

Specialized Transportation Grant Program Cycle 12 Call for Projects Funding Recommendations

Overview

Through a biennial competitive process, the SANDAG Specialized Transportation Grant Program (STGP) allocates both Federal Transit Administration 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.

Key Considerations

Attachment 1 provides an overview of the STGP Cycle 12 Call for Projects, including the evaluation process; discusses the amount of available STGP funding; describes the projects recommended for funding; and details next steps. Attachments 2 and 3 present the draft project rankings and funding recommendations for the STGP Cycle 12 Call for Projects. Based on project rankings, 36 projects from 11 nonprofit organizations and local agencies are collectively recommended to receive approximately \$7.9 million in STGP funding to provide specialized transportation services across the region. The recommended projects reflect broad geographic coverage of services, align with the funding priorities in the [2020](#)

[Coordinated Plan](#), and further the STGP goal and objectives. These projects include support for volunteer driver programs, information and referral services, and purchase of accessible vehicles. The SMG Cycle 12 funding recommendations were presented to the Independent Taxpayer Oversight Committee (ITOC) at its [February 8, 2023, meeting](#) for review and to ensure consistency with the TransNet Ordinance; the ITOC did not propose any changes to the SMG Cycle 12 funding recommendations. The STGP Cycle 12 funding recommendations were then presented to the Transportation Committee (TC) at its [February 17, 2023, meeting](#). The TC did not propose changes to the funding recommendations but directed staff to analyze the use of average scores and ranks and the method by which full and partial funding recommendations are made for future calls for projects.

Next Steps

Pending Board approval, the awarded STGP projects will be incorporated into the Regional Transportation Improvement Program, staff will begin executing grant agreements, and projects will commence no sooner than July 1, 2023. Once the awarded STGP projects begin, they will be monitored and included in regular grant status reports provided to the Transportation Committee. If a selected project is unable to use its awarded funds or more funding becomes available, staff would follow Section 5.1 of [SANDAG Board Policy No. 035](#) to disburse additional funding. SANDAG anticipates that the next STGP call for projects will be released in June 2024.

Action: Approve

The Transportation Committee recommends that the Board of Directors approve the funding recommendations for the STGP Cycle 12 Call for Projects.

Fiscal Impact:

Pending Board approval, approximately \$7.9 million in STGP funding would be awarded to specialized transportation projects.

Schedule/Scope Impact:

SMG and Section 5310 projects awarded funding by the Board would begin no sooner than July 1, 2023, and October 1, 2023, respectively. Non-vehicle projects are anticipated to be completed in one to two years from grant execution. Completion dates for vehicle projects are anticipated to be four to six years from the date the vehicle is put into service.

Susan Huntington, Director of Financial Planning, Budgets and Grants

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- Attachment(s):
1. Discussion Memo
 2. STGP Cycle 12 Call for Projects: Section 5310 Funding Recommendations
 3. STGP Cycle 12 Call for Projects: SMG Funding Recommendations
 4. Social Equity Analysis for the STGP Cycle 12 Call for Projects

Discussion Memo

Historical Context for STGP Cycle 12 Call for Projects

With input from the TransNet Independent Taxpayer Oversight Committee (ITOC), Transportation Committee (TC), and specialized transportation stakeholders and approval by the Board, SANDAG sets evaluation criteria from which proposed STGP projects are scored and ranked. Staff presented the STGP Cycle 12 Call for Projects (Cycle 12) Evaluation Criteria to the ITOC at its [June 14, 2022, meeting](#) and to the TC at its [June 17, 2022, meeting](#). Upon a recommendation by the TC, the Board approved the Cycle 12 Evaluation Criteria at its [June 24, 2022, meeting](#). On July 6, 2022, SANDAG released the STGP Cycle 12 Call for Projects, making approximately \$7.91 million in STGP funding available.

Evaluation Process

SANDAG received STGP applications from 17 nonprofit organizations and local agencies requesting approximately \$10.5 million to support 47 projects. Once the STGP Cycle 12 Call for Projects closed on October 5, 2022, SANDAG staff reviewed all proposed projects to determine if they met minimum eligibility requirements as outlined in the STGP Cycle 12 Call for Projects. Three submitted projects were deemed nonresponsive and ineligible. Eligible projects were then scored by evaluators external to SANDAG with expertise related to specialized transportation. They scored each application based on the qualitative evaluation criteria, while SANDAG staff scored each application based on the quantitative evaluation criteria. Next, SANDAG staff applied a performance-based adjustment to projects for which an applicant has held an operating or mobility management STGP grant in the past three years. Then, staff developed a ranked project list based on a “Sum of Ranks” approach. The top-ranking projects are recommended for funding in descending rank until the available funding is exhausted.

Section 5310 Federal Requirements and Effect on Available Section 5310 Funding

The draft funding recommendations were then revised to ensure federal funding requirements would be met. The Section 5310 program mandates that at least 55% of a region’s apportionment be used towards traditional Section 5310 projects. Per [Federal Transit Administration Circular 9070.1G](#), traditional Section 5310 projects are defined as “public capital projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.” Traditional projects include, but are not limited to, purchase of Americans with Disabilities Act-compliant vehicles, purchase of support equipment related to Section 5310-funded vehicles, acquisition of transportation under a contract lease, and support for mobility management and coordination programs. Traditional Section 5310 projects can only be carried out by eligible Section 5310 agencies. Per federal requirements, eligible agencies for traditional Section 5310 projects are either private nonprofit organizations or state or local governmental authorities. State or local governmental authorities are only eligible if they are approved by a state to coordinate services for older adults and individuals with disabilities or if they certify that there are no nonprofit organizations readily available in their service area to provide the proposed transportation service.

After the STGP Cycle 12 Call for Projects closed, staff reviewed the proposed Section 5310 projects, classifying them as traditional or nontraditional based on the federal requirements stated above. Staff then calculated that the total grant request for traditional Section 5310 projects was \$3,159,585. As mentioned, the Section 5310 program, however, mandates that at least 55% of the total apportionment be used towards traditional Section 5310 projects, or \$3,327,692. Since the aggregate grant request for traditional Section 5310 projects was less than 55% of the total apportionment, staff determined that the total available funding for Section 5310 projects would need to be reduced by approximately \$237,000 so that the 55% traditional requirement would be satisfied.

When staff encountered this issue during the STGP Cycle 11 Call for Projects, staff recommended that SANDAG hold a supplemental call for projects to allocate the remaining apportionment. For the Cycle 12 Call for Projects, however, staff has determined that the cost in staff time of holding this supplemental call

for projects exceeds the additional Section 5310 administrative funding used to identify and monitor additional projects. Further, the amount of funding through a potential Cycle 12 supplemental call for projects is less than what was made available during the Cycle 11 Supplemental Call for Projects, and it is unknown if SANDAG would receive additional eligible traditional Section 5310 projects. Thus, staff recommends that SANDAG not hold a supplemental call for projects. The funding reduction would impact only one Section 5310 funding recommendation; one project is recommended to receive partial funding, rather than full funding. The approximate \$168,000 in remaining Section 5310 funding would be reapportioned among all areas nationwide that receive Section 5310 funds. For the next STGP call for projects, staff plans to conduct more robust outreach to potential traditional Section 5310 project applicants.

Social Equity Analysis and Quality Assurance Review

Per federal requirements, a social equity analysis of the Section 5310 Cycle 12 funding recommendations was conducted to determine whether they would carry a disparate impact for people of color or a disproportionate burden for low-income populations. A similar analysis was conducted for the SMG funding recommendations. As shown in Attachment 4, the analysis found that the STGP Cycle 12 funding recommendations for both the Section 5310 and SMG programs would cause neither disparate impacts nor disproportionate burdens. Last, the funding recommendations and social equity analyses were independently reviewed by SANDAG data quality assurance staff to identify and correct any potential errors.

Section 5310 Funding Recommendations

Based on the project rankings, 32 projects from ten nonprofit organizations and local agencies are collectively recommended to be awarded approximately \$5.3 million in Section 5310 funding. Through these projects, 27 accessible vehicles will be purchased, volunteer driver programs will be supported, and travel training will be provided for older adults and individuals with disabilities. Additionally, on June 24, 2022, the Board authorized staff to offer \$790,758 in STGP Cycle 12 Section 5310 funding to the Consolidated Transportation Services Agency (CTSA) for mobility management activities. The Section 5310 funding recommendations include this allocation to the CTSA.

SMG Funding Recommendations

Based on the draft project rankings, four projects from four nonprofit organizations are collectively recommended to be awarded approximately \$2.7 million in available SMG funding, which will support specialized transportation services for older adults throughout the region. The approximate \$182,000 increase in available SMG funding from the July 2022 estimated amount is due to updated TransNet revenue forecasts for Fiscal Year 2024 and unspent Cycle 11 SMG funding.

Anticipated Cycle 12 Timeline

Activity	Anticipated Timeframe
Board consideration to approve of funding recommendations	February 24, 2023
Regional Transportation Improvement Program amendment	March - April 2023
Federal Transit Administration Section 5310 application submittal	May – June 2023
STGP Cycle 12 Successful Applicant Webinar	Spring 2023
Grant agreement execution (SMG)	No earlier than July 1, 2023
Grant agreement execution (Section 5310)	No earlier than October 1, 2023
Vehicle deliveries	Summer 2024

Section 5310 Funding Recommendations	Total Available \$ 5,338,337
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A. Section 5310 <u>Traditional</u> Projects	Total Available for Traditional Projects \$ 3,327,692
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On June 24, 2022 under Item No. 6, the SANDAG Board authorized staff to offer \$790,758 in STGP Cycle 12 Section 5310 funding to the Consolidated Transportation Services Agency for mobility management activities. This is classified as a traditional project.	Offered Amount	Recommended Grant Award	Remaining Funding
	\$ 790,758	\$ 790,758	\$ 2,536,934

Line ID	Applicant Name	Shortened Project Name	Project Type	Average Score	Sum of Ranks	FINAL RANK*	Grant Request	Recommended Grant Award	Remaining Funding
1	St. Madeleine Sophies Center	SMSC Class V1	Capital Vehicle and Other Equipment Procurement	97.00	14	1	\$ 53,168	\$ 53,168	\$ 2,483,766
2	St. Madeleine Sophies Center	SMSC Class V2	Capital Vehicle and Other Equipment Procurement	97.00	14	1	\$ 53,168	\$ 53,168	\$ 2,430,598
3	St. Madeleine Sophies Center	SMSC Class V3	Capital Vehicle and Other Equipment Procurement	97.00	14	1	\$ 53,168	\$ 53,168	\$ 2,377,430
4	St. Madeleine Sophies Center	SMSC Class V4	Capital Vehicle and Other Equipment Procurement	97.00	14	1	\$ 53,168	\$ 53,168	\$ 2,324,262
5	Home of Guiding Hands	HGH Class D1	Capital Vehicle and Other Equipment Procurement	96.50	16	5	\$ 61,152	\$ 61,152	\$ 2,263,110
6	Home of Guiding Hands	HGH Class D2	Capital Vehicle and Other Equipment Procurement	96.50	16	5	\$ 61,152	\$ 61,152	\$ 2,201,958
7	Home of Guiding Hands	HGH Class D3	Capital Vehicle and Other Equipment Procurement	96.50	16	5	\$ 61,152	\$ 61,152	\$ 2,140,806
8	Home of Guiding Hands	HGH Class C1	Capital Vehicle and Other Equipment Procurement	95.50	35	8	\$ 134,383	\$ 134,383	\$ 2,006,423
9	Home of Guiding Hands	HGH Class C2	Capital Vehicle and Other Equipment Procurement	95.50	35	8	\$ 134,383	\$ 134,383	\$ 1,872,040
10	Home of Guiding Hands	HGH Class C3	Capital Vehicle and Other Equipment Procurement	95.50	35	8	\$ 134,382	\$ 134,382	\$ 1,737,658
11	Home of Guiding Hands	HGH Class C4	Capital Vehicle and Other Equipment Procurement	95.50	35	8	\$ 134,383	\$ 134,383	\$ 1,603,275
12	Home of Guiding Hands	HGH Class C5	Capital Vehicle and Other Equipment Procurement	95.50	35	8	\$ 134,383	\$ 134,383	\$ 1,468,892
13	Home of Guiding Hands	HGH Class C6	Capital Vehicle and Other Equipment Procurement	95.50	35	8	\$ 134,383	\$ 134,383	\$ 1,334,509
14	Renewing Life	RL Class D1	Capital Vehicle and Other Equipment Procurement	95.75	35	8	\$ 61,405	\$ 61,405	\$ 1,273,104
15	St. Paul's Senior Services	SPSS Class D1	Capital Vehicle and Other Equipment Procurement	94.75	46	15	\$ 60,891	\$ 60,891	\$ 1,212,213
16	St. Paul's Senior Services	SPSS Class D2	Capital Vehicle and Other Equipment Procurement	94.75	46	15	\$ 60,891	\$ 60,891	\$ 1,151,322
17	St. Paul's Senior Services	SPSS Class D3	Capital Vehicle and Other Equipment Procurement	94.75	46	15	\$ 60,891	\$ 60,891	\$ 1,090,431
18	The Arc of San Diego	MCRD Contracted Transportation	Capital Contract Transportation Services	90.50	61	18	\$ 467,200	\$ 467,200	\$ 623,231
19	Traveler's Aid Society of San Diego	RIDEFinder 5310	Mobility Management	92.67	65	19	\$ 184,000	\$ 184,000	\$ 439,231
20	St. Paul's Senior Services	SPSS Class B1	Capital Vehicle and Other Equipment Procurement	91.75	75	20	\$ 95,796	\$ 95,796	\$ 343,435
21	Operation Samahan	OS Class V1	Capital Vehicle and Other Equipment Procurement	82.25	82	21	\$ 87,664	\$ 87,664	\$ 255,771
22	Operation Samahan	OS Class V2	Capital Vehicle and Other Equipment Procurement	82.25	82	21	\$ 87,664	\$ 87,664	\$ 168,107

Recommended for full funding

B. Section 5310 <u>Nontraditional</u> Projects	Total Available for Nontraditional Projects	\$ 2,010,645
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Line ID	Applicant Name	Shortened Project Name	Project Type	Average Score	Sum of Ranks	FINAL RANK*	Grant Request	Recommended Grant Award	Remaining Funding
1^	San Diego Metropolitan Transit System	SDMTS Class B1	Capital Vehicle and Other Equipment Procurement	88.75	12	1	\$ 136,123	\$ 136,123	\$ 1,874,522
2^	San Diego Metropolitan Transit System	SDMTS Class B2	Capital Vehicle and Other Equipment Procurement	88.75	12	1	\$ 136,123	\$ 136,123	\$ 1,738,399
3^	San Diego Metropolitan Transit System	SDMTS Class B3	Capital Vehicle and Other Equipment Procurement	88.75	12	1	\$ 136,123	\$ 136,123	\$ 1,602,276
4^	San Diego Metropolitan Transit System	SDMTS Class B4	Capital Vehicle and Other Equipment Procurement	88.75	12	1	\$ 136,123	\$ 136,123	\$ 1,466,153
5^	San Diego Metropolitan Transit System	SDMTS Class B5	Capital Vehicle and Other Equipment Procurement	88.75	12	1	\$ 136,123	\$ 136,123	\$ 1,330,030
6^	San Diego Metropolitan Transit System	SDMTS Class B6	Capital Vehicle and Other Equipment Procurement	88.75	12	1	\$ 136,123	\$ 136,123	\$ 1,193,907
7^	San Diego Metropolitan Transit System	SDMTS Class B7	Capital Vehicle and Other Equipment Procurement	88.75	12	1	\$ 136,123	\$ 136,123	\$ 1,057,784
8	Jewish Family Service of San Diego	OTG 5310	Operating	94.69	13	8	\$ 970,000	\$ 970,000	\$ 87,784
9	Traveler's Aid Society of San Diego	Senior Solutions	Operating	93.17	17	9	\$ 158,000	\$ 87,784	\$ -
10	Facilitating Access to Coordinated Transportation	RideFACT	Operating	91.15	22	10	\$ 400,000	\$ -	\$ -

- Recommended for full funding
- Recommended for partial funding
- Not recommended for funding

*Final Rank is determined using the Sum of Ranks instead of the Average Score. Each evaluator's total scores are sorted into individual project ranks. Their individual ranks are then added together for a Sum of Ranks. The Sum of Ranks are ordered into a Final Rank, with the lowest number indicating which project scored the highest across the evaluators. This measure is more objective, mitigating for and normalizing the evaluators' scoring differentials.
 ^Due to the Sum of Ranks ranking method, the San Diego Metropolitan Transit System's vehicle projects received the top Final Rank, but the lowest Average Score in the Section 5310 Nontraditional Projects category.

Senior Mini-Grant Cycle 12 Funding Recommendations	Total Available \$ 2,748,207
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Line ID	Applicant Name	Shortened Project Name	Project Type	Average Score	Sum of Ranks	FINAL RANK*	Grant Request	Recommended Grant Award	Remaining Funding
1	ElderHelp of San Diego	Seniors A Go Go	Operating	96.96	13	1	\$ 282,593	\$ 282,593	\$ 2,465,614
2	Facilitating Access to Coordinated Transportation	CTSA Services	Mobility Management	96.56	14	2	\$ 790,758	\$ 790,758	\$ 1,674,856
3	Traveler's Aid Society of San Diego	SenioRide	Operating	95.95	15	3	\$ 500,000	\$ 500,000	\$ 1,174,856
4	Jewish Family Service of San Diego	OTG SMG	Operating	94.94	20	4	\$ 1,200,000	\$ 1,174,856	\$ -
5	Facilitating Access to Coordinated Transportation	RideFACT	Operating	93.32	24	5	\$ 400,000	\$ -	\$ -
6	Traveler's Aid Society of San Diego	RIDEFinder SMG	Mobility Management	92.92	29	6	\$ 87,300	\$ -	\$ -
7	Foundation for Senior Care	Fallbrook Area Transportation	Operating	90.20	34	7	\$ 100,000	\$ -	\$ -
8	Renewing Life	Volunteer Driver Program	Operating	90.60	37	8	\$ 240,000	\$ -	\$ -
9	Peninsula Shepherd Center	Out and About	Operating	87.47	38	9	\$ 124,000	\$ -	\$ -
10	City of Escondido	Senior Transportation Program	Operating	83.20	47	10	\$ 92,463	\$ -	\$ -
11	San Ysidro Health	MHCC Senior Nutrition	Operating	76.80	54	11	\$ 154,983	\$ -	\$ -

Recommended for full funding
 Recommended for partial funding
 Not recommended for funding

*Final Rank is determined using the Sum of Ranks instead of the Average Score. Each evaluator's total scores are sorted into individual project ranks. Their individual ranks are then added together for a Sum of Ranks. The Sum of Ranks are ordered into a Final Rank, with the lowest number indicating which project scored the highest across the evaluators. This measure is more objective, mitigating for and normalizing the evaluators' scoring differentials.

Social Equity Analysis

Introduction

Per Federal Transit Administration (FTA) Title VI and Environmental Justice requirements, staff conducted a social equity analysis of the FTA Section 5310 funding recommendations for the Specialized Transportation Grant Program (STGP) Cycle 12 Call for Projects to determine whether the recommended projects would carry a disparate impact¹ or disproportionate burden² for people of color (POC)³ and low-income populations, respectively. A similar analysis was conducted for the Senior Mini-Grant (SMG) Cycle 12 funding recommendations.

Methodology

The following steps were employed:

1. Before conducting any analysis, staff looked to identify a threshold for determining the existence of a disparate impact or disproportionate burden. Staff adopted the “four-fifths” or “80/20” rule used in the [Social Equity Analysis of the 2021 Regional Plan](#), where a difference greater than 20 percent is statistically unlikely to occur on a random basis and is therefore considered a potential disparate impact or disproportionate burden.
2. Staff from the SANDAG Data Solutions Team used the project service area maps and ZIP Code information provided by applicants to map the projected service area of each project recommended for funding. For the Section 5310 program, staff aggregated the projects recommended for funding and geospatially displayed their project service areas. A darker gradient was used to represent more projects providing service in the San Diego urbanized area and a lighter gradient was used to represent fewer projects providing service in this area. Using the same method, staff created a separate map for recommended SMG projects within the region. These two maps are included in the analysis.
3. Using the spatial data mapped in Step 2 and demographic data from the SANDAG Population and Housing estimates, vintage year 2021, staff from the SANDAG Data Solutions Team determined the total population, the POC population, and the low-income population within the service area of each project recommended for funding. POC was defined as a person who identifies as Black, Hispanic, Asian or Asian American, American Indian or Alaska Native, or Native Hawaiian or other Pacific Islander through the U.S. Census. Low-income was defined as total reported household income less than \$49,999.⁴ Staff then determined the POC and low-income percentages for each recommended project by funding source, as shown in Tables 1 through 4.

¹ A disparate impact is defined as a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin.

² A disproportionate burden is defined as to a neutral policy or practice that disproportionately affects low-income populations.

³ The term “People of Color” or “POC” is used to be consistent with the 2021 Regional Plan. It is used to mean “Minority” as defined by the U.S. Census and as written in many federal Title VI requirements.

⁴ This threshold was used to be compatible with demographic data from the SANDAG Population and Housing estimates; it is nearly identical as 200 percent of the Federal Poverty Level, the threshold used in the 2021 Regional Plan.

4. Next, Grants Division staff determined the POC and low-income population and percentages for the San Diego urbanized area for the Section 5310 program, which requires projects to be within the urbanized area to be eligible for Section 5310 funding. The SMG Program requires projects to be within the region. Thus, staff also determined the POC and low-income population and percentages for San Diego County for use in the SMG analysis.
5. For the Section 5310 program, Grants Division staff identified the percentage of funding recommended for projects with a POC population greater than, equal to, or less than that of the San Diego urbanized area (Table 1). Staff then conducted the same analysis for low-income populations (Table 2). For the SMG program, staff identified the percentage of funding recommended for projects with a POC population greater than, equal to, or less than that of San Diego County (Table 3). Staff then conducted the same analysis for low-income populations (Table 4).
6. Next, for the Section 5310 program, Grants Division staff calculated the relative change between the POC population percentage of the projected service area and that of the San Diego urbanized area. Staff performed the same calculations for the low-income populations. Staff then employed the same method for the SMG program, using San Diego County as the comparison. Staff then multiplied the relative change for each project by that project's percentage of the total recommended funding to derive a weighted finding.
7. A weighted finding that was a positive percentage would indicate that the project funding would benefit a higher percentage of POC or low-income people than in the urbanized area of San Diego (for the 5310 program) or San Diego County (for the SMG program). A weighted finding of 0% would be parity; in other words, the project would benefit the same percentage of POC or low-income populations as in the urbanized area of San Diego or San Diego County as a whole. The larger the positive percentage, the greater benefit is attributed to POC and low-income populations. A negative percentage would indicate that the project funding would benefit a population that was less POC or low-income than the comparison population.
8. Grants Division staff then summed the project weighted findings to calculate each grant program's aggregated weighted finding. Using the four-fifths rule, an aggregated weighted finding of -20% or lower would be considered to carry a potential disparate impact or disproportionate burden. If a potential disparate impact or disproportionate burden had been found, SANDAG would have conducted additional investigation and considered alternatives and mitigation that would reduce the impact or burden consistent with the STGP Cycle 12 Call for Projects.
9. The maps created in Step 1 were overlaid with the low-income and POC populations for the appropriate comparison population to visually confirm the calculations performed in prior steps. The low-income and POC populations are displayed as dot densities where one dot is equal to 100 households and 300 people, respectively.
10. Last, quality assurance analysts external to the Grants Division performed a quality assurance review of Tables 1 through 4 and the maps to verify the accuracy of the data, calculations, and visual representations.

Summary of Analysis

The analysis shows a broad geographic distribution of program funding would occur based on the service areas of the projects recommended for funding through the STGP Cycle 12 Call for Projects. The analysis also shows that the recommended Section 5310 and SMG funding would be equitably distributed among POC and low-income populations. Below are more specific findings by funding program.

Section 5310 Program

There are 11 projects recommended for Section 5310 funding through the STGP Cycle 12 Call for Projects from nine specialized transportation providers. The Section 5310 tables and map show that three providers would serve the entire Census-defined urbanized area, with the remaining six providers serving portions of the urbanized area. For this analysis, requests for multiple vehicles from an applicant were grouped together as one vehicle procurement project from that applicant. Below are specific results of the Section 5310 social equity analysis for POC and low-income populations.

POC Population

As shown in Table 1, the POC population represents approximately 54% of the San Diego urbanized area population. The analysis shows that approximately 58% of the recommended Section 5310 funding would benefit areas in which the POC population is greater than or equal to the POC population in the San Diego urbanized area. The analysis also shows that approximately 42% of the recommended Section 5310 funding would benefit areas in which the POC population is less than the POC population in the San Diego urbanized area.

Furthermore, the analysis shows a weighted finding of 0.48% based on the recommended funding distribution. This finding indicates that the total recommended Section 5310 funding would benefit a slightly higher percentage of POC than live in the San Diego urbanized area. This finding also is greater than -20%, suggesting the Section 5310 funding recommendations would not carry a potential disparate impact for POC populations based on the four-fifths rule.

Low-Income Population

As shown in Table 2, the low-income population represents approximately 32% of the San Diego urbanized area population. The analysis shows that approximately 63% of the recommended Section 5310 funding would benefit areas in which the low-income population is greater than or equal to the low-income population in the San Diego urbanized area. The analysis also shows that approximately 37% of the recommended Section 5310 funding would benefit areas in which the low-income population is less than the low-income population in the San Diego urbanized area.

Furthermore, the analysis shows a weighted finding of 2.37% based on the recommended funding distribution. This finding indicates that the total recommended Section 5310 funding would benefit a slightly higher percentage of low-income people than live in the San Diego urbanized area. This finding also is greater than -20%, suggesting the Section 5310 funding recommendations would not carry a potential disproportionate burden for low-income populations based on the four-fifths rule.

Senior Mini-Grant Program

There are four projects recommended for SMG funding through the STGP Cycle 12 Call for Projects, each from a unique specialized transportation provider. The SMG tables and map show that half of the providers recommended for funding would provide countywide service, and that the other half would serve portions of the County.

POC Population

As shown in Table 3, the POC population represents approximately 54% of the San Diego County population. The analysis shows that approximately 47% of the recommended SMG funding would benefit areas in which the POC population is equal to the POC population in the entire County of San Diego. The analysis also shows that approximately 53% of the recommended SMG funding would benefit areas in which the POC population is less than the POC population in the County of San Diego.

Moreover, the analysis shows a weighted finding of -4.45% based on the recommended funding distribution. This finding indicates that the total recommended SMG funding would benefit a slightly lower percentage of POC than live in the County of San Diego. Nevertheless, this finding also is greater than -20%, suggesting the SMG funding recommendations would not carry a potential disparate impact for POC populations based on the four-fifths rule.

Low-Income Population

As shown in Table 4, the low-income population represents approximately 31% of San Diego County population. The analysis shows that approximately 57% of the recommended SMG funding would benefit areas in which the low-income population is greater than or equal to the low-income population in the entire County of San Diego. The analysis also shows that approximately 43% of the recommended SMG funding would benefit areas in which the low-income population is less than the low-income population in the County of San Diego.

Moreover, the analysis shows a weighted finding of -1.50% based on the recommended funding distribution. This finding indicates that the total recommended SMG funding would benefit a slightly lower percentage of low-income people than live in the County of San Diego. Nonetheless, this finding also is greater than -20%, suggesting the SMG funding recommendations would not carry a potential disproportionate burden for low-income populations based on the four-fifths rule.

Conclusions

The analysis found that the STGP Cycle 12 funding recommendations for both the Section 5310 and SMG programs would cause neither potential disparate impacts for POC populations nor potential disproportionate burdens for low-income populations.

Table 1: Section 5310 Recommended Projects and POC Population

Applicant Name	Shortened Project Name	Project Service Area	Total Population	Person of Color (POC) Population	POC Percentage	Recommended Grant Award	Percentage of Total Funding Recommended	Recommended Grant Award in which the POC Population in the Project Area is Greater than the POC Population in San Diego Urbanized Area	Recommended Grant Award in which the POC Population in the Project Area is Equal to the POC Population in San Diego Urbanized Area	Recommended Grant Award in which the POC Population in the Project Area is Less Than the POC Population in San Diego Urbanized Area	Relative Change Between POC Population in Project Area and San Diego Urbanized Area	Weighted Finding
Facilitating Access to Coordinated Transportation	CTSA Services	Urbanized Area of San Diego County	3,190,779	1,738,437	54.48%	\$ 790,758	15.29%	--	\$ 790,758	--	0.00%	0.00%
Home of Guiding Hands	HGH Vehicle Procurement	91901, 91941, 91942, 91945, 91977, 91978, 92019, 92020, 92021, 92040, 92071	451,686	203,654	45.09%	\$ 989,753	19.14%	--	--	\$ 989,753	-17.25%	-3.30%
Jewish Family Service of San Diego	OTG 5310	91941, 91942, 91945, 91977, 92007, 92014, 92019, 92020, 92021, 92024, 92025, 92026, 92029, 92037, 92040, 92064, 92067, 92071, 92075, 92091, 92102, 92103, 92104, 92105, 92106, 92107, 92108, 92109, 92110, 92111, 92114, 92115, 92116, 92117, 92119, 92120, 92121, 92122, 92123, 92124, 92126, 92127, 92128, 92129, 92130, 92131, 92139	1,895,765	933,927	49.26%	\$ 970,000	18.76%	--	--	\$ 970,000	-9.58%	-1.80%
Operation Samahan	OS Vehicle Procurement	91902, 91910, 91911, 91932, 91945, 91950, 91977, 92114, 92115, 92126, 92129, 92130, 92131, 92139, 92154, 92173	831,312	600,875	72.28%	\$ 175,328	3.39%	\$ 175,328	--	--	32.67%	1.11%
Renewing Life	RL Vehicle Procurement	91902, 91911, 91913, 91914, 91915, 91919, 91932, 91950, 92154, 92173	398,476	329,797	82.76%	\$ 61,405	1.19%	\$ 61,405	--	--	51.91%	0.62%
San Diego Metropolitan Transit System	SDMTS Vehicle Procurement	91901, 91902, 91910, 91911, 91913, 91914, 91915, 91932, 91935, 91950, 91977, 91978, 92014, 92019, 92020, 92021, 92025, 92029, 92037, 92040, 92064, 92067, 92071, 92093, 92111, 92121, 92123, 92124, 92126, 92127, 92128, 92129, 92130, 92131, 92139, 92145, 92154, 92173, 92093, 92121, 92154	1,506,371	886,135	58.83%	\$ 952,861	18.43%	\$ 952,861	--	--	7.97%	1.47%
St. Madeleine Sophie's Center	SMSC Vehicle Procurement	91901, 91902, 91911, 91917, 91935, 91941, 91942, 91945, 91950, 91977, 91978, 92019, 92020, 92021, 92025, 92040, 92064, 92065, 92071	755,361	405,882	53.73%	\$ 212,672	4.11%	--	--	\$ 212,672	-1.38%	-0.06%
St. Paul's Senior Services	SPSS Vehicle Procurement	Urbanized Area of San Diego County	3,190,779	1,738,437	54.48%	\$ 278,469	5.39%	--	\$ 278,469	--	0.00%	0.00%
The Arc of San Diego	MCRD Contracted Transportation	91910, 91911, 91950, 91977, 92019, 92021, 92101, 92102, 92105, 92106, 92113, 92114, 92115, 92117, 92126, 92139, 92154	989,830	685,268	69.23%	\$ 467,200	9.04%	\$ 467,200	--	--	27.07%	2.45%
Traveler's Aid Society of San Diego	RIDEfinder 5310	Urbanized Area of San Diego County	3,190,779	1,738,437	54.48%	\$ 184,000	3.56%	--	\$ 184,000	--	0.00%	0.00%
Traveler's Aid Society of San Diego	Senior Solutions	Urbanized Area of San Diego County	3,190,779	1,738,437	54.48%	\$ 87,784	1.70%	--	\$ 87,784	--	0.00%	0.00%

Summary	Total Population	Person of Color (POC) Population	POC Percentage	Recommended Grant Award	Percentage of Total Funding Recommended	Recommended Grant Award in which the POC Population in the Project Area is Greater than the POC Population in San Diego Urbanized Area	Recommended Grant Award in which the POC Population in the Project Area is Equal to the POC Population in San Diego Urbanized Area	Recommended Grant Award in which the POC Population in the Project Area is Less Than the POC Population in San Diego Urbanized Area	Relative Change Between POC Population in Project Area and San Diego Urbanized Area	Weighted Finding
Total Cycle 12 Section 5310 Funding				\$ 5,170,230		\$ 1,656,794	\$ 1,341,011	\$ 2,172,425	Average	0.04%
Percent of Total Funding					100.00%	32.04%	25.94%	42.02%	Sum/ Weighted Finding	0.48%
Urbanized Area of San Diego County	3,190,779	1,738,437	54.48%							

Table 2: Section 5310 Recommended Projects and Low-Income Population

Applicant Name	Shortened Project Name	Project Service Area	Total Population (Households)	Low-Income (LI) Population (Households)	LI Percentage	Recommended Grant Award	Share of Total Funding Recommended	Recommended Grant Award in which the LI Population in the Project Area is Greater than the LI Population in the San Diego Urbanized Area	Recommended Grant Award in which the LI Population in the Project Area is Equal to the LI Population in the San Diego Urbanized Area	Recommended Grant Award in which the LI Population in the Project Area is Less Than the LI Population in the San Diego Urbanized Area	Relative Change Between LI Population in Project Area and the San Diego Urbanized Area	Weighted Finding
Facilitating Access to Coordinated Transportation	CTSA Services	Urbanized Area of San Diego County	1,118,146	352,193	31.50%	\$ 790,758	15.29%	--	\$ 790,758	--	0.00%	0.00%
Home of Guiding Hands	HGH Vehicle Procurement	91901, 91941, 91942, 91945, 91977, 91978, 92019, 92020, 92021, 92040, 92071	161,536	55,697	34.48%	\$ 989,753	19.14%	\$ 989,753	--	--	9.47%	1.81%
Jewish Family Service of San Diego	OTG 5310	91941, 91942, 91945, 91977, 92007, 92014, 92019, 92020, 92021, 92024, 92025, 92026, 92029, 92037, 92040, 92064, 92067, 92071, 92075, 92091, 92102, 92103, 92104, 92105, 92106, 92107, 92108, 92109, 92110, 92111, 92114, 92115, 92116, 92117, 92119, 92120, 92121, 92122, 92123, 92124, 92126, 92127, 92128, 92129, 92130, 92131, 92139	705,354	211,992	30.05%	\$ 970,000	18.76%	--	--	\$ 970,000	-4.58%	-0.86%
Operation Samahan	OS Vehicle Procurement	91902, 91910, 91911, 91932, 91945, 91950, 91977, 92114, 92115, 92126, 92129, 92130, 92131, 92139, 92154, 92173	268,865	89,990	33.47%	\$ 175,328	3.39%	\$ 175,328	--	--	6.26%	0.21%
Renewing Life	RL Vehicle Procurement	91902, 91911, 91913, 91914, 91915, 91919, 91932, 91950, 92154, 92173	117,053	41,203	35.20%	\$ 61,405	1.19%	\$ 61,405	--	--	11.75%	0.14%
San Diego Metropolitan Transit System	SDMTS Vehicle Procurement	91901, 91902, 91910, 91911, 91913, 91914, 91915, 91932, 91935, 91950, 91977, 91978, 92014, 92019, 92020, 92021, 92025, 92029, 92037, 92040, 92064, 92067, 92071, 92093, 92111, 92121, 92123, 92124, 92126, 92127, 92128, 92129, 92130, 92131, 92139, 92145, 92154, 92173, 92093, 92121, 92154	504,343	146,655	29.08%	\$ 952,861	18.43%	--	--	\$ 952,861	-7.68%	-1.42%
St. Madeleine Sophie's Center	SMSC Vehicle Procurement	91901, 91902, 91911, 91917, 91935, 91941, 91942, 91945, 91950, 91977, 91978, 92019, 92020, 92021, 92025, 92040, 92064, 92065, 92071	256,319	88,345	34.47%	\$ 212,672	4.11%	\$ 212,672	--	--	9.43%	0.39%
St. Paul's Senior Services	SPSS Vehicle Procurement	Urbanized Area of San Diego County	1,118,146	352,193	31.50%	\$ 278,469	5.39%	--	\$ 278,469	--	0.00%	0.00%
The Arc of San Diego	MCRD Contracted Transportation	91910, 91911, 91950, 91977, 92019, 92021, 92101, 92102, 92105, 92106, 92113, 92114, 92115, 92117, 92126, 92139, 92154	330,556	128,192	38.78%	\$ 467,200	9.04%	\$ 467,200	--	--	23.12%	2.09%
Traveler's Aid Society of San Diego	RIDEFinder 5310	Urbanized Area of San Diego County	1,118,146	352,193	31.50%	\$ 184,000	3.56%	--	\$ 184,000	--	0.00%	0.00%
Traveler's Aid Society of San Diego	Senior Solutions	Urbanized Area of San Diego County	1,118,146	352,193	31.50%	\$ 87,784	1.70%	--	\$ 87,784	--	0.00%	0.00%

Summary	Total Population (Households)	Low-Income (LI) Population (Households)	LI Percentage	Recommended Grant Award	Share of Total Funding Recommended	Recommended Grant Award in which the LI Population in the Project Area is Greater than the LI Population in the San Diego Urbanized Area	Recommended Grant Award in which the LI Population in the Project Area is Equal to the LI Population in the San Diego Urbanized Area	Recommended Grant Award in which the LI Population in the Project Area is Less Than the LI Population in the San Diego Urbanized Area	Relative Change Between LI Population in Project Area and the San Diego Urbanized Area	Weighted Finding
Total Cycle 12 Section 5310 Funding				\$ 5,170,230		\$ 1,906,358	\$ 1,341,011	\$ 1,922,861	Average	0.22%
Percent of Total Funding					100.00%	36.87%	25.94%	37.19%	Sum/ Weighted Finding	2.37%
Urbanized Area of San Diego County	1,118,146	352,193	31.50%							

Table 3: SMG Recommended Projects and POC Population

Applicant Name	Shortened Project Name	Project Service Area	Total Population	Person of Color (POC) Population	POC Percentage	Recommended Grant Award	Percentage of Total Funding Recommended	Recommended Grant Award in which the POC Population in the Project Area is Greater than the POC Population in San Diego County	Recommended Grant Award in which the POC Population in the Project Area is Equal to the POC Population in San Diego County	Recommended Grant Award in which the POC Population in the Project Area is Less Than the POC Population in San Diego County	Relative Change Between POC Population in Project Area and San Diego County	Weighted Finding
ElderHelp of San Diego	Seniors A Go Go	91941, 91942, 91943, 91944, 91945, 91977, 91978, 92019, 92020, 92021, 92037, 92071, 92101, 92102, 92103, 92104, 92105, 92106, 92107, 92108, 92109, 92110, 92111, 92113, 92114, 92115, 92116, 92117, 92118, 92119, 92120, 92122, 92123, 92124, 92126, 92127, 92128, 92129, 92131	1,611,682	825,864	51.24%	\$ 282,593	10.28%	--	--	\$ 282,593	-5.45%	-0.56%
Facilitating Access to Coordinated Transportation	CTSA Services	County of San Diego	3,315,404	1,796,907	54.20%	\$ 790,758	28.77%	--	\$ 790,758	--	0.00%	0.00%
Jewish Family Service of San Diego	OTG SMG	91941, 91942, 91945, 91977, 92007, 92014, 92019, 92020, 92021, 92024, 92025, 92026, 92029, 92037, 92040, 92064, 92067, 92071, 92075, 92091, 92102, 92103, 92104, 92105, 92106, 92107, 92108, 92109, 92110, 92111, 92114, 92115, 92116, 92117, 92119, 92120, 92121, 92122, 92123, 92124, 92126, 92127, 92128, 92129, 92130, 92131, 92139	1,895,765	933,927	49.26%	\$ 1,174,856	42.75%	--	--	\$ 1,174,856	-9.11%	-3.89%
Traveler's Aid Society of San Diego	SenioRide	County of San Diego	3,315,404	1,796,907	54.20%	\$ 500,000	18.19%	--	\$ 500,000	--	0.00%	0.00%

Summary	Total Population	Person of Color (POC) Population	POC Percentage	Recommended Grant Award	Percentage of Total Funding Recommended	Recommended Grant Award in which the POC Population in the Project Area is Greater than the POC Population in San Diego County	Recommended Grant Award in which the POC Population in the Project Area is Equal to the POC Population in San Diego County	Recommended Grant Award in which the POC Population in the Project Area is Less Than the POC Population in San Diego County	Relative Change Between POC Population in Project Area and San Diego County	Weighted Finding
Total Cycle 12 SMG Funding				\$ 2,748,207		\$ -	\$ 1,290,758	\$ 1,457,449	Average	-1.11%
Percent of Total Funding					100.00%	0.00%	46.97%	53.03%	Sum/ Weighted Finding	-4.45%
County of San Diego	3,315,404	1,796,907	54.20%							

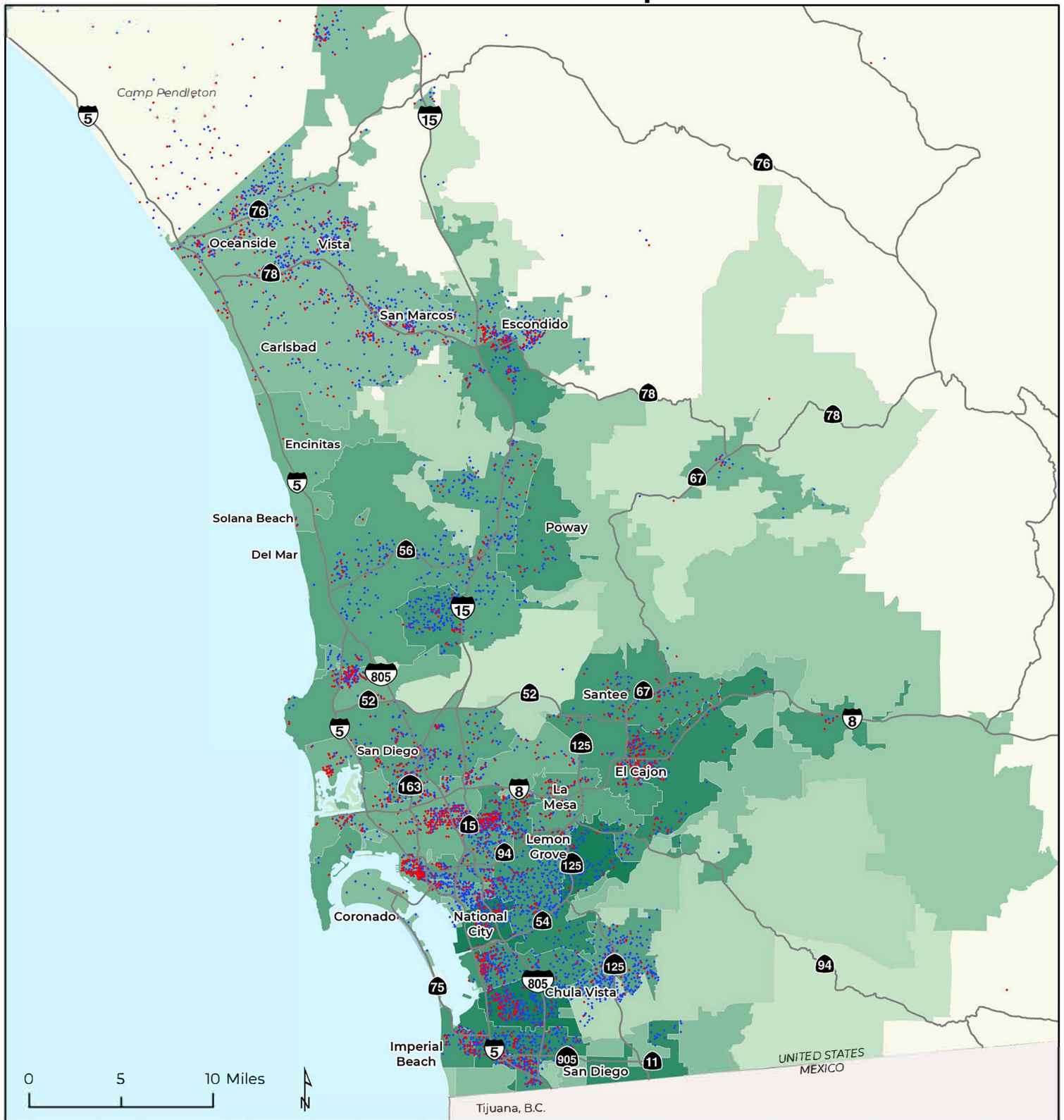
Table 4: SMG Recommended Projects and Low-Income Population

Applicant Name	Shortened Project Name	Project Service Area	Total Population (Households)	Low-Income (LI) Population (Households)	LI Percentage	Recommended Grant Award	Share of Total Funding Recommended	Recommended Grant Award in which the LI Population in the Project Area is Greater than the LI Population in San Diego County	Recommended Grant Award in which the LI Population in the Project Area is Equal to the LI Population in San Diego County	Recommended Grant Award in which the LI Population in the Project Area is Less Than the LI Population in San Diego County	Relative Change Between LI Population in Project Area and San Diego County	Weighted Finding
ElderHelp of San Diego	Seniors A Go Go	91941, 91942, 91943, 91944, 91945, 91977, 91978, 92019, 92020, 92021, 92037, 92071, 92101, 92102, 92103, 92104, 92105, 92106, 92107, 92108, 92109, 92110, 92111, 92113, 92114, 92115, 92116, 92117, 92118, 92119, 92120, 92122, 92123, 92124, 92126, 92127, 92128, 92129, 92131	608,807	195,229	32.07%	\$ 282,593	10.28%	\$ 282,593	--	--	2.35%	0.24%
Facilitating Access to Coordinated Transportation	CTSA Services	County of San Diego	1,159,439	363,280	31.33%	\$ 790,758	28.77%	--	\$ 790,758	--	0.00%	0.00%
Jewish Family Service of San Diego	OTG SMG	91941, 91942, 91945, 91977, 92007, 92014, 92019, 92020, 92021, 92024, 92025, 92026, 92029, 92037, 92040, 92064, 92067, 92071, 92075, 92091, 92102, 92103, 92104, 92105, 92106, 92107, 92108, 92109, 92110, 92111, 92114, 92115, 92116, 92117, 92119, 92120, 92121, 92122, 92123, 92124, 92126, 92127, 92128, 92129, 92130, 92131, 92139	705,354	211,992	30.05%	\$ 1,174,856	42.75%	--	--	\$ 1,174,856	-4.08%	-1.74%
Traveler's Aid Society of San Diego	SenioRide	County of San Diego	1,159,439	363,280	31.33%	\$ 500,000	18.19%	--	\$ 500,000	--	0.00%	0.00%

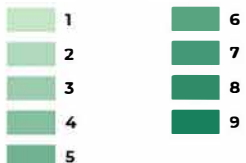
Summary	Total Population (Households)	Low-Income (LI) Population (Households)	LI Percentage	Recommended Grant Award	Share of Total Funding Recommended	Recommended Grant Award in which the LI Population in the Project Area is Greater than the LI Population in San Diego County	Recommended Grant Award in which the LI Population in the Project Area is Equal to the LI Population in San Diego County	Recommended Grant Award in which the LI Population in the Project Area is Less Than the LI Population in San Diego County	Relative Change Between LI Population in Project Area and San Diego County	Weighted Finding
Total Cycle 12 SMG Funding				\$ 2,748,207		\$ 282,593	\$ 1,290,758	\$ 1,174,856	Average	-0.38%
Percent of Total Funding					100.00%	10.28%	46.97%	42.75%	Sum/ Weighted Finding	-1.50%
County of San Diego	1,159,439	363,280	31.33%							

Social Equity Analysis of the STGP Cycle 12 Funding Recommendations

Section 5310 Map



Number of Projects Section 5310



Low Income Households

• 1 Dot = 100 households

POC Population

• 1 Dot = 300 people

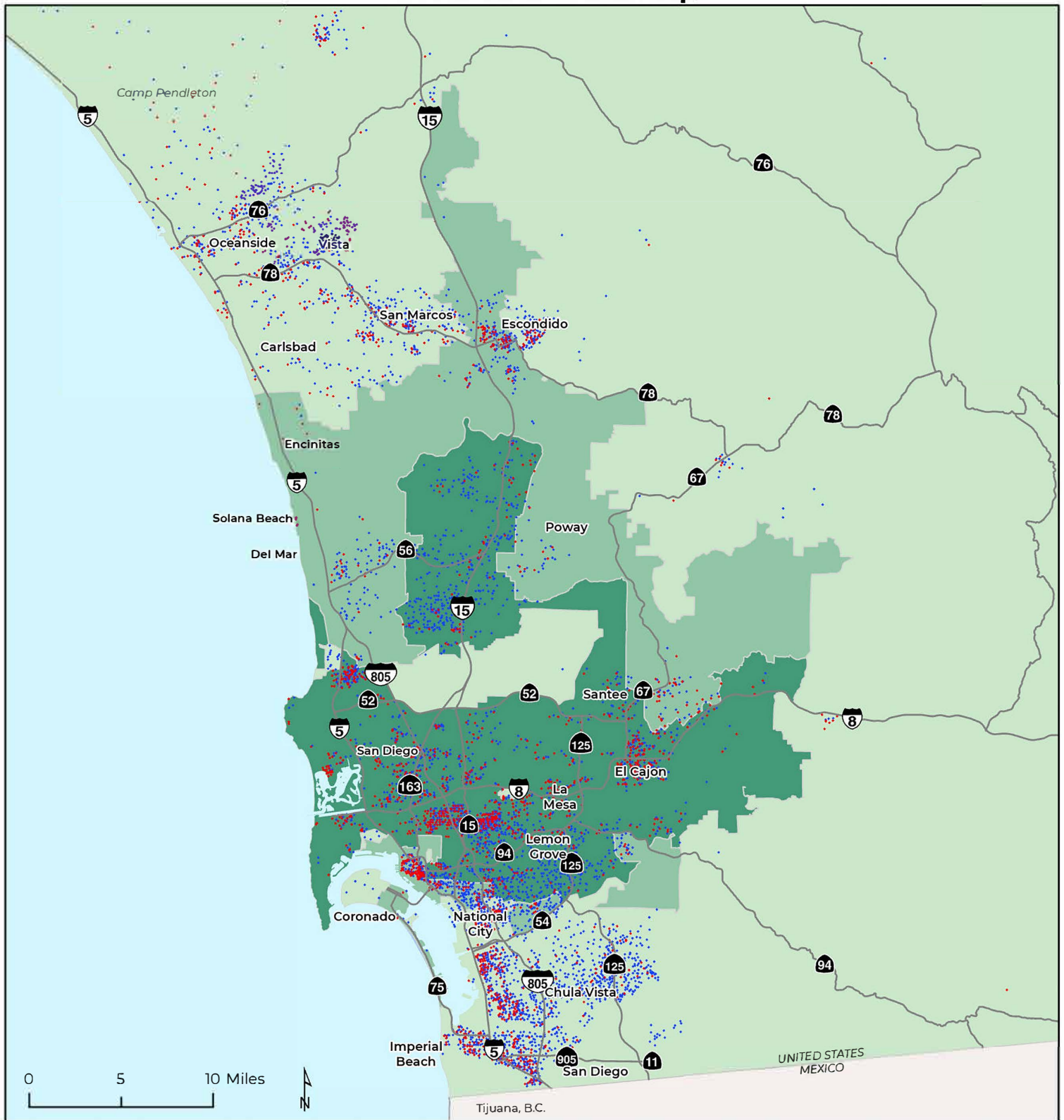
www.SANDAG.org/DataTerms

Person of Color (POC) Population is defined as people who identify as Black, Hispanic, Asian or Asian American, American Indian or Alaska Native, or Native Hawaiian or other Pacific Islander through the U.S. Census. Low-income households are defined as households with a reported household income of less than \$44,999.

Data Source: SANDAG Population and Housing Estimates, 2021

Social Equity Analysis of the STGP Cycle 12 Funding Recommendations

Senior Mini-Grant Map



Number of Projects Senior Mini-Grant



Low Income Households

• 1 Dot = 100 households

POC Population

• 1 Dot = 300 people

www.SANDAG.org/DataTerms

Person of Color (POC) Population is defined as people who identify as Black, Hispanic, Asian or Asian American, American Indian or Alaska Native, or Native Hawaiian or other Pacific Islander through the U.S. Census. Low-income households are defined as households with a reported household income of less than \$44,999.

Data Source: SANDAG Population and Housing Estimates, 2021