Community-Based Organizations Working Group
Thursday, July 16, 2020
11 a.m.
**Teleconference Meeting**

**Agenda Highlights**

- 2020 Census Complete Count
- What We Are Learning From COVID-19 and How It Could Impact Transportation Planning in the San Diego Region

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:
The Community-Based Organizations (CBO) Working Group meeting scheduled for Thursday, July 16, 2020, will be conducted virtually in accordance with Governor Newsom’s State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings issued by the California Department of Public Health. Working Group Members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

There are a few options for public participation:

- Listen to the meeting audio stream through sandag.org
- Observe the meeting via GoToMeeting (registration required)

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To avoid connection issues, check your system requirements in advance.

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Public Comments: Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerk@sandag.org (please reference: “July 16 CBO Working Group Meeting” in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Wednesday, July 15, will be provided to members prior to the meeting. If you desire to provide a live verbal comment during the meeting, register for the GoToMeeting webinar as noted above, and join the meeting using the “Join Webinar” link provided in your confirmation email. Commenters can use a computer microphone and speakers to listen and communicate or dial into the meeting with a telephone. Commenters must join the webinar portion of the session to obtain a personal audio PIN before attempting to call-in. You may use either the “Telephone” or “Mic & Speakers” audio option, although the “Telephone” option will require use of the PIN. When public comments for an item are called for, press the “raise your hand” button in the GoToWebinar control panel to be called on. You will then be called on by name and unmuted by the organizer and may provide comments for the allotted time. Do not self-mute – organizers will not be able to unmute you to provide comments. All comments received prior to the close of the meeting will be made part of the meeting record.
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Working Group is considering the item. Public speakers are limited to three minutes or less per person. The
Working Group may only take action on any item appearing on the agenda.

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Mission Statement
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG
builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public
transit; and provides information on a broad range of topics pertinent to the region’s quality of life.

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · sandag.org
# Community-Based Organizations Working Group
### Thursday, July 16, 2020

**Item No.** | **Action**
--- | ---
1. | Welcome and Introductions
+2. | Approval of Meeting Minutes

The Community-Based Organizations Working Group (Working Group) is asked to review and approve the minutes from its February 6, 2020, meeting.

3. | Public Comments/Communications/Member Comments

Members of the public shall have the opportunity to address the Working Group on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a Request to Comment form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to Working Group members. Public speakers are limited to three minutes or less per person. Working Group members also may provide information and announcements under this agenda item.

4. | Chair's Report

_Councilmember Vivian Moreno, SANDAG Board Alternate_

An update on key programs, projects, and agency initiatives.

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**Consent**

+5. | Sustainable Transportation Equity Program

_Jane Clough, SANDAG_

This report provides information about the Sustainable Transportation Equity Project, a pilot program being designed by the California Air Resources Board within the Low Carbon Transportation program. Deadline for submittal for the planning/capacity-building grant is August 31, 2020.

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**Reports**

6. | 2020 Census Complete Count

_Darlanne Hoctor Mulmat, SANDAG_

An overview of SANDAG activities related to the 2020 Census Complete Count will be presented.
7. **What We Are Learning from COVID-19 and How It Could Impact Transportation Planning in the San Diego Region**

   **Antoinette Meier, Elisa Arias, and Ray Major; SANDAG**

   An overview of regional economic and transportation impacts of COVID-19 will be presented.

8. **Possible Topics for Next Meeting**

   The Working Group is asked to discuss possible topics for the next meeting.

9. **Upcoming Meetings**

   The next Working Group meeting is scheduled for August 6, 2020, at 11 a.m.

10. **Adjournment**

    + next to an agenda item indicates an attachment
Community-Based Organizations Working Group

February 6, 2020, Meeting Minutes

Arcela Núñez-Alvarez (National Latino Research Center) called the meeting of the Community-Based Organizations Working Group to order at 10:09 a.m.

1. Welcome and Introductions

2. Approval of Meeting Minutes (Approve)

Action: Upon a motion by Carol Lewis (El Cajon Collaborative) and a second by Vianney Ruvalcaba (City Heights CDC), the Community-Based Organizations Working Group approved the minutes from its December 5, 2019, meeting. Yes: Craig Jones (Alliance for Regional Solutions), Kim Heinle (Bayside Community Center), Vianney Ruvalcaba (City Heights CDC), Carol Lewis (El Cajon Collaborative), Arcela Núñez-Alvarez (National Latino Research Center), Elizabeth Lou (Nile Sisters Development), Claire Groebner (Olivewood Gardens), Brian “Barry” Pollard (Urban Collaborative Project), Carmela Muñoz (Vista Community Clinic). No: None. Abstain: None. Absent: Margarita Holguín (Chula Vista Collaborative), Antonio Salang (Samahan Health Centers), David Flores (Casa Familiar)

3. Public Comments/Communications/Member Comments

No public comments.

4. Member Communications

Craig Jones, ARS, mentioned the California Air Resources Board Clean Mobility Options Pilot Program and a housing project that would like to apply. They are seeking a support letter. The grant would be for installing an Electric Vehicle charging station in the complex. The grant is due April 1, 2020.

Chair’s Report

5. Chair’s Report (information)

Jane Clough, SANDAG, provided an update on the 2021 Regional Plan and upcoming dates for sharing the Vision network.

Reports

6. Elevate SD 2020 (Information)

Mark Olson and Denis Desmond, Metropolitan Transit System (MTS), provided information about its new authority to design a transit-only sales tax measure within its service territory, and has been conducting community outreach for the past nine months to create a shared vision for transit in San Diego. MTS presented its outreach findings and the draft expenditure plan that resulted from the outreach. MTS asked for the group’s feedback on the plan and will provided an update on upcoming Elevate SD public participation efforts.
7. **2020 Census Complete Count (Information)**
Darlanne Hoctor Mulmat, SANDAG, discussed as the Regional Census Data Center, SANDAG is coordinating outreach for the 2020 Census. This information presentation provided an overview of Census 2020 and local efforts to ensure that every person is counted once, only once, and in the right place. Members has an opportunity to share outreach happening in their communities.

8. **2020 Coordinated Plan (Discussion)**
Lisa Madsen (SANDAG) discussed the 2020 Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) is a five-year implementation plan of public transit and specialized transportation concepts described in San Diego Forward: The Regional Plan. Staff provided an overview of the Coordinated Plan and asked the Working Group members to assist in gathering information from their communities on ways to improve public transit and specialized transportation options for seniors, low-income, and disabled individuals, and to discuss other issues pertinent to specialized transportation in the San Diego region.

9. **Climate Resilience Planning (Information)**
Sarah Pierce and Maggie Soffel, SANDAG, presented that SANDAG leads climate change mitigation and adaptation activities in support of San Diego Forward: The Regional Plan and to ensure the region is resilient to the impacts of climate change. SANDAG staff provided an overview of sea level rise planning work, activities supporting implementation of climate adaptation strategies, and TerraCount—a tool that will estimate the carbon sequestration benefits of the region’s natural and working lands.

10. **Possible Topics for Next Meeting (Discussion/Possible Action)**
Working Group members suggested a more detailed presentation on Elevate SD as a future topic.

11. **Upcoming Meetings (Information)**
The next Community-Based Organizations Working Group meeting is scheduled for March 5, 2020, at 10 a.m.

12. **Adjournment**
Arcela Núñez-Alvarez (National Latino Research Center) adjourned the meeting at 11:45 a.m.
# Confirmed Attendance at SANDAG Community-Based Organizations Working Group Meeting

February 6, 2020

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Name</th>
<th>Attended</th>
<th>Comments</th>
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<tbody>
<tr>
<td>Alliance for Regional Solutions</td>
<td>Craig Jones</td>
<td>Yes</td>
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<td></td>
<td>MaryLynn McCorkle, Alternate</td>
<td>No</td>
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<td>Bayside Community Center</td>
<td>Rose Ceballos</td>
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<td></td>
<td>Corey Pahanish, Alternate</td>
<td>No</td>
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<td>Kim Heinle, Alternate</td>
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<td>Casa Familiar</td>
<td>David Flores</td>
<td>Yes</td>
<td>Lisa Cuestas was present.</td>
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<td></td>
<td>Goyo Ortiz, Alternate</td>
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<td>City Heights CDC</td>
<td>Randy Van Vleck</td>
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<td>Vianney Ruvalcaba, Alternate</td>
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<td>Chula Vista Community Collaborative</td>
<td>Margarita Holguin</td>
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<td>Azucena Lopez De Nava, Alternate</td>
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<td>Angela Tomlinson, Alternate</td>
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<td>El Cajon Collaborative</td>
<td>Dana Stevens</td>
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<td>Carol Lewis, Alternate</td>
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<tr>
<td>National Latino Research Center</td>
<td>Arcela Núñez-Alvarez</td>
<td>Yes</td>
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<td>Marisol Clark-Ibáñez, Alternate</td>
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<td>Ana Ardón, Alternate</td>
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<td>Nile Sisters Development Initiative</td>
<td>Elizabet Lou</td>
<td>Yes</td>
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<td>Mohammad Tuama, Alternate</td>
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<td>Olivewood Gardens</td>
<td>Jen Nation</td>
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<td>Claire G, Alternate</td>
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<td>Rocina Lizarraga, Alternate</td>
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<td>Samahan Health Centers</td>
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<td>Antonio Salang, Alternate</td>
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<td>Urban Collaborative Project</td>
<td>Brian “Barry” Pollard</td>
<td>Yes</td>
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<td>Latisha Pinkney, Alternate</td>
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<td>Vista Community Clinic</td>
<td>Erica Leary</td>
<td>No</td>
<td>Carmela Muñoz was present.</td>
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<td>Nannette Stamm, Alternate</td>
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**Other Attendees**

Denis Desmond, MTS  
Mark Olson, MTS

**SANDAG Staff**

| Allison Wood | Jane Clough | Darlanne Hoctor Mulmat |
| Lisa Madsen  | Maggie Soffel | Sarah Pierce |
| Tracy Ferchaw | Eveet Gabriel | Samuel Solis |
| Mark Olson   | Denis Desmond | |
**Sustainable Transportation Equity Project**

**Proposed Low Carbon Transportation Allocation – $22 million**

**Project Overview**

The Sustainable Transportation Equity Project (STEP) is a multi-faceted pilot project that supports community capacity building and project implementation to increase mobility and facilitate reductions in vehicle miles traveled and GHG emissions. The pilot intends to help connect people to places equitably and sustainably, and takes a community-based approach to help overcome barriers identified in CARB’s SB 350 Guidance Document and help address key challenges outlined in CARB’s 2018 SB 150 Progress Report for California’s Sustainable Communities and Climate Protection Act (SB 375).

STEP aims to establish new or strengthen existing partnerships between community members, technical experts, private companies, and local public agencies to identify and address the unique mobility needs in their communities, including the transportation, accessibility, and land use barriers that affect residents of disadvantaged and low-income communities. Through facilitated collaboration and capacity building, the pilot also aims to develop context-specific solutions for a cleaner, more accessible, and more integrated transportation system that benefits the community residents who need it most. This effort entails accelerating the identification of mobility planning and transportation needs, as well as the availability and adoption of transportation modes beyond single-occupancy vehicles, and continuing to align local planning and implementation efforts with regions’ Sustainable Communities Strategies and Regional Transportation Plans.

**Staff Proposal for FY 2019-20**

CARB staff proposes an allocation to STEP of $22 million in grant funds for FY 2019-20. Through this allocation, CARB will fund two different grant types: planning grants and implementation block grants. CARB staff will develop project parameters for both grant types through a public work group process.

Staff proposes that STEP use about $2 million to fund multiple planning grants, intended to improve local understanding of residents’ transportation needs and prepare communities to implement clean transportation and land use projects. Recipients may use planning grants to conduct a variety of planning and capacity building efforts that ready communities for implementation, such as:

- Community transportation needs assessments,
- Community and stakeholder engagement,
- Land use and mobility plans, and
Feasibility studies.

Staff also proposes that STEP use about $20 million to fund approximately one to three transformative, place-based implementation block grants, intended to increase community residents’ access to and use of their mobility system so they can get where they need to go without the use of a personal vehicle. Recipients would use implementation block grants on a suite of transportation and land use projects, which would need to include infrastructure and capital projects that increase mobility, reduce vehicle miles traveled, and connect to each other to form an integrated transportation system, such as:

- Procurement of zero-emission vehicles and supporting infrastructure for shared services, such as car share, bike share, vanpools, and microtransit; and
- Complete streets infrastructure, including active transportation infrastructure and bus-only lanes.

The suite of components may also include planning, policy, operations, and behavior change projects that facilitate increases in mobility and reductions in vehicle miles traveled, such as:

- Land use plans for transit-oriented and transit-ready development,
- Zoning code updates to prioritize increased proximity to destinations,
- Curbside and overall parking management to prioritize clean/shared transportation modes,
- Public transit operations improvements, and
- Targeted travel behavior change campaigns.

Though not expected, if funding is not fully awarded, staff recommends the flexibility to shift the funding to other equity projects that are experiencing increased demand.

AB 1550 Disadvantaged Community and Low-Income Household/Community Benefits:
Staff expects funded planning projects to provide meaningful benefits to residents of low-income and disadvantaged communities, and funded implementation projects to provide meaningful benefits to residents of disadvantaged communities. These benefits include improving air quality and public health, increasing opportunities for safe access to transportation and mobility options, and increasing access to economic opportunities.

Project Solicitation: CARB staff will allocate these funds for both planning and implementation block grants through a single, competitive solicitation process open to local governments, community-based organizations, and federally recognized tribal authorities as lead applicants, representing a broader coalition of community, nonprofit, public agency, and private partners. If STEP receives additional funds in future years, staff proposes that these funds may be administered to applicants as part of the FY 19-20 solicitation. CARB staff may update the solicitation process based on stakeholder feedback obtained through a public work group process.
Outcomes

STEP encourages the development and use of clean transportation modes meant to fulfill the dual goals of increasing mobility and decreasing vehicle miles traveled. Staff expects the planning grant funds to facilitate GHG emission reductions by readying communities to implement GHG emission-reducing projects and programs. Staff will use a variety of metrics to evaluate the success of the planning grants, such as reported increased understanding of residents’ transportation needs, prioritization of projects according to those needs, and level of engagement with community residents – particularly hard-to-reach residents.

Staff also expects criteria pollutant and toxic air contaminant emission reductions as a result of the zero-emission transportation modes funded through this pilot. At this time, however, not enough is known about what STEP will fund to make the valid assumptions needed to quantify benefits. Staff will use a variety of metrics to evaluate the success of the implementation block grants, such as vehicle miles traveled per trip taken, integration of transportation options (e.g., number of trips using more than one mode of transportation), number of clean transportation choices available, access to destinations, mode shift (away from single-occupancy vehicles), and public health (e.g., number of transportation-related injuries, air pollution exposure, physical activity).

CARB will report in Annual Reports and future Funding Plans the outcomes of this project including GHG reductions achieved or anticipated using the appropriate CARB quantification methodology; progress in meeting or exceeding SB 535 and AB 1550 targets for investment in and benefits to disadvantaged and low-income communities; economic, environmental, and public health co-benefits achieved or anticipated; and project locations.
Sustainable Transportation Equity Project (STEP):
Proposed Expanded Eligible Projects List

Applicants will be asked to identify at least one eligible project for each strategy that they plan to employ. Each project may contain multiple fundable elements. Some projects could feasibly be assigned to more than one strategy. However, Applicants must assign each proposed project to only one strategy.

- Objectives
  - Defined by STEP

- Vision
  - Defined by applicant in Vision statement
  - Must articulate the overall vision for how the grant will meet Objectives

- Strategies
  - Only for Implementation Block Grants
  - Categories of projects that the Applicant can pick from
  - Identified by the applicant as part of a community engagement process

- Projects
  - Capital, infrastructure, operations, and planning projects that the Applicant wants STEP to (at least partially) fund
  - Identified by the applicant as part of a community engagement process

- Elements
  - Components of each project that the Applicant wants STEP to (at least partially) fund
  - Identified by the applicant as part of a community engagement process
Proposed eligible projects include, but are not limited to, the following:

### Planning and Capacity Building Grants – Proposed Eligible Projects

<table>
<thead>
<tr>
<th>Eligible Projects</th>
<th>Examples of STEP Fundable Elements</th>
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| Community and stakeholder engagement     | • Community transportation needs assessments  
  • Participatory budgeting and other forms of community decision-making  
  • Surveys/information gathering  
  • Partnership and relationship building  
  • Community engagement events/activities  
  • Pop-up/demonstration projects and other forms of tactical urbanism  
  • Engagement and contracting with local businesses/workforce |
| Plan                                      | • Combined land use and mobility plans  
  • Mobility equity analysis  
  • Mobility plans, including but not limited to:  
    o Active transportation plans  
    o Transit plans  
    o Bicycle plans  
    o Pedestrian plans  
    o Safe routes to schools plans  
    o Safe routes to transit plans  
    o New mobility plans  
  • Feasibility studies  
  • Transportation equity work plans and tools  
  • Traffic calming and safety enhancement plans  
    o Traffic collision reduction/traffic calming plans (e.g., Vision Zero plans)  
    o Collision/safety analysis  
  • Plans for data collection, tracking progress, monitoring goals, and sharing results |
| Capacity building project                 | • Community resource portals/toolkits/documents  
  • Educational resources (classes / training sessions / materials / curricula)  
  • Job assistance/career development programs |
Implementation Block Grants – Proposed Eligible Projects

Transportation Strategies

Applicants must employ at least two Transportation Strategies, which include Active Transportation, Fixed-Route Transit, and Shared Mobility. These strategies are meant to encourage mode shift from single-occupancy combustion vehicles, fill transportation gaps, and prioritize first/last mile connections. Applicants must use at minimum 50 percent of funds on Transportation Strategies.

Active Transportation

Includes projects like active transportation infrastructure, complete streets infrastructure, and active transportation subsidies.

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<th>Eligible Projects</th>
<th>Examples of STEP Fundable Elements</th>
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| New bike routes (Class I, Class II, or Class IV) and supporting infrastructure | • New context-sensitive bike paths or lanes (Class I, Class II, or Class IV)  
• Publicly-accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks)  
• Bicycle carrying structures on public transit  
• Connections to mobility hubs and transit stations to prioritize first/last mile connections  
• Complete streets infrastructure |
| Construction of new pedestrian facilities | • New walkways that improve mobility/access/safety of pedestrians (non-motorized users)  
• Non-capacity increasing streetscape improvements, including but not limited to:  
  o Installation of lighting  
  o Installation of signage and way-finding markers  
  o Urban forestry/greenery  
  o Other related amenities for pedestrians, cyclists, and transit riders  
• Installation of new/improved pedestrian crossings or over-crossings  
• Benches or “street furniture”  
• Street crossing enhancements, including accessible pedestrian signals  
• Traffic-calming/control projects, including but not limited to development of:  
  o Curb extensions  
  o Roundabouts |
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<th>Eligible Projects</th>
<th>Examples of STEP Fundable Elements</th>
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<td>o Channelization (e.g., median islands/road diets)</td>
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<td>o Lane narrowing projects</td>
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<td>o Speed tables/bumps/humps/cushions</td>
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<td></td>
<td>• Complete streets infrastructure</td>
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<td>• Connections to mobility hubs and transit stations to enable first/last mile connections</td>
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<td>Active transportation subsidies</td>
<td>• Vouchers to incentivize active transportation</td>
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<td>• Vouchers for bicycles or other micromobility and active transportation vehicles</td>
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**Fixed-Route Transit**

Includes projects like transit station improvements, transit right-of-way improvements (e.g., bus rapid transit lanes), transit operations improvements, transit passes, and improvements to increase accessibility of transit (e.g., network/fare integration, wayfinding and signage).

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<th>Eligible Projects</th>
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<tr>
<td>New or expanded service</td>
<td>• Operation of new/expanded service</td>
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<td>• Procurement of zero-emission vehicles for new/expanded service, and supporting infrastructure</td>
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<td>System/efficiency improvements</td>
<td>• Transit station/stop improvements, including but not limited to:</td>
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<td>o Mobility hubs to integrate different transit/transportation modes</td>
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<td>o Beautification and greenery</td>
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<td>o Shading and shelters</td>
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<td>o Lighting</td>
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<td>o Signage that provides real-time transit information</td>
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<td>o Station ambassadors</td>
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<td>• Network/fare integration</td>
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<td>• Route/schedule/frequency/reliability improvements</td>
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<td>• Infrastructure for bus-only lanes and other efficiency improvements</td>
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<td>• Traffic signal coordination</td>
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<td>• Wayfinding and signage</td>
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## Eligible Projects

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<tbody>
<tr>
<td>Transit-related amenities</td>
<td>• ADA accessibility improvements</td>
</tr>
<tr>
<td>ADA accessibility improvements</td>
<td>• Other system or efficiency improvements that result in increased ridership for existing routes, including project elements that increase service levels or reliability or decrease travel time</td>
</tr>
<tr>
<td>Public transit subsidies</td>
<td>• Free fare days</td>
</tr>
<tr>
<td></td>
<td>• Transit vouchers for free or reduced fares</td>
</tr>
</tbody>
</table>

### Shared Mobility

Includes carshare, rideshare, pooling, bikeshare, scooter share, and microtransit/on-demand transit services. Projects could include new service/operations or promoting ridership/pooling through subsidies.

<table>
<thead>
<tr>
<th>Eligible Projects</th>
<th>Examples of STEP Fundable Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital, infrastructure, and/or operations in support of new or expanded car sharing, bikesharing, vanpooling, ridesharing, or other shared mobility option</td>
<td>• Zero-emission vehicle purchases/leases (on CVRP or HVIP lists)</td>
</tr>
<tr>
<td></td>
<td>• Purchase, construction, and/or installation of infrastructure, equipment, or facilities to support zero-emission vehicles</td>
</tr>
<tr>
<td></td>
<td>• Operation of new/expanded service</td>
</tr>
<tr>
<td></td>
<td>• Electric vehicle supply equipment (EVSE) – Level 2 or Level 3 (must comply with CALeVIP equipment requirements)</td>
</tr>
<tr>
<td></td>
<td>• Micromobility vehicles, including but not limited to:</td>
</tr>
<tr>
<td></td>
<td>• Electric bicycles – Class 1 or Class 2</td>
</tr>
<tr>
<td></td>
<td>• Electric scooters</td>
</tr>
<tr>
<td></td>
<td>• Mobile applications for on-demand services</td>
</tr>
<tr>
<td></td>
<td>• Strategies to encourage pooling for on-demand services</td>
</tr>
<tr>
<td></td>
<td>• Strategies to reduce deadhead mileage for on-demand services</td>
</tr>
<tr>
<td></td>
<td>• Unbanked access</td>
</tr>
<tr>
<td></td>
<td>• Mobility hubs to prioritize first/last mile connections</td>
</tr>
<tr>
<td>Shared mobility subsidies</td>
<td>• Vouchers for free or reduced fares</td>
</tr>
</tbody>
</table>
Innovative Strategies

Applicants must employ at least one Innovative Strategy, which includes Land Use, Pricing, and Space Conversion. These strategies are meant to employ innovative solutions to reduce trip lengths, incentivize mode shift away from single-occupancy combustion vehicles, and prioritize shared zero-emission vehicles.

**Land Use**

Includes policies, plans, and processes that encourage infill development, discourage sprawl, and incentivize denser development in areas with high quality transportation options.

<table>
<thead>
<tr>
<th>Eligible Projects</th>
<th>Examples of STEP Fundable Elements</th>
</tr>
</thead>
</table>
| Growth management projects | • Transfer of development rights  
|                            | • Agricultural conservation easements  
|                            | • Agricultural land mitigation programs  
|                            | • Agricultural conservation easement and purchase programs  
|                            | • Adoption of urban limit lines or urban growth boundaries  
|                            | • Increased zoning minimum of designated strategic agricultural areas  
|                            | • Adoption of an agricultural greenbelt and implementation agreement                                                                                                                                 |
| Plans                      | • Land-use plans for transit-oriented and transit-ready development  
|                            | • Combined land use and mobility plans  
|                            | • Plans for converting land owned by public agencies into affordable housing                                                                                                                                 |

**Pricing**

Includes financial incentives and dis-incentives that encourage mode shift away from single-occupancy combustion vehicles.

<table>
<thead>
<tr>
<th>Eligible Projects</th>
<th>Examples of STEP Fundable Elements</th>
</tr>
</thead>
</table>
| Pricing pilots or programs (e.g., parking, congestion, or road pricing; feebates; other pricing mechanisms) | • Pre- and post-analysis of pilot impacts  
|                                                             | • Operation and enforcement of pilot  
|                                                             | • Infrastructure and signage  
|                                                             | • Mobile applications  
|                                                             | • Payment systems  
|                                                             | • Community outreach and engagement                                                                                                                                 |
Space Conversion

Includes plans, policies, and infrastructure projects that prioritize non-single-occupancy zero-emission vehicle modes of transportation.

<table>
<thead>
<tr>
<th>Eligible Projects</th>
<th>Examples of STEP Fundable Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Updated pricing policies</td>
<td>• Policy analysis</td>
</tr>
<tr>
<td></td>
<td>• Community outreach and engagement</td>
</tr>
<tr>
<td>Plans or policies</td>
<td>• Curbside management plans/policies</td>
</tr>
<tr>
<td></td>
<td>• Parking or lane conversion plans</td>
</tr>
<tr>
<td></td>
<td>• Low/no emission zone plans</td>
</tr>
<tr>
<td></td>
<td>• Car-free zone plans</td>
</tr>
<tr>
<td>Infrastructure projects</td>
<td>• Pre- and post-analysis of pilot impacts</td>
</tr>
<tr>
<td>(e.g., lane conversion,</td>
<td>• Infrastructure for bus-only lanes</td>
</tr>
<tr>
<td>parking conversion,</td>
<td>• Geofencing</td>
</tr>
<tr>
<td>low/no emission zones,</td>
<td>• Road diets and traffic calming measures</td>
</tr>
<tr>
<td>car-free zones,</td>
<td>• Complete streets infrastructure</td>
</tr>
<tr>
<td>curbside management)</td>
<td>• Signage and other associated infrastructure to separate modes/space</td>
</tr>
<tr>
<td></td>
<td>• Separate drop-off/pick-up areas/lots</td>
</tr>
</tbody>
</table>

Groundwork Strategies

Applicants must employ at least one Groundwork Strategy, which includes Planning & Engagement, Outreach & Education, and Community Development. These strategies are meant to lay the groundwork for successful implementation of clean transportation and land use projects.

Planning & Engagement

Includes co-developing plans and co-designing projects with community residents for the community’s land use and transportation systems.

<table>
<thead>
<tr>
<th>Eligible Projects</th>
<th>Examples of STEP Fundable Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community and stakeholder engagement</td>
<td>• Community transportation needs assessments</td>
</tr>
<tr>
<td></td>
<td>• Participatory budgeting and other forms of community-decision making</td>
</tr>
<tr>
<td></td>
<td>• Surveys/information gathering</td>
</tr>
<tr>
<td></td>
<td>• Mobility equity analysis</td>
</tr>
<tr>
<td></td>
<td>• Partnership and relationship building</td>
</tr>
<tr>
<td></td>
<td>• Community engagement events/activities</td>
</tr>
</tbody>
</table>
## Eligible Projects

### Examples of STEP Fundable Elements

| Plans | • Pop-up/demonstration projects and other forms of tactical urbanism  
|       |   • Community resource portals/toolkits/documents  
|       | • Combined land use and mobility plans  
|       | • Mobility plans, including but not limited to:  
|       |   o Active Transportation plans  
|       |   o Transit plans  
|       | • Autonomous and connected vehicle plans to enable shared mobility  
|       | • Feasibility studies  
|       | • Transportation equity work plans and tools  

### Outreach & Education

Includes projects that encourage residents to use shared and zero-emission modes of transportation. Also includes education of anyone who will be interacting with funded clean transportation and land use projects (as users or as part of the workforce).

<table>
<thead>
<tr>
<th>Eligible Projects</th>
<th>Examples of STEP Fundable Elements</th>
</tr>
</thead>
</table>
| Outreach and education | • Pop-up/demonstration projects and other forms of tactical urbanism  
|                     |   • Community resource portals/toolkits/documents  
|                     | • Educational resources, including but not limited to:  
|                     |   o Events (classes, training sessions, ride and drive events, bicycle rodeos, etc.)  
|                     |   o Materials  
|                     |   o Websites  
|                     |   o Mobile apps  
|                     |   o Curricula  
|                     | • First responder training  
| Behavior change and marketing campaigns | • Media outlets (e.g., digital media (social media/television/video), physical media (newspapers, magazines, newsletters))  
| | • Signage and other physical infrastructure  
| | • Gamification/monitoring programs  
| | • Mobile applications  
| Workforce development activities (beyond what is required by Threshold Requirements) | • Educational resources, including but not limited to:  
| |   o Classes  
| |   o Training sessions  
| |   o Materials  
| |   o Websites  

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## Eligible Projects

<table>
<thead>
<tr>
<th>Mobile apps</th>
<th>Curricula</th>
</tr>
</thead>
<tbody>
<tr>
<td>Job assistance/career development programs</td>
<td></td>
</tr>
<tr>
<td>Promote engagement and contracting with local businesses/workforce</td>
<td></td>
</tr>
</tbody>
</table>

### Community Development

Includes infrastructure and policy projects that ready communities for adoption of clean vehicle technology and clean/shared transportation modes while avoiding substantial burdens.

<table>
<thead>
<tr>
<th>Zero-emission readiness projects</th>
<th>Public electric vehicle charging readiness</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Public hydrogen refueling infrastructure readiness</td>
</tr>
<tr>
<td></td>
<td>Renewable generation and storage to support zero-emission vehicles</td>
</tr>
<tr>
<td></td>
<td>Energy/grid management strategies to reduce residential consumer costs</td>
</tr>
<tr>
<td></td>
<td>Vehicle to grid technologies</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Projects to increase access to new mobility options</th>
<th>Broadband/internet infrastructure/readiness</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Community resource center/hub</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Local goods movement</th>
<th>Zero-emission vehicles for mobile and delivery services (e.g., mobile markets and food trucks), including but not limited to:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Vehicles on CVRP/HVIP lists</td>
</tr>
<tr>
<td></td>
<td>Cargo bikes</td>
</tr>
<tr>
<td></td>
<td>Local goods movement emission reduction plans</td>
</tr>
<tr>
<td></td>
<td>Zoning and geofencing</td>
</tr>
</tbody>
</table>

| Displacement avoidance activities (beyond what is required by Threshold Requirements) | Displacement Avoidance Appendix will include an expanded list of fundable elements |

## Proposed ineligible projects include, but are not limited to, the following:

- Projects that increase greenhouse gas or air pollutant emissions
- Projects that include purchase of internal combustion or hybrid vehicles
- Standalone personal/private automobile rebates
- Highway/road capacity expansion
• Cross-state or inter-state transit
• Road maintenance that is not directly coupled with a complete streets project
• Environmental studies, plans, or documents normally required for project development under the National Environmental Policy Act or the California Environmental Quality Act
• Building permits, zoning, and site approvals
• Technology research and development
• Acquisition of raw materials/inputs for the manufacture of commercial product(s)
• Manufacturing of end products
• Operations and maintenance of manufacturing facility

Proposed projects that are ineligible for STEP funding but should contribute to the Vision for the STEP community and may be encouraged through scoring include, but are not limited to, the following:

• Heavy rail
• Transit-oriented development, particularly affordable housing
• Land/building acquisition/leasing/renting
• Cost-sharing for infill development
• Community-scale renewable energy/fuel production and storage
• Projects already funded by other California Climate Investments programs
Proyecto de Equidad en Transporte Sostenible (STEP)

STEP es un nuevo proyecto piloto que se enfoca en ayudar a las comunidades a superar las barreras al transporte limpio y la movilidad. STEP tiene como objetivo reducir las emisiones de gases de efecto invernadero, aumentar el acceso a destinos clave, y abordar las necesidades de transporte de los residentes de la comunidad. Esto se llevará a cabo mediante la financiación de proyectos de planificación, transporte limpio, y el apoyo de proyectos.

<table>
<thead>
<tr>
<th>Tipos de Subvenciones</th>
<th>Subvenciones para Planificaciones y Desarrollo de Capacidad</th>
<th>Subvenciones para Implementaciones</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Metas</strong></td>
<td>Identificar las necesidades de transporte de los residentes de la comunidad y preparar para implementar proyectos de transporte limpio</td>
<td>Aumentar el acceso a los destinos clave para que los residentes puedan llegar a donde necesitan ir sin el uso de un vehículo personal</td>
</tr>
<tr>
<td><strong>Fondos</strong></td>
<td>Hasta $2 millones para múltiples beneficiarios</td>
<td>Hasta $20 millones para aproximadamente uno a tres beneficiarios</td>
</tr>
</tbody>
</table>
| **Tipos de Proyectos Elegibles** | • Evaluaciones para las necesidades de transporte de la comunidad  
• Participación de la comunidad  
• Planes para el uso de la tierra y movilidad  
• Otro | • Un conjunto de proyectos de transporte limpio y proyectos de apoyo  
• Proyectos de infraestructura y capital, proyectos de operaciones, planificación, formulación de pólizas y proyectos de alcance público |
| **Solicitantes Elegibles** | Ciudades, condados, organizaciones comunitarias, y tribus como solicitantes principales (que representan una coalición más amplia de la comunidad, agencia pública, y socios privados como co-solicitantes) | Ciudades, condados, organizaciones comunitarias, y tribus como solicitantes principales (que representan una coalición más amplia de la comunidad, agencia pública, y socios privados como co-solicitantes) |
| **Poblaciones Prioritarias** | Comunidades desfavorecidas o de bajos ingresos | Comunidades desfavorecidas |
| **Ejemplo de Propuesta** | • El solicitante identifica que una comunidad específica no estaba bien representada al llevar a cabo la participación de la comunidad para un plan de transporte reciente.  
• El solicitante solicita fondos STEP para llevar a cabo una evaluación de las necesidades de transporte comunitario y establece de prioridad los proyectos en la comunidad identificada que no fue bien representada. | • El solicitante identifica (a través de un proceso de participación comunitaria) siete proyectos para la financiación de STEP.  
• Estos proyectos podrían incluir (pero no se limitan a) un nuevo servicio de tránsito rápido en autobús, un nuevo servicio de transporte compartido en van, infraestructura para bicicletas y peatones, pases de tránsito, un plan de uso de la tierra y movilidad, un programa de precios de estacionamiento, y una campaña para el alcance y educación que aliente el transporte activo. |

Para obtener más información, comuníquese con el personal de STEP en step@arb.ca.gov o (916) 440-8284.
Sustainable Transportation Equity Project (STEP)

STEP is a new pilot that takes a community-based approach to overcoming barriers to clean transportation. STEP aims to reduce greenhouse gas emissions, increase access to key destinations, and address community residents' transportation needs by funding planning, clean transportation, and supporting projects.

<table>
<thead>
<tr>
<th>Grant Types</th>
<th>Planning &amp; Capacity Building Grants</th>
<th>Implementation Grants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goals</td>
<td>Identify community residents’ transportation needs and prepare to implement clean transportation projects</td>
<td>Increase community residents’ access to key destinations without a personal vehicle</td>
</tr>
<tr>
<td>Funding</td>
<td>Up to $2 million for multiple grantees</td>
<td>Up to $20 million for approximately one to three grantees</td>
</tr>
</tbody>
</table>
| Eligible Project Types | • Community transportation needs assessments  
• Community engagement activities  
• Land use and mobility plans  
• Other |  
• Set of clean transportation and supporting projects  
• May include infrastructure, capital, operations, planning, policy-making, and outreach projects |
| Eligible Applicants| Community-based organizations, federally-recognized tribes, and local governments as lead applicants (representing a broader coalition of community, public agency, and private partners as sub-applicants) | Community-based organizations, federally-recognized tribes, and local governments as lead applicants (representing a broader coalition of community, public agency, and private partners as sub-applicants) |
| Priority Populations | Disadvantaged or low-income communities                                                              | Disadvantaged communities                                                               |
| Example Proposal  | • Applicant identifies that a specific community was not well represented when conducting community engagement for a recent Transportation Plan.  
• Applicant applies for STEP funds to conduct a community transportation needs assessment and prioritize projects in identified under-represented community. |  
• Applicant identifies (through a community engagement process) seven projects for STEP funding.  
• These projects could include (but are not limited to) a new bus-rapid transit service, a new vanpool service, bike and pedestrian infrastructure, transit passes, a land use and mobility plan, a parking pricing program, and an outreach and education campaign to encourage active transportation. |

For more information, contact STEP staff at step@arb.ca.gov or (916) 440-8284.
What We Are Learning from COVID-19 and How It Could Impact Transportation Planning in the San Diego Region

Overview

On April 26, 2019, staff introduced the 5 Big Moves as key strategies for developing a transportation system that is equitable and safe, provides convenient and accessible travel choices, and meets state and federal requirements for social equity, climate and air quality, and the environment. Since then, staff has been developing a data-driven vision for the 2021 Regional Plan under the 5 Big Moves framework.

In March 2020, an unprecedented global pandemic forced governments to put in place stay home orders to protect the public and reduce the spread of disease. The abrupt closure of communities has had widespread impacts on the economy and public well-being. SANDAG staff will share research and data on regional economic and transportation impacts of COVID-19. This presentation aims to inform policymakers on key findings for consideration as we move forward with the development of the 2021 Regional Plan.

Key Considerations

Socio-Economic Impacts of COVID-19

Impacts of COVID-19 were felt throughout the San Diego region. Tourism, general retail, and food and beverage were among the industries most affected. Taxable retail sales were down approximately 35% in May. With recent analyses by SANDAG staff, COVID-19 has revealed immense disparities across the region with low-income, Black, and Hispanic communities hit the hardest by both the health and economic impacts of the pandemic. Nearly half of Black (45%) and Hispanic (42%) residents live in ZIP codes that have higher than average COVID-19 cases and higher than average unemployment rates. Black and Hispanic workers also account for a larger portion of essential front-line workers (Attachment 1).

Public Transit and Traffic Impacts of COVID-19

COVID-19 drastically changed travel behavior. Public transit ridership dropped sharply reaching its lowest level in April with a 70% reduction in ridership compared to the same period in 2019. Ridership started to recover as stay home orders eased, by the end of May, ridership across all regional bus and rail services was up by 12% from April.

Many low-income and minority commuters continued to depend on public transit as their primary mode of transportation. Twenty percent of those taking public transit to work do not have access to a personal vehicle, they also experience longer commute times. The median travel time to work via transit is 51 minutes, which is roughly double the commute time of those driving to work.
Of the 3,783 residents in the region that responded to a regional travel survey conducted in June 2020, 42% took transit prior to COVID-19 and reported that they will return to transit in the future. Another 18% did not use transit before the pandemic but stated they would be likely to use transit in the future1.

Freeway traffic levels also fell as a result of the stay home orders. Traffic volumes and vehicle miles traveled (VMT) were at their lowest in April with 50% fewer vehicles on the road than during that same period in 2019. As restrictions started easing, traffic rebounded. By early July, traffic volumes were down by just 18% and VMT down by 22% from the same period in 2019. While personal travel decreased, 78% of residents participating in the regional travel survey indicated that online shopping and home delivery increased.

The reduction in driving led to a marked reduction in emissions from cars and trucks between mid-March and mid-April. According to the California Air Resources Board this translated to improved air quality (reduced ozone or smog, and to a lesser extent particulates). With the reopening of the economy, air pollution has returned to within the levels observed over the last five years.

**Telework Trends**

Telework and distance learning are reasons for the reduction in travel. Of the residents that responded to the regional travel survey and reported teleworking during the health crisis, 48% expect to continue teleworking at some level in the future.

A survey of 137 employers in the San Diego region was also conducted from March 30, 2020, through June 19, 2020. Just over half of the surveyed employers offered telework (55%), of these employers, 26% stated that they will continue offering telework. When asked what percent of their workforce would be eligible to telework, 7% said their entire workforce. Of those companies who said they would offer telecommuting in the future only 9% said they would offer it full-time.

While telework has the potential to relieve some peak period congestion, roughly 61% of all occupations in the San Diego region are not conducive to working from home. In the region, 64% of occupations are considered essential jobs, and of those essential jobs fewer than 42% are conducive to working from home. Low-income and minority workers are less likely to have the option to work from home. Higher paying jobs in industries like financial and professional services, are most likely to telework.

Telework, distance learning, and virtual healthcare services rely on broadband connectivity and home internet access. COVID-19 shed light on the digital divide in our region with 23% of low-income households not benefitting from a broadband subscription and 20 to 40% of students in many local districts lacking home internet access. Closing the digital divide will be an important aspect of transportation planning to ensure that everyone in the region benefits from improvements to transportation technology and app enabled transportation services.

**Active Transportation Trends**

Biking and walking increased as a result of the stay home order. Bicycling trips increased on all eight corridors where SANDAG collects bike volume data. Bicycle volumes were at their highest in May with 91% more bikes being counted on these corridors in 2020 than 2019. The regional travel survey also showed an increase in walking and biking; 50% reported walking more and 14% biking more for both recreation, travel to work, and shopping and errands. Of those who walked and biked more during the health crisis, more than four out

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1 The Regional Travel Survey was sent to nearly 17,000 households that participated in the 2017 San Diego Regional Transportation Survey and agreed to be contacted again. This was not a random sample and the responses shared may not generalize to the population overall. However, the data provides a glimpse into travel choices being made by residents in the region which is important insight as we move forward with our planning for the 2021 Regional Plan.
Community-Based Organizations Working Group

of five stated they will continue walking (82%) and biking (85%) in the future. To support jurisdictions with providing safe space for walking and biking during the health crisis, SANDAG provided funding and support for 11 jurisdictions to implement Shared Street pilots.

Next Steps

Staff will continue to monitor and report on the social, economic, and transportation impacts associated with COVID-19. These findings are informing the 2021 Regional Plan vision which seeks to meet regulatory requirements and create equal access to jobs, education, healthcare, and other community resources. The 2021 Regional Plan vision is expected to be presented to the Transportation, Regional Planning, andBorders Committees on August 7, 2020, and to the Board of Directors on August 14, 2020.

Ray Traynor, Chief of Planning and Innovation

Key Staff Contact: Antoinette Meier, (619) 699-7381, antoinette.meier@sandag.org
Attachment: 1. COVID-19 Impact on the San Diego Regional Economy, June 16, 2020, update
COVID-19 Impact on the San Diego Region: Black and Hispanic Communities Hardest Hit

Analysis completed by the SANDAG Data Science and Analytics team finds that as the COVID-19 pandemic shattered the San Diego regional labor market overall, the region’s Black and Hispanic communities were most impacted. Blacks and Hispanics account for a significant portion of essential workers who continued to go to work, and they account for a significant portion of those who became unemployed due to the pandemic. This report aims to inform policymakers about the disproportionate impact to Black and Hispanic communities in the labor market and to help decision makers develop equity-focused relief and recovery strategies.

The San Diego region is suffering from a devastating health and economic crisis due to the pandemic. During the past three months, mobility has been restricted (including our international land border crossings that normally register over 150,000 people entering from Mexico), and businesses and schools have shut down. The ensuing economic crisis will have long-lasting effects as businesses struggle to regain customers and as many businesses and consumers experience significant financial uncertainty. As of June 7, 2020, over 8,600 San Diegans have been infected with COVID-19 and 430,000 have lost their jobs.

All communities have been severely impacted by the pandemic and subsequent economic crisis. It is the Black and Hispanic communities that have been disproportionally impacted by COVID-19 and have been the hardest hit as explained in the bullets below. This is in sharp contrast to White and Asian communities where respectively only 14% and 24% live in the high unemployment and COVID-19 case areas.

- More than two-thirds of Black (67%) and Hispanic (70%) residents live in ZIP codes with higher than average unemployment rates
- Approximately half of Black (52%) and Hispanic (49%) residents live in ZIP codes with higher than average COVID-19 cases
- Nearly half of Black (45%) and Hispanic (42%) residents live in ZIP codes that have higher than average COVID-19 cases and higher than average unemployment rates
- When compared to the White population, Black and Hispanic populations are four times as likely to live in areas that have been impacted by COVID-19 and unemployment. When compared to the Asian population, they are twice as likely to reside in areas with high COVID-19 cases, and high unemployment

Figure 1: Impacts by Ethnicity and ZIP Code

Source: SANDAG Annual Estimates 2019; Applied Geographic Solutions, Inc., Thousand Oaks, California; County of San Diego, Health and Human Services Agency
In the weeks since the stay home order was issued on March 19, the number of unemployed residents in the San Diego region is estimated to have reached about 430,000 workers for an unemployment rate of 28.5%. As the region slowly opens, the data available continues to fluctuate.

The crisis has affected various sectors of the economy differently. Businesses in high-contact industries, such as restaurants, retail, transportation, and tourism, were impacted first while those working in frontline essential activities have been physically present at work during the stay home order amid public health risks.

In San Diego County, according to Census data, 33% of the population is Hispanic, 5% is Black, 12% is Asian, and 46% is White. Each ethnic group has been impacted differently by the crisis, depending on their respective share in the high-contact and essential sectors.

For instance:

- Hispanic employees account for 32% of the overall workforce in the region but represent 46% of those working in the food service industry, and 37% of those working in the retail sector (excluding grocery and drugstore).\(^1\) They are therefore overrepresented in these two sectors.

- Hispanic employees also make up the largest percentage of the essential workforce in building cleaning services (65%), grocery and drug stores (44%), and childcare and social services (39%).

- Black employees account for nearly 5% of the overall workforce in the region but represent a larger percentage of the essential workforce—more than 7% of the childcare and social services, 9% in trucking, warehouse, and postal service, and nearly 20% of public transit workers.

- Asian employees account for about 12% of the overall workforce in the region but represent 22% of those working in the health care sector.

- White employees, which account for 48% of the region’s workforce, account for only 40% of the pool of workers in high-contact and essential occupations.

Young workers have also been disproportionately affected by the crisis. While only 14% of workers in the region are age 16 to 24, 38% of the workers in the food service industry belong to that age group, and 22% are from retail.

Before the pandemic began, many of the ZIP Codes highlighted in Figure 2 on the next page reported household incomes of less than $45,000 annually and had a relatively large share of families with children.

As displayed in Figure 2, SANDAG analysis shows the pandemic has mostly affected residents in the southern part of the county. This map shows the areas most affected, with both the highest unemployment rates and highest percentage of COVID-19 cases in the region.

ZIP codes most affected:
- 91910 (Chula Vista N)
- 91911 (Chula Vista S)
- 91917 (Dulzura)
- 91932 (Imperial Beach)
- 91950 (National City)
- 91977 (Spring Valley)
- 91978 (Rancho San Diego)
- 92020 (El Cajon)
- 92021 (El Cajon)
- 92102 (Golden Hill)
- 92105 (City Heights)
- 92113 (Logan Heights)
- 92114 (Encanto)
- 92115 (College)
- 92139 (Paradise Hills)
- 92154 (Nestor)
- 92173 (San Ysidro)

Source: Applied Geographic Solutions, Inc., Thousand Oaks, California, Weekly Release June 1, 2020; County of San Diego, Health and Human Services Agency.
Figure 3 helps to further break down this information.

The red lines represent the average percent of cases in the county (vertical line) and the average unemployment rates in the region (horizontal line). Each bubble represents an individual ZIP Code and the size of the bubble represents the relative size of the populations in each ZIP Code.

| higher than average unemployment rates, lower than average COVID-19 cases | higher than average unemployment rates, higher than average COVID-19 cases |
| lower than average unemployment rates, lower than average COVID-19 cases | lower than average unemployment rates, higher than average COVID-19 cases |

Figure 3: COVID-19 Cases and Estimated Unemployment by ZIP Code

Demographic Analysis: Where People Live

Like all large population centers, the San Diego region has areas where ethnic groups tend to live. Figure 4 illustrates the areas in the San Diego region that are the most and least affected by unemployment. The red areas on the maps represent the ZIP Codes (top 25%) with the highest unemployment rates in the region; the blue areas represent the ZIP Codes (bottom 25%) with the lowest unemployment rates; the purple boundaries represent census tracts that have been designated as disadvantaged communities by the California CalEnviroScreen tool. Each green dot represents 50 people.

Figure 4: Population and Unemployment in San Diego Region

As the economy starts to reopen and people go back to work, unemployment rates will begin to improve. This should be reflected in the data released in the next few weeks.

As of May 30, the data does not yet reflect people returning to work in large numbers. The unemployment rate in the region remains high and is estimated to be 28.5%.

Though more businesses are allowed to reopen, it is still too soon to assess the magnitude of the economic impacts from this crisis. (see Appendix B)

Currently, there is still an average of 20,000 residents filing for unemployment every week. As of May 30, the region has an estimated 480,000 unemployed residents. Of the unemployed, nearly 430,000 lost their jobs after March 7, when the pandemic began.

Source: Applied Geographic Solutions, Inc., Thousand Oaks, California, Weekly Release June 8, 2020
* These estimates were revised by AGS from the May 18, 2020 weekly release. See Appendix B.
Measuring Unemployment During the Pandemic

The analysis in this report is based on unemployment estimates that continue to fluctuate during the COVID-19 pandemic. These estimates are essential for policy purposes but extremely challenging to produce in real-time due to lags in the official data publication.

Under normal circumstances, there is nearly a two-month lag in the publication of official statistics. This is typically not a problem, as historically, unemployment has not changed much from month to month. As reference, the largest previous unemployment increase in a single month for the San Diego Metropolitan Statistical Area (MSA) since 1990 was 1.4 percentage points in January 2000.

During the pandemic, the unemployment rate has changed drastically from week to week. The stay home order and business shutdowns pushed the unemployment rate to a historic high not seen since the Great Depression. Figure 6 represents the estimated unemployed workers in the region by week. By March 28, the estimated unemployed residents reached about 20 times pre-COVID-19 rates. From week to week, there was a gradual decline in the number of newly unemployed, and by the end of May, it remained four times higher than the annual average.

**Figure 6: Estimated New Unemployed Workers in San Diego County**


* These estimates were revised by AGS from the May 18, 2020 weekly release. See Appendix B.
The following information is intended to provide the methodology behind calculating ZIP Codes and associated demographics within the most and least impacted areas of the region. SANDAG utilized three sources for race/ethnicity analysis in the San Diego region.

Data sources:

1. SANDAG retrieved the San Diego County COVID-19 statistics by ZIP Code data from the County of San Diego Health and Human Services Agency, Public Health Services, Epidemiology and Immunization Services Branch. The number of COVID-19 cases are cumulative totals since the start of the stay home order to June 7, 2020. SANDAG calculated the rate of COVID-19 cases per person per ZIP Code and displayed this information on the x-axis. For example, in the ZIP Code 91911 (Chula Vista S), 0.63% of the population has a confirmed COVID-19 case.

2. Unemployment data by ZIP Code for the San Diego region come from the Applied Geographic Solutions, Inc. June 8, 2020 weekly release. More information on this dataset can be found in Appendix B. SANDAG used the May 30, 2020 unemployment rate by ZIP Code data on the y-axis.

3. The SANDAG 2019 Estimates are produced annually and include population and housing characteristics for small geographic areas. These estimates are controlled to the California Department of Finance January 1, 2019, jurisdiction-level estimates. The 2019 estimates were used to determine the percentage of each of the four race/ethnicities provided in the analyses (Asian, Black, Hispanic, White) of the total population by ZIP Code, which was graphed on the z-axis.

Using these datasets in combination, SANDAG created four “bubble” charts to determine which race/ethnicity was most and least impacted by the global pandemic and the current economic turbulence. The number of COVID-19 cases for the County of San Diego is 0.26% and is displayed as a red vertical line. The average unemployment rate for the region is 28.5% which is displayed as a red horizontal line. These lines create four quadrants on the chart.

The upper right quadrant reflects ZIP Codes that have higher rates of COVID-19 as a percentage of the population and have higher unemployment rates than the region. These ZIP Codes are considered the most impacted by the COVID-19 and unemployment crisis. The bottom left quadrant includes ZIP Codes that have both lower rates of COVID-19 as a percentage of the population and have lower unemployment rates than San Diego County, classifying these ZIP Codes as the least affected by the current crisis. The axis is the same for each race/ethnicity, while the size of the “bubbles,” representing the size of the population for each race/ethnicity, is the variable factor.

SANDAG used the SANDAG 2019 Estimates to determine the percentage of the total population each race/ethnicity within each of the four quadrants in the chart to compare which race/ethnicity was the most and least affected.

The 91 San Diego ZIP Codes that represent the urbanized areas of San Diego (the western one-third of the County) are taken into account in the analysis.
The table below ranks the most affected 34 ZIP Codes by the level of unemployment rate (highest is ranked 1) and the percent of COVID-19 cases (highest is ranked 1). The ZIP Codes displayed in red denote both above average unemployment rate and above average percentage of COVID-19 cases as identified in Figures 2 and 3.

<table>
<thead>
<tr>
<th>ZIP Codes</th>
<th>Rank Unemployment rate (highest to lowest)</th>
<th>Rank COVID cases (highest % of the population to lowest)</th>
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<tr>
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</table>
Appendix B

The following is intended to provide detailed information about unemployment data and how SANDAG utilized various sources for employment analyses of the San Diego region.

Unemployment Rate

- Measures percentage of those in the labor force who are not working but are actively looking for, and available to work.
- Data comes from monthly current population survey conducted by the Census and Bureau of Labor Statistics (BLS) in the second week of the month.
- Usually a two-month lag in publication of San Diego region data. The U.S. unemployment rate for May measured between May 10-16 was released on June 5. State unemployment data for May will be released on June 19. San Diego County data will be released on July 1. The BLS will apply seasonal adjustments to the San Diego County series in the weeks that follow.
- An additional challenge during the pandemic was presented with non-eligible share of workers (about 3% in May) recorded as employed but absent from work instead of being classified as furloughed.

As shown in Figure 7, the pre-COVID-19 unemployment rate for March (reflecting the situation just before mid-March and not adjusted for seasonality) was released on April 29. As of June 3, the latest official unemployment rate available for the county was 4.1%. On June 3, it was revised to 4.2% with the April unemployment rate of 15%. Overall unemployment increased by an unprecedented 10 percentage points in just one month.

Figure 7: Timeline of Unemployment Rate Data
Unemployment Insurance Claims
Weekly Claims for National and State Level

It is possible to get a weekly pulse on the U.S. and California labor markets using the weekly unemployment claims. Weekly unemployment claims consist of two series:

- **Initial Claims** - claims filed right after separation from an employer to request determination of basic eligibility for the unemployment insurance (UI) program. Initial claims are used as a leading economic indicator of labor market conditions in the country. UI Claims are released every Thursday for the week ending on the preceding Saturday. Initial claims for the U.S. and California for the week ending on May 30 were released on Thursday 28.

- **Continued Claims/Insured Employment** - a person who has already filed an initial claim and who has experienced a week of unemployment then files a continued claim to receive benefits for that week of unemployment. Continued claims measure the current number of insured unemployed workers filing for UI benefits. They are released on Thursday for the week ending on the Saturday before the preceding Saturday. Continued claims for the US and California for the week ending on May 30 were released on Thursday June 4.

Claims differ from the BLS unemployment data in several ways. The number of unemployed is usually higher than the number of people receiving unemployment insurance. Some do not apply, because they are not eligible. For instance, in January and February 2020, the BLS unemployment for California was 3.9%, while only 2.1% of the labor force received unemployment insurance. During the pandemic, unemployment insurance services were unable to quickly process claims, and some people were not even able to submit their claims due to the extraordinary load on unemployment claims centers throughout the country.

However, sometimes the number of insured workers can exceed the number of unemployed, as one can be eligible for unemployment insurance benefits while working on reduced hours and hence not be counted as unemployed. The CARES act has broadened eligibility conditions to receive unemployment benefits affecting the number of people receiving UI benefits by more than the number of people that the BLS usually counts as unemployed.

The divergence between the June 5 employment report (which showed a decline in the US unemployment rate from April to May) and the new weekly UI claims published the day before (which are still very high) show a fluctuation in underlying trends. Economists believe it will likely take a few months to get a clear idea of the magnitude of the overall hit to employment during the COVID-19 crisis.

**AGS Estimates**

In order to track the fast-moving unemployment data over the last two months at the county and ZIP Code levels, the SANDAG Data Science and Analytics team has relied on the unemployment estimates produced by AGS. AGS uses weekly claims to assess the level of unemployment at national and state levels and redistribute to the ZIP Codes based on the occupations, residence, and how the various sectors have been affected by the crisis. Estimates are revised with official unemployment rates for the Metropolitan Statistical Areas, and when national and state rates are published. For instance, the unemployment in the San Diego region has been revised down twice in recent weeks to ensure consistency with the official April unemployment data for San Diego and with the May national data.