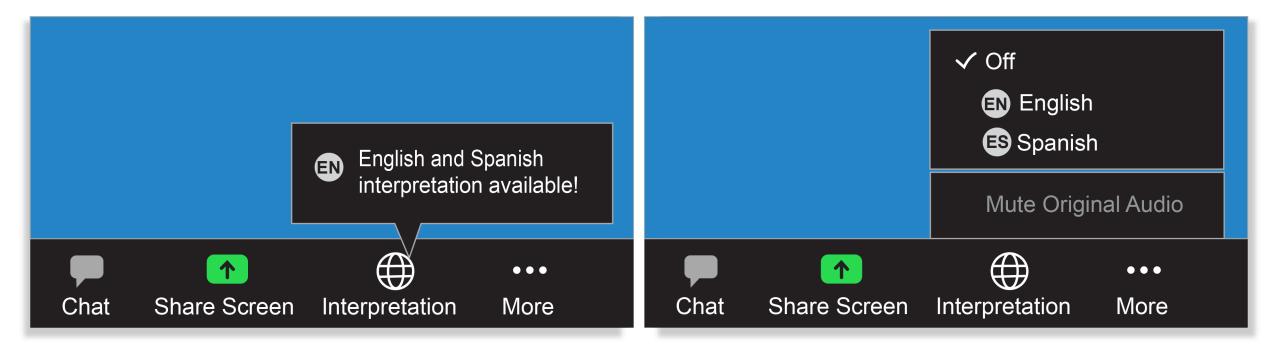


Stakeholder Workshop Specialized Transportation Grant Program Cycle 13 Call for Projects

Zachary Rivera and Aly Vazquez 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



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How would you describe yourself?

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

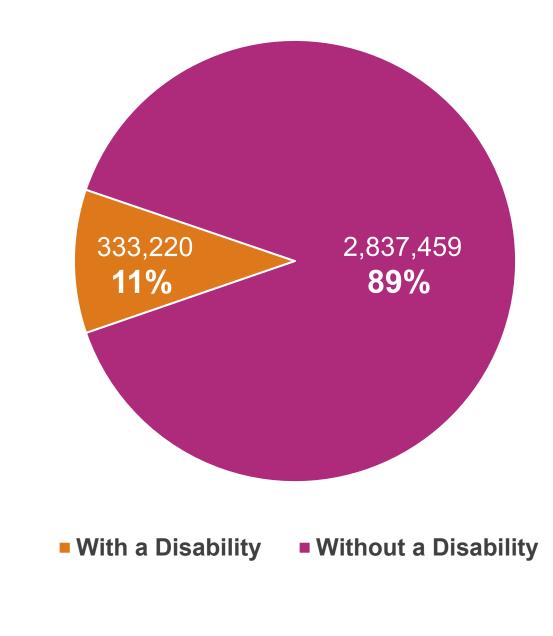
Agenda

Specialized Transportation Background and Overview of the STGP Cycle 13 Call for Projects

Efforts to Date

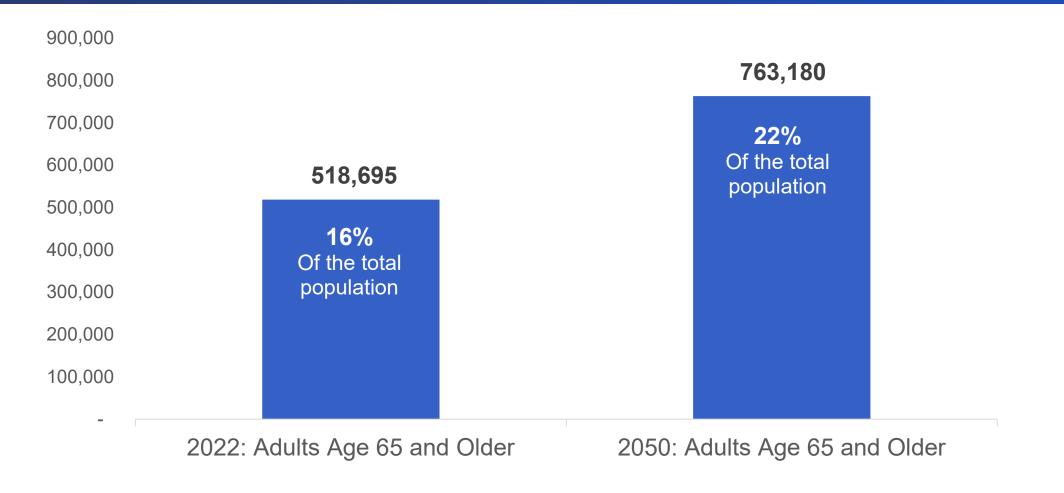
Existing Selection Criteria and Your Input

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



Number of Older Adults

What is Specialized Transportation?

"A broad range of transportationrelated 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



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+
- <u>Urbanized</u> areas of San Diego County

Senior Mini-Grant

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

Grant Types

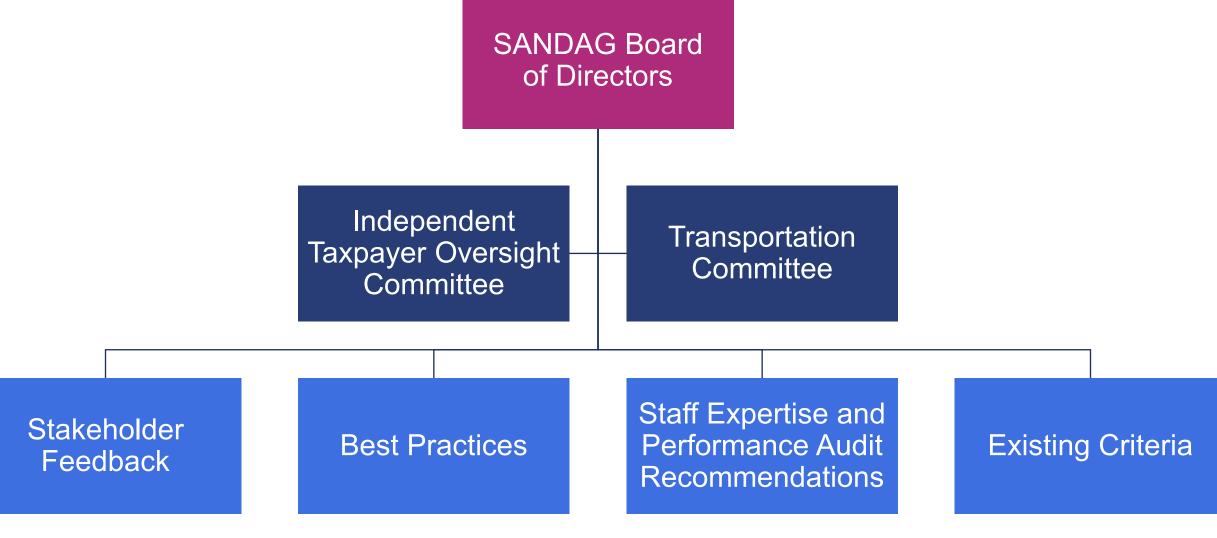


History of Grant Award Amounts

\$10,000,000				
\$9,000,000				
\$8,000,000				
\$7,000,000				
\$6,000,000				
\$5,000,000			Total: \$63M	
\$4,000,000			Cycle 8-12 Med	dian: \$7.2M
\$3,000,000			(28 Grants)	
\$2,000,000			Cycle 13 Estim	ated
\$1,000,000			Total: \$9.2M	
\$0	1 2 3 4	5 6	7 8 9 10 1	1 12 13
				SANDAG

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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

nadtc

NATIONAL AGING AND DISABILITY TRANSPORTATION CENTER

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



NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM

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Program Management Insights for the Section 5310 Program, Including Subrecipient Consolidation and Urban 5310

This digest summarizes the findings of NCHRP Project 20-65/Task 79, "Program Management Insights for the 5310 Program (Including Sub-Grantee Consolidation and Urban 5310)." This work was conducted to examine how Section 5310 funds are being programmed and to provide information on the tools, strategies, and opportunities that have demonstrated success in local areas. ICF was the contractor for this study: Catherine Duffy was the project director and principal investigator. The responsible senior program officers are Velvet Basemera-Fitzpatrick and Gwen Chisholm Smith: Waseem Dekelbab is the manager for NCHRP and Christopher J. Hedges is the director of CRP. This Research Results Digest is accompanied by two appendices, which are available on the National Academies Press. website (nap.nationalacademies.org) by searching for NCHRP Research Results Digest 403.

SUMMARY

NATIONAL

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capital assistance program, with states initiating p grams in 1975. The FTA (then the Urban Mass Trans The FTA's Enhanced Mobility of Seniors and Ind portation Administration, UMTA) apportioned fund viduals with Disabilities program, 49 U.S.C. 5310, among the states by formula for distribution to loca provides formula funding to help private nonprofit agencies, a practice made a statutory requirement by groups meet the transportation needs of older the 1991 ISTEA. Initially, many of the subrecipients adults and people with disabilities when existing used the vehicles primarily for transportation of their transportation service is unavailable, insufficient, or own clients. Funding for the program then ranged propriate. Funding for this program has been between \$20 million and \$35 million annually until available to states since 1975. Funds are apporthe passage of ISTEA, when it nearly doubled and tioned based on each state's share of the popula-ISTEA introduced the eligibility of public agencies tion of older people and people with disabilities. under limited circumstances and encouraged the State departments of transportation (DOTs) are the coordination of human services transportation. Since direct recipients of Section 5310 funds for rural and ISTEA, FTA guidance and authorizing legislation has small urban areas. Each state governor chooses the increasingly encouraged coordination of vehicles designated recipient for large urban areas. Eligible and resources TEA-21 enacted in 1998 increased subrecipients in all areas include private nonprofit and authorized funding levels for the Section 5310 organizations, states, local government authorities, program but no other changes were made until and operators of public transportation. In fiscal year SAFETEA-LU, which introduced the requirement for (FY) 2021, the program was funded at approxi- coordinated transportation plans. Each authoriza tion leading up to SAFETEA-LU and each one after Research indicates some of the reasons behind has impa cted the way programs are managed an how programs are managed today have roots in monitored. Challenges at the recipient or sub historical program guidance. The Section 5310 recipient level with coordination and/or meeting program was authorized in 1974 as a discretionary the performance and state of good repair (SGR)

ACADEMIES Medicine TTELL TRANSPORTATION RESEARCH BOARD

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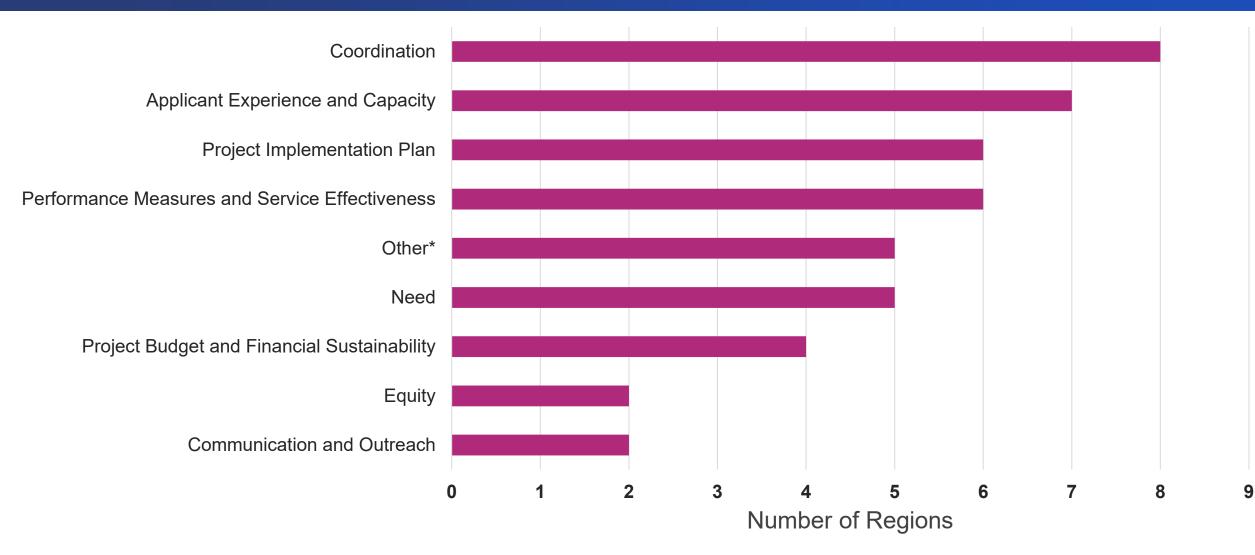
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Analyzing Criteria from Other Section 5310 Programs



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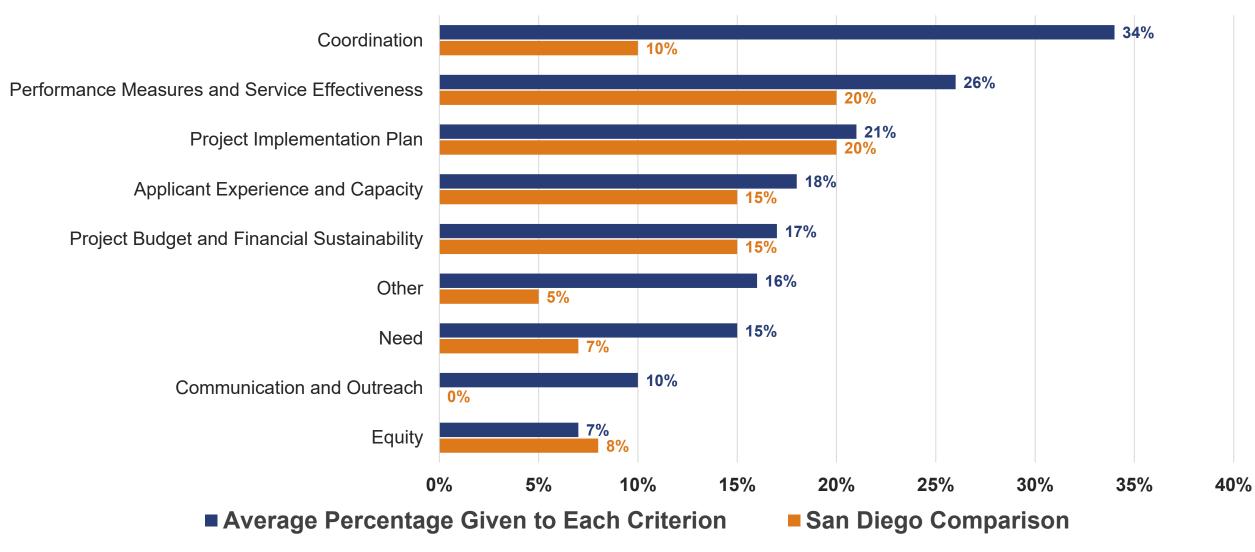
Most Common Criteria Used



*'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.

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Average Importance of Criteria



Source: SANDAG STGP Cycle 13 Literature Review and Benchmarking Analysis. December 2023.

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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%

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

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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

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What other criteria should we consider?

Matching Funds

Now

Applicants <u>are allowed</u> 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

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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

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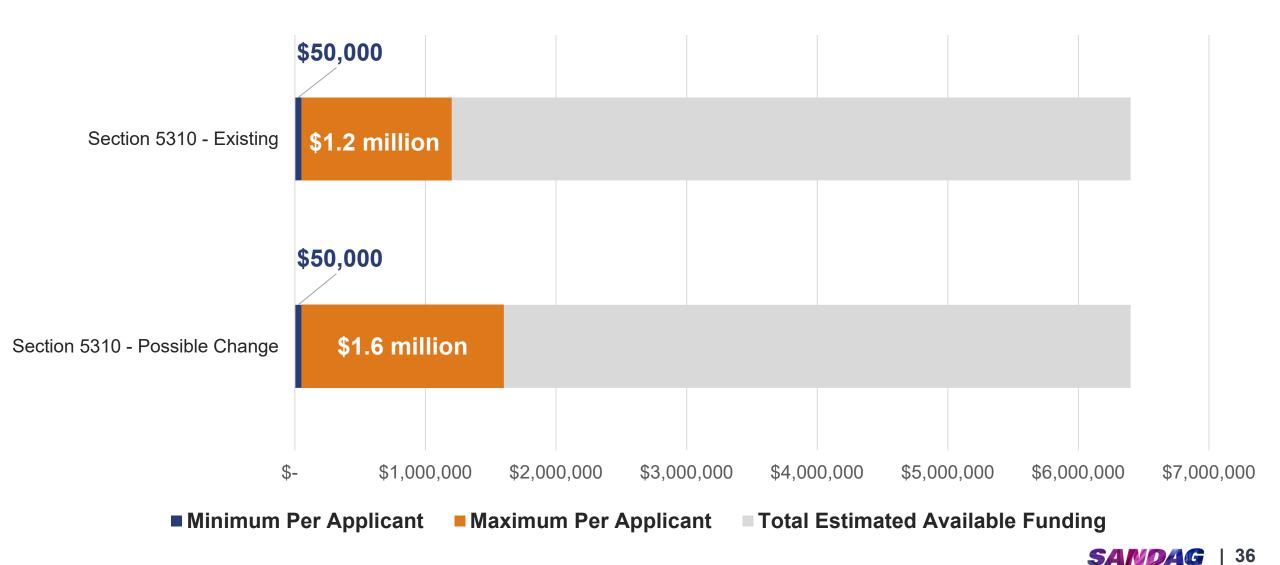
- Applicants can request Section 5310 funding for one or several vehicles
- Consistency across both funding sources
- Can lead to fewer grants to monitor and less admin work

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

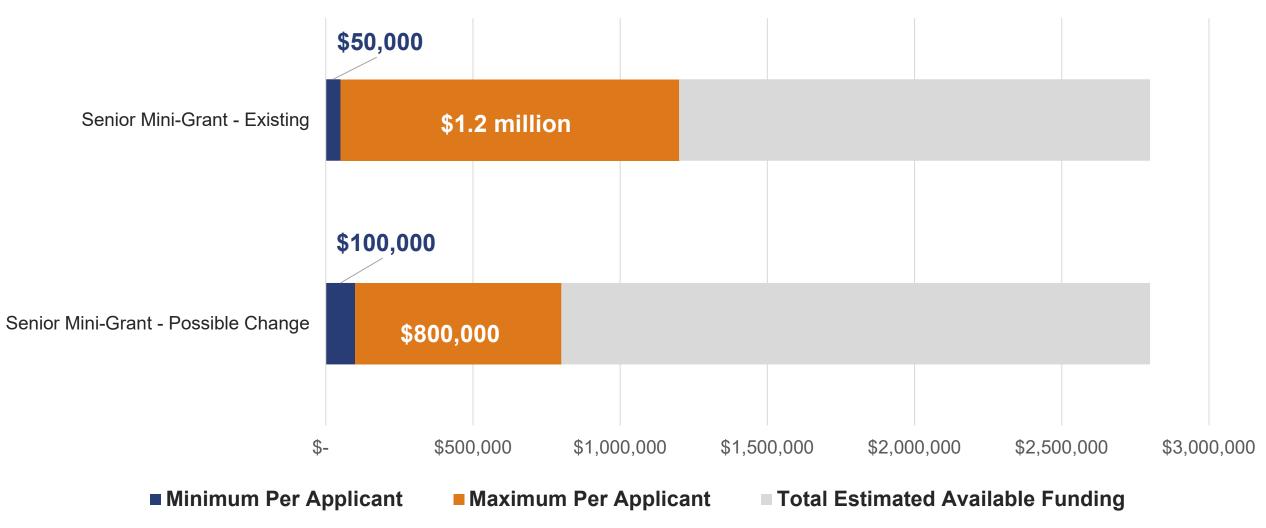
Possible Changes to Grant Award Ranges

- 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



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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

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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

Transit Van (gas fuel)



\$53k - \$82k

Electric Cutaway Bus



\$239k - \$313k

Electric Transit Van



\$94k - \$182k SANDAG

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How many electric vehicles would your agency apply for?



Next Steps

Anticipated Timeline for Cycle 13

March 2024

Fiscal Year 2024 TransNet Triennial Performance Audit

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

2024

TODAY

Call for Projects Workshop

Discuss the project selection criteria.

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



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