

2021 Regional Plan: Social Equity

Overview

The 2021 Regional Plan is being developed through a data-driven and informed process, along with input from our diverse community to develop a transportation system that is “Fast, Fair, and Clean” for all San Diegans.

The COVID-19 pandemic has highlighted the inequities that communities of color and low-income communities experience, including access to healthcare and pollution burden. While many employers transitioned to the virtual world, essential workers (a population consisting heavily of people with low-incomes and people of color) were not afforded the opportunity to do so given that the functions of their jobs are not conducive to telework.

Many people with low incomes, people of color, and seniors depend on transit as the primary mode of transportation, making access to transit critical both during and after the pandemic. Additionally, SANDAG must comply with federal civil rights requirements (Title VI) in developing the Regional Plan.

Understanding that we must meet the needs of our most underserved populations in order to achieve social equity and sustainability in our region, SANDAG integrated a Regional Social Equity Planning Framework in the core development of the 2021 Regional Plan.

Key Considerations

To advance the goal of providing a “fair” transportation network, a Regional Social Equity Planning Framework has been developed to guide how we approach, incorporate, and prioritize social equity in all SANDAG plans, programs, and projects.

Public engagement and partnering with the 2021 Regional Plan Social Equity Working Group have been and continue to be crucial elements in the development of the 2021 Regional Plan. Community-based organizations (CBO) partners and other interested stakeholders helped identify performance measures that could be analyzed for social equity. The measures were selected because of their relevance to assess how well the system can provide access to basic needs, key opportunities, and quality healthcare.

Action: Discussion

A panel of SANDAG staff and industry leaders will provide an overview of social equity trends and draft social equity performance results that support the 2021 Regional Plan goals for a “fair” transportation system.

Fiscal Impact:

Funding for development of the 2021 Regional Plan is included in Overall Work Program Element Nos. 3102000 and 3102005 in the FY 2021 Program Budget.

Schedule/Scope Impact:

The draft 2021 Regional Plan and draft Environmental Impact Report (EIR) are expected to be released for review by the Board of Directors and public comment in spring and summer 2021, respectively.

Consistent with past practice and state and federal laws, SANDAG has conducted a social equity analysis on the draft 2021 Regional Plan transportation network to evaluate the distribution of benefits and burdens on social equity focused populations. The three social equity focused populations include: (1) all minorities¹; (2) low-income populations; and (3) seniors.

Social equity has been considered throughout the development of the Vision for the 2021 Regional Plan. Through a continuous learning process, we proactively engage with communities throughout the region with the help of our CBO outreach network and use performance measures and data to make informed decisions. We integrated data regarding where our region's social equity focused populations live and work with community feedback in developing projects and informing how we prioritized them for the 2021 Regional Plan phasing and implementation. Initial performance results show that the proposed system could provide significantly increased access for all three social equity focused populations as compared to today and as compared to previous plans.

In addition to the 2021 Regional Plan social equity analysis, SANDAG has identified transportation strategies to reduce pollution exposure for the region's disadvantaged communities, in accordance with California Assembly Bill 805 (Gonzalez, 2017) (AB 805).

Air pollution poses a considerable health risk on our most vulnerable populations, and the transportation system is the primary contributor to that pollution burden. With the 2021 Regional Plan, the transportation and active transportation networks coupled together with additional supporting policies and programs will alleviate air pollution burden on underserved communities by reducing pollution emissions and exposure in these communities and the region as a whole.

Next Steps

Prior to release of the draft 2021 Regional Plan in May 2021, staff will present an additional component of the Regional Plan: Alignment of state, regional and local planning to the Board on April 30, 2021.

The Board will be asked to consider adoption of the 2021 Regional Plan and certification of the Final EIR in fall 2021.

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Attachments: 1. Results from Social Equity Analysis for the 2021 Regional Plan
2. California Assembly Bill 805 Strategies to Reduce Pollution Exposure in Disadvantaged Communities

¹ Minority is defined as a person who is: Black (having origins in any of the black racial groups of Africa); Hispanic or Latino (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent); or American Indian and Alaskan Native (having origins in any of the original people of North and South America and who maintains tribal affiliation or community attachment); or Native Hawaiian or Other Pacific Islander (having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands). Source: U.S. Department of Transportation Federal Transit Administration Circular 4702.1B – Title VI Requirements and Guidelines for Federal Transit Administration Recipients.

Social Equity Analysis for the 2021 Regional Plan

“Social equity” is a shorthand term SANDAG uses for an overarching goal that combines the concepts of environmental justice, the federal laws in Title VI of the Civil Rights Act, and various other federal and state laws intended to promote an equitable distribution of the benefits and burdens resulting from SANDAG policies, programs, and projects. In developing the 2021 Regional Plan, SANDAG has used performance measures and other evidence to make decisions intended to ensure compliance with Title VI requirements and environmental justice principles.

The framework for the social equity analysis for the 2021 Regional Plan includes the following steps:

1. Define the Social Equity Focus (SEF) Populations based on socioeconomic and demographic characteristics that can be forecasted into the future.
2. Identify key questions and social equity performance measures that reflect issues faced by SEF populations and communities in the region that can provide meaningful comparative data.
3. Conduct a social equity analysis on the Plan Network in relation to the No Build Scenario using the selected social equity performance measures for each of the SEF populations. The two aspects of this are to examine the improvements for each SEF population and the comparative improvement relative to the non-SEF population.
4. Identify disadvantaged communities geographically in accordance with Assembly Bill 805 (Gonzalez, 2017) and develop strategies for reducing pollution exposure for these affected communities.

The three SEF populations include: (1) all minorities¹; (2) low-income populations (200% of the 2016 federal poverty level); and (3) seniors (age 75 and older)². The threshold of 200% was determined because of the higher cost of living in the San Diego region. The threshold of 75 for seniors was determined through conversations with the social equity stakeholders considering this an age at which seniors are more likely to be transit dependent and a proxy for limited mobility.

Community-based organizations (CBO) partners and other interested stakeholders helped identify performance measures that could be analyzed for social equity. They were selected because of their relevance to measure how well the system can provide access to basic needs, key opportunities, and healthy communities. The social equity performance measures below are a subset of the overall performance measures used to evaluate the effectiveness of the Regional Plan.

- Benefit-cost ratio of transportation investment
- Change in percent of income consumed by out-of-pocket transportation costs
- Transit access to opportunities:

¹ Minority is defined as a person who is: Black (having origins in any of the black racial groups of Africa); Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent); or American Indian and Alaskan Native (having origins in any of the original people of North and South America and who maintains tribal affiliation or community attachment); or Native Hawaiian or Other Pacific Islander (having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands). Source: U.S. Department of Transportation Federal Transit Administration Circular 4702.1B – Title VI Requirements and Guidelines for Federal Transit Administration Recipients.

² SANDAG went beyond the minimum federal requirement by asking the public what other disadvantaged groups should be analyzed in addition to low-income and minority populations. After collecting social equity stakeholder input from workshops and examining mapped data, SANDAG identified the senior population as an additional social equity focused population group for analyzing the 2015 Regional Plan. It was determined to utilize the same populations identified in the 2015 Regional Plan as maintaining consistency would allow for comparison between the 2015 and 2021 Regional Plans.

- Employment centers – Tier 1-3
- Higher education
- Access to basic needs (retail, healthcare, parks)
- Percentage of population within 0.5-mile of high-quality transit stops (commuter rail, light rail, and Next Gen *Rapid*)
- Percentage of population within 0.25-mile of a bike facility
- Average Particulate Matter PM_{2.5}³ (type of toxic air particulate)

As part of the 2021 Regional Plan social equity analysis, the percentages of each SEF population were compared to its comparable non-SEF population to determine whether the percentage point difference between the groups is substantial enough to potentially qualify for further evaluation as a disparate impact or disproportionate effect. Anything above a 20-percentage point difference would be cause for SANDAG to conduct further analysis. None of the initial draft disparity calculations exceeded this threshold; indeed, most social equity calculations were within 5 percentage points and often the benefit was to the SEF population rather than the non-SEF population.

Below is a summary table of the initial draft findings.

Equity Area	Measure	Low Income	Minority	Seniors
Fast	People within 0.5 miles of transit (by transit tier)	✓	✓	✓
Fair	Access to opportunities via transit:			
	● Employment Centers	✓	✓	n/a
	● Higher Education	✓	✓	n/a
	Benefit-Cost Ratio	✓	✓	✓
	Transportation system use costs	✓	✓	✓
Clean	Access to Basic Needs:			
	● Retail	✓	✓	✓
	● Parks	✓	✓	✓
	● Medical/Healthcare	✓	✓	✓
	Average Particulate Matter (PM _{2.5})	✓	✓	✓
	People within 0.25 miles of bicycle facilities	✓	✓	✓

✓ = No Disparate Impact or Disproportionate Adverse Effect

Initial draft key results of the 2021 Regional Plan social equity performance measures show that the system could provide significantly increased access to all SEF populations.

³ Particulate matter, " also known as particle pollution or PM, is a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. epa.gov/pm

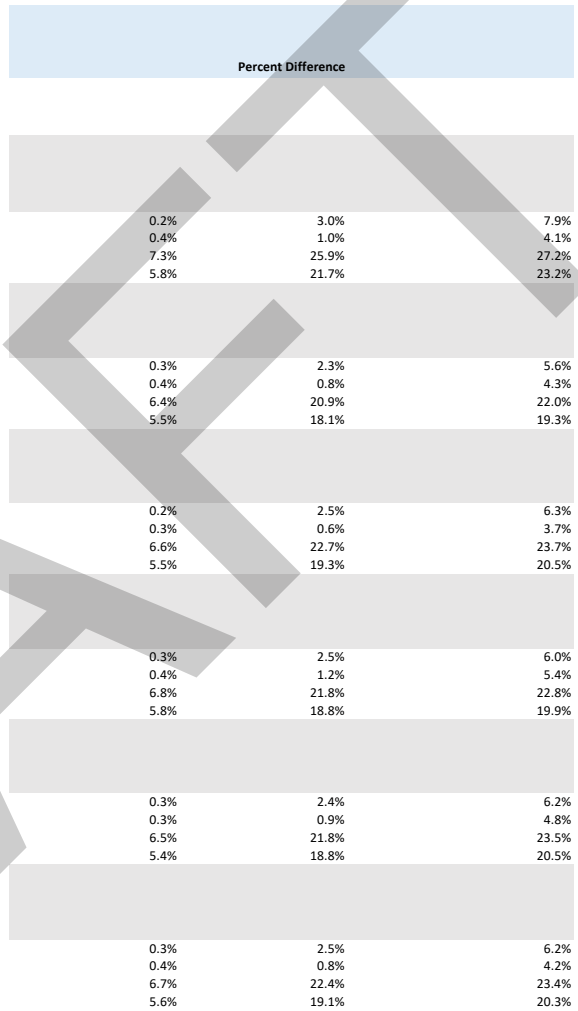
Social Equity Performance Measures			2016	No-Build Horizon Years			Plan Network Horizon Years		
				2025	2035	2050	2025	2035	2050
% of population w/in 15 minutes of parks									
seniors - Regional	Walk		48.2%	50.4%	52.1%	53.1%	50.6%	52.4%	53.7%
	Bike		92.5%	92.7%	93.4%	94.0%	93.7%	95.0%	95.9%
	Walk, Micromobility, Microtransit		51.8%	53.5%	55.4%	56.3%	66.3%	72.3%	73.8%
	Walk, Bike, Micromobility, Microtransit		92.5%	92.7%	93.4%	94.0%	93.7%	95.0%	95.9%
	Transit - Accessed by Walk and Flexible Fleet - Speed One		36.6%	36.9%	39.2%	40.5%	38.8%	42.2%	44.4%
	Driving (drive alone)		98.7%	98.6%	98.7%	98.8%	98.7%	98.8%	98.8%
seniors - Mohubs	Walk		63.9%	66.0%	66.6%	66.3%	65.7%	65.9%	65.9%
	Bike		99.8%	99.7%	99.6%	99.4%	99.7%	99.4%	99.2%
	Walk, Micromobility, Microtransit		68.5%	70.2%	71.1%	70.7%	98.7%	98.0%	97.1%
	Walk, Bike, Micromobility, Microtransit		99.8%	99.7%	99.6%	99.4%	99.8%	99.5%	99.2%
	Transit - Accessed by Walk and Flexible Fleet - Speed One		59.2%	59.3%	61.0%	60.6%	62.1%	64.8%	65.5%
	Driving (drive alone)		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
% of population w/in 15 minutes of parks									
non seniors - Regional	Walk		51.2%	52.5%	53.2%	52.9%	52.9%	53.3%	53.4%
	Bike		93.5%	93.8%	93.9%	93.9%	94.7%	95.1%	95.7%
	Walk, Micromobility, Microtransit		54.4%	55.7%	56.4%	56.2%	69.8%	74.6%	74.6%
	Walk, Bike, Micromobility, Microtransit		93.5%	93.8%	93.9%	93.9%	94.7%	95.2%	95.7%
	Transit - Accessed by Walk and Flexible Fleet - Speed One		39.2%	39.7%	41.4%	41.1%	42.0%	45.0%	45.0%
	Driving (drive alone)		98.6%	98.6%	98.7%	98.8%	98.7%	98.8%	98.8%
non seniors - Mohubs	Walk		63.8%	65.2%	65.0%	64.2%	65.1%	64.0%	63.7%
	Bike		99.8%	99.5%	99.2%	99.1%	99.5%	98.6%	98.7%
	Walk, Micromobility, Microtransit		68.8%	70.2%	69.9%	69.0%	98.5%	97.1%	96.1%
	Walk, Bike, Micromobility, Microtransit		99.8%	99.5%	99.2%	99.1%	99.6%	98.6%	98.7%
	Transit - Accessed by Walk and Flexible Fleet - Speed One		59.5%	59.9%	60.9%	59.4%	62.9%	65.2%	65.3%
	Driving (drive alone)		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
SE-M-1-c Access to Basic Needs									
% of population w/in 30 minutes of medical facilities									
low income - Regional	Transit - Accessed by Walk and Flexible Fleet - Speed One		87.1%	87.7%	88.5%	88.2%	88.2%	89.6%	89.8%
	Driving (drive alone)		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
low income - Mohubs	Transit - Accessed by Walk and Flexible Fleet - Speed One		97.9%	98.1%	98.4%	97.9%	98.2%	99.0%	99.0%
	Driving (drive alone)		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
% of population w/in 30 minutes of medical facilities									
non low income - Regional	Transit - Accessed by Walk and Flexible Fleet - Speed One		78.1%	78.7%	80.2%	80.2%	79.7%	83.0%	83.9%
	Driving (drive alone)		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
non low income - Mohubs	Transit - Accessed by Walk and Flexible Fleet - Speed One		94.0%	94.8%	95.6%	94.6%	94.9%	97.3%	97.7%
	Driving (drive alone)		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
% of population w/in 30 minutes of medical facilities									
minority - Regional	Transit - Accessed by Walk and Flexible Fleet - Speed One		85.3%	84.6%	84.9%	83.8%	85.5%	87.3%	87.3%
	Driving (drive alone)		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
minority - Mohubs	Transit - Accessed by Walk and Flexible Fleet - Speed One		96.0%	96.2%	96.6%	95.5%	96.3%	97.9%	98.1%
	Driving (drive alone)		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
% of population w/in 30 minutes of medical facilities									
non minority - Regional	Transit - Accessed by Walk and Flexible Fleet - Speed One		76.0%	77.1%	78.6%	79.0%	77.9%	80.9%	81.5%
	Driving (drive alone)		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
non minority - Mohubs	Transit - Accessed by Walk and Flexible Fleet - Speed One		94.9%	95.7%	96.4%	96.0%	95.8%	97.8%	98.1%
	Driving (drive alone)		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
% of population w/in 30 minutes of medical facilities									
seniors - Regional	Transit - Accessed by Walk and Flexible Fleet - Speed One		79.5%	78.9%	80.4%	81.5%	79.8%	82.8%	84.5%
	Driving (drive alone)		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
seniors - Mohubs	Transit - Accessed by Walk and Flexible Fleet - Speed One		96.4%	95.9%	96.2%	95.8%	96.1%	97.9%	98.1%
	Driving (drive alone)		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
% of population w/in 30 minutes of medical facilities									
non seniors - Regional	Transit - Accessed by Walk and Flexible Fleet - Speed One		81.1%	81.6%	82.7%	82.4%	82.4%	85.1%	85.6%
	Driving (drive alone)		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
non seniors - Mohubs	Transit - Accessed by Walk and Flexible Fleet - Speed One		95.5%	96.0%	96.5%	95.6%	96.1%	97.9%	98.1%
	Driving (drive alone)		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
SE-M-5-a Access to Opportunities via transit Tier 1 employment centers									
low income - Regional	30 min		24.7%	27.4%	29.8%	29.6%	29.4%	34.8%	42.0%
	45 min		43.8%	46.9%	49.3%	49.0%	50.1%	57.6%	64.0%
low income - Mohubs	30 min		34.5%	38.9%	41.5%	40.7%	41.7%	48.3%	58.1%
	45 min		61.6%	64.2%	65.9%	65.2%	66.8%	71.3%	78.4%
non low income - Regional	30 min		19.6%	21.7%	24.4%	24.2%	23.4%	29.6%	33.9%
	45 min		34.6%	37.9%	40.6%	40.6%	41.0%	50.0%	56.3%
non low income - Mohubs	30 min		34.0%	37.1%	40.2%	38.8%	39.5%	48.5%	54.6%
	45 min		59.0%	62.3%	64.4%	64.4%	64.8%	71.3%	77.6%
minority - Regional	30 min		21.5%	23.5%	25.9%	25.2%	25.3%	30.7%	36.3%
	45 min		41.3%	43.9%	45.4%	43.9%	47.4%	53.8%	59.5%

Percent Difference			Percentage Point Difference between Pop/Non Pop, Build (Plan Network) vs No-Build (nb)				
2025	2035	2050	2025	2035	2050		
0.2%	0.9%	0.37%	0.6%	Senior vs Non-Senior (Regional)	-0.17	0.18	0.15
12.8%	16.87%	17.5%	0.02		0.02	0.34	0.13
1.0%	1.60%	1.9%	-1.30		-1.29	-0.84	
1.9%	3.02%	3.9%	0.02		0.33	0.13	
0.1%	0.11%	0.1%	-0.42		-0.60	-0.62	
-0.3%	-0.69%	-0.5%	0.01	Senior vs Non-Senior (Mohubs)	0.00	0.00	-0.01
0.0%	-0.21%	-0.2%	-0.23		0.38	-0.01	
28.5%	26.86%	26.4%	0.05		0.40	0.17	
0.1%	-0.17%	-0.2%	0.17		-0.29	-0.69	
2.8%	3.72%	4.9%	0.06		0.40	0.17	
0.0%	0.00%	0.0%	-0.22		-0.56	-1.08	
			0.00		0.00	0.00	
0.4%	0.19%	0.4%					
0.9%	1.24%	1.8%					
14.1%	18.16%	18.3%					
1.0%	1.27%	1.8%					
2.3%	3.61%	4.5%					
0.1%	0.11%	0.1%					
-0.1%	-1.06%	-0.5%					
0.0%	-0.61%	-0.4%					
28.3%	27.15%	27.1%					
0.0%	-0.57%	-0.4%					
3.0%	4.28%	6.0%					
0.0%	0.00%	0.0%					
0.5%	1.11%	1.6%	-0.54	Low-Income vs. Non-Low Income (Regional)	-1.69	-2.17	
0.0%	0.00%	0.0%	0.00		0.00	0.00	
0.1%	0.60%	1.1%	-0.01	Low-Income vs. Non-Low Income (Mohubs)	-1.17	-2.01	
0.0%	0.00%	0.0%	0.00		0.00	0.00	
1.0%	2.80%	3.7%					
0.0%	0.00%	0.0%					
0.1%	1.77%	3.1%					
0.0%	0.00%	0.0%					
0.9%	2.33%	3.5%	0.11	Minority vs. Non-Minority (Regional)	0.01	0.93	
0.0%	0.00%	0.0%	0.00		0.00	0.00	
0.1%	1.33%	2.6%	-0.07	Minority vs. Non-Minority (Mohubs)	-0.12	0.58	
0.0%	0.00%	0.0%	0.00		0.00	0.00	
0.8%	2.33%	2.5%					
0.0%	0.00%	0.0%					
0.1%	1.44%	2.1%					
0.0%	0.00%	0.0%					
0.9%	2.34%	3.0%	0.00	Senior vs Non-Senior (Regional)	0.00	0.00	0.00
0.0%	0.00%	0.0%	0.00		0.00	0.00	
0.2%	1.63%	2.3%	0.13	Senior vs Non-Senior (Mohubs)	0.29	-0.21	
0.0%	0.00%	0.0%	0.00		0.00	0.00	
0.9%	2.33%	3.2%					
0.0%	0.00%	0.0%					
0.1%	1.34%	2.5%					
0.0%	0.00%	0.0%					
2.0%	5.08%	12.5%	0.36	Low-Income vs. Non-Low Income (Regional)	-0.17	2.75	
3.2%	8.39%	14.9%	0.11		-1.05	-0.81	
2.8%	6.88%	17.4%	0.00	Low-Income vs. Non-Low Income (Mohubs)	-0.01	0.02	
2.6%	5.33%	13.2%	0.00		-0.02	-0.01	
1.6%	5.25%	9.7%					
3.1%	9.44%	15.8%					
2.4%	8.30%	15.8%					
2.5%	6.92%	14.6%					
1.8%	4.78%	11.2%	0.13	Minority vs. Non-Minority (Regional)	-1.11	2.28	
3.5%	8.39%	15.6%	0.76		-2.01	0.23	

Social Equity Performance Measures			2016	No-Build Horizon Years			Plan Network Horizon Years		
				2025	2035	2050	2025	2035	2050
minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	32.3%	35.8%	38.8%	37.4%	38.3%	45.7%	54.1%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	60.2%	63.5%	64.8%	62.8%	66.0%	70.2%	76.8%
non minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	20.8%	23.1%	25.6%	26.3%	24.7%	31.5%	35.2%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	33.5%	36.0%	38.9%	40.2%	38.7%	49.3%	55.6%
non minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	36.6%	40.9%	44.1%	44.4%	43.5%	53.7%	59.6%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	59.7%	62.2%	65.1%	65.8%	64.7%	73.3%	80.3%
SE-M-5-b Access to Opportunities via transit Tier 2 employment centers									
low income - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	55.2%	56.8%	58.7%	58.8%	59.7%	64.6%	67.3%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	74.4%	74.9%	76.1%	75.8%	78.8%	84.1%	85.1%
low income - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	77.2%	77.9%	78.9%	78.4%	79.8%	82.9%	85.3%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	91.9%	92.4%	92.5%	91.6%	95.2%	96.7%	97.5%
non low income - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	43.4%	45.8%	47.7%	47.6%	48.7%	54.8%	57.2%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	64.0%	65.3%	66.8%	66.2%	69.5%	75.9%	77.8%
non low income - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	67.5%	69.9%	71.1%	69.5%	72.2%	76.3%	78.0%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	85.0%	85.8%	86.5%	84.2%	89.7%	93.2%	94.5%
minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	50.6%	51.7%	53.0%	51.9%	54.4%	59.5%	61.7%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	71.9%	71.4%	72.0%	70.3%	75.3%	80.3%	81.4%
minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	71.2%	72.3%	73.5%	71.8%	74.0%	77.7%	79.9%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	87.7%	87.9%	88.3%	86.0%	90.9%	93.8%	95.1%
non minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	43.3%	45.2%	46.8%	47.1%	48.4%	54.2%	55.6%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	62.5%	63.6%	65.0%	65.1%	68.2%	74.6%	76.0%
non minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	70.8%	73.1%	73.7%	73.1%	76.1%	79.8%	80.8%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	87.3%	88.3%	88.5%	87.6%	92.7%	95.4%	96.3%
SE-M-5-c Access to Opportunities via transit - All employment centers									
low income - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	86.9%	87.4%	88.3%	88.1%	88.0%	89.5%	89.8%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	89.0%	89.6%	90.3%	90.1%	90.0%	91.4%	91.7%
low income - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	98.1%	98.3%	98.5%	98.1%	98.4%	99.2%	99.2%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	98.1%	98.3%	98.5%	98.1%	98.5%	99.2%	99.3%
non low income - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	77.8%	78.8%	80.3%	80.3%	80.1%	83.3%	84.2%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	79.0%	79.8%	81.2%	81.2%	80.9%	84.2%	85.1%
non low income - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	94.7%	95.2%	95.9%	95.0%	95.6%	98.1%	98.2%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	94.7%	95.3%	95.9%	95.0%	95.6%	98.1%	98.4%
minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	84.9%	84.3%	84.8%	83.7%	85.5%	87.4%	87.4%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	86.1%	85.3%	85.7%	84.6%	86.3%	88.3%	88.2%
minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	96.2%	96.4%	96.8%	95.8%	96.7%	98.5%	98.5%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	96.2%	96.4%	96.8%	95.8%	96.7%	98.5%	98.7%
non minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	76.2%	77.3%	78.6%	79.1%	78.3%	81.2%	81.9%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	78.0%	79.0%	80.4%	80.9%	79.8%	82.9%	83.6%
non minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	95.7%	96.1%	96.6%	96.4%	96.4%	98.4%	98.7%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	95.7%	96.1%	96.6%	96.4%	96.4%	98.5%	98.7%
SE-M-5-d Access to Opportunities via transit Higher education access									
low income - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	51.3%	54.0%	54.7%	55.0%	57.2%	61.4%	63.0%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	75.0%	76.3%	77.0%	77.0%	80.1%	84.6%	85.8%
low income - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	68.6%	70.4%	71.3%	70.9%	73.5%	75.8%	77.4%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	91.8%	92.3%	91.9%	91.4%	95.7%	96.1%	97.4%
non low income - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	40.8%	43.2%	45.0%	44.8%	46.2%	51.9%	53.5%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	65.7%	66.8%	68.0%	68.0%	71.2%	76.9%	78.9%
non low income - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	61.6%	62.9%	64.6%	62.9%	66.0%	71.3%	72.9%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	87.4%	87.8%	87.8%	86.8%	91.8%	93.9%	95.6%
minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	48.5%	50.0%	50.5%	49.4%	53.2%	57.1%	58.1%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	74.7%	74.3%	73.9%	72.7%	78.3%	81.7%	83.0%
minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	66.1%	66.4%	67.3%	65.4%	69.3%	72.8%	74.3%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	89.7%	89.7%	89.1%	87.9%	93.2%	94.3%	96.0%
non minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	39.5%	41.4%	42.9%	43.1%	44.4%	50.1%	51.3%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	62.4%	63.3%	64.8%	65.1%	67.9%	74.6%	75.8%
non minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	61.7%	63.9%	65.8%	65.2%	67.5%	72.5%	74.0%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	88.0%	88.8%	89.3%	89.0%	92.9%	95.3%	96.4%

Percent Difference		Percentage Point Difference between Pop/Non Pop, Build (Plan Network) vs No-Build (nb)		
2.5%	6.89%	16.7%	Minority vs. Non-Minority (Mohubs)	0.00 -0.03 0.02
2.5%	5.47%	14.1%		0.00 -0.03 0.00
1.7%	5.89%	8.9%		
2.7%	10.40%	15.4%		
2.6%	9.62%	15.1%		
2.6%	8.21%	14.5%		
2.9%	5.92%	8.5%	Low-Income vs. Non-Low Income (Regional)	-0.04 -1.24 -1.17
3.9%	7.93%	9.3%		-0.35 -1.18 -2.33
1.9%	4.07%	6.9%	Low-Income vs. Non-Low Income (Mohubs)	0.00 -0.01 -0.02
2.7%	4.17%	5.9%		-0.01 -0.03 -0.04
2.9%	7.16%	9.7%		
4.3%	9.10%	11.6%		
2.3%	5.22%	8.5%		
3.9%	6.80%	10.3%		
2.7%	6.51%	9.8%	Minority vs. Non-Minority (Regional)	-0.57 -0.86 1.27
3.9%	8.31%	11.1%		-0.75 -1.25 0.20
1.7%	4.17%	8.1%	Minority vs. Non-Minority (Mohubs)	-0.01 -0.02 0.00
3.0%	5.44%	9.1%		-0.02 -0.01 0.00
3.2%	7.37%	8.5%		
4.6%	9.56%	10.9%		
2.9%	6.07%	7.7%		
4.5%	6.91%	8.8%		
0.61%	1.22%	1.69%	Low-Income vs. Non-Low Income (Regional)	-0.67 -1.84 -2.27
0.44%	1.13%	1.62%		-0.65 -1.89 -2.25
0.15%	0.70%	1.12%	Low-Income vs. Non-Low Income (Mohubs)	0.00 -0.01 -0.02
0.14%	0.71%	1.18%		0.00 -0.02 -0.02
1.28%	3.06%	3.96%		
1.09%	3.02%	3.87%		
0.35%	2.19%	3.25%		
0.34%	2.23%	3.41%		
1.17%	2.59%	3.65%	Minority vs. Non-Minority (Regional)	0.18 0.03 0.81
1.02%	2.56%	3.61%		0.24 0.08 0.95
0.27%	1.67%	2.73%	Minority vs. Non-Minority (Mohubs)	0.00 0.00 0.00
0.26%	1.70%	2.89%		0.00 0.00 0.01
0.99%	2.56%	2.83%		
0.78%	2.48%	2.66%		
0.30%	1.78%	2.30%		
0.29%	1.82%	2.34%		
3.16%	6.68%	8.00%	Low-Income vs. Non-Low Income (Regional)	0.14 -0.16 -0.68
3.82%	7.61%	8.86%		-0.62 -1.30 -2.05
3.12%	4.49%	6.45%	Low-Income vs. Non-Low Income (Mohubs)	0.00 -0.02 -0.03
3.40%	4.18%	5.95%		-0.01 -0.02 -0.03
3.02%	6.84%	8.68%		
4.44%	8.91%	10.91%		
3.17%	6.65%	9.95%		
3.95%	6.07%	8.75%		
3.17%	6.60%	8.69%	Minority vs. Non-Minority (Regional)	0.23 -0.55 0.52
4.02%	7.82%	10.28%		-0.57 -1.92 -0.38
2.87%	5.53%	8.93%	Minority vs. Non-Minority (Mohubs)	-0.01 -0.01 0.00
3.54%	5.17%	8.11%		-0.01 -0.01 0.01
2.94%	7.15%	8.17%		
4.59%	9.74%	10.66%		
3.61%	6.75%	8.77%		
4.12%	6.00%	7.37%		

Social Equity Performance Measures		2016	No-Build Horizon Years			Plan Network Horizon Years		
			2025	2035	2050	2025	2035	2050
			Number/percent of people within 0.5 miles of a commuter rail, light rail, or next gen Rapid (Tier 1/Tier 2/Tier 3) transit stop					
SE-SM-2	Number	3,409	4,790	6,347	6,288	7,226	36,120	83,831
	Number	64,046	88,346	104,422	102,184	92,410	114,311	142,405
	Number	71,606	86,030	91,459	94,289	160,390	350,603	360,520
	Number	122,698	150,035	167,687	168,162	209,405	384,361	395,567
	Percent	0.3%	0.5%	0.6%	0.6%	0.7%	3.6%	8.6%
	Percent	6.1%	8.7%	10.5%	10.5%	9.1%	11.4%	14.6%
	Percent	6.9%	8.5%	9.2%	9.7%	15.7%	35.1%	36.9%
low income	Percent	11.8%	14.8%	16.8%	17.3%	20.6%	38.4%	40.5%
	Number	11,787	15,930	20,716	22,348	22,222	80,928	173,992
	Number	77,768	127,383	177,778	192,680	135,678	198,113	309,682
	Number	116,471	167,138	197,394	230,137	321,172	736,162	829,572
	Number	175,256	251,591	319,755	363,885	383,984	785,676	889,215
	Percent	0.5%	0.7%	0.8%	0.8%	0.9%	3.1%	6.4%
	Percent	3.5%	5.3%	6.9%	7.1%	5.6%	7.7%	11.4%
non low income	Percent	5.2%	6.9%	7.7%	8.4%	13.4%	28.6%	30.5%
	Percent	7.9%	10.4%	12.4%	13.4%	16.0%	30.5%	32.7%
	Number	5,168	8,632	12,878	15,323	12,642	68,720	173,864
	Number	86,275	131,859	180,353	204,623	137,780	194,607	298,191
	Number	110,544	163,329	195,431	239,892	291,989	693,863	837,666
	Number	182,241	257,675	325,020	385,743	364,913	748,833	904,231
	Percent	0.3%	0.4%	0.6%	0.6%	0.6%	3.1%	6.9%
minority	Percent	4.9%	6.7%	8.2%	8.1%	7.0%	8.8%	11.8%
	Percent	6.3%	8.3%	8.9%	9.5%	14.9%	31.5%	33.2%
	Percent	10.4%	13.2%	14.8%	15.3%	18.6%	34.0%	35.8%
	Number	10,028	12,088	14,185	13,313	16,806	48,328	83,959
	Number	55,539	83,870	101,847	90,241	90,308	117,817	153,896
	Number	77,533	89,839	93,422	84,534	189,573	392,902	352,426
	Number	115,713	143,951	162,422	146,304	228,476	421,204	380,551
non minority	Percent	0.7%	0.8%	1.0%	1.1%	1.1%	3.5%	7.1%
	Percent	3.7%	5.7%	7.4%	7.7%	6.2%	8.6%	13.1%
	Percent	5.1%	6.1%	6.8%	7.2%	12.9%	28.6%	30.0%
	Percent	7.6%	9.8%	11.8%	12.5%	15.6%	30.7%	32.4%
	Number	955	1,855	3,366	4,033	2,607	12,491	31,866
	Number	7,177	14,497	28,039	35,168	15,181	31,602	56,775
	Number	9,859	17,101	29,959	39,077	33,545	112,550	145,073
senior	Number	15,085	26,595	48,717	63,071	40,180	119,961	155,570
	Percent	0.5%	0.7%	0.9%	0.9%	1.0%	3.3%	7.1%
	Percent	3.8%	5.7%	7.4%	7.8%	6.0%	8.3%	12.6%
	Percent	5.2%	6.8%	7.9%	8.7%	13.3%	29.7%	32.2%
	Percent	8.0%	10.5%	12.8%	14.0%	15.9%	31.6%	34.6%
	Number	14,241	18,865	23,697	24,603	26,841	104,557	225,957
	Number	134,637	201,232	254,161	259,696	212,907	280,822	395,312
non senior	Number	178,218	236,067	258,894	285,349	448,017	974,215	1,045,019
	Number	282,869	375,031	438,725	468,976	553,209	1,050,076	1,129,212
	Percent	0.5%	0.6%	0.7%	0.8%	0.8%	3.3%	7.0%
	Percent	4.4%	6.3%	8.0%	8.0%	6.7%	8.8%	12.2%
	Percent	5.8%	7.4%	8.1%	8.8%	14.1%	30.5%	32.2%
	Percent	9.2%	11.8%	13.7%	14.4%	17.4%	32.9%	34.8%



Percentage Point Difference between Pop/Non Pop, Build (Plan Network) vs No-Build (nb)

Low-Income vs. Non-Low Income (percent)

-0.02	0.64	2.36
0.02	0.19	-0.22
0.86	4.98	5.19
0.27	3.56	3.91

Minority vs. Non-Minority (percent)

-0.12	0.05	0.27
-0.14	-0.51	-1.71
-0.23	0.86	0.88
-0.29	0.43	0.60

Senior vs Non-Senior (percent)

0.05	-0.13	-0.01
-0.10	0.10	0.63
-0.18	-0.62	0.17
-0.24	-0.36	0.23

Population	Benefits to Disadvantaged Population	Benefits to non-Disadvantaged	Total Benefits	Benefits to Disadvantaged as Percentage of Total	Disadvantaged as Share of Total Population (2016)
Low-Income	\$17,752	\$34,300	\$52,052	34.10%	32.00%
Minority	\$35,600	\$16,452	\$52,052	68.40%	53.60%
Seniors	\$4,360	\$47,692	\$52,052	8.40%	5.80%
TOTAL	\$42,115	\$9,937	\$52,052	80.90%	68.10%

* Not all benefit categories calculated by the BCA tool can be apportioned to specific sub-populations. Time-Savings for commercial vehicles, emissions benefits, safety benefits, reliability benefits, and operating benefits cannot be calculated by sub-populations, and are excluded from this analysis. With those categories, total benefits are \$75.1 Billion.

** All values are in millions of 2020\$.

California Assembly Bill 805 Transportation Strategies to Reduce Pollution Exposure in Disadvantaged Communities

Overview

The Vision for the 2021 Regional Plan reimagines the transportation system using a data-driven planning process and the 5 Big Moves—inter-reliant strategies that provide a regional system of Complete Corridors that are managed in real time by the Next Operating System (Next OS) to create capacity and keep the transportation system operating smoothly and safely for all modes. Transit Leap and Flexible Fleet services connect a network of Mobility Hubs that covers the region’s population centers, major employment centers, and other key activity centers across the region.

The 2021 Regional Plan integrates the 5 Big Moves to meet state and local mandates, address traffic congestion, and create equitable access to jobs, education, healthcare, and other community resources. In addition, California Assembly Bill 805 (Gonzalez Fletcher, 2017) (AB 805) (Chapter 658, Statutes of 2017) requires, among other things, that the 2021 Regional Plan identify disadvantaged communities, and include transportation strategies to reduce pollution exposure in these communities.

Defining Disadvantaged Communities

In accordance with AB 805, SANDAG has identified the location of disadvantaged communities as designated pursuant to Section 39711 of the Health and Safety Code. The California Office of Environmental Health Hazard Assessment has developed a screening tool—the California Communities Environmental Health Screening Tool, or CalEnviroScreen 3.0—for designating these communities. This statewide tool evaluates multiple pollutants and stressors at the Census tract level. CalEnviroScreen provides a snapshot of existing conditions based on historical data; it does not forecast future conditions for disadvantaged communities. SANDAG used the data to identify the projects, strategies, and programs included in the 2021 Regional Plan that reduce pollution exposure for those impacted communities.

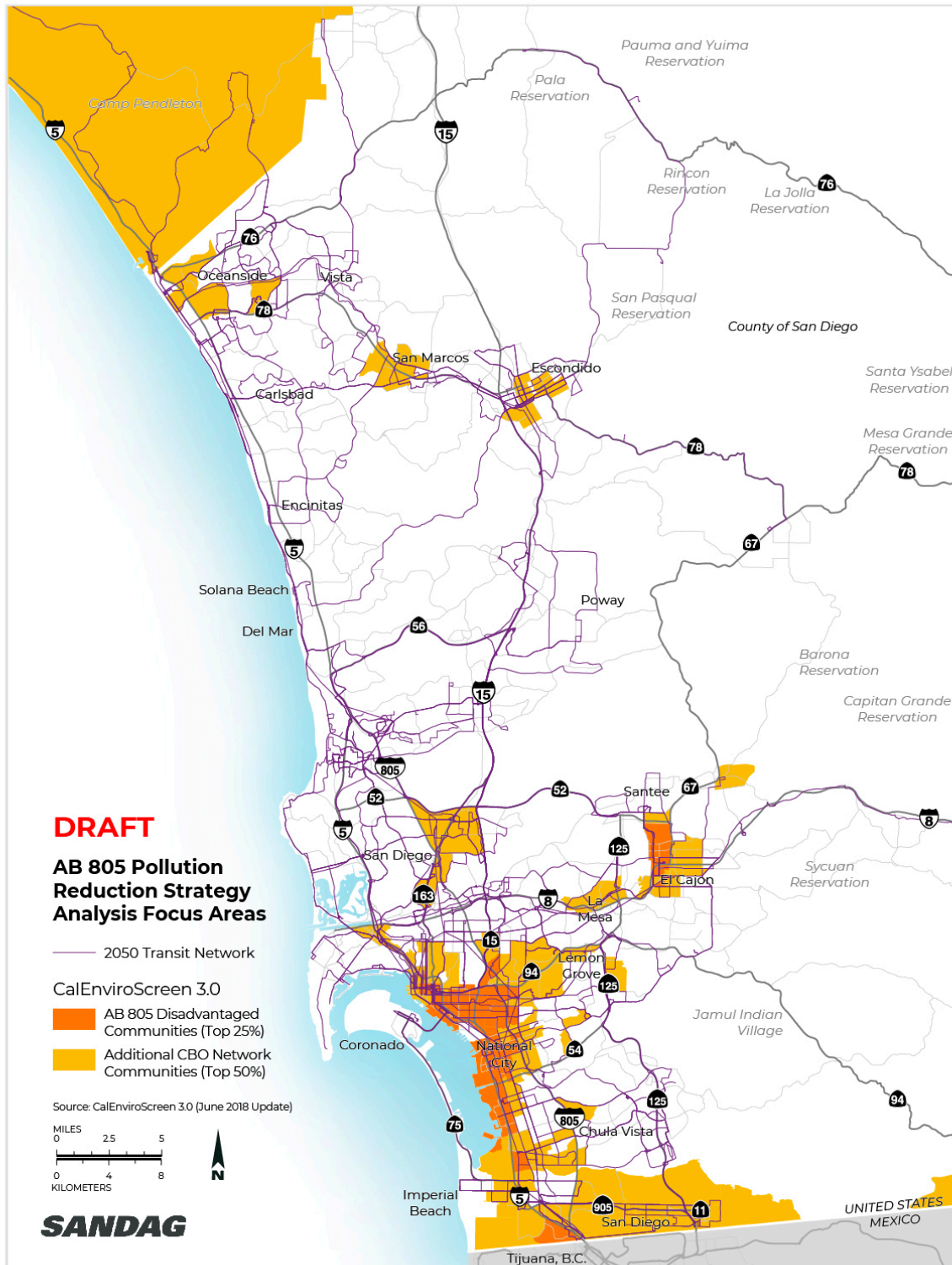
Using CalEnviroScreen, SANDAG has mapped the communities in the region that meet the pollution exposure and demographic characteristics of disadvantaged communities. Figure 1 shows the disadvantaged communities in the San Diego region. Aligning with the California Environmental Protection Agency’s Designation of Disadvantaged Communities Pursuant to Senate Bill 535¹, the 2021 Regional Plan identifies the most vulnerable 25% of communities on the environmental/socioeconomic vulnerability scale and includes transportation strategies to reduce pollution exposure in those communities. However, with the understanding that there are communities in the region with varying levels of vulnerability, SANDAG completed an additional analysis to include Census tracts ranking in the top 50% of CalEnviroScreen scores. This additional consideration is inclusive of communities the 2021 Regional Plan Community-Based Organization (CBO) network serves.

The 2021 Regional Plan Social Equity Working Group (Working Group) provided input on the development of the 2021 Regional Plan from a social equity perspective. The Working Group provided input on various steps in the development of the 2021 Regional Plan, including gathering input on the

¹ “Designation of Disadvantaged Communities Pursuant to Senate Bill 535 (De Leon),” California Environmental Protection Agency. April 2017, <https://calepa.ca.gov/wp-content/uploads/sites/6/2017/04/SB-535-Designation-Final.pdf>.

mobility needs of each community, defining the performance measures used for the social equity analysis, and providing input about how the AB 805 analysis was conducted for the 2021 Regional Plan. Working Group members provided input on the methodology for defining disadvantaged communities and the version of CalEnviroScreen to use. At the time the plan was drafted, CalEnviroScreen 3.0 was the adopted version of the tool. A draft of CalEnviroScreen version 4.0 was not released until late February 2021, so this analysis relies on the adopted version 3.0 of the tool to identify disadvantaged communities.

Figure 1: AB 805 Pollution-Reduction Strategy Analysis Focus Areas



Transportation Strategies to Reduce Pollution Exposure Pollution-reduction measures in the 2021 Regional Plan include projects, policies, and programs that all work together to implement the transportation network. The projects, policies, and programs are described in detail in Appendices A and B.

Critical to implementing these pieces of the plan is the SANDAG Regional Social Equity Planning Framework. The 2021 Regional Plan establishes a framework for how SANDAG approaches, incorporates, and prioritizes social equity in all SANDAG plans, programs, and projects. SANDAG will partner to advance investments in communities that have been historically underserved and underrepresented – those who have been systemically marginalized and impacted by actions and inactions at all levels of our government and society. This includes people with low incomes, people of color, people with disabilities, and people with limited English proficiency. While the projects listed below are specific to the identified disadvantaged communities, the policies and programs apply more generally and do not specifically allocate or apply to any particular community. It is therefore important to understand how SANDAG will distribute funding in the future and to fully integrate the Social Equity Planning Framework into any methodology or formula for distributing funds or implementing programs.

While it should be noted that the 2021 Regional Plan includes network improvements for all modes of transportation, and the projects are intended to work as a system to benefit mobility, congestion, and equity, some of the projects – on their own – would not necessarily reduce pollution exposure. Therefore, those transportation projects that either alone, or as they function within the transportation system, reduce pollution exposure are listed in Tables H3.1 and H3.2. Following the transportation project list is a description of the Regional Plan policies and how they could be implemented to reduce pollution exposure, and finally the programs (grants) that could be applied in disadvantaged communities to reduce pollution exposure.

Transportation Projects

Table H.3.1 shows projects benefitting communities in the highest scoring 25% Census tracts of CalEnviroScreen. They are ordered by type and alphabetical by jurisdiction. Similarly, Table H3.2 lists projects benefitting communities in the expanded threshold and is organized in the same manner. Because the analysis of projects is based on the Census tract level, some communities will be included in both Table H3.1 and Table H3.2.

Following Tables 1 and 2, the projects are shown in Figures 2 and 3.

Table 1: Transit and Bike Projects Located in Disadvantaged Communities (Top 25%)

Transit and Bike Projects Located in Disadvantaged Communities	
Top 25%	
Chula Vista	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> • Downtown Chula Vista Mobility Hub • Southwest Chula Vista Mobility Hub • Tier 3 Transit Station (H/Marina) <ul style="list-style-type: none"> ○ <i>Rapid 709</i> 	
Bike Projects	
<ul style="list-style-type: none"> • Bayshore Bikeway Upgrades • Chula Vista (J Street) • Chula Vista Greenbelt 	
City of San Diego	
Barrio Logan	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> • Urban Core Mobility Hub* 	
New Transit Lines	
<ul style="list-style-type: none"> • <i>Rapid 12</i> • <i>Rapid 910</i> 	
City Heights	
New Mobility Hub	
<ul style="list-style-type: none"> • Urban Core Mobility Hub* 	
Bike Projects	
<ul style="list-style-type: none"> • Central Avenue Bikeway 	
Downtown	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> • Urban Core Mobility Hub* • Tier 1 Transit Station (Centre City) <ul style="list-style-type: none"> ○ Commuter Rail 581 ○ Commuter Rail 583 • Tier 1 Transit Station (12th/Imperial) <ul style="list-style-type: none"> ○ Commuter Rail 581 ○ Commuter Rail 583 	
New Transit Lines	
<ul style="list-style-type: none"> • Tram 555 • <i>Rapid 12</i> • <i>Rapid 630</i> • <i>Rapid 640</i> • <i>Rapid 910</i> 	
Bike Projects	
<ul style="list-style-type: none"> • North Park to Downtown • Centre City – La Mesa Corridor • Downtown San Diego to Encanto • Downtown to Southeast 	
Eastern Area	

Transit and Bike Projects Located in Disadvantaged Communities

Top 25%

New Transit Lines

- *Rapid 10*
- *Rapid 625*

Encanto

New Transit Stations and Mobility Hub

- Southeast San Diego Mobility Hub*
- Tier 1 Transit Station (Euclid Station)
 - Commuter Rail 582

New Transit Lines

- *Rapid 12*
- *Rapid 625*

Bike Projects

- Centre City – La Mesa Corridor
- City Heights/Fairmount Corridor
- Encanto to Chula Vista National City connections

Greater Golden Hill

New Transit Stations and Mobility Hub

- Urban Core Mobility Hub*
- Tier 3 Transit Station (28th/SR94)
 - *Rapid 637*
- Tier 3 Transit Station (SR94/Golden Hill Transit)
 - *Rapid 225*
 - *Rapid 235*

New Transit Lines

- Tram 555

San Ysidro

New Transit Stations and Mobility Hub

- San Ysidro Mobility Hub*

Southeastern San Diego

New Transit Stations and Mobility Hub

- Urban Core Mobility Hub*
- Southeast San Diego Mobility Hub*
- Tier 3 Transit Station (32nd/Commercial)
 - *Rapid 637*

New Transit Lines

- Tram 555
- *Rapid 12*

Bike Projects

- Downtown San Diego to Encanto

Uptown

New Transit Stations and Mobility Hub

- Urban Core Mobility Hub*

El Cajon

Transit and Bike Projects Located in Disadvantaged Communities

Top 25%

New Transit Stations and Mobility Hub

- El Cajon Mobility Hub
- Tier 3 Transit Station (Marshall/Weld)
 - *Rapid 292*
 - *Rapid 870*
 - *Rapid 890*

Bike Projects

- Santee – El Cajon Corridor
- East County Northern Loop

National City

New Transit Stations and Mobility Hub

- National City Mobility Hub
- Tier 1 Transit Station (Plaza/Highland)
 - Commuter Rail 582
 - Commuter Rail 583

New Transit Lines

- *Rapid 625*

Bike Projects

- Encanto to Chula Vista National City Connections

* Indicates Mobility Hub overlaps more than one jurisdiction

Table 2: Transit and Bike Projects Located in CBO Network Communities (Top 50%)

Transit and Bike Projects Located in CBO Network Communities	
Top 50% (CBO Network Communities)	
Chula Vista	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> • Tier 1 Transit Station (H Street/4th) <ul style="list-style-type: none"> ○ Commuter Rail 582 ○ Commuter Rail 583 ○ <i>Rapid 709</i> • Tier 1 Transit Station (Palomar/4th) <ul style="list-style-type: none"> ○ Commuter Rail 582 ○ Commuter Rail 583 ○ <i>Rapid 625</i> ○ <i>Rapid 635</i> ○ <i>Rapid 293</i> 	
Bike Projects	
<ul style="list-style-type: none"> • Bay to Ranch Bikeway • I-805 Connector – Bonita Road to Floyd Avenue 	
City of San Diego	
Balboa Park	
Bike Projects	
<ul style="list-style-type: none"> • Pershing Drive Bikeway • North Park to Downtown • El Prado Cross Park 	
City Heights	
New Transit Lines	
<ul style="list-style-type: none"> • <i>Rapid 10</i> 	
Bike Projects	
<ul style="list-style-type: none"> • City Heights/Fairmount Corridor • North Park/Mid-City Bikeways: Orange Bikeway 	
Downtown	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> • Tier 1 Transit Station (Santa Fe Station) <ul style="list-style-type: none"> ○ Commuter Rail 581 ○ Commuter Rail 583 • COASTER Station (Gaslamp Quarter) <ul style="list-style-type: none"> ○ Commuter Rail 398 	
Bike Projects	
<ul style="list-style-type: none"> • Bayshore Bikeway Upgrades 	
Encanto	
Bike Projects	
<ul style="list-style-type: none"> • Encanto, Lincoln Heights to Lemon Grove 	
Greater Golden Hill	
Bike Projects	
<ul style="list-style-type: none"> • Pershing Drive Bikeway 	

Transit and Bike Projects Located in CBO Network Communities

Top 50% (CBO Network Communities)

Kearny Mesa

New Transit Stations and Mobility Hub

- Kearny Mesa Mobility Hub
 - Tier 1 Transit Station (Kearny Mesa)
 - Commuter Rail 582

New Transit Lines

- *Rapid 28*
- *Rapid 120*
- *Rapid 292*
- *Rapid 295*
- *Rapid 630*
- *Rapid 890*
- Local Bus Route 668 (through Murphy Canyon with 8 new stops)
- Local Bus Route 649 (between Ruffner Street and Overland Avenue with 17 new stops)

Bike Projects

- Kearny Mesa to Beaches Corridor – Linda Vista Road to I-15 Bikeway
- I-15 Bikeway – Murphy Canyon to Affinity Court
- SR 52 Bikeway – I-5 to Santo Road

Linda Vista

New Transit Stations and Mobility Hub

- Mission Valley Mobility Hub*

New Transit Lines

- *Rapid Route 28*
- *Rapid Route 41*
- *Rapid Route 120*

Bike Projects

- Clairemont – Centre City Corridor

Midway–Pacific Highway

New Transit Stations and Mobility Hub

- Urban Core Mobility Hub*
 - Commuter Rail 581
 - Commuter Rail 581b
 - Commuter Rail 583
 - Commuter Rail 398
 - Light Rail 510
 - Light Rail 530
 - *Rapid 10*
 - *Rapid 28*
 - *Rapid 640*

Bike Projects

- Central Mobility Bikeway

Mission Valley

New Transit Stations and Mobility Hub

- Mission Valley Mobility Hub*

Transit and Bike Projects Located in CBO Network Communities

Top 50% (CBO Network Communities)

Old Town

Bike Projects

- Uptown 4: Mission Hills and Old Town Bikeways
- Coastal Rail Trail San Diego – Pac Hwy (Fiesta Island Rd to Taylor St)

Otay Mesa

New Transit Stations and Mobility Hub

- San Ysidro Mobility Hub*
- Tier 1 Transit Station (Rodriguez/Border)
 - Commuter Rail 582
 - Commuter Rail 583
- Tier 3 Transit Station (Cactus/Airway)
 - *Rapid* 638
- Tier 3 Transit Station (Airway/Airway)
 - *Rapid* 638
- Tier 3 Transit Station (Heritage/Airway)
 - *Rapid* 638

New Transit Lines

- *Rapid* 292
- *Rapid* 950
- Local Bus Route 661 (between Heritage Road and Alta Road with 13 new stops)

Bike Projects

- SR 905 Corridor
- SR 125 Connector – Bonita Road to U.S.–Mexico Border

Otay Mesa–Nestor

New Transit Stations and Mobility Hub

- Imperial Beach Mobility Hub*

New Transit Lines

- *Rapid* 293
- *Rapid* 630
- *Rapid* 950

Bike Projects

- Bayshore Bikeway: Segment 8B Main Street to Ada Street

San Ysidro

New Transit Stations and Mobility Hub

- Tier 3 Transit Station (Frost/Frost)
 - *Rapid* 28
 - *Rapid* 120
- Tier 1 Transit Station (Hospitals)
 - Commuter Rail 582

New Transit Lines

- *Rapid* Route 630

Bike Projects

- Border Access Corridor
- SR 905 Corridor

Transit and Bike Projects Located in CBO Network Communities

Top 50% (CBO Network Communities)

Skyline-Paradise Hills

New Transit Lines

- *Rapid 12*

Uptown

New Transit Stations and Mobility Hub

- Tier 3 Transit Station (5th/Hawthorn)
 - *Rapid 120*
 - Tram 555
- Tier 3 Transit Station (5th/Brookes)
 - *Rapid 120*
- Tier 1 Station (Hillcrest)
 - Commuter Rail 581
 - Commuter Rail 581b

New Transit Lines

- *Rapid 10*
- *Rapid 630*

Bike Projects

- City Heights – Old Town Corridor
- El Prado Cross Park

El Cajon

New Transit Stations and Mobility Hub

- Tier 1 Transit Station (Downtown El Cajon)
 - Commuter Rail 581
 - *Rapid 292*

Escondido

New Transit Stations and Mobility Hub

- Escondido Mobility Hub

New Transit Lines

- *Rapid 471*

Bike Projects

- I-15 Bikeway – Citracado Parkway to Country Club Lane

Imperial Beach

New Transit Stations and Mobility Hub

- Imperial Beach Mobility Hub*

La Mesa

New Transit Stations and Mobility Hub

- La Mesa Mobility Hub

Bike Projects

- Hillcrest – El Cajon Corridor

Lakeside (SD County)

Bike Projects

Transit and Bike Projects Located in CBO Network Communities

Top 50% (CBO Network Communities)

- I-8 Corridor – San Diego River Trail to Olde Highway 80

Lemon Grove

New Transit Stations and Mobility Hub

- Lemon Grove Mobility Hub

Bike Projects

- Centre City – La Mesa Corridor
- Encanto, Lincoln Heights to Lemon Grove

Oceanside

New Transit Stations and Mobility Hub

- Oceanside Mobility Hub

New Transit Lines

- *Rapid 473*
- *Rapid 474*
- *Rapid 477*

Bike Projects

- Inland Rail Trail: Oceanside
- El Camino Real

San Marcos

New Transit Stations and Mobility Hub

- San Marcos Mobility Hub

New Transit Lines

- *Rapid Route 440*
- *Rapid Route 450*
- Local Bus Route 448 (between Palomar College and CSU San Marcos with 3 new stops)
- Local Bus Route 449 (5 new stops)

Bike Projects

- Carlsbad – San Marcos Corridor
- Encinitas to San Marcos Corridor – Double Peak Dr to San Marcos Blvd

Camp Pendleton

New Transit Stations and Mobility Hub

- Tier 1 Transit Station (Camp Pendleton)
 - Commuter Rail 398

Bike Projects

- Camp Pendleton Trail

* Indicates Mobility Hub overlaps more than one jurisdiction

Figure 2: AB 805 Pollution Reduction Strategies: Regional Bike Network Projects

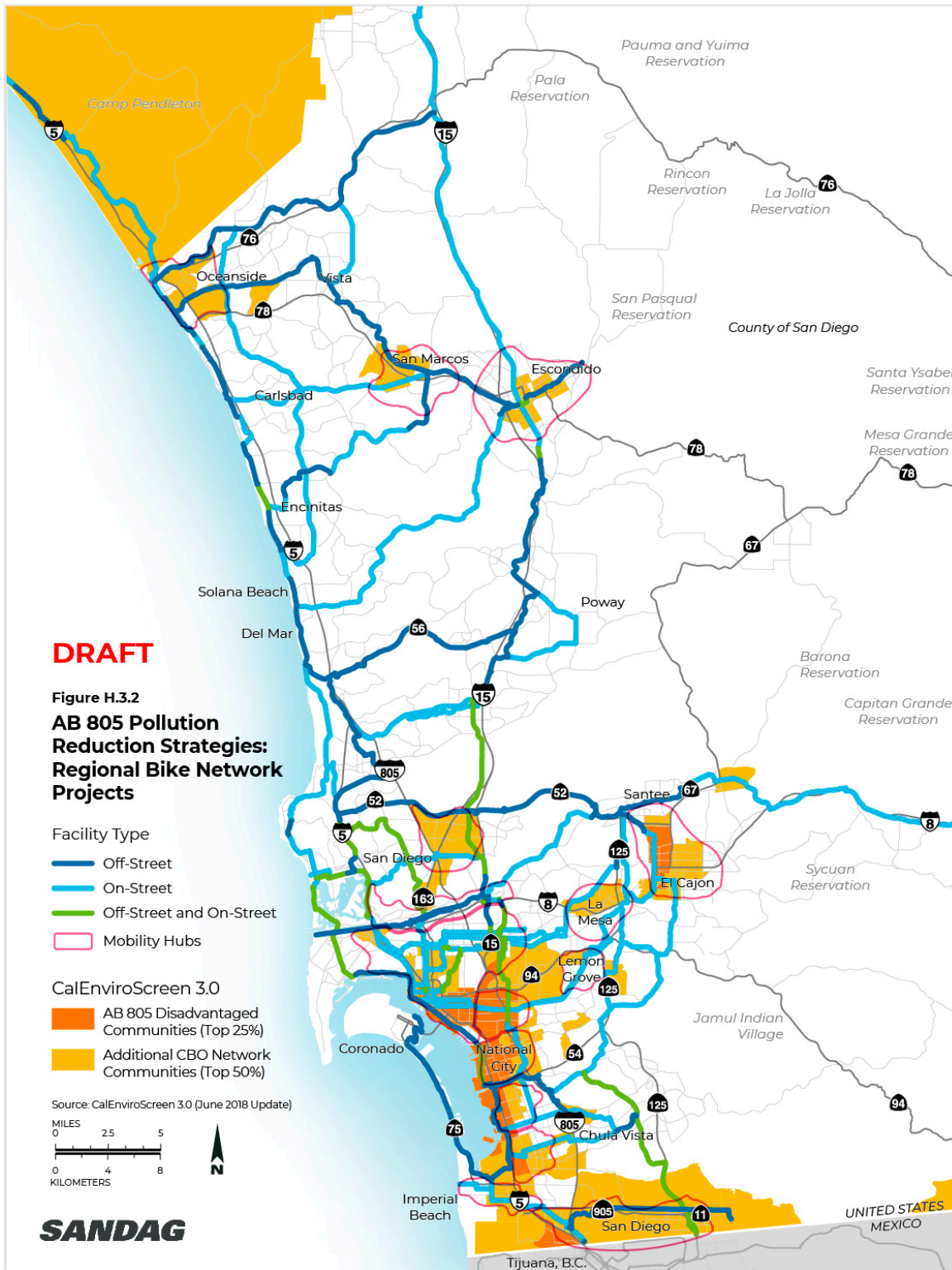
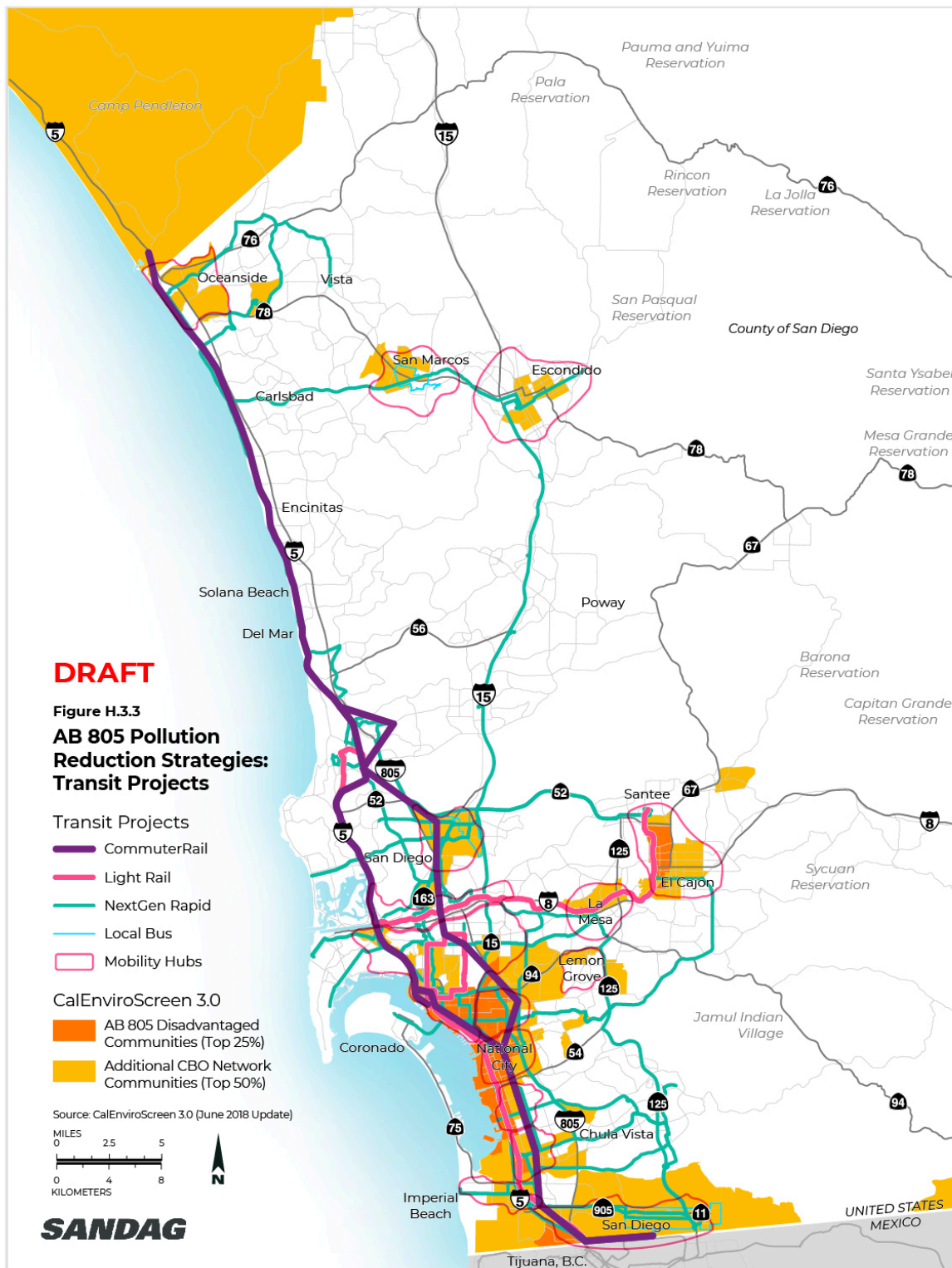


Figure 3: AB 805 Pollution Reduction Strategies: Transit Projects



In addition to the project list, the transportation and active transportation networks will benefit from service enhancements and upgrades that are not identified on the list of projects. Specifically, the Transit Leap category of projects create a complete network of fast, high-capacity, high-frequency transit services that connect communities to employment centers, healthcare facilities, and other important destinations throughout the San Diego region. Some of these projects build upon the existing transit services with upgrades to transit stations and increased frequencies. The light rail lines currently in operation will receive major enhancements in service through grade separation and double- or triple-tracking for higher-frequency operations. Seeing that many of the light rail routes operate in disadvantaged communities, grade separation will reduce the communities' pollution exposure by alleviating traffic congestion while allowing rail service to operate more frequently without having to stop for local traffic.

At the center of this network are new commuter rail services that will provide faster, more frequent services for longer regional trips, while faster and more frequent light rail, *Rapid*, and local bus routes provide viable alternatives to driving for local trips. Commuter rail uses higher-speed trains (more than 100 miles per hour) in tunnels or on bridges with trains arriving every 8–10 minutes all day. More than 30 new *Rapid* bus routes operating at 10-minute frequency will serve disadvantaged communities in addition to local bus routes running at the same frequency. Ultimately, these transit lines connect with the 31 Mobility Hubs that serve communities with a high concentration of people, destinations, and travel choices spanning one, two, or a few miles based on the community characteristics and tailored specifically to the needs of the community.

Mobility Hubs offer on-demand travel options and supporting infrastructure that enhance connections to high-quality Transit Leap services while helping people make short trips around the community on Flexible Fleets. SANDAG recognizes that new transit services and stations alone will not address the air pollution burden disadvantaged communities face, but when coupled with electrification, they can help reduce air pollution emission and exposure. This is why one key feature of the Mobility Hubs will be the availability of electric shared vehicle fleets and charging stations.

In conjunction with the transportation network, projects within the Regional Bike Network will also provide pollution reduction benefits for disadvantaged communities and the entire region. The 2021 Regional Plan provides almost 400 miles of bike facility upgrades and new construction to establish a safe network, making it easier to get around and providing a significant contribution to social equity efforts along with the environmental benefits.

SANDAG recognizes that, in some cases, the existing street design, such as bike lanes and routes that share the road with vehicular traffic, may not be comfortable for all to use. With that in mind, it designs all active transportation projects to international best practices in creating safe and comfortable places for every person to walk and bike, implementing facilities like protected bikeways and heavily traffic-calmed streets. The projects will, when complete, provide a fully interconnected network of active transportation facilities that connect people from the beginning of their trip to the end.

SANDAG is working to implement an active transportation network that serves regional trips and heavily traveled local corridors. Interconnected with this, SANDAG member agencies are working to build out a

much finer network of bike facilities along local streets that support and function in concert with the SANDAG Regional Bike Network.

A more robust, reliable, and faster transit and active transportation network would help create more equitable access to jobs, education, and healthcare, particularly for disadvantaged communities, all while reducing reliance on use of single-occupancy vehicles.

Regional Plan Policies

SANDAG has developed 11 policies outlining actions that will be taken to achieve the goals of the 2021 Regional Plan. How these policies are implemented will have an important effect on pollution reduction in disadvantaged communities in the region. Social equity is a key factor in developing methodologies for each of these policies, and while some of these methodologies are yet to be developed, others are already being implemented. SANDAG will reevaluate these in light of the Regional Social Equity Planning Framework and SANDAG's Commitment to Equity statement. While all of the policies are summarized below, a complete description of each policy, the near- and long-term implementation actions, program costs, and social equity considerations are included in Appendix B.

Below is a list of the policies, including a brief description of how social equity is being considered for each and how the policy could reduce pollution exposure in disadvantaged communities.

Land Use and Regional Growth – The 2021 Regional Plan vision for land use focuses on development and growth in Mobility Hub areas to preserve the region's open space and support transportation investments by reducing vehicle miles traveled. SANDAG will consider how land use programs, projects, and policies it supports address social equity in relation to regional access to affordable housing, proximity to jobs and transit, opportunities for residents to live where they work and play, convenient access to multimodal transportation options, and other opportunities for work, commerce, and recreation.

Land use is the foundation in determining what is built where and how transportation systems connect work, home, and recreation. Ensuring equitable development starts with considering equity in land use decisions and patterns. By coordinating equity, land use, and transportation, we can better understand where historically marginalized communities are located, how to better connect them with opportunities throughout the region, and enable residents to accomplish daily needs without traveling long distances, thereby contributing toward pollution exposure reduction. Because land use authority is reserved to local jurisdictions, SANDAG will leverage partnerships with cities and the County through the Smart Growth Incentive Program and other grants to provide funds for transportation-related improvements and planning efforts that support smart growth in Mobility Hubs to realize this vision.

Housing – California is experiencing a housing crisis, with housing demand far outstripping supply. The 2021 Regional Plan addresses the housing crisis through Mobility Hubs, bringing where people live and work closer together and providing more housing options for more San Diegans through increased density. SANDAG will rely on building strong partnerships with local jurisdictions to increase housing in the region, especially housing available to low-income residents. Through grant programs and technical support, SANDAG will serve as a funding partner and resource to assist local jurisdictions in reaching the region's housing production goals.

While affordable housing has been concentrated in many disadvantaged communities, the goal of this policy is to ensure fairness throughout the region and to not overburden select communities. Providing adequate housing near employment areas can shorten trips and help reduce pollution exposure, but existing deficiencies in communities should be considered before new housing is added. SANDAG is studying ways to accelerate housing production without displacing low-income residents in communities where housing growth occurs and will increase equity in the region by furthering fair housing in resource-rich areas to provide low-income residents with greater access to jobs, educational opportunities, and other resources.

Climate Action Planning – To help reach regional and state greenhouse gas (GHG) emissions reduction targets, the 2021 Regional Plan focuses heavily on the conversion to clean transportation and a shift from personal vehicle dependency through the 5 Big Moves. To help local jurisdictions make this transition and achieve broader reductions in GHG emissions, SANDAG will provide technical assistance, guidance resources, templates, and grant funding to incorporate the 5 Big Moves and Sustainable Communities Strategy actions into their climate action plans (CAPs) and plan for more well-connected, sustainable, healthy communities that are accessible to all.

SANDAG recognizes that all residents, regardless of age, race, or income, deserve to live in safe and healthy communities and that climate impacts disproportionately affect low income populations and communities of color. SANDAG will consider climate impacts and the equitable distribution of funding and program assistance for all communities across the region.

Climate Adaptation and Resilience – The San Diego region is anticipated to feel the effects of climate change through hotter and more frequent heat waves, prolonged droughts, increased wildfires, rising sea levels, and destructive storm surges. The 2021 Regional Plan aims to better prepare San Diego communities for these climate change impacts by considering evacuation and rapid mobility needs in our transit corridors, evaluating and considering climate vulnerabilities to the region’s transportation infrastructure, and utilizing natural lands and conservation to absorb and protect against climate change impacts. SANDAG will establish a coordinated effort across agencies and local jurisdictions for more holistic, comprehensive, equitable, sustainable, and resilient communities.

SANDAG recognizes that climate change affects everyone, with low-income and communities of color disproportionately feeling those effects. Regional resilience is only possible if all communities and populations are prepared. The 2021 Regional Plan seeks to equitably prioritize climate resilience projects and increase public awareness of climate change across San Diego County. SANDAG will promote climate resilience projects through the Resilient Capital Grants and Innovative Solutions program, prioritizing communities most vulnerable to the impacts of climate change.

Electric Vehicles – The adoption of electric vehicles (EVs) regionwide is a key player in the 5 Big Moves of the 2021 Regional Plan as a way to reach regional greenhouse gas (GHG) emission-reduction targets. Electric vehicles are zero-emission vehicles that include plug-in battery EVs and hydrogen fuel cell EVs. SANDAG aims to incentivize and encourage the incorporation of all types of EVs into Flexible Fleets, Transit Leap, and goods movement and support funding programs that increase electric vehicle charging stations throughout the region and within Mobility Hubs and as part of the Complete Corridor strategy.

Regionwide adoption of electric vehicles requires affordable and convenient access to zero-emission options for all residents. The charger incentive program currently reserves a minimum of 25% of funds for installations in disadvantaged communities and will explore increases to this amount through program updates. The vehicle incentive program plans to prioritize rebate funds for low- and moderate-income households. The new regional EV strategy that will be developed through the Accelerate to Zero Emissions Collaboration with regional partners will include engagement with CBOs and address social equity considerations in its purpose, policies, and recommendations. The Collaboration's steering committee also includes representatives from two equity-focused organizations. SANDAG is also committed to coordinating with regional stakeholders to accelerate the transition to zero-emission buses and trucks to meet state climate and environmental goals. As SANDAG develops clean transportation pilot projects, benefits accrued to disadvantaged communities will be a factor in determining pilot locations.

Parking and Curb Management – Proactively managing parking and curb space enables more people to access places within our communities using alternatives to driving. Effective parking-management policies contribute to the region's ability to meet the California Senate Bill 375 (Steinberg, 2008) GHG-reduction targets by applying parking pricing and reduced parking supply assumptions. In addition, the 2021 Regional Plan addresses curb management by proposing strategies to help balance competing and changing travel needs at the curb while remaining flexible to resident, employee, business, and visitor needs. While the authority to implement parking and curb policies remains with local jurisdictions, SANDAG plays a unique role of informing these policies by sharing resources and best practices and serving as the regional Mobility Data Clearinghouse. Proactively managing parking and curb space enables more people to access places within our communities using alternatives to driving.

SANDAG considers how parking and curb management can address social equity and how all residents in the San Diego region can benefit from its potential impacts. Such policies can enable affordable housing development and create equitable curb space for all travelers, including those who depend on modes like transit, biking, or other Flexible Fleets. These alternatives to driving alone not only enable less required parking, but also can reduce pollution exposure as trips are shifted to cleaner modes. SANDAG will ensure that pricing strategies are implemented in coordination with more convenient and accessible travel choices and mobility incentive programs as they become available.

Transportation Demand Management – Transportation Demand Management (TDM) innovations have the potential to transform the way people travel within and between communities. Managing demands on the existing transportation system is a vital strategy for making the overall system more effective in reducing drive-alone commute trips. SANDAG will continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bike education and secure parking services to help reduce commute-related traffic congestion and vehicle miles traveled. Beyond commute trips, TDM programs are expanded to include grants and incentives that make it easier and safer to use active modes for short trips.

SANDAG recognizes that all residents throughout the region deserve convenient, safe, and affordable commute options and will ensure equitable distribution of funding and incentive program assistance. Additionally, SANDAG commuter programs will design options for low-income or unbanked residents

while ensuring marketing, outreach, and education efforts reach underrepresented populations in the region.

Greater participation in TDM programs have great potential for pollution exposure reduction by reducing the number of single-occupant vehicles.

Vision Zero – Traffic-related fatalities and serious injuries are a critical and preventable public health and equity issue in the region. Vision Zero is a national campaign to eliminate all traffic-related deaths and serious injuries by focusing on policies and the redesign of streets to create a transportation system that is safe for everyone. In adopting Vision Zero, SANDAG will work towards Zero by collecting and analyzing crash data to identify safety issues and recommend solutions, developing a regional safety policy, continuing to construct the Regional Bike Network, working with local jurisdictions to conduct outreach for and build out their complete streets networks, and funding educational programs, including opportunities to collaborate with tribal nations.

Statistics show that low-income communities and communities of color are disproportionately affected by traffic-related injuries and fatalities, which indicates that establishing an equitable and inclusive transportation system is a critical component of achieving Vision Zero. SANDAG will prioritize consideration of and outreach with marginalized communities to make transportation safe and convenient for every person in the region. Pollution exposure reduction can be achieved when people make greater use of facilities that are safe for everyone.

Fix it First – The 2021 Regional Plan envisions many improvements to the San Diego transportation system and network to set the region up for success as a world-class transportation system. To optimize investments in the region’s transportation infrastructure, the 2021 Regional Plan and the 5 Big Moves focus on improving upon existing roads, rails, and sidewalks. The Fix It First strategy aims to repair existing roads and create a system for sustained maintenance in the future, creating a safe and efficient transportation network for all users.

The Fix it First strategy can help reduce pollution exposure by maintaining infrastructure that facilitates use of efficient routes and does not neglect facilities that could force users to seek inefficient and longer routes. The Fix it First strategy can prioritize funding in disadvantaged communities and places that have not seen investment to maintain older facilities that are in various states of disrepair.

Special attention will be paid to the location of transportation maintenance investments relative to the location of social equity focus populations to ensure that they benefit from the transportation maintenance system. Along with maintenance project location, the frequency, treatment type, and quality will be monitored to ensure an equitable distribution of benefits.

System Management and Operations – Transportation System Management and Operations (TSMO) employs a series of intelligent transportation system strategies designed to maximize the capacity and efficiency of the existing and future transportation system. TSMO includes the establishment of institutional and governance actions to help advance and facilitate cross-agency collaboration to ensure that existing and proposed transportation systems are not operated or managed as independent systems but as a multimodal transportation system. These strategies will help SANDAG manage the complete

corridor system in a coordinated way across jurisdictions and operators that include capital and technology investments.

As SANDAG prepares for the design and deployment of TSMO, several steps can be undertaken to help address social equity considerations. Initial efforts are generally carried out during the technology planning process to ensure that the designs and identification of technological tools respond to the needs of the entire community (e.g., voice activated multilingual applications, traveler information kiosks, and mobile apps).

In addition, recognizing that communications infrastructure plays a pivotal role towards the implementation of the Next Operating System, a near-term effort is the completion of a regional communications digital strategy in an effort to address the digital divide. The strategy will set forth a regional roadmap that will focus on identifying communications infrastructure improvements to bring affordable, reliable, and high-speed broadband internet access to underserved and rural populations.

Better trip routing, traffic signal coordination and overall system efficiency can reduce pollution exposure in disadvantaged communities and throughout the region. Incorporating modernized transportation technology in the region's established and new infrastructure will enable equitable benefits now and in the future.

Value Pricing – The 2021 Regional Plan incorporates a variety of pricing strategies as tools to improve mobility by encouraging changes in travel behaviors while generating revenue to address our aging infrastructure and expand travel options. Specifically, the 2021 Regional Plan explores a network of Managed Lanes, a mileage-based road usage charge, a fee on the fares charged for rides provided by Transportation Network Companies, and further subsidization of transit fares. Pricing strategies such as these are in different phases of planning, design, pilot, and deployment in different regions and are also being explored at the state and federal level.

SANDAG will rely on coordination with the other metropolitan planning organizations in California along with the State Department of Transportation to integrate the selection of technology, collection methods, and account management to ensure a consistent experience for travelers. Meanwhile, other elements of pricing strategies, such as the fee structure and distribution of revenue, should be specifically designed for the San Diego region's unique environment and priorities. Better managing the system can lead to pollution exposure reduction by reducing congestion and generating funds that can benefit other, cleaner travel options.

For all different pricing mechanisms included in the 2021 Regional Plan, SANDAG will develop the fee structure and distribution of revenue strategy to ensure equitable outcomes. The Next OS can provide discounts to low-income, youth, and other vulnerable populations. Meanwhile, revenues can be prioritized to fund improved transportation options for low-income and historically underserved neighborhoods. Additionally, shifting away from the regressive taxes and fees traditionally used to fund transportation can improve equity outcomes.

Programs

SANDAG administers and/or implements several grant programs that could be utilized to reduce pollution exposure in disadvantaged communities in the region. The following list describes the grant programs that could benefit disadvantaged communities. Applying the Regional Social Equity Planning Framework, future updates to eligibility and grant scoring criteria could include metrics designed to identify projects in disadvantaged communities.

1. **Smart Growth Incentive Program** – The *TransNet* Smart Growth Incentive Program (SGIP) supports transportation investments that create more compact, walkable, bikeable, and transit-oriented communities. Funding for this grant program is made available approximately every three years. The next cycle of SGIP funding is anticipated to be announced December 2022.
2. **Active Transportation Grant Program** – The *TransNet* Active Transportation Grant Program provides funding for projects that improve safety and prioritize access for people biking and walking. Funding for this grant program is made available approximately every three years. The next cycle of ATGP funds is anticipated to be announced December 2022.
3. **Specialized Transportation Grant Program** – The SANDAG Specialized Transportation Grant Program funds projects and programs that expand mobility options for seniors and individuals with disabilities. The program is composed of two funding sources: *TransNet* and Federal Transit Administration Section 5310. *TransNet* funds are administered through the Senior Mini-Grant program, which provides financial support to local agencies and nonprofit organizations to offer specialized transportation services for seniors age 60 and older. Funding for this grant program is made available approximately every two years. The next cycle of STGP funds is anticipated to be announced Summer 2022.
4. **SANDAG Electric Vehicle Charger Program** – SANDAG has committed to funding the Regional Electric Vehicle Charging Program (EVCP) with \$30 million over the course of 30 years. In the first three years, SANDAG partnered with the San Diego County Air Pollution Control District (APCD) and the California Energy Commission to launch the EVCP known as CALeVIP San Diego County Incentive Project – a first-come, first-served rebate program to offset the purchase and installation costs of electric vehicle (EV) charging stations in San Diego County. The EVCP established a communities of concern definition² and committed 25% of total program funds to installations in these communities. While the state and APCD funding for the CALeVIP partnership is only for the first three years of the SANDAG EVCP commitment, SANDAG will reassess EVCP program objectives, funding levels, and eligibility to ensure funds are equitably distributed as the CALeVIP San Diego County Incentive Project wraps up.

² Communities of concern include SB 535 disadvantaged communities and AB 1550 low-income communities. 2020, <https://calevip.org/faq/what-low-income-community-lic-0> ; <https://calevip.org/faq/what-disadvantaged-community-dac-5>