



SANDAG 2023 Group Transit Asset Management Plan



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About SANDAG

Vision Statement

Pursuing a brighter future for all.

Mission Statement

We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.

Our Commitment to Equity

We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society. We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. SANDAG will develop an equity action plan that will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us. We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

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Chapter 1: Introduction

1.1 Overview

Overview of SANDAG

The San Diego Association of Governments (SANDAG) is the federally-designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Agency (RTPA) for San Diego County. SANDAG has purview over transportation planning, programming, project development, and construction for the San Diego region. SANDAG is governed by a Board of Directors composed of mayors, council members, and county supervisors from each of the region's 19 local governments. Voting members include two elected officials from the City of San Diego and the County of San Diego and one elected official from each of the other 17 cities, for a total of 21 voting members. Supplementing these voting members are advisory representatives from Imperial County, Caltrans, San Diego Metropolitan Transit System, North County Transit District, United States Department of Defense, San Diego Unified Port District, San Diego County Water Authority, the Southern California Tribal Chairman's Association, and Mexico.

Overview of the Specialized Transportation Grant Program (STGP)

One of SANDAG's competitive grant programs, the SANDAG Specialized Transportation Grant Program (STGP) provides funding to local nonprofit organizations and public agencies to implement projects and programs that improve mobility for older adults and individuals with disabilities. The STGP is composed of the Federal Transit Administration (FTA) Section 5310 (Section 5310) program and the TransNet Senior Mini-Grant (SMG) program. As the state-appointed designated recipient for the Section 5310 program, SANDAG allocates Section 5310 funding to subrecipients to provide specialized transportation services in the San Diego urbanized area. The SMG program is funded through TransNet, San Diego County's half-cent sales tax for transportation projects. The SMG program funds projects countywide that serve older adults.

Overview of Transit Asset Management (TAM) and the TAM Plan

Transit asset management (TAM) is a business model that prioritizes funding based on the transit asset conditions to achieve and maintain a state of good repair. The TAM requirements are based on FTA's [2016 TAM Final Rule](#), which provided a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures. One of the TAM requirements is a TAM Plan, which requires an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

1.2 Development of the TAM Plan

SANDAG Fiscal Year 2022 Federal Transit Administration Triennial Review

During its Fiscal Year (FY) 2022 Federal Transit Administration (FTA) Triennial Review, SANDAG received a deficiency finding for not having a Group TAM Plan. SANDAG concurred with the finding, agreeing to develop and submit a Group TAM Plan by March 31, 2023.

Determining the Applicability of the TAM Rule

Following the deficiency finding, SANDAG started reviewing the TAM Final Rule, FTA TAM guidance, and sample TAM plans provided by the FTA in fall 2022. SANDAG also consulted with FTA staff to address outstanding questions regarding TAM's applicability to SANDAG's Section 5310 subrecipients.

Through this process, SANDAG determined that the TAM Final Rule requirements, as codified in 49 Code of Federal Regulations (CFR) §625.3, apply to "all recipients and subrecipients of Federal financial assistance under 49 United States Code (U.S.C.) Chapter 53 that own, operate, or manage capital assets used for providing public transportation." The term "public transportation" is defined at 49 U.S.C. §5302(14) and means "regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income." Thus, the TAM Final Rule applies to the Section 5310 program since the Section 5310 program is contained within 49 U.S.C. Chapter 53. However, Section 5310 subrecipients that provide alternatives to public transportation such as "client-based" transportation services are exempt from the requirements of the TAM Final Rule since they do not qualify as public transportation. Additionally, the TAM Final Rule does not apply to STGP grantees only funded through the local SMG program.

The TAM Final Rule also applies to all capital assets owned, operated, or managed by a Section 5310 subrecipient, not only those assets funded through the Section 5310 program. Based on FTA guidance, these assets include third-party owned assets operated or managed by a Section 5310 subrecipient, provided that these assets are used to provide public transportation and not exclusively "client-based" transportation services.

Determining the Applicability of the TAM Plan Requirements for STGP Grantees

SANDAG has 17 active STGP-funded grantees, of which 16 are Section 5310 subrecipients. One grantee, ElderHelp, only receives SMG funding, is not a Section 5310 subrecipient, and is therefore not required to participate in the TAM planning process. On December 6, 2022, SANDAG emailed all active STGP-funded grantees to introduce TAM, provide an overview of TAM's applicability, and offer FTA TAM resources. On December 15, 2022, SANDAG emailed a survey to all active STGP grantees to determine which ones were required to participate in the TAM planning process and which ones wished to participate in the SANDAG Group TAM Plan even though they were not required to. The survey also asked STGP grantees that would participate in the SANDAG Group TAM Plan to identify an Accountable Executive who would maintain overall responsibility for their agency's compliance with TAM requirements. Furthermore, SANDAG asked San Diego Metropolitan Transit System (SDMTS) and North County Transit District (NCTD), who are Section 5310 subrecipients through SANDAG and are also FTA direct recipients, to document that they have Individual TAM Plans as Tier I transit operators that are not required to participate in the SANDAG Group TAM Plan.

At the close of the survey in early January 2023, four subrecipients confirmed that they provide public transportation services and are required to participate in the TAM planning process. Based on follow-up conversations with all subrecipients, SANDAG identified another subrecipient that is required to participate in the TAM planning process since that subrecipient uses third-party-owned vehicles to provide public transportation. Additionally, both MTS and NCTD confirmed via the survey that they have individual TAM plans, which SANDAG obtained. Therefore, SANDAG determined that five of its 17 grantees were required to participate in the TAM planning process.

Identifying Group TAM Plan Participants and Accountable Executives

All five subrecipients opted-in to the SANDAG Group TAM Plan, declined to develop an individual TAM plan, and identified their agency’s Accountable Executive as required. The remaining STGP grantees that were not required to participate in the SANDAG Group TAM Plan declined to participate. Figure 1-1 illustrates the TAM Plan applicability for STGP grantees. Table 1-1 lists SANDAG and the five Section 5310 subrecipients participating, herein referred to as “participants” in the SANDAG Group TAM Plan, and their respective Accountable Executives.

Figure 1-1: TAM Plan Applicability for STGP Grantees

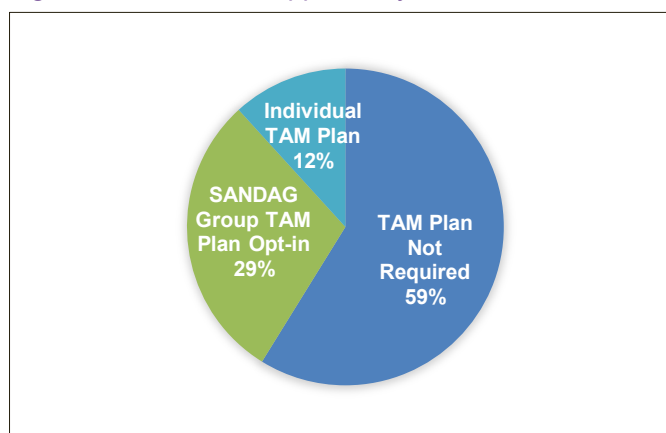


Table 1-1: Participating Section 5310 Subrecipients and Accountable Executives

Participating Agency	Shortened Agency Name	Group TAM Plan Role	Accountable Executive Name and Position
San Diego Association of Governments	SANDAG	Sponsor	Susan Huntington, Director of Financial Planning, Budgets and Grants
Facilitating Access to Coordinated Transportation, Inc.	FACT	Participant	Arun Prem, Executive Director
Jewish Family Service of San Diego	JFS	Participant	Dana Toppel, Chief Operating Officer
Renewing Life, Inc.	RL	Participant	Tony San Nicolas, Director
Total Deliverance Worship Center of the Apostolic Faith, Inc.	TDWC	Participant	William Benson, Chief Executive Officer
Travelers Aid Society of San Diego	TASSD	Participant	Marcy Roke, President

Requesting, Collecting, and Analyzing Participant Asset Data

On January 12, 2023, SANDAG held a TAM Plan Workshop for the five participants. During the workshop, SANDAG reviewed TAM Plan requirements, described the asset data SANDAG would need to receive from the participants to complete the Group TAM Plan, outlined a timeline for participant reporting, and answered questions. Following the workshop, SANDAG sent customized templates to each participant with prepopulated asset data that SANDAG had. SANDAG requested participants confirm that data and supplement it with data on other applicable assets such as third-party-owned vehicles for which SANDAG had limited available data. Vehicle ownership information by participant is presented in Table 1-2. The submitted participant asset data underwent a quality assurance review to ensure accuracy. SANDAG then analyzed the participant asset data and existing transit operator performance targets to develop a regional TAM policy and goal, proposed methods for target-setting, and draft performance targets. Next, SANDAG consulted with the participants to inform the development of decision support tools and investment prioritization strategies. Lastly, SANDAG shared the draft SANDAG Group TAM Plan with all participants,

provided nearly a two-week window to provide comments, and made modifications based on feedback received.

Table 1-2: Vehicle Ownership by Participant

Participant	Owns Vehicles Outright	Owns Vehicles with SANDAG as Lienholder	Uses Third-party Owned Vehicles	Uses Volunteer Driver Vehicles	Uses Transportation Network Company (TNC) Vehicles	Contracts with one or more TNCs	Uses Other Third-party Owned Vehicles
FACT	Yes	Yes	Yes	No	Yes	Yes	Yes
JFS	Yes	Yes	Yes	Yes	Yes	Yes	No
RL	Yes	Yes	Yes	Yes	Yes	No	No
TASSD	No	No	Yes	Yes	Yes	No	No
TDWC	No	Yes	No	No	No	No	No
Total	3	4	4	3	4	2	1

1.3 TAM Policy and Goal

SANDAG is committed to achieving and maintaining a state of good repair for all capital assets within its purview used to provide public transportation service through a data-driven process. As part of its administration of the Section 5310 program, the SANDAG Grants Division is also committed to monitoring subrecipients so that Section 5310-funded assets are adequately maintained. Pursuant to the [SANDAG Specialized Transportation Program Management Plan](#), it is SANDAG policy that vehicles funded through the STGP or that provide an STGP-funded service be deemed safe before they can be operated. Moreover, this policy is reiterated in SANDAG’s STGP grant agreements.

It is SANDAG’s goal that the asset data and analysis resulting from this Group TAM Plan will serve as a tool not only for SANDAG to better understand regional public transit assets used for specialized transportation, but also for participants to prioritize their asset needs and investments over time.

1.4 Target-Setting and Performance Targets

The FTA requires the use of specific performance measures for performance monitoring and performance target setting based on the type of public transit asset. While the SANDAG Group TAM Plan inventories 137 vehicles and nine facilities, only 24 vehicles require a condition assessment, as discussed in Chapter 3. Therefore, the SANDAG Group TAM Plan is currently limited to rolling stock, also known as revenue vehicles, for target-setting and performance targets. For this asset type, the FTA uses the following performance measure: percent of revenue vehicles by mode that have met or exceeded their Useful Life Benchmark (ULB). This section describes how performance targets are set for this measure.

Performance targets help inform decision making by highlighting anticipated future conditions. For the SANDAG Group TAM Plan, this data-informed process uses capital asset inventory data including asset age, programming information, and input from plan participants. Capital asset inventory information, summarized in Chapter 2 and detailed in Appendix A, is used to determine current and future asset conditions. For asset conditions of rolling stock, the FTA’s ULBs are used. The FTA’s ULBs use age to determine the condition of an asset, is based on industry standards, and helps inform when assets should

be replaced. Lastly, the SANDAG Group TAM Plan targets are developed with input from the plan participants. As service providers, the participants have in-depth knowledge of their programs and their needs.

Table 1-3: Performance Measure and Targets Table

Asset Category	Asset Class	FY 2023 Revenue Vehicle Count	Performance Measure	FY 2023 Observed Conditions	FY 2024 Target
Rolling Stock	Cutaway Bus	12	% of revenue vehicles that have met or exceeded ULB	8%	17%
Rolling Stock	Minivan	10	% of revenue vehicles that have met or exceeded ULB	20%	25%
Rolling Stock	Van	2	% of revenue vehicles that have met or exceeded ULB	0%	0%

Chapter 2: Capital Asset Inventory

The first required element of a TAM Plan is an inventory of the number and type of capital assets. Per 49 CFR 625.25(b)(1), the inventory “must include all capital assets that a provider owns, except equipment with an acquisition value under \$50,000 that is not a service vehicle. An inventory also must include third-party-owned or jointly procured exclusive-use maintenance facilities, passenger station facilities, administrative facilities, rolling stock, and guideway infrastructure used by a provider in the provision of public transportation. The asset inventory must be organized at a level of detail commensurate with the level of detail in the provider’s program of capital projects.”

A capital asset is defined as “a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation” (49 CFR 625.5). The five participants reported having automobiles, cutaway buses, minivans, and vans for rolling stock, and no service vehicles. While they have administrative facilities, they do not have maintenance, passenger, or parking facilities. They also did not report any equipment with an acquisition value over \$50,000. None of the participants operate rail service; therefore, there is no guideway or other infrastructure inventoried.

The following sections summarize the inventoried capital assets and describe the limitations of the collected data.

2.1 Summary

As shown in Table 2-1, the five participants collectively reported operating 137 vehicles, which includes third-party-owned rolling stock. The average age and mileage of the vehicles was eight years and 106,998 miles, respectively. The five participants also reported nine administrative facilities; no other assets were reported. Details on each of the 137 vehicles and nine administrative facilities are included in Appendix A.

Table 2-1: Capital Asset Inventory Summary Table

Asset Category	Asset Class	Total Number	Average Age (Years)	Average Mileage	Estimated Replacement Cost per Unit	Total Estimated Replacement Cost
Rolling Stock	Automobile (AO)	95	9	103,162	\$27,450 ¹	\$2,607,750
Rolling Stock	Cutaway Bus (CU)	12	6	69,368	\$170,154 ²	\$2,041,848
Rolling Stock	Minivan (MV)	22	7	116,685	\$71,853 ²	\$1,580,766
Rolling Stock	Van (VN)	8	7	178,519	\$66,460 ²	\$531,680
<i>All Rolling Stock</i>		<i>137</i>	<i>8</i>	<i>106,998</i>	<i>varies</i>	<i>\$6,762,044</i>
Facilities	Administrative	9	41	N/A	N/A	N/A

Since SANDAG and participants do not have direct capital responsibility for third-party-owned vehicles, a further analysis was conducted of rolling stock excluding third-party-owned vehicles. As shown in Table 2-2, 24 of the total vehicles (approximately 18%) were not third-party-owned vehicles, and of these none were automobiles. The average age for these cutaway buses, minivans, and vans was six years, whereas the average mileage ranged from 66,488 miles for minivans to 99,058 for vans.

Table 2-2: Rolling Stock Excluding Third-Party Owned Vehicles

Asset Category	Asset Class	Total Number	Average Age (Years)	Average Mileage	Estimated Replacement Cost per Unit	Total Estimated Replacement Cost
Rolling Stock	Cutaway Bus (CU)	12	6	69,368	\$170,154 ²	\$2,041,848
Rolling Stock	Minivan (MV)	10	6	66,488	\$71,853 ²	\$718,530
Rolling Stock	Van (VN)	2	6	99,058	\$66,460 ²	\$132,920
<i>All Rolling Stock</i>		<i>24</i>	<i>6</i>	<i>70,642</i>	<i>varies</i>	<i>\$2,893,298</i>

¹ SANDAG estimated the cost for an automobile by identifying the most frequently used automobile in the inventory (Toyota Prius) and determining the price of that vehicle if it were purchased new in 2023.

² SANDAG estimated the cost for cutaways, minivans, and vans by utilizing the highest price vehicle selection results from the STGP's most recent Call for Projects competition. The most recent STGP Call for Projects utilized pricing information published by the California Association for Coordinated Transportation/Basin Transit Purchasing Cooperative (Cooperative) in September 2022. The Cooperative provides a federal and California compliant solution for purchasing Americans with Disabilities Act-compliant vehicles.

2.2 Data Limitations

As shown in Table 1-2, the five participants provide public transportation services using subrecipient-owned vehicles, subrecipient-owned vehicles with SANDAG as the lienholder, or third-party-owned vehicles. Third-party-owned vehicles include volunteer driver vehicles as well as those operated by Transportation Network Companies (TNCs) such as Uber or Lyft.

For volunteer driver vehicles, there was some missing data. JFS, which has the largest number of volunteer driver vehicles of the participants, reported that they emailed a survey for all volunteers, personally called volunteers that did not complete the survey, and sent reminder emails to volunteers that were missing information. Despite these efforts, there are missing data points for a few JFS volunteer driver vehicles including VIN, Manufacture Year, Manufacturer, and Model. TASSD reported that one of their volunteer drivers uses ZipCar, a short-term car rental service. This volunteer's car rental could change based on the date and so consistent asset information could not be provided.

During the data gathering phase of the SANDAG Group TAM Plan, SANDAG held one-on-one discussions with participants that use TNCs to provide a portion of their public transportation service. Through these discussions, participants reported that TNCs do not provide them with asset data and seeking this data would be overly burdensome and impractical. On December 1, 2022, SANDAG also consulted with FTA staff who concurred that it would be infeasible to collect this information on TNC vehicles. Furthermore, it would be impractical to collect this information on TNC vehicles at a level of detail commensurate with the level of detail provided for other vehicles. Any data collected on TNC vehicles would not be meaningful to inform decision support tools and asset prioritization in this plan since TNC vehicles constantly change. For example, a TNC vehicle used to provide a trip may not be used again, so collecting data on that vehicle including its condition would not help to provide insights into the overall state of good repair.

While the data presented are current as of February 2023, another data limitation is projecting out to Fiscal Year 2026 for the four-year planning horizon. SANDAG holds its Section 5310 competitive process every two years, so there may be future subrecipients that may be required to participate in the TAM planning and opt-in to the SANDAG Group TAM Plan. Moreover, the number and types of rolling stock are difficult to project given that information depends on the outcome of the competitive process. Additionally, the number and types of third-party-owned vehicles may substantially change over the four-year planning horizon as participants add and subtract volunteer drivers, alter their business models, and modify their service areas.

Chapter 3: Condition Assessment

Per 49 CFR 625.25(b)(2), the second required element of a TAM Plan is a “condition assessment of those inventoried assets for which a provider has direct capital responsibility. A condition assessment must generate information in a level of detail sufficient to monitor and predict the performance of the assets and to inform the investment prioritization.”

Per FTA guidance, a provider has direct capital responsibility for an asset if any of the following are true:

- The provider owns the asset
- The provider jointly owns the asset with another entity
- The provider is responsible for replacing, overhauling, refurbishing, or conducting major repairs on that asset, or the costs of those activities are itemized as a capital line item in their budget.

Based on these criteria that were provided to the five participants, participants collectively reported having direct capital responsibility for three of the nine total administrative facilities (33%).

Further FTA guidance states that “administrative and maintenance facilities require a condition assessment only if the agency has capital responsibility for the facility and the transit use is greater than incidental. Use is incidental when 50 percent or less of the facility’s physical space is dedicated to the provision of public transportation service.”

As shown in Appendix A, none of the three administrative facilities for which participants reported a direct capital responsibility had greater than incidental transit use. Therefore, a condition assessment for facilities was not required for the SANDAG Group TAM Plan.

Since SANDAG and participants do not have direct capital responsibility for third-party-owned vehicles, a condition assessment was conducted for rolling stock excluding third-party-owned vehicles. Thus, the condition assessment is provided for 24 of the 137 inventoried vehicles (18%). As Table 3-1 indicates, only 3 of the 24 non-third-party vehicles (about 13%) were at or exceeded their ULB, as of February 2023. One cutaway bus and two minivans constituted the three non-third-party vehicles that had reached or exceeded their ULB. As mentioned in Chapter 1, FTA’s ULB was used in the development of this TAM Plan. Details related to the condition assessment are included in Appendix B.

Table 3-1: FY 2023 Condition Assessment Summary Table

Asset Category	Asset Class	Total Number	Useful Life Benchmark (Years)	% At or Exceeds Useful Life Benchmark
Rolling Stock	Cutaway Bus (CU)	12	10	8%
Rolling Stock	Minivan (MV)	10	8	20%
Rolling Stock	Van (VN)	2	8	0%
<i>All Rolling Stock</i>		<i>24</i>	<i>Varies</i>	<i>13%</i>

Chapter 4:

Decision Support Tools

Per 49 CFR 625.25(b)(3), as part of the development of a TAM plan, all agencies are required to implement decision support tools (DSTs) to identify a prioritized list of investments. Decision support tools are analytic processes used to prioritize asset maintenance, improvement, replacement, and/or funding. Agencies often use multiple and customizable decision support tools to cater to their own assets and needs. There are also software decision support tools available such as TERM (Transit Economic Requirements Model) Lite and TAPT (Transit Asset Prioritization Tool).

Since SANDAG's asset inventory for which the agency and its participants have direct capital responsibility is limited (24 vehicles), a new software training or purchase was not warranted (see Appendix A). Moreover, the SANDAG Grants Division is currently investigating purchasing a grants management software that may include asset inventory. SANDAG will also be piloting Sortly, an asset inventory management software that may assist with TAM planning. One or both software packages may be used as a decision-support tool in the future.

For the current Group TAM Plan, SANDAG used a Microsoft Excel spreadsheet to aggregate the Capital Asset Inventory as a decision support tool. Saving this data as a Comma Separated Values (CSV) file type will allow the agency to easily import information into any of the agency's future asset inventory software packages. The spreadsheet separated participant asset information by the following data categories:

- Participant Information
- Vehicle Information
- Funding Source
- Capital Responsibility
- FTA Useful Life Benchmarks (ULBs)
- Appraisal Value/Replacement Cost

To predict the future conditions of assets and prioritize asset rehabilitation and replacement, SANDAG applied the following steps:

1. Aggregated participant asset data
2. Filtered vehicles and facilities by direct capital responsibility
3. Grouped assets into vehicle types with common ULBs
4. Used ULBs to determine how many applicable facilities and vehicles would meet useful life in the next four fiscal years
5. Used conservative and contemporary cost estimates for vehicle types to determine vehicle replacement costs and calculate total costs
6. Projected SANDAG's Section 5310 funding for the next four fiscal years based on current legislation
7. Shared the SANDAG Group TAM Plan with participants and stakeholders for feedback and target refinement
8. Formed a conclusion on which assets to prioritize based on considerations from the Capital Asset Inventory Excel spreadsheet results as well as data limitations, participant feedback, and SANDAG's Section 5310 program-wide funding levels and competitive procedures. Moreover, more immediate capital needs to maintain service were prioritized over the future expansion of service needs.

Chapter 5: Investment Prioritization

The fourth required element of a TAM Plan is a “provider’s project-based prioritization of investments” (49 CFR 625.25(b)(4)). Per 49 CFR 625.33, the investment prioritization must identify “a provider’s programs and projects to improve or manage over the TAM plan horizon period the state of good repair of capital assets for which the provider has direct capital responsibility.” When developing its investment prioritization, a provider is required to consider unacceptable safety risks of its assets and an estimation of funding levels from all available sources that it reasonably expects will be available in each fiscal year during the four-year TAM planning horizon. The investment prioritization must also rank projects to improve or manage the state of good repair of capital assets in order of priority and anticipated project year.

5.1 Summary

The list in Table 5-1 is based on the TAM Policy and Goal, Decision Support Tools, and the availability of resources, and is ranked in order of priority.

Table 5-1: List of Prioritized Investments

Priority	Project Fiscal Year	Project Name	Asset Category	Asset Class	Estimated Cost*
High	2026	Vehicle Procurement (5) - Replace	Rolling Stock	Cutaway Bus	\$984,873
High	2026	Vehicle Procurement (9) - Replace	Rolling Stock	Minivan	\$748,609
High	2026	Vehicle Procurement (2) - Replace	Rolling Stock	Van	\$153,872
Medium	2028	Vehicle Procurement (7) - Replace	Rolling Stock	Cutaway Bus	\$1,520,151
Medium	2028	Vehicle Procurement (1) - Replace	Rolling Stock	Minivan	\$91,705
Medium	2024	Vehicle Procurement (2) - Expand	Rolling Stock	Van	\$132,920
Medium	2024	Vehicle Procurement (7) – Expand	Rolling Stock	Minivan	\$528,120
Medium	2025	Vehicle Procurement (1) – Expand	Rolling Stock	Cutaway Bus	\$187,595
Medium	2025	Vehicle Procurement (2) – Expand	Rolling Stock	Minivan	\$158,436
Medium	2026	Vehicle Procurement (8) – Expand	Rolling Stock	Minivan	\$665,431
<i>Total Estimated Cost</i>					\$5,171,712

*The Estimated Cost was calculated by identifying the current unit cost of an asset by class, projecting the unit cost of an asset by class based on an annual 5% inflation rate, and multiplying the projected unit cost by the number of assets by class.

^In the unlikely occurrence that an asset is deemed a total loss or unsafe for transportation, SANDAG will update this list accordingly.

5.2 Discussion

As mentioned previously, the SANDAG Group TAM Plan currently applies to five (29%) of the 17 STGP grantees (Figure 1-1). Consequently, the SANDAG Group TAM Plan vehicles only represent 24 out of 122 (20%) of the program’s operating fleet at the time of writing. Thirty-eight of the 122 vehicles in

operation (31%) already fulfill TAM requirements through individual TAM plans and 60 (49%) of the remaining vehicles do not require TAM plans because they exclusively provide client-based services as opposed to “public transit” (Figure 5-1). Therefore, SANDAG cannot apply the List of Prioritized Investments to the entire competitive program. However, SANDAG can encourage all STGP applicants to review the SANDAG Group TAM Plan for an understanding of regional transit asset management goals and priorities. SANDAG will recommend applicants do so during future applicant webinars.

Moreover, neither SANDAG nor SANDAG’s Group TAM Plan participants have direct capital responsibility over third-party owned vehicles which represent 113 vehicles (82%) of the SANDAG Group TAM Plan asset inventory (Figure 5-2). Therefore, SANDAG encourages participants to work with transportation vendors that have vehicle maintenance policies that ensure their vehicles are in a state of good repair. SANDAG also recommends that participants prioritize assigning trips to volunteer drivers with access to newer and well-maintained vehicles when possible. SANDAG anticipates adding these recommendations to its next update to the SANDAG Specialized Transportation Program Management Plan.

Figure 5-1: TAM Plan Applicability across STGP’s Operating Fleet

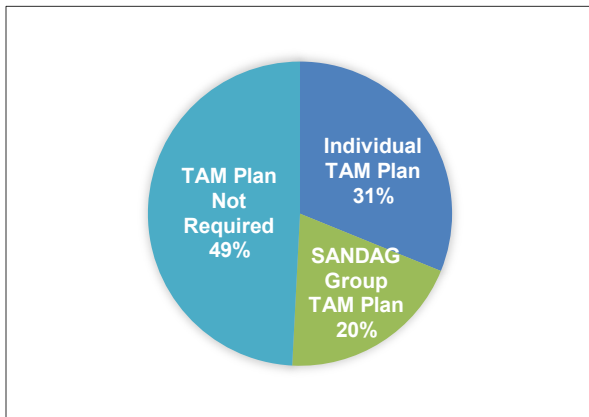
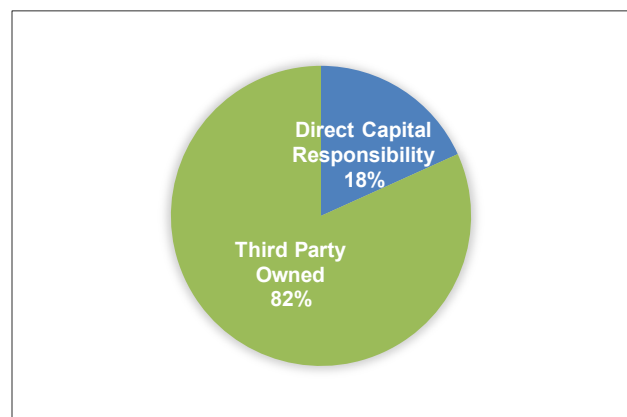


Figure 5-2: SANDAG Group TAM Plan Vehicles with Direct Capital Responsibility



Funding Level Estimation

While the STGP is composed of both the FTA Section 5310 program and the local Senior Mini-Grant (SMG) program, only Section 5310 funds can be used for capital projects, including the purchase of public transit assets. Therefore, actual and anticipated funding through the Section 5310 program forms the basis of the estimation of funding levels for investment prioritization. The Section 5310 program requires a local match, and the STGP requires that the local match be cash for the purchase of capital assets. Per [FTA Circular 9070.1G](#), the local share of eligible capital costs for the Section 5310 program must be at least 20% except for vehicles that comply with or maintain compliance with the Americans with Disabilities Act or vehicle-related equipment or facilities that comply with or maintain compliance with the Clean Air Act. The local match requirement for these two exceptions is 15% and 10%, respectively. Furthermore, participants may use private or other public funds other than Section 5310 program funds to purchase public transit assets over the TAM planning horizon. Nonetheless, given the uncertainty of the timing and level of private or other public funding outside of the Section 5310 program, the estimation of funding levels conservatively considers funding and local match solely from the Section 5310 program.

About every year, the FTA publishes apportionment tables by region for FTA formula programs including the Section 5310 program. As shown in Table 5-2, the apportionment amounts for Federal Fiscal Year (FFY) 2021 through FFY 2023 were published by the FTA. Apportionment amounts for FFY 2024 through FFY 2026 are projected based on the two most recent published apportionment amounts after the

Bipartisan Infrastructure Law was enacted. When publishing STGP Calls for Projects, SANDAG generally makes two years of Section 5310 funding available. Due to the two-year funding cycle and the length of the competitive process, funding from the apportionment year is not immediately available to obligate.

For example, on February 24, 2023, the SANDAG Board of Directors awarded FFY 2021 and FFY 2022 Section 5310 funding through the STGP Cycle 12 Call for Projects. This funding, however, will not become available to awarded subrecipients for the purchase of public transit assets until FFY 2024². Based on this timing, the published and projected apportionment amounts for FFY 2023 and FFY 2024, respectively, are used to estimate the Section 5310 funding level through STGP Cycle 13 Call for Projects (Cycle 13). Cycle 13 Section 5310 funding is anticipated to become available to participants for the purchase of public transit assets in FFY 2026 in the last year of this Group TAM Plan’s planning horizon.

The estimated apportionment amounts for Cycle 13 are shown in Table 5-2. Of the total, 90% is passed through to subrecipients. All pass-through Section 5310 funding could be used for capital assets though the actual project mix depends on the outcome of the competitive process. Given that SANDAG purchases vehicles on behalf of awarded subrecipients and all vehicles are compliant with the Americans with Disabilities Act, the federal share could be 85% with a 15% local match. Therefore, based on the above considerations, approximately \$7.62 million is estimated to be available during the TAM planning horizon, which exceeds the total cost of the List of Prioritized Investments.

Table 5-2: Section 5310 Funding Estimation

Cycle	Apportionment FFY	Actual or Projected	Subrecipient Availability	Apportionment Amount	Total Estimated Available*
12	2021	Actual	October 1, 2024	\$2,427,809	\$2,570,621
12	2022	Actual	October 1, 2024	\$3,514,811	\$3,721,565
13	2023	Actual	October 1, 2026	\$3,570,697	\$3,780,738
13	2024	Projected	October 1, 2026	\$3,627,472	\$3,840,852
14	2025	Projected	October 1, 2028	\$3,685,149	\$3,901,922
14	2026	Projected	October 1, 2028	\$3,743,743	\$3,963,964

*The Total Estimated Available Amount is the pass-through funding (90% of the apportionment amount) plus the minimum 15% local match for capital vehicle projects that comply with the requirements of the Americans with Disabilities Act. Participants can contribute more than the required local match.

² All new subrecipients awarded funding for capital asset procurement projects through the STGP Cycle 12 Call for Projects provide “client-based” transportation services, and therefore are not subject to TAM requirements.

Chapter 6: Group TAM Plan Reporting, Implementation, and Updates

6.1 Group TAM Plan Implementation and Reporting

Per 49 CFR 625.55, a group TAM plan sponsor is required to submit one consolidated annual data report and one consolidated annual narrative report to the National Transit Database (NTD) on behalf of its participants. The data report consists of performance targets for the following reporting year and condition assessment information from participants. The narrative report must describe any change in the condition of assets from the previous reporting year and progress made during the year to meet the performance targets set in the previous reporting year.

Per 49 CFR 625.45, a group TAM plan sponsor must set one or more unified performance targets for each asset class reflected in the group TAM plan on an annual basis, and to the extent possible, coordinate its unified performance targets with each participant’s Accountable Executive. Additionally, each provider’s Accountable Executive must approve each annual performance target.

Table 6-1 provides an implementation timeline for how SANDAG and the SANDAG Group TAM Plan participants will comply with the annual NTD reporting and target-setting requirements. Per the 2022 NTD Policy Manual for Reduced Reports, the TAM annual reports to the NTD are due October 31 since SANDAG’s fiscal year is from July 1 through June 30. The reporting year for TAM reporting is the SANDAG fiscal year.

Table 6-1: SANDAG Group TAM Plan Implementation and Reporting Timeline

Activity	Responsible Party	Anticipated Deadline
Submit asset condition information and a description of progress made to meet the performance targets set in the previous fiscal year to SANDAG	Participants	Last workday of July
Review submitted participant data from the previous fiscal year	SANDAG	Third Monday of August
Finalize draft annual NTD report and send draft performance targets to participants for review	SANDAG	Last workday of August
Send any comments on draft performance targets to SANDAG	Participants	Second Friday of September
Send annual performance targets to participants for approval	SANDAG	First Monday of October
Approve annual performance targets	SANDAG and Participants	Third Monday of October
Submit annual performance targets and NTD data and narrative report	SANDAG	October 31

6.2 Updates and Amendments to the SANDAG Group TAM Plan

The Group TAM Plan horizon is four years and SANDAG will update this entire Group TAM Plan at least once every four years, as required. Before finalizing each Group TAM Plan, SANDAG will send the draft plan to participants and their Accountable Executives for feedback. SANDAG will then post the Group TAM Plan to the [STGP webpage](#) so it is accessible to the public and participants in the future. Lastly, SANDAG will send the Group TAM Plan to the California Department of Transportation (Caltrans). The SANDAG Financial Planning, Budgets and Grants Department will have primary responsibility for updating the Group TAM Plan, coordinating with participants and Accountable Executives, and performing annual TAM reporting to the National Transit Database. The SANDAG Regional Planning Department will provide support by ensuring consistency with SANDAG's Regional Plan, Regional Transportation Improvement Program, and other planning documents and helping to develop annual performance targets. Participants will be added to the SANDAG Group TAM Plan at least once every four years if there are new subrecipients identified through SANDAG's STGP Call for Projects process that are subject to TAM requirements and opt-in to the SANDAG Group TAM Plan. SANDAG will document any current participants that decide to opt-out during the four-year planning horizon and require them to submit their individual TAM plan to SANDAG. Likewise, SANDAG will require any new subrecipients that are subject to TAM requirements and decide to opt-out of the SANDAG Group TAM Plan to verify they have submitted their individual TAM plans. As part of the STGP Call for Projects process, SANDAG will provide technical assistance to any new participants, so they are aware of their TAM responsibilities. SANDAG will also offer ongoing technical assistance to participants as needed.

SANDAG will continuously monitor the implementation of the SANDAG Group TAM Plan. Per 49 CFR 625.29(c), SANDAG will also work with participants and their Accountable Executives to amend the SANDAG Group TAM Plan between scheduled updates if there is a significant change to the asset inventory, condition assessment, or investment prioritization that could not be anticipated.

Appendix A: Capital Asset Inventory

Table A-1: Rolling Stock/Revenue Vehicles

#	Participant/ Subrecipient	Vehicle Type	VIN	Manufacture Year	Make	Model	Asset Ownership
1	FACT	MV	2C7WDGBG2HR784073	2017	Braun	Entervan	Subrecipient Owned, SANDAG as Lienholder
2	FACT	MV	2C7WDGBG3HR784079	2017	Braun	Entervan	Subrecipient Owned, SANDAG as Lienholder
3	FACT	MV	2C7WDGBG7HR784084	2017	Braun	Entervan	Subrecipient Owned, SANDAG as Lienholder
4	FACT	MV	2C7WDGBG8HR784062	2017	Braun	Entervan	Subrecipient Owned, SANDAG as Lienholder
5	FACT	CU	1FDFE4FS2GDC15552	2016	Ford	Starcraft Allstar	Subrecipient Owned Outright
6	FACT	CU	1FDFE4FS0GDC15551	2016	Starcraft	Allstar	Subrecipient Owned Outright
7	FACT	MV	2C7WDGBG7ER432229	2014	Braun	Entervan	Subrecipient Owned Outright
8	FACT	MV	2C7WDGBG2ER432234	2014	Braun	Entervan	Subrecipient Owned Outright
9	FACT	AO	JTDKBRFU3H3540955	2017	Toyota	Prius	Third-party Owned: Taxi
10	FACT	AO	JTDKBRFU9H3030223	2017	Toyota	Prius	Third-party Owned: Taxi
11	FACT	MV	5TDKZ3DC8HS816287	2017	Toyota	Sienna	Third-party Owned: Taxi
12	FACT	MV	5TDZZ3DC1HS784751	2017	Toyota	Sienna	Third-party Owned: Taxi
13	FACT	MV	2C7WDGBG1ER432226	2014	Dodge	Grand Caravan	Third-party Owned: Taxi
14	FACT	VN	1FTNE24WX7DA07705	2007	Ford	Econoline E250	Third-party Owned: Taxi
15	FACT	MV	2C4RDGCG2GR328002	2016	Dodge	Grand Caravan	Third-party Owned: Taxi
16	FACT	AO	JTDKN3DU2F0443140	2015	Toyota	Prius	Third-party Owned: Taxi
17	FACT	VN	1FTYE1CM6JKA05802	2018	Ford	Transit	Third-party Owned: Taxi
18	FACT	AO	JTDKN3DU1A0206082	2010	Toyota	Prius	Third-party Owned: Taxi
19	FACT	AO	JTDKBRFU8H3576933	2017	Toyota	Prius	Third-party Owned: Taxi

20	FACT	AO	5TDKK3DC2CS254643	2012	Toyota	Prius	Third-party Owned: Taxi
21	FACT	VN	1FTYE1CM2KKB28126	2019	Ford	Transit	Third-party Owned: Taxi
22	FACT	VN	1FTYE1CM0JKB47059	2018	Ford	Transit	Third-party Owned: Taxi
23	FACT	VN	1FTYE1CM2KKA77386	2019	Ford	Transit	Third-party Owned: Taxi
24	FACT	MV	5TDKK3DC9DS369807	2013	Toyota	Sienna	Third-party Owned: Taxi
25	FACT	AO	JTDKBRFU0J3582084	2018	Toyota	Prius	Third-party Owned: Taxi
26	FACT	AO	5NPEB4AC5DH677411	2013	Hyundai	Sonata	Third-party Owned: Taxi
27	FACT	AO	JTDKARFU1G3016088	2016	Toyota	Prius	Third-party Owned: Taxi
28	FACT	MV	2C7WDGBG2HR767466	2017	Dodge	Grand Caravan	Third-party Owned: Taxi
29	FACT	MV	2C4RDGCG8DR545825	2013	Dodge	Grand Caravan	Third-party Owned: Taxi
30	FACT	VN	1FDZX2XM8HKB28098	2017	Ford	Transit	Third-party Owned: Taxi
31	FACT	MV	2C7WDGBG7KR808228	2019	Dodge	Caravan	Third-party Owned: Taxi
32	FACT	MV	2C7WDGBG7ER432229	2014	Dodge	Grand Caravan	Third-party Owned: Taxi
33	FACT	MV	2C7WDGBG2ER432235	2014	Dodge	Grand Caravan	Third-party Owned: Taxi
34	FACT	MV	2C7WDGBG2ER432221	2014	Dodge	Grand Caravan	Third-party Owned: Taxi
35	JFS	VN	1FBZX2CM7HKA41047	2017	Transworks	V350EL	Subrecipient Owned, SANDAG as Lienholder
36	JFS	VN	1FBZX2CMXHKA35548	2017	Transworks	V350EL	Subrecipient Owned, SANDAG as Lienholder
37	JFS	CU	1FDDE3FS2KDC34391	2019	Starcraft	Allstar	Subrecipient Owned, SANDAG as Lienholder
38	JFS	CU	1FDDE4FS5KDC73017	2021	EIDorado	Aerotech	Subrecipient Owned, SANDAG as Lienholder
39	JFS	CU	1FDDE4FS7KDC73102	2021	EIDorado	Aerotech	Subrecipient Owned, SANDAG as Lienholder
40	JFS	CU	1FDDE4FSXKDC34455	2019	Starcraft	Allstar	Subrecipient Owned, SANDAG as Lienholder
41	JFS	MV	2C7WDGBG3HR838609	2017	Braun	Entervan	Subrecipient Owned, SANDAG as Lienholder
42	JFS	MV	2C7WDGBG6KR808351	2019	Braun	Entervan	Subrecipient Owned, SANDAG as Lienholder
43	JFS	CU	1FDGF5G76DEB78456	2014	EIDorado	Aerotech	Subrecipient Owned Outright
44	JFS	CU	1FDGF5GY4DEB78455	2014	EIDorado	Aerotech	Subrecipient Owned Outright

45	JFS	AO	2G4WS52J351180198	2005	Buick	Century	Third-party Owned: Volunteer Driver
46	JFS	AO	1HGCP2F72BA056982	2011	Honda	Accord	Third-party Owned: Volunteer Driver
47	JFS	AO	1G1RF6E41EU160580	2014	BMW	X1	Third-party Owned: Volunteer Driver
48	JFS	AO	4S4BRBAC1E3270682	2014	Chevrolet	Volt	Third-party Owned: Volunteer Driver
49	JFS	AO	4T1BK1EB1EU134613	2014	Subaru	Outback 2.5i	Third-party Owned: Volunteer Driver
50	JFS	AO	JF2SJARCOFH516122	2014	Toyota	Avalon	Third-party Owned: Volunteer Driver
51	JFS	AO	3MZBM1J78GM316488	2015	Subaru	Forester Premium 2.5i	Third-party Owned: Volunteer Driver
52	JFS	AO	JM3KE2DY4G0656385	2016	Mazda	3	Third-party Owned: Volunteer Driver
53	JFS	AO	WVWKR7AU8HW950396	2017	Volkswagen	eGolf	Third-party Owned: Volunteer Driver
54	JFS	AO	JTDKARFP5H3050286	2017	Hyundai	Elantra	Third-party Owned: Volunteer Driver
55	JFS	AO	JTDKARFP5H3050286	2017	Toyota	Prius Prime	Third-party Owned: Volunteer Driver
56	JFS	AO	1HGCR3F88HA039685	2017	Honda Accord	Accord	Third-party Owned: Volunteer Driver
57	JFS	AO	4T1B21HK6JU006602	2018	Toyota	Corolla	Third-party Owned: Volunteer Driver
58	JFS	AO	1N4AZ1CP4JC308612	2018	Toyota	Camry	Third-party Owned: Volunteer Driver
59	JFS	AO	WDC0G4JB3KV135136	2018	Nissan	Leaf	Third-party Owned: Volunteer Driver
60	JFS	AO	5YJ3E1EA0KF309672	2019	Mercedes	GLC 300	Third-party Owned: Volunteer Driver
61	JFS	AO	JM3TCACY4K0304163	2019	Tesla	Model 3	Third-party Owned: Volunteer Driver
62	JFS	AO	4S4BTGND8L3140977	2019	Mazda	CX-9	Third-party Owned: Volunteer Driver
63	JFS	AO	4S4WMARDOL3473812	2020	Subaru	Outback	Third-party Owned: Volunteer Driver
64	JFS	AO	JTMFB3FV3MD052794	2021	Honda	CRV	Third-party Owned: Volunteer Driver
65	JFS	AO	JTDKAMFP3N3223219	2021	Toyota	Rav4 Prime	Third-party Owned: Volunteer Driver
66	JFS	AO	WAUUAAF55NA020461	2022	Toyota	Prius	Third-party Owned: Volunteer Driver
67	JFS	AO	1FMCU0JX3EUA22454	2014	Ford	Escape	Third-party Owned: Volunteer Driver
68	JFS	AO	JTOKB20U383368071	2008	Toyota	Prius	Third-party Owned: Volunteer Driver
69	JFS	AO	JTEDP21A860116812	2006	Toyota	Highlander	Third-party Owned: Volunteer Driver
70	JFS	AO	WP1AA2A57JLB1O128	2019	Porsche	Macan	Third-party Owned: Volunteer Driver
71	JFS	AO	5J6RW1H82KA027181	2019	Honda	CRV	Third-party Owned: Volunteer Driver

72	JFS	AO	YV4102KK0G1059839	2014	Volvo	XC 90	Third-party Owned: Volunteer Driver
73	JFS	AO	WMWZB3C55EWR39236	2014	Mini	Countryman	Third-party Owned: Volunteer Driver
74	JFS	AO	<i>Volunteer Driver unable to complete data request.</i>				Third-party Owned: Volunteer Driver
75	JFS	AO	7SAXCAE54NF350906	2022	Tesla	Model X	Third-party Owned: Volunteer Driver
76	JFS	AO	5NPDH4AE8DH250400	2013	Hyundai	Elantra Limited	Third-party Owned: Volunteer Driver
77	JFS	AO	4T1BF3EK8BU733357	2011	Toyota	Camry	Third-party Owned: Volunteer Driver
78	JFS	AO	<i>Missing data from driver</i>	2018	Toyota	Camry	Third-party Owned: Volunteer Driver
79	JFS	AO	JTDKN3DP0E3051717	2014	Toyota	Prius	Third-party Owned: Volunteer Driver
80	JFS	AO	1N6BD06T86C449638	2006	Nissan	Frontier	Third-party Owned: Volunteer Driver
81	JFS	AO	JM1BK343451255907	2005	Mazda	3S	Third-party Owned: Volunteer Driver
82	JFS	AO	JHMZC5F30JC009731	2018	Honda	Clarity	Third-party Owned: Volunteer Driver
83	JFS	AO	WAU5ULFF2H1058377	2017	Audi	A3	Third-party Owned: Volunteer Driver
84	JFS	AO	2T2ZK1BA8EC145695	2014	Lexus	RX 350	Third-party Owned: Volunteer Driver
85	JFS	AO	1G1PC5SB0E7237323	2014	Chevrolet	Cruze 4D 1LT	Third-party Owned: Volunteer Driver
86	JFS	AO	KHLRM3H56CC003357	2012	Honda	CRV	Third-party Owned: Volunteer Driver
87	JFS	AO	1FMCU0J94FUB07256	2015	Ford	Escape	Third-party Owned: Volunteer Driver
88	JFS	AO	JHMGE8H38CC023217	2012	Honda	Fit	Third-party Owned: Volunteer Driver
89	JFS	AO	WDDHF5KB3DA696520	2013	Mercedes	E350	Third-party Owned: Volunteer Driver
90	JFS	AO	5YJ3E1EB6MF072715	2021	Tesla	Model 3 Long Range	Third-party Owned: Volunteer Driver
91	JFS	AO	<i>Volunteer Driver unable to complete data request.</i>				Third-party Owned: Volunteer Driver
92	JFS	AO	3FA6P0MUXKR175447	2019	Ford	Fusion	Third-party Owned: Volunteer Driver
93	JFS	AO	5TFTU4GN8FX080982	2015	Toyota	Tacoma	Third-party Owned: Volunteer Driver
94	RL	MV	2C7WDGBG7KR808228	2018	Braun	Entervan	Subrecipient Owned, SANDAG as Lienholder
95	RL	CU	1FD4E4FS4JDC22736	2018	Starcraft	Allstar	Subrecipient Owned, SANDAG as Lienholder
96	RL	CU	1FD4E4FS4ADA09818	2010	Ford	E450 Super Duty	Subrecipient Owned Outright
97	RL	MV	2C7WDGBGXHR784094	2017	Dodge	Grand Caravan	Subrecipient Owned Outright

98	RL	AO	JHMCP26308C065462	2008	Honda	Accord	Third-party Owned: Volunteer Driver	
99	RL	AO	1HGCP26328A138863	2006	Honda	Accord	Third-party Owned: Volunteer Driver	
100	RL	MV	2C7WDGBG7DR651044	2013	Dodge	Grand Caravan	Third-party Owned: Volunteer Driver	
101	RL	AO	2FMPK4J99NB0242	2022	Ford	Edge	Third-party Owned: Volunteer Driver	
102	TASSD	AO	3KPF24AD8ME356612	2021	Kia	Forte	Third-party Owned: Volunteer Driver	
103	TASSD	AO	JTDKN3DU2A1309179	2010	Toyota	Prius	Third-party Owned: Volunteer Driver	
104	TASSD	AO	1N4AL11D25C155678	2005	Nissan	Altima	Third-party Owned: Volunteer Driver	
105	TASSD	AO	3CZRU5H35GM755315	2016	Honda	HRV	Third-party Owned: Volunteer Driver	
106	TASSD	AO	JTHDK1EG7B2420682	2011	Lexus	350	Third-party Owned: Volunteer Driver	
107	TASSD	AO	2CNALPEW7A6328750	2009	Chevrolet	Equinox	Third-party Owned: Volunteer Driver	
108	TASSD	AO	3N1AB7APXFY2211545	2015	Nissan	Sentra	Third-party Owned: Volunteer Driver	
109	TASSD	AO	1GNDU06DXST112765	1995	Chevrolet	Lumina	Third-party Owned: Volunteer Driver	
110	TASSD	AO	WBAUP93599VF48197	2009	BMW	128i	Third-party Owned: Volunteer Driver	
111	TASSD	AO	1FAHP3N26CL390041	2012	Ford	Titanium	Third-party Owned: Volunteer Driver	
112	TASSD	AO	JTDKARFU4G3505651	2016	Toyota	Prius	Third-party Owned: Volunteer Driver	
113	TASSD	AO	WVWDM7AJ2CW030138	2021	Volkswagen	Golf	Third-party Owned: Volunteer Driver	
114	TASSD	AO	JM1CR29L790356468	2009	Mazda	5	Third-party Owned: Volunteer Driver	
115	TASSD	AO	<i>ZipCar Data Unavailable</i>					Third-party Owned: Volunteer Driver
116	TASSD	AO	2A8GM68X78R108116	2008	Chrysler	Pacifica	Third-party Owned: Volunteer Driver	
117	TASSD	AO	5NPEB4AC9DH759304	2013	Hyundai	Sonata	Third-party Owned: Volunteer Driver	
118	TASSD	AO	4T1BE46K89U846209	2009	Toyota	Camry	Third-party Owned: Volunteer Driver	
119	TASSD	AO	3N1CB51D14L859731	2003	Nissan	Sentra	Third-party Owned: Volunteer Driver	
120	TASSD	AO	1FADP5BU1FL103015	2015	Ford	C Max	Third-party Owned: Volunteer Driver	
121	TASSD	AO	JHMFA362475007662	2007	Honda	Civic	Third-party Owned: Volunteer Driver	
122	TASSD	AO	5YEBURHE3HP600787	2017	Toyota	Camry	Third-party Owned: Volunteer Driver	
123	TASSD	AO	WBA8B3C52JK384730	2018	BMW	340i	Third-party Owned: Volunteer Driver	
124	TASSD	AO	3N1BC13E37L411986	2007	Nissan	Versa	Third-party Owned: Volunteer Driver	
125	TASSD	AO	JTM2D35V785114111	2008	Toyota	RAV4	Third-party Owned: Volunteer Driver	

126	TASSD	AO	JM1BK32G561403067	2006	Mazda	3	Third-party Owned: Volunteer Driver
127	TASSD	AO	JTEBT14R440043806	2004	Toyota	4 Runner	Third-party Owned: Volunteer Driver
128	TASSD	AO	1FALP6536WK171885	1998	Ford	Contour	Third-party Owned: Volunteer Driver
129	TASSD	AO	5NPD84LF3JH256056	2018	Hyundai	Elantra	Third-party Owned: Volunteer Driver
130	TASSD	AO	JTMNFREV3HD095686	2016	Toyota	RAV4	Third-party Owned: Volunteer Driver
131	TASSD	AO	3LN6L5MU6HR609953	2019	Lincoln	MKZ	Third-party Owned: Volunteer Driver
132	TASSD	AO	5XYZT3LB1HG429991	2017	Hyundai	Santa Fe	Third-party Owned: Volunteer Driver
133	TASSD	AO	1HGCV3F92NA023739	2022	Honda	Accord	Third-party Owned: Volunteer Driver
134	TASSD	AO	JF2GPAAC0GG216197	2015	Subaru	Crosstrek	Third-party Owned: Volunteer Driver
135	TASSD	AO	212HZMAA8MC197191	2021	Lexus	350	Third-party Owned: Volunteer Driver
136	TDWC	CU	1FDFE4FS5HDC76086	2017	Starcraft	Allstar	Subrecipient Owned, SANDAG as Lienholder
137	TDWC	CU	1FDFE4FS7HDC76087	2017	Starcraft	Allstar	Subrecipient Owned, SANDAG as Lienholder

Table A-2: Administrative Facilities

#	Participant/ Subrecipient	Facility Name	Street	City	State	ZIP Code	Year Built or Reconstructed as New	Square Feet	Direct Capital Responsibility?	Public Transit Use (%)
1	FACT	FACT - Civic Center Dr	516 Civic Center Dr.	Oceanside	CA	92054	2000	1,520	No	100.00%
2	FACT	FACT - Freeman St.	403 N Freeman St.	Oceanside	CA	92054	2000	700	No	100.00%
3	JFS	JFS Admin Building	8804 Balboa Ave	San Diego	CA	92123	1980	25,000	Yes	0.81%
4	JFS	OTG Offices	4669 Murphy Canyon	San Diego	CA	92123	1985	30,066	No	8.00%
5	JFS	JFS Community Service Building	8788 Balboa Ave	San Diego	CA	92123	1980	18,732	Yes	0.27%
6	RL	Renewing Life, Inc.	1058 Camino Del Rey	Chula Vista	CA	91910	2000	1,500	No	30.00%
7	TASSD	Travelers Aid Society of San Diego Administrative Office	2615 Camino del Rio S. Suite 103	San Diego	CA	92108	2020	1,100	No	70.00%
8	TASSD	Travelers Aid Society of San Diego Case Management Office	1501 Imperial Avenue	San Diego	CA	92101	1950	82	No	70.00%
9	TDWC	Total Deliverance Worship Center	138 28th Street	San Diego	CA	92102	1925	25,000	Yes	20.00%

Appendix B: Conditions Assessment

Table B-1: Rolling Stock/Revenue Vehicles

#	Participant/ Subrecipient	Vehicle Type	VIN	Age (Years)	Vehicle Mileage	Useful Life Benchmark (Years)	Past Useful Life Benchmark?
1	FACT	Minivan (MV)	2C7WDGBG2HR784073	6	99,153	8	No
2	FACT	Minivan (MV)	2C7WDGBG3HR784079	6	41,240	8	No
3	FACT	Minivan (MV)	2C7WDGBG7HR784084	6	24,706	8	No
4	FACT	Minivan (MV)	2C7WDGBG8HR784062	6	30,924	8	No
5	FACT	Cutaway Bus (CU)	1FDFE4FS2GDC15552	7	170,613	10	No
6	FACT	Cutaway Bus (CU)	1FDFE4FS0GDC15551	7	185,238	10	No
7	FACT	Minivan (MV)	2C7WDGBG7ER432229	9	94,434	8	Yes
8	FACT	Minivan (MV)	2C7WDGBG2ER432234	9	65,700	8	Yes
9	JFS	Van (VN)	1FBZX2CM7HKA41047	6	95,126	8	No
10	JFS	Van (VN)	1FBZX2CMXHKA35548	6	102,990	8	No
11	JFS	Cutaway Bus (CU)	1FDEE3FS2KDC34391	4	42,012	10	No
12	JFS	Cutaway Bus (CU)	1FDFE4FS5KDC73017	2	13,887	10	No
13	JFS	Cutaway Bus (CU)	1FDFE4FS7KDC73102	2	19,501	10	No
14	JFS	Cutaway Bus (CU)	1FDFE4FSXKDC34455	4	28,310	10	No
15	JFS	Minivan (MV)	2C7WDGBG3HR838609	6	97,158	8	No
16	JFS	Minivan (MV)	2C7WDGBG6KR808351	4	62,891	8	No
17	JFS	Cutaway Bus (CU)	1FDGF5G76DEB78456	9	77,153	10	No
18	JFS	Cutaway Bus (CU)	1FDGF5GY4DEB78455	9	71,030	10	No
19	RL	Minivan (MV)	2C7WDGBG7KR808228	5	35,399	8	No
20	RL	Cutaway Bus (CU)	1FDFE4FS4JDC22736	5	35,746	10	No
21	RL	Cutaway Bus (CU)	1FDFE4FS4ADA09818	13	76,058	10	Yes

22	RL	Minivan (MV)	2C7WDGBGXHR784094	6	113,277	8	No
23	TDWC	Cutaway Bus (CU)	1FD4E4FS5HDC76086	6	56,685	10	No
24	TDWC	Cutaway Bus (CU)	1FD4E4FS7HDC76087	6	56,187	10	No

Appendix C: Acronyms

Table C-1: Acronyms

Acronym	Acronym Explanation
AO	Automobile, a vehicle type
CFR	Code of Federal Regulations
CU	Cutaway Bus, a vehicle type
FACT	Full Access and Coordinated Transportation, Inc., a Section 5310 subrecipient and Group TAM Plan participant
FFY	Federal Fiscal Year
FTA	Federal Transit Administration
FY	Fiscal Year (SANDAG)
JFS	Jewish Family Service of San Diego, a Section 5310 subrecipient and Group TAM Plan participant
MV	Minivan, a vehicle type
NCTD	North County Transit District, a Tier I transit operator
NTD	National Transit Database
SANDAG	San Diego Association of Governments
SDMTS	San Diego Metropolitan Transit System, a Tier I transit operator
SMG	Senior Mini-Grant
STGP	Specialized Transportation Grant Program
TAM	Transit Asset Management
TASSD	Traveler's Aid Society of San Diego, a Section 5310 subrecipient and Group TAM Plan participant
TDWC	Total Deliverance Worship Center of the Apostolic Faith, Inc., a Section 5310 subrecipient and Group TAM Plan participant
TNC	Transportation Network Company
ULB	Useful Life Benchmark
U.S.C	United States Code
VN	Van, a vehicle type