

## Revised Section 5310 Cycle 13 Call for Projects Funding Recommendations

### Overview

Through a biennial call for projects (CFP) process, the SANDAG Specialized Transportation Grant Program (STGP) allocates Federal Transit Administration (FTA) Section 5310 (Section 5310) and TransNet Senior Mini-Grant (SMG) funding to support projects that improve mobility for older adults and individuals with disabilities throughout the region.

The FTA Section 5310 Program provides formula funding to SANDAG based on the region's large, urbanized population size. The funding can support traditional projects or nontraditional projects.

Traditional projects are defined as core capital investments that directly provide or support specialized transportation service (e.g., vehicle purchases, contracted transportation service). Nontraditional projects fund alternative transportation, exceed Americans with Disabilities Act requirements, or improve the environment to help the target population access fixed route transportation (e.g., mileage reimbursement, volunteer driver programs). The FTA requires that 55% of program funds go to traditional projects and 45% of program funds go to nontraditional projects. Up to 10% of the nontraditional funding can be allocated toward grant program administration.

### Key Considerations

The Board of Directors (BOD) approved the evaluation criteria and release of the Cycle 13 STGP CFP on [June 28, 2024, \(Item 16\)](#). One year later, on [June 27, 2025 \(Item 5\)](#), the BOD approved the recommended FTA Section 5310 awards.

Since BOD approval, the Section 5310 Cycle 13 CFP funding recommendations need to be modified. Attachment 1 itemizes the revisions. A summary of the changes is as follows:

- 1) The total available award amount increased by \$39,439 due to sale proceeds SANDAG received from a previous Section 5310 vehicle loss.
- 2) Facilitating Access to Coordinated Transportation (FACT)'s RideFACT transportation service funding total was reclassified to the traditional category to reduce grantee match burden.
- 3) Noah Homes declined four vehicle awards due to limited service demands. See documentation in Attachment 2.
- 4) To satisfy the FTA 55% traditional project funding requirement, the traditional project category award amount must be increased, and the nontraditional award amount must be decreased. Funding modifications were therefore applied in descending order based on evaluation scores per project category. This results in St. Paul's Senior Services (grantee) receiving an increased vehicle award (+\$570, 941) while San Diego Metropolitan Transit System (grantee) receives a decreased vehicle award (-\$99,218). Both awardees have been notified of this modification.

The SANDAG Data Science Department has verified the accuracy of the revisions, and the FTA has provided its concurrence. All STGP Cycle 13 awardees and applicants were informed of the revisions on January 20, 2026. The revised recommended projects maintain a broad geographic coverage of services, align with the funding priorities in the region's [Coordinated Plan](#), and further the STGP goal and

### Action: **Approve**

The Transportation Committee recommends that the Board of Directors approve the revised Section 5310 Cycle 13 call for projects awards as detailed in the report.

### Fiscal Impact:

None.

### Schedule/Scope Impact:

None.

