSPORTATIO N NEEDS & SOLUTIONS</p> <p>Review feedback from Sharp, and Hospitals Associations</p> <p>Discussion format, timeline and agenda of proposed regional workshop</p>	<p>Arun discussed the proposal to develop a regional medical transportation forum. The concept was discussed at the February Meeting. He said discussion needed to take place regarding the format, timeline, and agenda of the workshop. He said the purpose of the workshop was to engage regional healthcare and medical transportation providers in order to understand their transportation needs and determine where FACT may be able to assist. Dave noted that Phil set up a meeting with Sharp for April 1, 2016 to begin the dialogue. He asked if it would be beneficial to host the workshop at a County facility to help encourage attendance. Arun said this may help engage the attended audience. Dave asked what level of representation FACT wanted at the workshop. Arun said if Dave and the Board were involved then CEO and decision maker involvement would be preferred. He said the local Hospital Association expressed interest in participating in the event and noted that he would be speaking at one of their committee meetings in early April. Dave proposed involving the Medical Association. He said he would provide Arun his contact at the association. LaVonna wondered if there was a Medical Association month that the event could coincide with as a theme. Arun asked if it would be better to plan the workshop at a Medical Association or Hospital Association Meeting to encourage attendance. Dave said he could ask Sharp representatives during their meeting, but noted that it may be difficult to get hospital CEO’s together in the same room. Arun noted that he attended a North County Economic Development Council (EDC) event</p>

that included a panel discussion involving local hospital CEO's. Dave reviewed a list of hospital CEO's including Jane Finley from Kaiser Permanente, Mike Murphy from Sharp, and Chis Van Gorder from Scripps. Tri City and Palomar Health were discussed. George mentioned Grossmont Healthcare CEO Barry Jantz. Phil proposed presenting at hospital Board meetings to entice interest before soliciting CEO's to attend a workshop. Dave said the North County EDC or San Diego EDC may be able to assist with getting hospital representatives to the table.

Arun asked the Board if staff should contact the hospitals and associations mentioned to discuss presenting at their regular meetings and the potential of forming a medical transportation needs workshop. He also requested Board feedback regarding the timing of the potential event. Phil said the meeting with Sharp may provide direction for FACT on how to proceed. Dave noted that each hospital may have different transportation needs. Bob discussed tailoring marketing material around healthcare providers and area demographics.

Arun said North County Transit District's (NCTD) fixed route and paratransit contract would be rebid soon. He said the awarded contractor would take over NCTD's services on July 1, 2017. Arun mentioned a proposed service in the City of Encinitas. He said the service went out for bid, but no proposals were submitted. He said Board discussion was needed to determine whether the service fit FACT's mission and service model. Phil said the service would need to be fully funded including FACT's overhead because SMG funds could not be used for general public services. Arun agreed and said the service would have to be separate from other SANDAG grant funded services.

Dave asked SANDAG if they could provide their perspective on how things were going. Brain said the discussion on performance, strengths, and challenges provided a great introspective look into FACT. He said the Oceanside survey feedback was valuable and recommended looking into the negative responses. Danielle said over the last couple of years FACT was settling into its initial growth and appeared to be in a position for another growth spurt. She said SMG projects were capped at \$200,000 per grant program, but noted that agencies could apply for more than one project. She said call for projects would take place in July 2016. Phil said he appreciated SANDAG attending the Retreat. He said the Board needed to review the CTSA deliverables and the current status of the deliverables. He requested an agenda item on the topic. Danielle noted that the CTSA contract would be amended in the near future and felt it was an opportunity to discuss SANDAG's expectations of the CTSA moving forward. Arun clarified that the amended deliverables were related to New

	<p>Freedom grant contracts and not the CTSA contract. He said grant deliverables would be agenized for Board review. Phil discussed the delay in the 5310 SMG contract and asked if there was anything FACT could have done differently to have sped up the grant execution. Danielle said the process between when contracts were awarded and executed should be getting shorter. She said part of the delay was related to new Federal Regulations being incorporated into the contract. She said In order preempt funding delays, SANDAG staff was discussing a work around to allow recipients access to funding before contracts were executed. Dave asked if there was an update on where the SANDAG Board stood on the Sales Tax Initiative. Brain said the Board was meeting on March 25th to discuss the revised hybrid alternative plan. He said the topic was proposed as an information or possible action agenda item. He said April 8th was most likely the decision deadline. He indicated that there was \$540,000,000 designated in the specialized transportation line item. Discussion took place regarding the initiative including the voting procedure and line items.</p> <p>Dave indicated that San Diego City Council member Lorie Zapf had expressed interest in FACT’s Board. Phil recommended inviting Lorie to the May Board Meeting and including an agenda item to approve Lorie as a FACT Board Member. The Board agreed. Arun proposed cancelling or moving the April 28th Board Meeting. The Board decided to cancel the April 28th Board Meeting; the next meeting would be May 26, 2016.</p> <p>Dave thanked the Retreat Planning Committee and staff for planning the Retreat.</p>
Adjournment	The meeting adjourned at 11:25PM.

ITEM # 4

TO: BOARD OF DIRECTORS

FROM: Oswaldo Perez, Grants Management Analyst

RE: New CAM Member Appointments

ISSUE:

There are open positions on CAM. Staff recommends two new appointments:

Jonathan Williams - City of San Marcos

Julie Jeakle - County of San Diego, Office of Emergency Services (OES)

BACKGROUND:

CAM is an advisory committee reporting to FACT's Board; CAM members are appointed by FACT's Board. There are 30 seats on CAM, 26 of which are currently filled.

The following two individuals representing key stakeholders have expressed interest in joining CAM:

Jonathan Williams, Transportation Coordinator, San Marcos Senior Activity Center:

Jonathan oversees the taxi voucher program, the lunch transportation program as well as all transportation referrals.

Julie Jeakle, Emergency Services Coordinator, County of San Diego Office of Emergency Services:

Julie is responsible for coordinating efforts related to emergency sheltering; access and functional needs planning; emergency feeding operations; transportation planning; and spontaneous volunteer management.

RECOMMENDATION:

Staff requests the Board to approve staff recommendation for 2 new appointments to CAM.

ITEM # 5

TO: BOARD OF DIRECTORS

FROM: Arun Prem, Executive Director and Oswaldo Perez, Grants Management Analyst

RE: Proposed Business Plan Updates 2017-2022

ISSUE:

FACT's CTSA contract with SANDAG requires an annual update of the Business Plan. The current Business Plan update (2016-2021) was approved in June 2015.

This item provides an opportunity for the Board to review the areas where staff plans to make updates to existing Plan elements or introduce new ones.

The updated Business Plan will be presented to the Board for approval in June 2016.

BACKGROUND

FACT 2017-2022 Business Plan Update will include the following revisions to projects/status (*new sections in italics*):

FACT Services:

Section 3.4 FACT Transportation Brokerage

Coordinated Transportation Services:

Section 3.14 Leasing FACT-owned Vehicles to Service Providers

Section 3.15 Purchase of 5310 Vehicles

Projects Implemented - during FY 2015-16:

Section 3.3 VTCLI Source Selection - Software & Kiosks

Section 4.1.9 Veterans' mobility initiatives - coordination with SANDAG and 2-1-1

Projects Suspended during FY 2015-16:

Section 3.10 Foster Youth Student Transportation (SDCOE)

Proposed Short Term Services (1-2 Years)

Section 4.1.2 Trip Management Software Procurement

Proposed Long Term Services (3-5 years)

Section 4.2.1 Medi-Cal/Dialysis Transportation Coordination

Section 4.2.2 Medi-Cal/Medicaid Transportation Provider

Potential Short-Term Funding Sources

Section 5.2.1 Agency Contracts

Section 5.2.4 Small Grant Programs and Awards

Potential Long-Term Funding Sources

Proposed 1/2 cent County Sales Tax Measure

Service Projections

Updated 5-year budget and service projections

FACT updates the Business Plan annually to maintain the plan as a current reference. This plan is the sixth update to the original Business Plan adopted in 2009.

RECOMMENDATION:

Staff requests Board members for feedback regarding areas in the Business Plan that need updating or addition of new programs.

ITEM # 6

TO: BOARD OF DIRECTORS

**FROM: Arun Prem, Executive Director and Oswaldo Perez,
Grants Management Analyst**

**RE: FTA's Rides to Wellness Grant - Proposed partnership with
SANDAG and TriCity Medical**

ISSUE

Staff seeks Board approval to submit a joint application with SANDAG and TriCity Medical Center for the Rides to Wellness (RTW) grant program.

BACKGROUND

The Federal Transit Administration (FTA) recently announced the availability of \$5.3 million for the Rides to Wellness (RTW) Demonstration. The grant is available nationally and will be competitively awarded. Project proposals must be submitted by May 31, 2016. Direct recipients of FTA funds (SANDAG) are eligible to apply. FTA has mentioned the potential for additional funding in future for the successful projects.

The goal of the grants is to promote mobility management solutions that increase access to medical care, improve health outcomes, and reduce healthcare costs.

FACT reached out to several medical service providers including V.A., SHARP, and the Hospital Association for San Diego and Imperial Counties. We have a firm offer of partnership from TriCity Medical Center and have requested SANDAG's assistance in submitting this grant as a lead agency on behalf of FACT and the partner agencies. On May 5th, FACT met with TriCity Medical Center staff to discuss the project.

FACT would provide rides to TriCity Medical discharged patients traveling from the:

- hospital to their homes
- Emergency room to admissions, or
- to other medical facilities

Additional post-discharge rides to pharmacies and treatments also will be provided. The hospital will track the changes in the patients' health outcomes as a result of the improvement in transportation availability.

This grant provides a benefit for San Diego by providing funds to pilot an improved community transportation system which will reduce medical expense and improve the quality of life of residents. It positions the region for additional grant funding in future.

The grant amount requested is \$200,000. FACT and Tri-City Medical will meet the 20% match requirement through in-kind contributions.

RECOMMENDATION

Staff requests Board approval to submit a joint application with SANDAG and TriCity Medical Center for the Rides to Wellness (RTW) grant program.

ITEM # 7

TO: BOARD OF DIRECTORS

**FROM: Arun Prem, Executive Director and Oswaldo Perez,
Grants Management Analyst**

**RE: Mobility on Demand Grant - proposed Partnership with
NCTD**

ISSUE

Staff seeks Board approval to develop a joint application with NCTD for FTA's Mobility on Demand (MoD) grant program.

BACKGROUND

The Federal Transit Administration (FTA) recently announced the availability of \$8 million nationally, to support the Mobility on Demand (MoD) Sandbox Initiative Demonstration Grants. Project proposals must be submitted by July 5, 2016. Direct recipients of FTA funds are eligible to apply. FTA has mentioned the potential for additional funding in future for the successful projects.

The goal of the grants is to promote use of emerging technologies, applications, practices, and service models in concert with existing public transportation systems and resources.

NCTD staff invited FACT to a meeting to review the possibilities for a joint proposal. On May 10th, Arun, Meagan and Oswaldo met with Dahvia Lynch, Chief Planning Officer and other staff, and discussed several preliminary ideas. NCTD as direct recipient of FTA funds is eligible to submit the grant application as lead agency.

A follow up meeting is planned during the next few days.

Innovative technologies including mobile apps will be researched and implemented as part of the pilot project, If the implementation timelines permits, the project may consider integration of the proposal with elements of the VTCLI grant.

The proposed grant amount requested is not known at this time due to the preliminary nature of the discussions. FACT and NCTD will enter into an MOU and submit a joint application for Mobility on Demand funding. FACT and NCTD will meet the 20% match requirement mostly through in-kind contributions.

A detailed project description will be available for Board review in June 2016.

RECOMMENDATION

Staff requests Board approval to enter into a MOU with NCTD and develop a joint application for the Mobility on Demand grant program.

ITEM # 8

TO: BOARD OF DIRECTORS

FROM: Arun Prem, Executive Director

RE: SANDAG 2016 local sales tax Ballot Measure to implement the Regional Plan

ISSUE:

SANDAG is considering a ballot measure for the November 2016 election that would ask voters in the region to increase our sales tax by up to a half-cent to support specific projects and programs.

BACKGROUND:

Excerpts from SANDAG's May 13 Board Meeting Agenda:

FUNDING MEASURE: DRAFT ORDINANCE File Number 3200000 AND DRAFT BALLOT LANGUAGE Introduction

At its Special Meeting on April 29, 2016, the Board of Directors directed staff to prepare an Expenditure Plan, an Ordinance implementing the Expenditure Plan, and ballot language for review by the Board for submission to the County of San Diego for the placement of a funding measure on the November 2016 ballot. Drafts of the Ordinance and ballot language have been prepared for review.

Discussion The Board of Directors has been discussing a potential funding measure to be placed on the November 2016 ballot for several months, and during that time has refined an Expenditure Plan. At its April 22, 2016, meeting, the Board discussed key provisions of a draft Ordinance that would implement the Expenditure Plan and provided feedback regarding the Priority Corridors Program, the Local Infrastructure Projects Program, and the process for allocating the funding for certain regional transit capital programs...It should be noted that the draft Ordinance currently is being reviewed by outside legal counsel, and certain provisions also will need to be reviewed by the California Board of Equalization. If revisions are recommended based on the feedback of outside experts, those proposed changes would be presented at the May 27, 2016, Board of Directors meeting. The draft Ordinance includes all necessary provisions to implement the Expenditure Plan. Staff has incorporated feedback received throughout the extensive process of developing an Expenditure Plan into the draft Ordinance.

SECTION 11. GRANTS PROGRAM:

A. A minimum of 5 percent of Net Revenues will be made available during the life of the Ordinance for Local Rail and Road Grade Separation projects as described in the Expenditure Plan. The SANDAG Board of Directors shall establish criteria for selection of projects in this subprogram that will consider Local Agency matching dollars. This Program is intended to provide at least 80 percent of the funding for projects that eliminate at-grade rail/vehicle conflicts.

B. A minimum of 1 percent of Net Revenues will be made available during the life of the Ordinance for Local Arterial Traffic Signal Synchronization projects as described in the Expenditure Plan. The SANDAG Board of Directors shall establish criteria for selection of projects in this subprogram that will consider Local Agency matching dollars. This Program is intended to provide at least 80 percent of the funding for projects that will increase efficiency of the transportation network.

C. A minimum of 3 percent of Net Revenues will be made available during the life of the Ordinance to support a **competitive grant program** to fund Specialized Transportation projects as described in the Expenditure Plan. Specialized Transportation projects are those projects that complement traditional transit and paratransit services. The SANDAG Board of Directors shall establish specific project eligibility criteria for the competitive grant program. *Eligible Uses include grants or loans to nonprofit organizations, Local Agencies, and specialized transportation service agencies for projects and programs specifically designed to address the needs of transportation disadvantaged populations (senior, disabled, low-income, veterans), including the operations of specialized transportation services serving these population groups; capital projects including related vehicle and technology procurements; coordination efforts among specialized transportation providers; mobility management services for the targeted population groups; funding to support projects that enhance access to public transit, including station improvements, Transportation Demand Management programs to incentivize public transit and specialized transportation use; and parking management programs or strategies to support smart growth and transit oriented development.*

Next Steps

Pending direction by the Board of Directors, staff will return to the Board to discuss the following:

- May 27 Board Meeting – Present final ballot and Ordinance language
- June 10 Board Policy Meeting – First reading of Ordinance
- June 24 Board Meeting – Second reading/Present Ordinance and supporting documentation for adoption by the Board

After the Ordinance is adopted, staff would submit all necessary materials to the County Board of Supervisors for inclusion on the November 2016 ballot.

RECOMMENDATION

None

ITEM # 9**TO: BOARD OF DIRECTORS****FROM: Arun Prem, Executive Director and Meagan Schmidt,
Operations Manager****RE: FACT Services update****ISSUE:**

This item presents a monthly RideFACT and contracted services update.

BACKGROUND:

	Jan-16	Feb-16	Mar-16
SERVICE	ONE-WAY TRIPS	ONE-WAY TRIPS	ONE-WAY TRIPS
First Transit	63	76	109
Poway	243	274	349
Oceanside	485	556	641
SDCOE	0	0	0
Elderheip	28	31	51
TOTAL	819	937	1,150

Contracted Services Inquiries

FACT has received several inquiries in the past 2 months for contracted services. FACT staff is following up with contacts from each of these organizations to review their transportation needs.

City of Encinitas – local circulator services - An unsolicited proposal for 4 local circulator routes was submitted to the City during May 2016. The proposed services will be performed using small buses and mostly during limited hours during AM and PM hours. Based on an RFP issue earlier in 2016, the City is

interested in services under a one-year contract with possibly two 1-year extensions.

FACT submitted a proposal for a management contract type arrangement where FACT will provide oversight as well as transportation services under a subcontract.

A two-part price proposal was submitted – a higher rate would apply for a shorter term (one-year) contract. For a two-year contract commitment a lower rate was proposed. Both proposals involve a test period to assess the demand and capacity of the services.

FACT would act as liaison for City of Encinitas staff for customer services, planning, compliance, reporting, and oversight. FACT staff would perform routine oversight over the subcontractor including field supervision.

City of Oceanside Senior Van Service:

Contracted service for Oceanside began in September 2013. FACT has invoiced City of Oceanside for 11,465 trips from September 2013 – March 2016.

Approximately 1,900 clients are pre registered to use this service.

The current contract was extended from July 1, 2015 – June 30, 2017. Revisions to the rate structure were approved in the contract extension.

First Transit/NCTD LIFT Service:

FACT has provided transportation for NCTD’s LIFT program through First Transit since March 2014. A total of 5,339 trips have been provided from March 2014 – March 2016.

SDCOE Foster Youth transportation contract

Contract is inactive due to lack of service providers who are willing to meet contract requirements.

Poway Adult Day Health Care Transportation Service Contract

FACT has provided transportation for Poway Adult Day Healthcare Center clients since January 2013.

Safety First is the current provider for these trips. A total of 14,110 trips have been provided from January 2013 – March 2016.

Elderhelp Program

Contracted service for Elderhelp began on March 12th, 2015. The Board approved the extension of the Elderhelp contract on March 26th. 675 total trips were provided between March 2015 and March 2016. Any trips that Elderhelp cannot accommodate due to their limited monthly budget are referred to RideFACT.

RideFACT Service statistics ytd for fiscal year July 2012 - March 2016

RideFACT + Contracted	RideFACT 1-way trip requests	Referrals-external	Referrals to RideFACT	RideFACT	Contracted	Total Trips	RideFACT Av. trip cost	RideFACT Av trip
FISCAL YEAR 2012-13								
Subtotal	14,541	2,242	12,299	6,623	1,505	8,128		
FISCAL YEAR 2013-14								
Subtotal	31,284	1,874	29,410	11,922	9,361	21,283		
FISCAL YEAR 2014-15								
July	2,763	172	2,591	891	1,211		\$19.13	11.9
Aug	2,700	140	2,560	870	1,177		\$18.15	12.1
Sep	2,768	123	2,645	857	1,446		\$18.75	12.1
Oct	2,976	118	2,858	1,038	1,347		\$19.63	11.9
Nov	2,702	89	2,613	794	1,112		\$20.36	12.3
Dec	2,549	102	2,447	905	880		\$20.96	13.2
15-Jan	2,694	128	2,566	882	996		\$17.99	12.2
Feb	2,558	113	2,445	819	1,250		\$16.19	11.7
Mar	2,879	156	2,723	917	1,422		\$15.63	11.7
Apr	2,733	146	2,587	865	1,283		\$14.78	11.4
May	2,488	73	2,415	748	1,184		\$16.40	11.7

June	2,444	90	2,354	689	1,220		\$18.53	12.4
SubTotal	32,254	1,450	30,804	10,275	14,528	24,803		
FISCAL YEAR 2015-16								
July	2,542	138	2,404	793	1,043		\$17.36	12.2
August	2,137	108	2,029	566	1,001		\$17.60	12.6
September	2,259	128	2,131	661	921		\$18.47	12.7
October	2,535	146	2,389	734	917		\$17.05	12.1
November	2,326	113	2,213	578	848		\$17.24	11.8
December	2,282	139	2,143	616	815		\$16.48	11.7
January	2,496	133	2,363	713	819		\$16.29	11.8
February	2,473	109	2,364	692	937		\$16.32	12.3
March	2,873	112	2,761	930	1,150		\$15.56	11.5
SubTotal	21,923	1126	20,797	6,283	8,451	14,734		
TOTAL	100,002	6,692	93,310	35,103	33,845	68,948		

***NOTES**

As of January 2014 we are reporting the average per trip cost based only on trips that were purchased from the Brokerage at regular Brokerage rates; those trips comprise the majority of RideFACT trips. July '13 onwards numbers were updated to reflect the new process.

RECOMMENDATION:

Staff seeks the Board's feedback regarding the information presented in this item.

ITEM # 11

TO: Board of Directors
FROM: Arun Prem, Executive Director
RE: Executive Director Report

Meetings and Events 3/25/16 - 5/25/16

3/25 SANDAG Board Mtg.
3/28- 3/31 CalACT 2016 Spring Conference – Board members and Staff
4/1 **Mtg. with Sharp Healthcare – Dave, Phil, Arun, and Meagan**
4/5 VTCLI: Route Match and Salesforce demo – Arun, Budd, and Meagan
4/8 Emerging ITS Technologies webinar – Budd, Meagan, and Jonathan
4/11 **TDA Audit, Michael Baker International – Arun, Meagan, Oswaldo, and Aaron**
4/12 CAM Mtg. – Monroe, Arun, Budd, Meagan, and Oswaldo
4/12 VTCLI Mtg. – Meagan
4/12 Conference call with Ninthlink regarding website updates – Arun and Budd
4/13 Mtg. with NCTD
4/15 APTA Mobility Management Leadership Committee conference call
4/19 Mtg. with Safety First – Arun and Meagan
4/20 Mtg. with Gary Nimtz, SDFF IT consulting – Arun and Budd
4/21 **Mtg. with First Transit (Mark Weinstein) – Susan and Arun**
4/27 211/AIS Mtg. – Meagan
4/27 Mtg. with Carol Stachwick, Purpose Accounting – Arun and Budd
4/27 Aging Summit Transportation Workshop MTG. w 211 and SANDAG – Arun and Meagan
4/29 SANDAG Board Mtg. – Meagan
5/3 Webinar - Exempt or Nonexempt employees – Budd
5/3 **Presentation to Lemon Grove City Council – Arun and Meagan**
5/5 Mtg with Tri City – Oswaldo and Meagan
5/5 Mtg. with 211
5/10 Mobility on Demand Sandbox Grant Opportunity – FACT and NCTD
5/11 APTA Mobility Management Committee collaborations website mtg.
5/11 UCSD Driver Safety mtg. – Meagan and Jonathan
5/12 ARS Mtg. and Workshop – Oswaldo
5/12 Agenda Planning Mtg. – Dave, Bob, and Arun
5/15-5/18 APTA Bus & Paratransit Conference in Charlotte, NC – Arun and Oswaldo
5/16 SSTAC Mtg. – Meagan
5/17 Risk Management Basics Webinar – Budd
5/20 Tri-City Transportation Discussion – Arun, Oswaldo, Meagan
5/20 Accountant Interviews – Arun and Budd
Upcoming Meetings and Events:
5/30 Closed for Memorial Day
6/14 CAM meeting

6/23

FACT Board Meeting