



Stakeholder Workshop

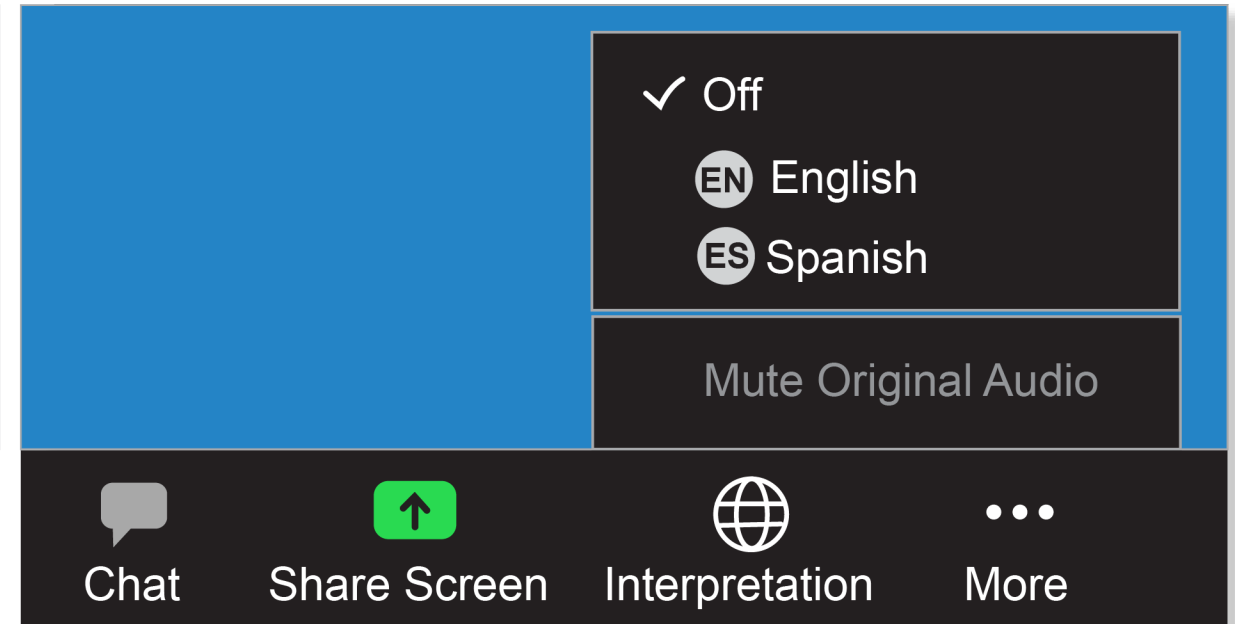
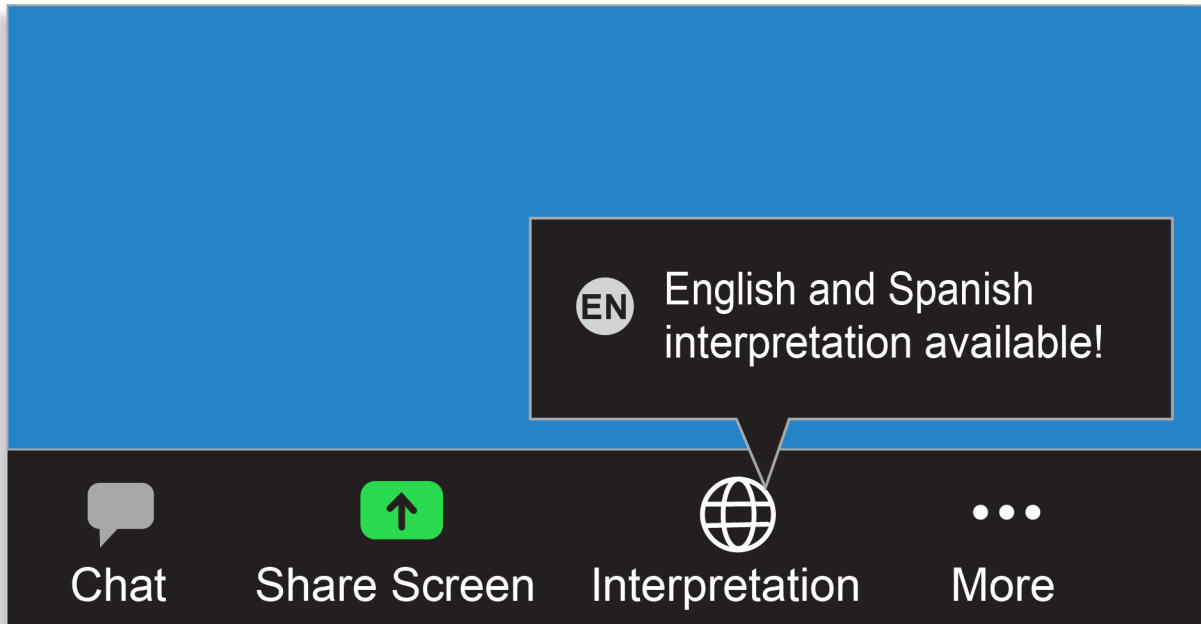
Specialized Transportation Grant Program

Cycle 13 Call for Projects

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Associate Grants Analysts
February 7, 2024

How to Access Interpretation Services

Como Acceder a Los Servicios de Interpretación



Housekeeping



Recording



**Materials will be
posted on the
STGP Web Page**



Q&A

We want to hear from you!

- Go to www.menti.com and enter **3157 8409** or scan the QR code



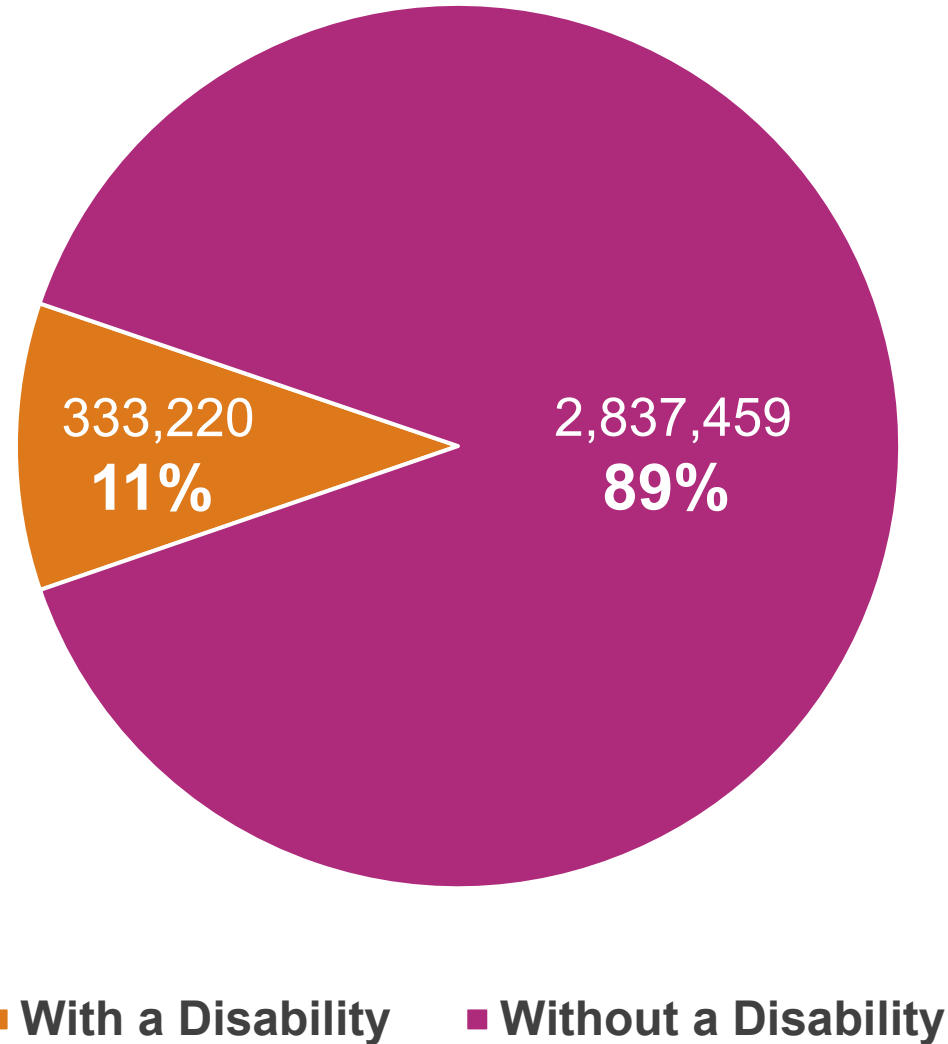
How would you describe yourself?

Did you attend the STGP Cycle 13 Kickoff Meeting last October?

Agenda

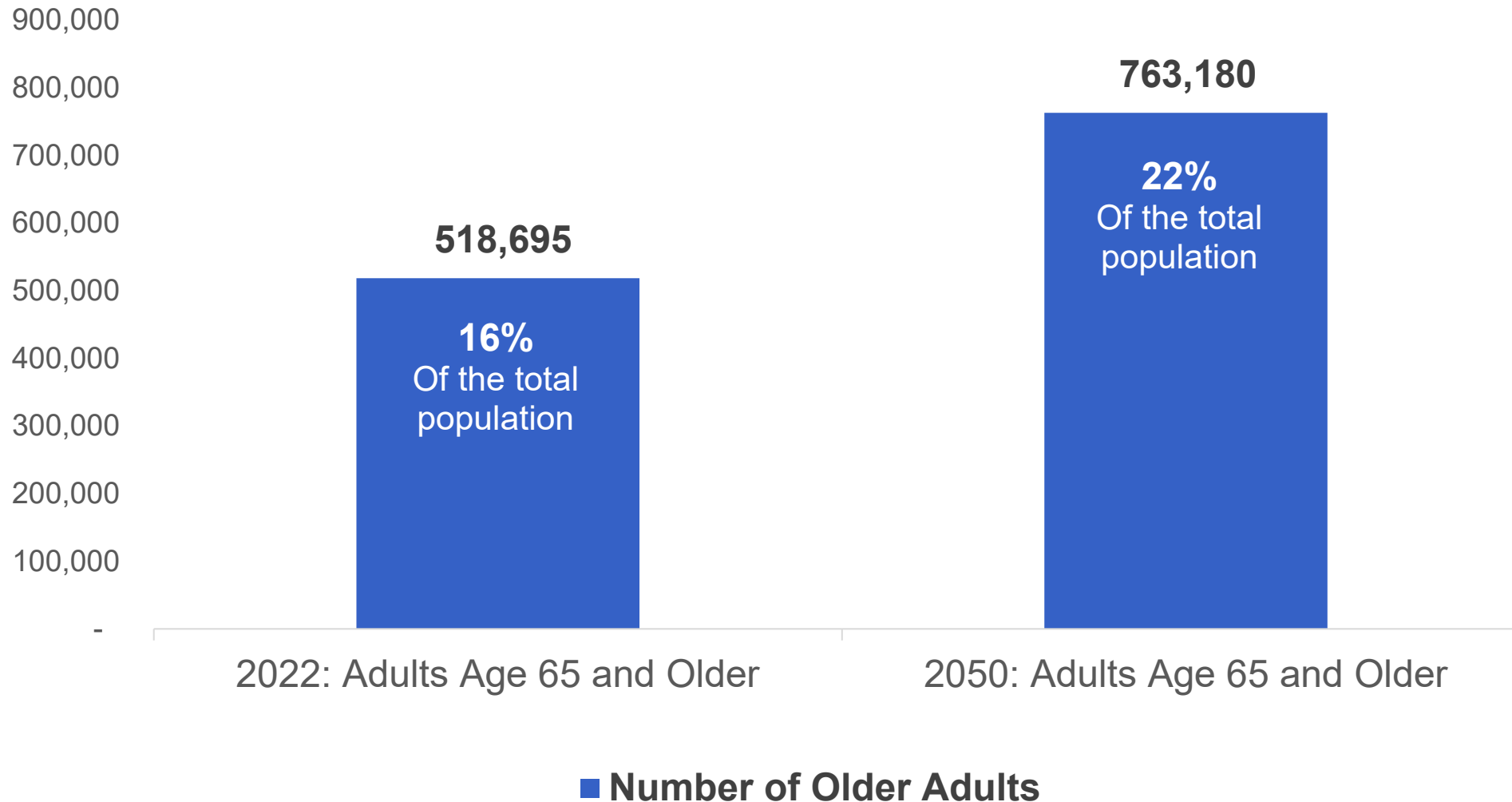
- **Specialized Transportation Background and Overview of the STGP Cycle 13 Call for Projects**
- **Efforts to Date**
- **Existing Selection Criteria and Your Input**
- **Next Steps and Connecting With Us**

Estimated Disabled Population in San Diego County (2021)



Source: 2021 American Community Survey 1-Year Estimate for San Diego County Disability Characteristics

Older Adult Population in San Diego County



Source: SANDAG Series 15 Regional Growth Forecast

What is Specialized Transportation?

“A broad range of transportation-related services to improve mobility for older adults and individuals with disabilities when fixed-route public transit is insufficient, unavailable, or inappropriate.”



Overview of the Specialized Transportation Grant Program (STGP) and Cycle 13 Call for Projects

What is the STGP?

Program Goal

Improve mobility for older adults and individuals with disabilities by delivering effective, equitable, environmentally responsible, and coordinated specialized transportation solutions in our region.

Funding Programs & Eligible Applicants

Funding Programs



Federal Transit
Administration

SANDAG
TransNet Program

Eligible Applicants

- Nonprofit organizations
- Local governmental agencies
- Transit operators
- Tribal governments

Section 5310 Program versus Senior Mini-Grant

Section 5310

- Target population: older adults and individuals with disabilities
- Older adults: 65+
- **Urbanized** areas of San Diego County

Senior Mini-Grant

- Target population: older adults
- Older adults: 60+
- San Diego County

Grant Types



Mobility Management

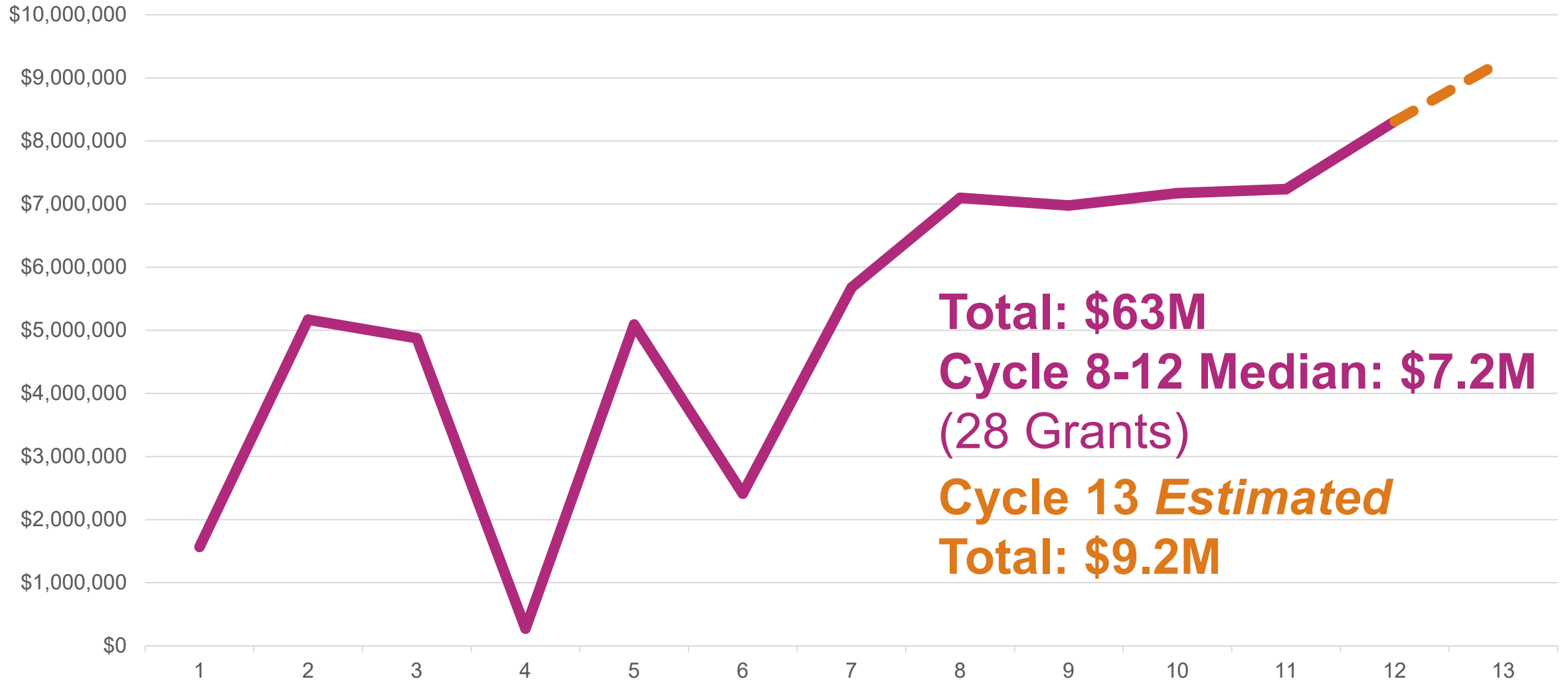


Operating



Capital

History of Grant Award Amounts



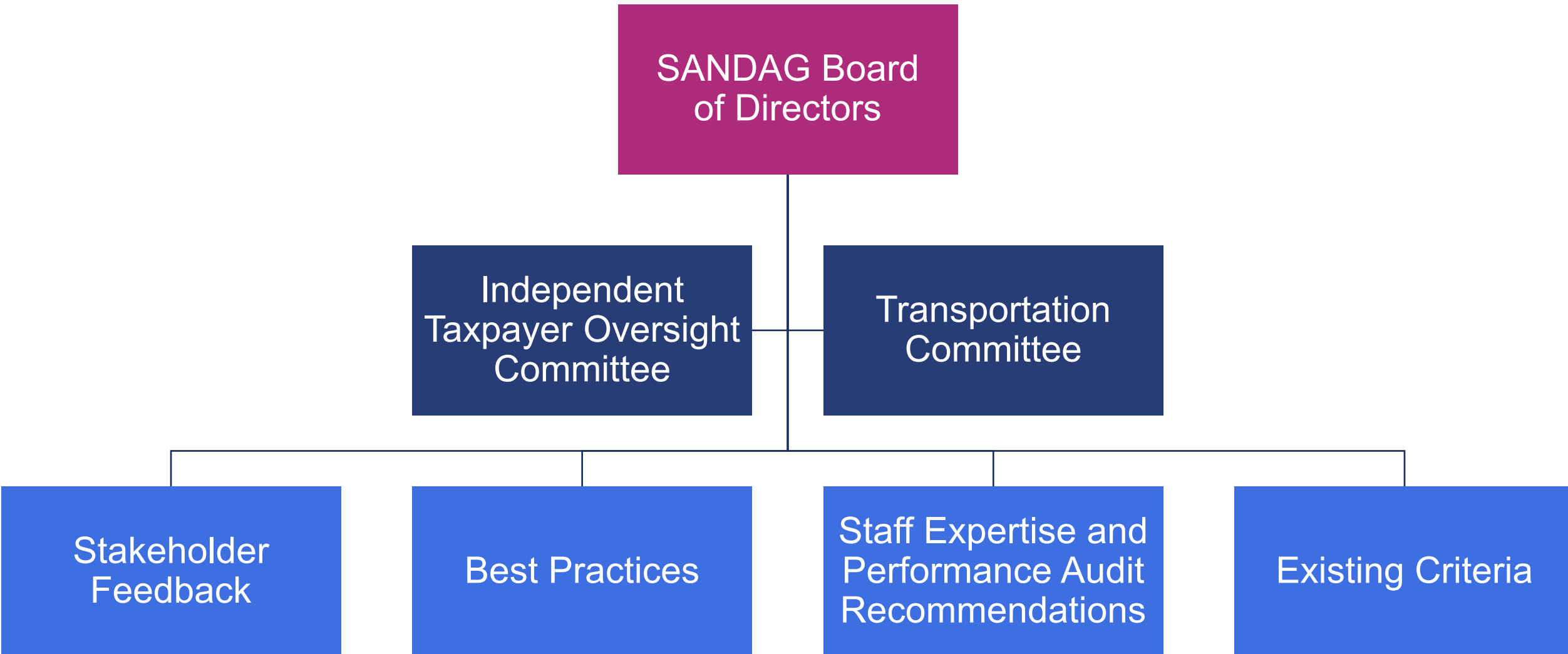
Total: \$63M

Cycle 8-12 Median: \$7.2M
(28 Grants)

Cycle 13 *Estimated*

Total: \$9.2M

Project Selection Criteria Process



STGP Cycle 13 Call for Projects

Where have we been?

Initial Stakeholder Engagement Methods



Kickoff Meeting



SANDAG Working
Groups and
Stakeholder Groups



Email, Social
Media, and STGP
Web Page



100+ Participants
and 100+
Comments

Themes of Feedback So Far

- Specialized Transportation Needs
 - Expanded hours and service areas
 - Flexibility/On-demand service
 - Service quality
 - Coordination among providers
 - Affordability
- Suggested Improvements to Program Goal
 - Include dependability
 - Add on-demand component
 - Reference affordability
 - No change needed

The State of Section 5310 Programs Overall

NADTC 2021 FTA Section 5310 Compendium



2021 FTA Section 5310 Compendium

Americans with Disabilities Act: Requirements for Section 5310 Recipients

Background

The Americans with Disabilities Act (ADA) is a civil rights law prohibiting discrimination against persons with disabilities. Under Title II of the ADA, public transportation must be accessible to and usable by people with disabilities, including wheelchair users. The U.S. Department of Transportation (U.S. DOT) regulations pertaining to transportation, 49 CFR [Parts 27, 37](#) and [38](#), are written to ensure non-discrimination so that people with disabilities will not be excluded from, or denied participation in, using transportation systems or facilities.

The ADA applies to public and private providers of transportation regardless of whether the provider receives Federal financial assistance. For the Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) Program, providers must follow specific requirements to ensure that riders with disabilities have fair and equitable access to transportation services.

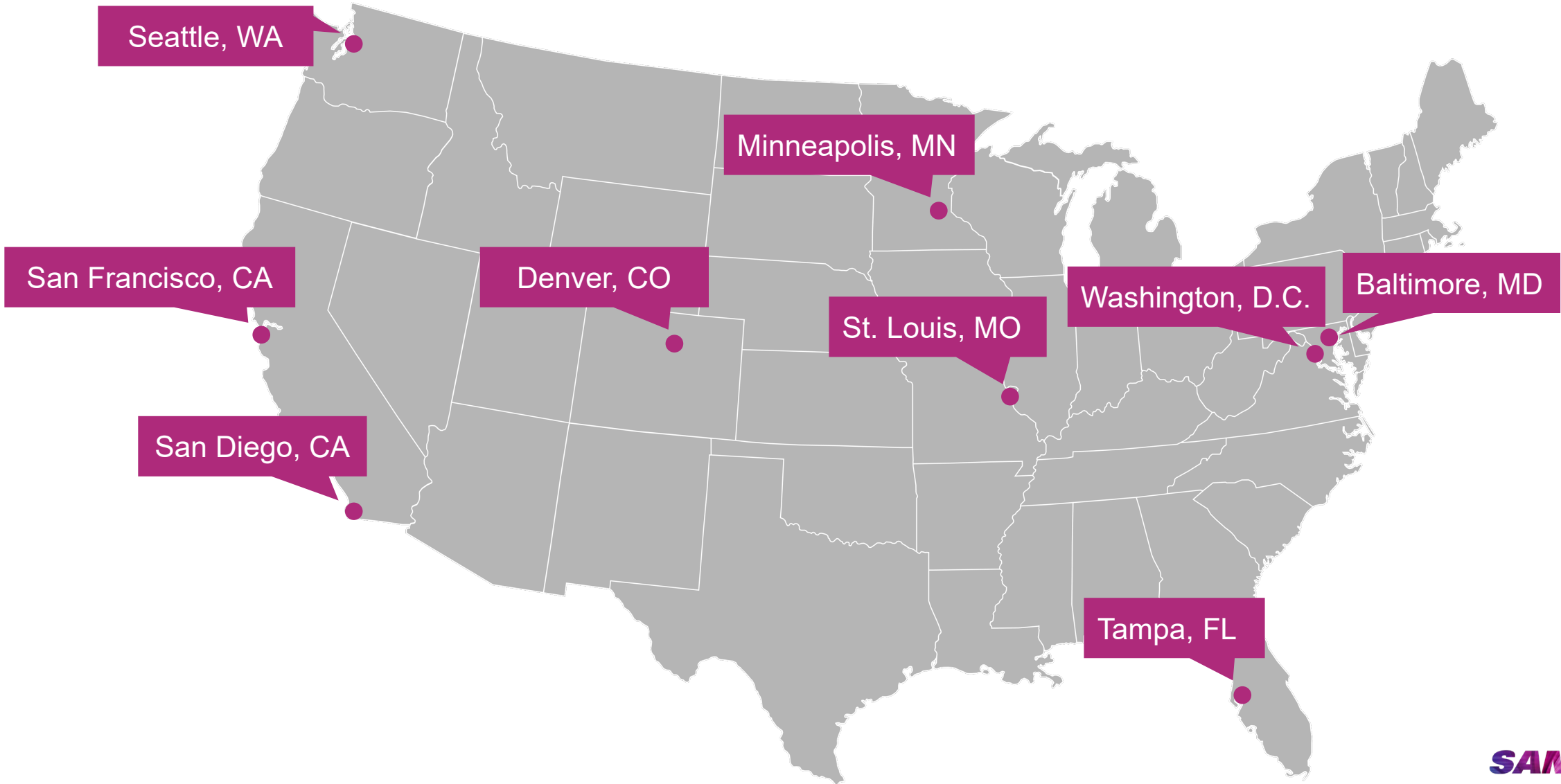
FTA Section 5310 Recipients

Private nonprofit entities that receive Section 5310 funding and provide services to their clients or members of a particular agency are subject to the ADA requirements that apply to private transportation entities. Section 5310 funding for projects that are open to the general public are to meet the ADA requirements applicable to public entities providing fixed-route or demand responsive services. ADA requirements described in this information brief apply to both private human service and public providers, including contracted service for Section 5310 grantees.

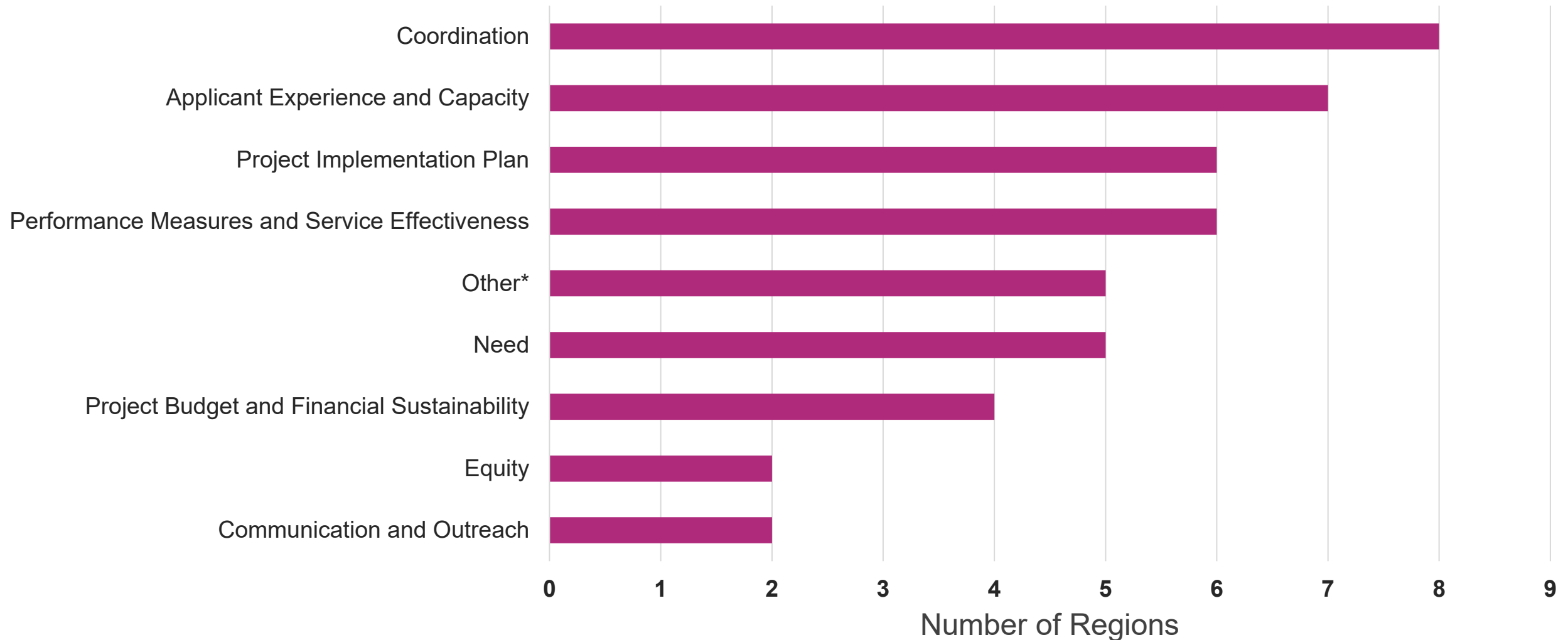
TRB 2022 Program Management Insights for the Section 5310 Program



Analyzing Criteria from Other Section 5310 Programs

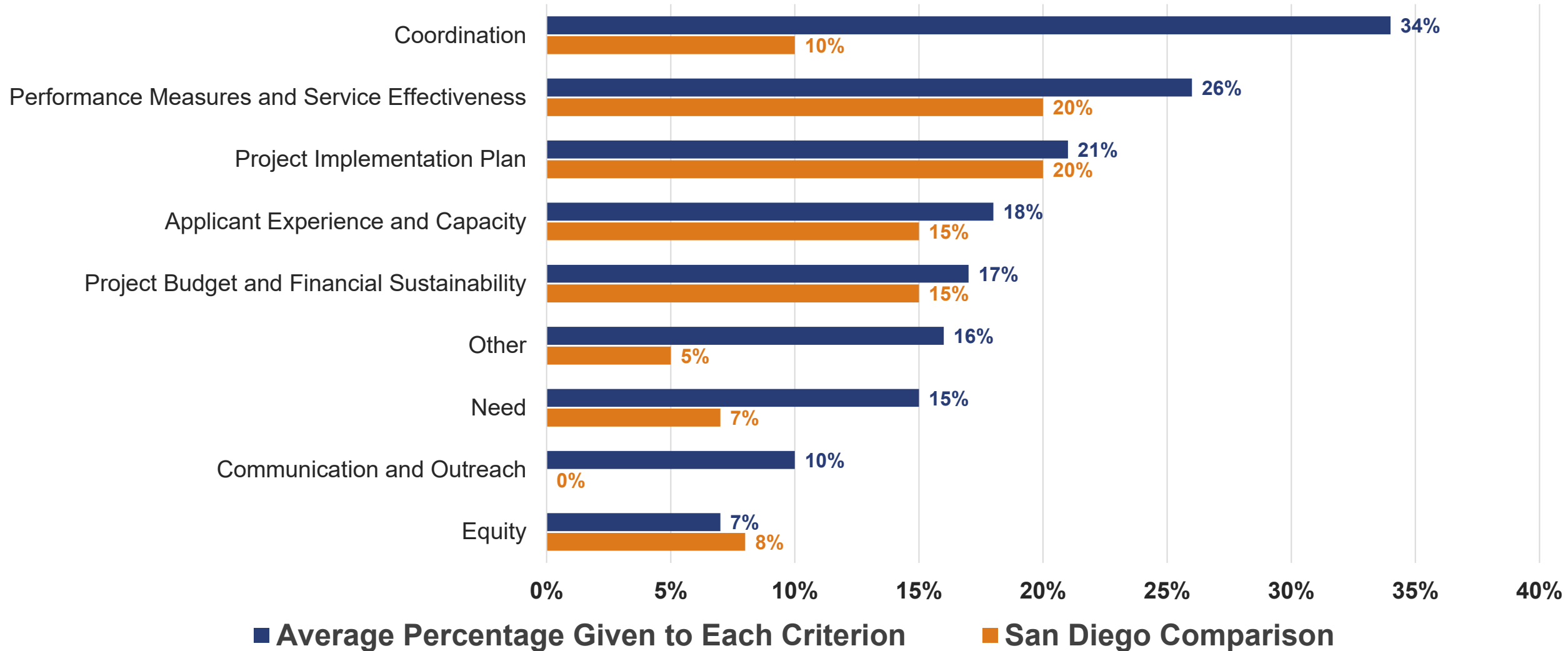


Most Common Criteria Used



*Other selection criteria were emergency planning and preparedness, additional criteria based on project type, environmental responsibility, innovation and transferability, program goals and objectives, uniqueness of service, and customer focus.

Average Importance of Criteria



STGP Cycle 12 Call for Projects

How can we improve the criteria we used last time?

Last Cycle's Evaluation Criteria

No.	Selection Criteria	Points Possible	Percentage of Total Points Possible
1	Applicant Capacity and Experience for Proposed Service	15	15%
2	Operational/Implementation Plan	20	20%
3	Stewardship of Public Funds and Assets	15	15%
4	Need and Equity	15	15%
5	Coordination	10	10%
6	Environmental Responsibility	5	5%
7	Proposed Performance	10	10%
8	Performance Monitoring, Reporting, and Outcomes	10	10%
	Total	100	100%

We want to hear from you!

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Do you think these criteria help us identify the most qualified proposals?

This factor is important to consider (strongly agree or disagree)

- **Applicant Capacity and Experience**
- **Operational/Implementation Plan**
- **Stewardship of Public Funds and Assets**
- **Need and Equity**
- **Coordination**
- **Environmental Responsibility**
- **Proposed Performance**
- **Performance Monitoring, Reporting, and Outcomes**

What other criteria should we consider?

Matching Funds

Now

Applicants are allowed to match Section 5310 funds with SMG funds and vice-versa for the same grant types.



Gives flexibility to agencies applying for both Section 5310 and SMG funding

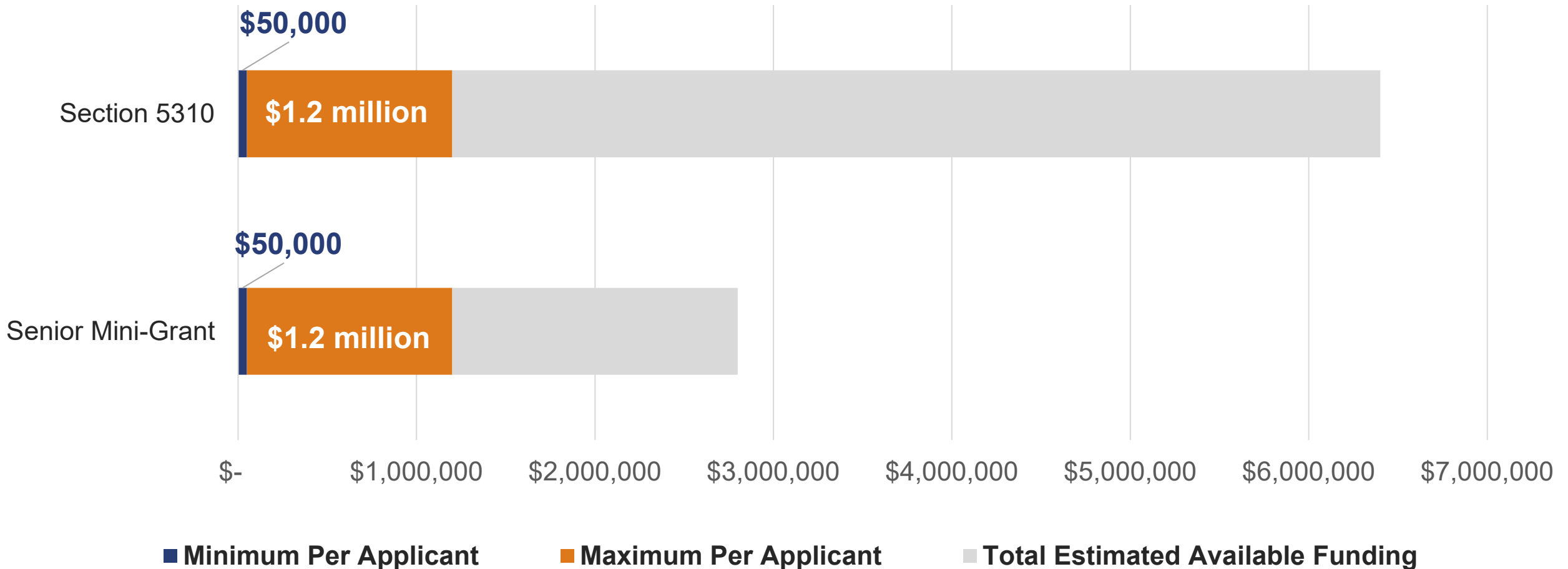


Can discourage agencies applying for both Section 5310 and SMG funding to apply for funding outside the STGP

Should we allow applicants to match Section 5310 with SMG and vice versa?

Range of Grant Awards

Minimum and Maximum Grant Awards per Applicant Now



Pros and Cons of Grant Award Ranges Now



- Applicants can request Section 5310 funding for one or several vehicles
- Consistency across both funding sources
- Can lead to fewer grants to monitor and less admin work

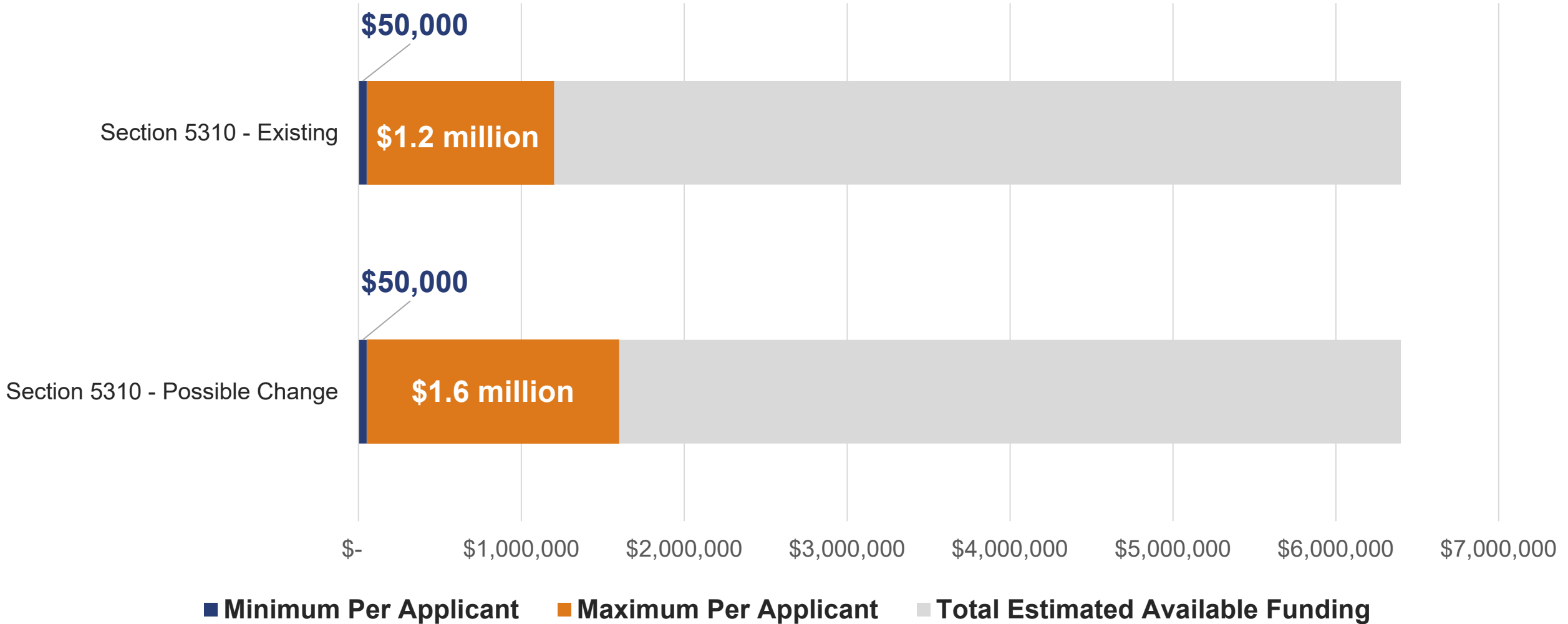


- Can decrease the number of small-scale services, especially for the SMG program
- Can reduce diversity of grants, including geographic distribution of funding
- Does not set a minimum award by grant

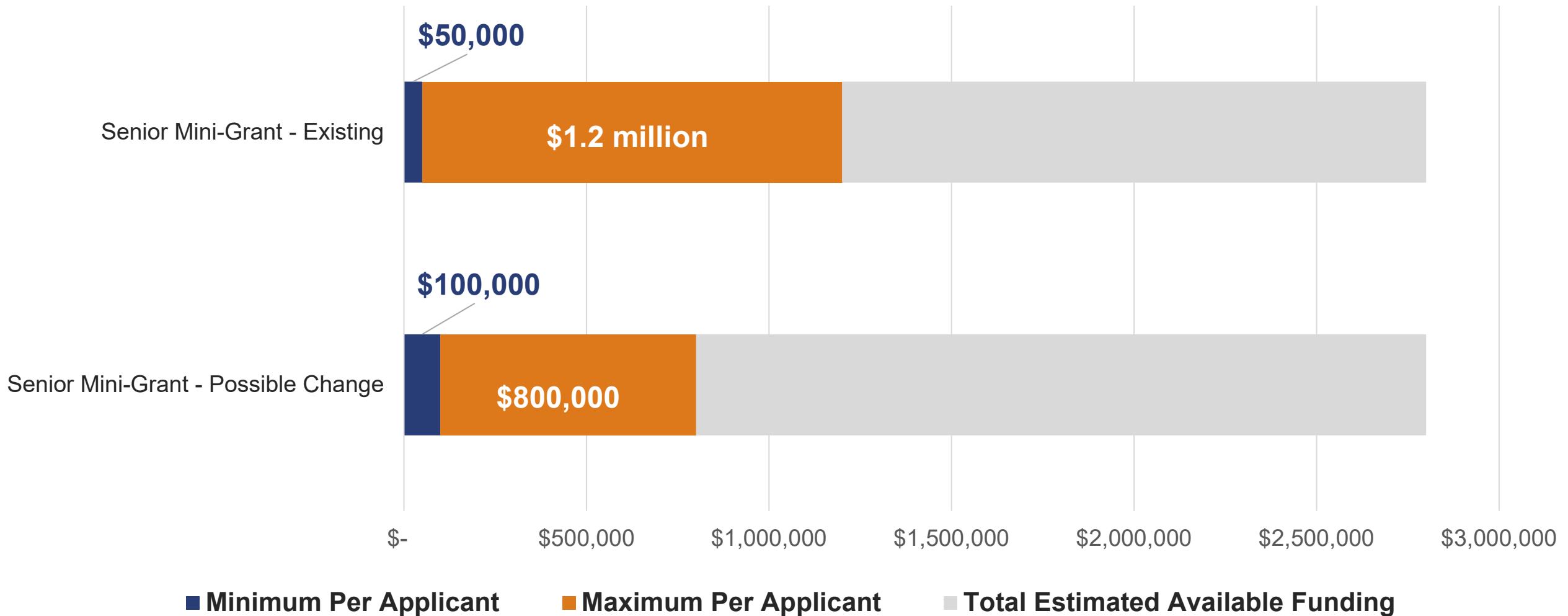
Possible Changes to Grant Award Ranges

- Set the **Section 5310** minimum grant award to **\$50,000**
- Set the **Senior Mini-Grant** minimum grant award to **\$100,000**
- Raise the maximum amount of **Section 5310** grant funding an applicant can receive by \$400,000 to **\$1.6 million**
- Lower the maximum amount of Senior Mini-Grant funding an applicant can receive by \$400,000 to **\$800,000**

Section 5310 Possible Changes



Senior Mini-Grant Possible Changes



Pros and Cons of Possible Changes to Award Ranges



- Minimizes administrative burden of small grants with minimum award thresholds
- Can better balances the need for larger and smaller grant sizes
- Can allow for more grant diversity, especially in the SMG program



- Could negatively impact Senior Mini-Grant applicants that would want to request between \$800,000 and \$1.2 million
- Could negatively impact some applicants that match Section 5310 with SMG and vice-versa, if this policy continues

Should we raise the maximum grant award for Section 5310 and lower it for SMG?

Electric Vehicles: New for Cycle 13

Electric Vehicles (Base Model Prices)

Requirements

- Gas:
15% cash match
- Electric:
10% cash match

Cutaway Bus (gas fuel)



\$90k - \$135k

Electric Cutaway Bus



\$239k - \$313k

Transit Van (gas fuel)



\$53k - \$82k

Electric Transit Van



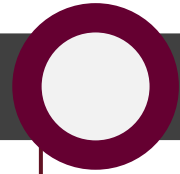
\$94k - \$182k

How many electric vehicles would your agency apply for?

Next Steps

Anticipated Timeline for Cycle 13

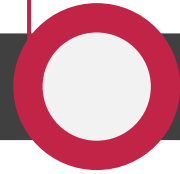
2024



TODAY

Call for Projects Workshop

Discuss the project selection criteria.



March 2024

**Fiscal Year 2024 TransNet
Triennial Performance Audit**

Any recommendations for the SMG program will be reviewed and may inform criteria changes.



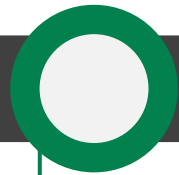
March – April 2024

More Stakeholder Engagement

Presenting to & getting input from SANDAG working groups and other stakeholder groups on the criteria.

Anticipated Timeline for Cycle 13

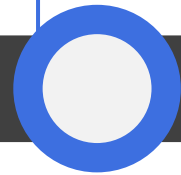
2024



May 8, 2024

**Independent
Taxpayer Oversight
Committee Meeting**

Presenting criteria for discussion and possible action.



May 17, 2024

**Transportation
Committee Meeting**

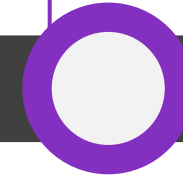
Presenting criteria for discussion and possible action.



May or June 2024

**SANDAG Board
Meeting**

Presenting STGP Cycle 13 Call for Projects, including the criteria, for approval



July 1, 2024

Applications Open

90-day application window begins

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