



Social Equity Working Group Agenda

Thursday, October 24, 2024

9:30 a.m.

Welcome to SANDAG. The Social Equity Working Group meeting scheduled for Thursday, October 24, 2024, will be held in person in the SANDAG Board Room. While Working Group members will attend in person, members of the public will have the option of participating either in person or virtually.

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Public Comments: Members of the public may speak to the Social Equity Working Group on any item at the time the Working Group is considering the item. Public speakers are generally limited to three minutes or less per person.

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 clerkoftheboard@sandag.org (please reference SEWG meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

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Vision Statement: *Pursuing a brighter future for all*

Mission Statement: *We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.*

Our Commitment to Equity: *We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.*

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.



Social Equity Working Group

Thursday, October 24, 2024

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Social Equity Working Group (SEWG) on any issue within the jurisdiction of SEWG that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. SEWG members and SANDAG staff also may present brief updates and announcements under this agenda item.

Consent

+2. Meeting Minutes

Tessa Lero, SANDAG

Approve

The SEWG is asked to approve the minutes from its September 26, 2024, meeting.

[Meeting Minutes](#)

Reports

3. Coordinated Plan Update

Tim Garrett, Rubi Morales, SANDAG

Discussion

Staff will present an update and request feedback on the development of the Coordinated Plan and associated survey.

[Presentation](#)

+4. Reconnecting Communities Study: Methodology Update

Lizzy Havey, Liang Tian, Sadra Sharifi, SANDAG

Discussion

Staff will request feedback on the methodology for the SANDAG Reconnecting Communities Study.

[Reconnecting Communities Study: Methodology Update](#)
[Presentation](#)

+5. 2025 Regional Plan Update

Cecily Taylor, Brian Lane, SANDAG

Discussion

Staff will present an update on the draft 2025 Regional Plan.

[2025 Regional Plan Update](#)
[Presentation](#)

Adjournment

6. Adjournment

The next SEWG meeting is scheduled for Thursday, November 21, 2024, at 9:30 a.m.

+ next to an agenda item indicates an attachment

October 24, 2024

September 26, 2024, Meeting Minutes

Meeting Video

Chair Priya Bhat-Patel (Carlsbad) called the meeting to order at 9:35 a.m.

1. Non-Agenda Public Comments/Member Comments

Public Comments: Purita Javier, Cesar Javier, and Blair Beekman.

Member Comments: Claire Groebner (Olivewood Gardens).

Agency Updates: Chair Bhat-Patel, Senior Regional Planner Paula Zamudio, and Associate Grants Program Analyst Aly Vasquez.

Consent

2. Approval of Meeting Minutes

The SEWG was asked to approve the minutes from its June 27, 2024, meeting.

Public Comments: Blair Beekman.

Action: Upon a motion by Barry Pollard (Urban Collaborative Project), and a second by Carol Lewis (El Cajon Collaborative), the SEWG voted to approve the June 27, 2024, minutes.

The motion passed.

Yes: Kim Heinle (Bayside Community Center), Goyo Ortiz (Casa Familiar), Jesse Ramirez (City Heights Community Development Corporation), Jovita Arellano (Chula Vista Community Collaborative), Carol Lewis, Mirjana Rodriguez (Escondido Education COMPACT), Belen Hernandez (Mid-City CAN), Kathie Lembo (SBCS Corporation), Claire Groebner, Kathleen Verances (Operation Samahan), Barry Pollard, and Jennifer Gil (Vista Community Clinic).

No: None.

Abstain: None.

Absent: None.

Reports

3. Proposed Final 2025 Regional Transportation Improvement Program

Associate Financial Analyst Richard Radcliffe and Regional Planner Catherine Matel presented an overview of the proposed final 2025 Regional Transportation Improvement Program, including its social equity analysis.

Public Comments: Cesar Javier and Blair Beekman.

Action: Information.

4. Regional Climate Action Planning

Associate Regional Planner Natasha Dulik presented overview of the regional Priority Climate Action Plan and development of the Comprehensive Climate Action Plan.

Public Comments: Blair Beekman.

Action: Information.

Adjournment

5. Adjournment

The next scheduled SEWG meeting is Thursday, October 24, 2024, at 9:30 a.m.

Chair Bhat-Patel adjourned the meeting at 10:56 a.m.

DRAFT

Confirmed Attendance at Social Equity Working Group Meeting

Jurisdiction	Name	Attended
Chair (Non-Voting)	Councilmember Priya Bhat-Patel	Yes
Bayside Community Center	Rose Ceballos	No
	Kim Heinle, Alternate	Yes
Casa Familiar	Lisa Cuestas	No
	Georgette Gomez, Alternate	No
	Goyo Ortiz, Alternate	Yes
City Heights CDC	Jesse Ramirez	Yes
	Rosa Olascoaga, Alternate	No
Chula Vista Community Collaborative	Josh Kohler	No
	Jovita Arellano, Alternate	Yes
	Christina Ross, Alternate	No
El Cajon Collaborative	Rosa Alcaraz	No
	Carol Lewis, Alternate	Yes
Escondido Education COMPACT	Mirjana Rodriguez	Yes
	Patty Huerta, Alternate	No
	Carolina Plancarte, Alternate	No
MidCity-CAN	Belen Hernandez	Yes
	Ariana Federico, Alternate	No
SBCS Corporation	Kathie Lembo	Yes
	Mauricio Torre, Alternate	No
	Jose Mirelas, Alternate	No
Olivewood Gardens	Jen Nation	No
	Claire Groebner, Alternate	Yes
	Rocina Lizarraga, Alternate	No
Operation Samahan	Rene Ramirez	No
	Kathleen Verances, Alternate	Yes
	Paul Ecado, Alternate	No
Urban Collaborative Project	Barry Pollard	Yes
	Alix Aceituno, Alternate	No

Vista Community Clinic	Jennifer Gil	Yes
	Nanette Stam, Alternate	No
	Carmela Muñoz, Alternate	No

DRAFT



Coordinated Plan Update

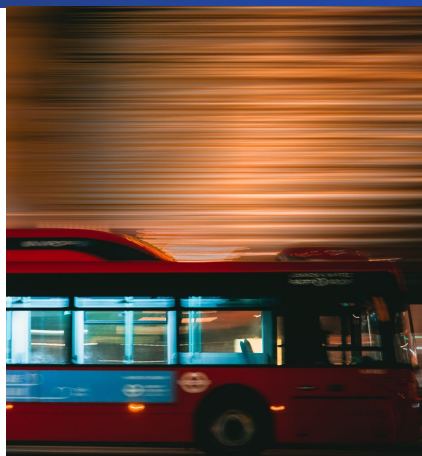
Social Equity Working Group | Item 3
Tim Garrett, Associate Regional Planner
Rubi Morales, Associate Regional Planner
October 24, 2024

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Coordinated Plan Overview



**Transit and Specialized
Transportation**



**Identify Needs of
Disadvantaged Populations**



Fulfill Requirements
Ensure Access to Funding

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Coordinated Plan Requirements

	Federal	State	Local
Source	Federal Transit Law	Transportation Development Act (TDA)	SANDAG Board Policy 018
Components	Transportation needs of: <ul style="list-style-type: none"> • Individuals with disabilities • Older adults • People with low incomes Strategies to meet needs Priorities for funding	Potential public transit productivity improvements, including those recommended in the triennial TDA performance audit	Public transit service gaps and deficiencies Evaluation of existing services and programs Methodology for near-term future service adjustments
Outcomes	Distribute funding through Specialized Transportation Grant Program	Ongoing Performance Monitoring	Regional Short Range Transit Plan, Service Changes

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Goals and Objectives: 2020 Coordinated Plan

- Upgrade key urban corridors in urbanized areas
- Fiscally responsible
- Productive, coordinated, convenient, and appropriate transportation services
- Reliable, competitive, and consistent travel times
- Service supports spontaneous use and a diverse economy
- Reduced cost through coordinated efforts
- Accessible transportation services without discrimination

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Goals and Objectives: Proposed Revisions

- Will be informed by outreach and data analysis
- Initial thoughts:
 - Align more closely with implementation measures to be identified
 - Priorities for funding
 - Changes to existing services
 - Identification of future services
 - Focus on filling gaps identified through outreach, data analysis
 - Maintain focus on accountability and efficiency where appropriate
 - Enhance consideration of equity
- Seeking feedback on these proposals from Social Equity WG

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Outreach: Survey



- Fall 2024 data collection
- Sampling Plan
 - Both random and convenience samples
- Topics
 - Transportation needs of older adults, people with disabilities
 - Trip origins, destinations, purposes, frequency
 - Eligibility and availability of transportation services by time and location
 - Effectiveness of existing transportation services

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<h2>Proposed Data Sources</h2>	<ul style="list-style-type: none"> • Survey results (2024) • Existing SANDAG Data <ul style="list-style-type: none"> — Estimates (2022) — Series 15 Forecast (2024) — Employment Centers 2.0 (2024) — Traffic Safety (2022) • MTS and NCTD transit networks and performance (2024) • U.S. Census American Community Survey (2022)
<h2>Proposed Data Analysis</h2>	<ul style="list-style-type: none"> • Map current and forecast demographic data • Map transportation provider service areas • Identify temporal and geographic gaps • Identify strategies that could fill gaps, best meet needs

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<h2>Next Steps</h2>	<div> <div></div> <div> <h3>Survey and Data Collection</h3> <p>Fall 2024</p> </div> </div> <div> <div></div> <div> <h3>Outreach to Riders and Service Providers</h3> <p>Fall 2024 – Winter 2025</p> </div> </div> <div> <div></div> <div> <h3>Identify Transportation Needs, Gaps, and Strategies</h3> <p>Fall 2024 – Spring 2025</p> </div> </div>
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tim.garrett@sandag.org
rubi.morales@sandag.org

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October 24, 2024

Reconnecting Communities Study: Methodology Update

Overview

The Reconnecting Communities Study is a region-wide study to understand where highway and rail transportation infrastructure has created barriers and negative impacts on communities. Using a data driven approach, the study aims to better understand the communities that have been and continue to be negatively impacted by transportation infrastructure and identify potential reconnection strategies.

At the [April 25](#) and [June 27, 2024](#), Social Equity Working Group meetings, staff shared information on the study, sought input on the draft definition for “disconnected community”, and proposed data indicators and sources to prioritize reconnecting communities efforts in the region. Staff integrated working group member input to the final definition of “disconnected community” as well as the corresponding data indicators and sources, as available to prioritize reconnecting communities efforts in the region.

The Social Equity Working Group is being asked to provide input on the draft methodology to allow staff to complete the analysis and identify areas most impacted.

Action: Discussion

Staff will request feedback on the methodology for the SANDAG Reconnecting Communities Study.

Fiscal Impact:

The Reconnecting Communities Study is funded through a Caltrans Planning Grant (OWP: 3402300).

Schedule/Scope Impact:

The study is anticipated to be completed in December 2025.

Key Considerations

Focusing on areas closest to transportation infrastructure like highways and rail, the study utilizes data at the census block group level for the methodology and analysis. After sourcing, processing, and scaling data, a two-step approach is proposed to conduct the analysis. The first step utilizes a clustering algorithm using accessibility, mobility and environmental health metrics that help measure impacts of highway and rail infrastructure in a community. The clustering results will identify communities with similar characteristics based on the three metrics of accessibility, mobility and environmental health. Communities in the highest-scoring clusters are considered the most impacted by transportation infrastructure. Building off of this information, the second step in the methodology uses income, disinvestment, and safety metrics to further prioritize areas of the region for reconnecting communities opportunities.

Staff conducted a Peer Review Process (PRP) meeting regarding the draft methodology to refine staff's approach for the analysis to ensure subject-matter experts weighed in on the process and methodology.

Next Steps

With input from the Social Equity Working Group, staff will finalize the methodology, complete the analysis, and prepare documentation of this task. Staff will then prepare the existing conditions documentation and refine the study area and final map of impacted communities and come back to the Social Equity Working Group for comments.

Tuere Fa'aola, Deputy Director of Regional Planning



Reconnecting Communities Study

Proposed Methodology

Social Equity Working Group | Item 4
Lizzy Havey, Associate Regional Planner,
Liang Tian, Ph.D., Principal Data Scientist,
Sadra Sharifi, Ph.D., Associate Data Scientist
October 24, 2024

1

Reconnecting Communities Study – Caltrans Planning Grant

Define, identify and prioritize solutions that will reconnect communities divided by harmful transportation infrastructure.



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Recap from Social Equity Working Group Meetings



What is Reconnecting Communities



Understanding Disconnected Communities



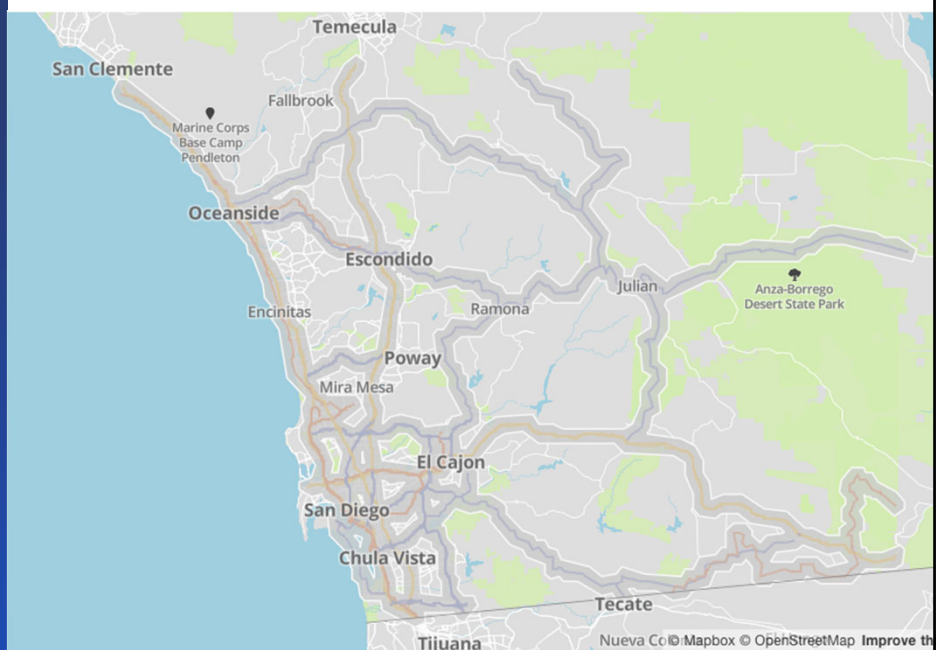
Proposed Data Sources

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Study Area

Includes ½ mile buffer on each side of highways and rail lines

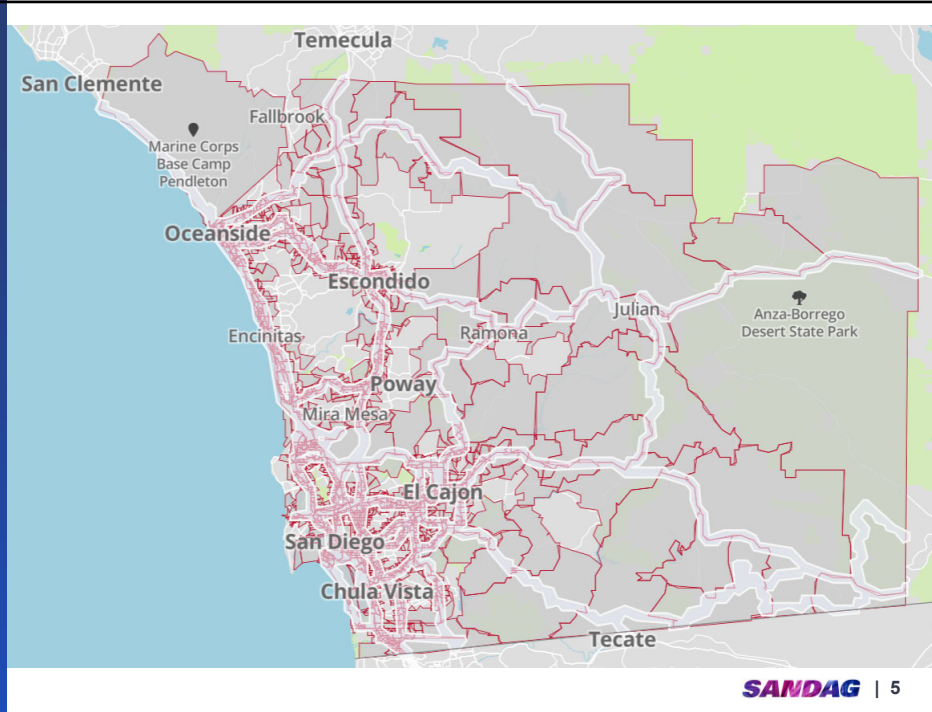


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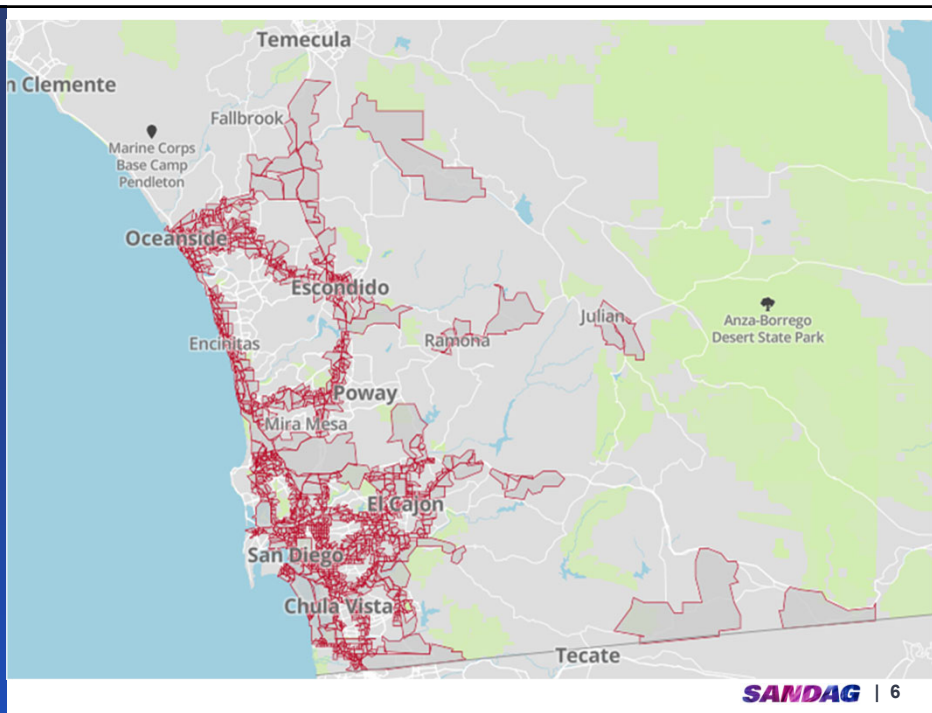
Study Area

Buffer was overlaid
with U.S. Census block
groups



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Include block
groups where at
least 25% of the
area is covered
by the buffer



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Project Recap – Data Sources

Incorporates panel input from PRP on 5/20, presented to SEWG on 6/27

Accessibility	
Overall accessibility indicators	<ul style="list-style-type: none">San Diego Geographic Information Source (SanGIS) - Highway/Rail Network, 2024SANDAG Licensed Third-Party Movement Pattern Data (Replica), 2022
Accessibility to work	<ul style="list-style-type: none">California State Employment Development Department (EDD), 2021
Accessibility to education	<ul style="list-style-type: none">SANDAG School and College inventories, 2022
Accessibility to retail	<ul style="list-style-type: none">California State Employment Development Department (EDD), 2021
Accessibility to medical services	<ul style="list-style-type: none">California Health and Human Services Agency (CalHHS), 2024
Accessibility to open spaces	<ul style="list-style-type: none">SANDAG Land Use and Dwelling Unit Inventory, 2023San Diego Geographic Information Source (SanGIS) - Parks, 2024

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Project Recap – Data Sources

Incorporates panel input from PRP on 5/20, presented to SEWG on 6/27

Social Equity	
Low-income	<ul style="list-style-type: none">SANDAG Population and Housing Estimates, 2022
Disinvestment	<ul style="list-style-type: none">SANDAG Licensed Third-Party Commercial Real Estate Data

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Project Recap – Data Sources

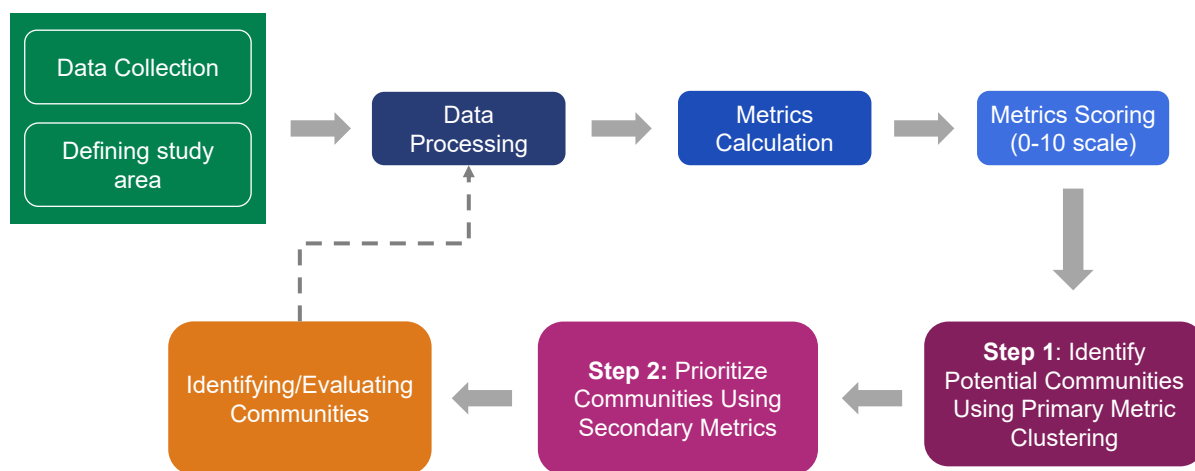
Incorporates panel input from PRP on 5/20, presented to SEWG on 6/27

Safety Impacts	
Transportation-related fatalities and crashes	<ul style="list-style-type: none"> SANDAG Vision Zero Action Plan, 2018 - 2022
Mobility Impacts	
Car trips for short distances	<ul style="list-style-type: none"> San Diego Geographic Information Source (SanGIS) - Highway/Rail Network, 2024 SANDAG Licensed Third-Party Movement Pattern Data (Replica), 2022 California State Employment Development Department (EDD), 2021
Environmental Health Impacts	
Pollution	<ul style="list-style-type: none"> US Environmental Protection Agency (EPA) - Environmental Justice Screening and Mapping Tool, 2019

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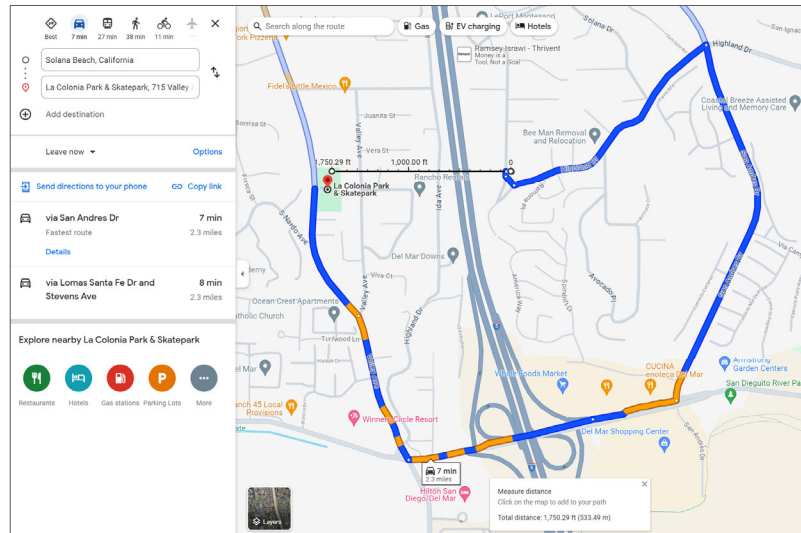
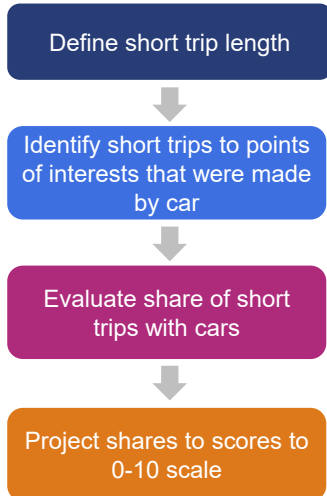
Overview of Methodology



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Quantifying Metrics Mobility



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Quantifying Metrics Environmental Health Metrics

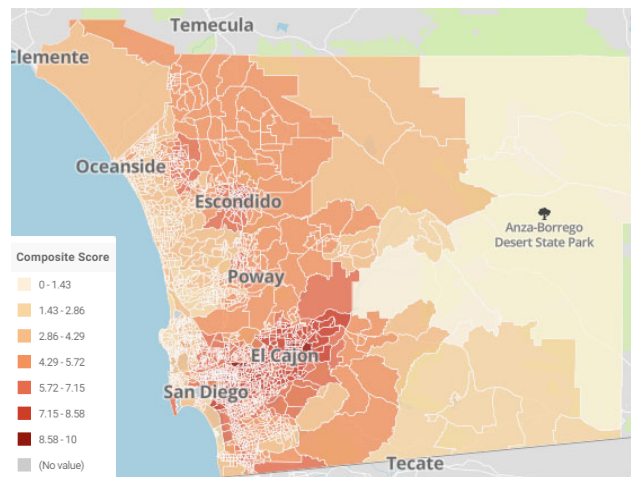
Focused Example: Environmental Health

To assess environmental AND health impacts of highway infrastructure, the following were of interest:

- Particulate Matter 2.5
- Ozone
- Diesel Particulate Matter
- Lifetime Cancer Risk
- Asthma Prevalence

Composite Score:

1. All measures were scored from 0-10.
2. Composite Score = Average of these measures by Block Group



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Step 1: Clustering

Accessibility, Mobility, and Environmental Health Metrics

Clustering is a method used to group areas with similar characteristics. It's a non-subjective approach that helps identify communities most affected by transportation infrastructure.

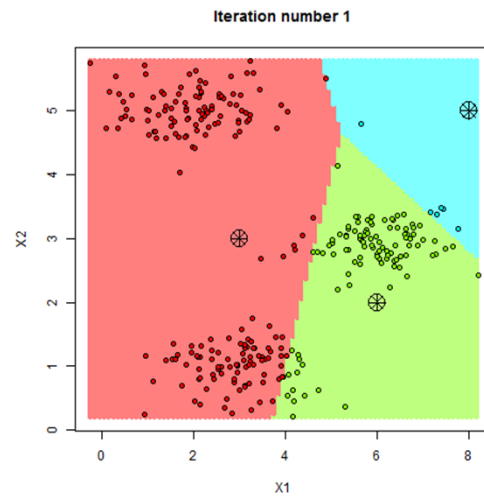


Image Source: <https://towardsdatascience.com/creating-animation-to-show-4-centroid-based-clustering-algorithms-using-python-and-sklearn-d397ade89cb3>

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Step 2: Prioritization

- Communities identified in step 1 will be prioritized based on **safety**, **low-income**, and **disinvestment** metrics.
- Metrics are projected on a 0-10 scale to ensure comparability and consistency across categories.
- Identified communities are classified into **high**, **medium**, and **low** priority based on combined metric scores.

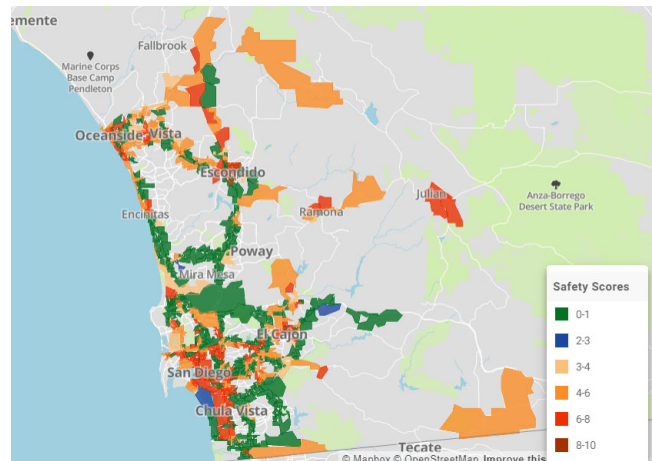
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Prioritization

Safety Metric

- SANDAG Vision Zero Action Plan – Safety-Focused Network
- Highest concentration of fatal injury crashes including:
 - Vehicle
 - Motorcycle
 - Bike
 - Pedestrian
- Aggregated to block group level



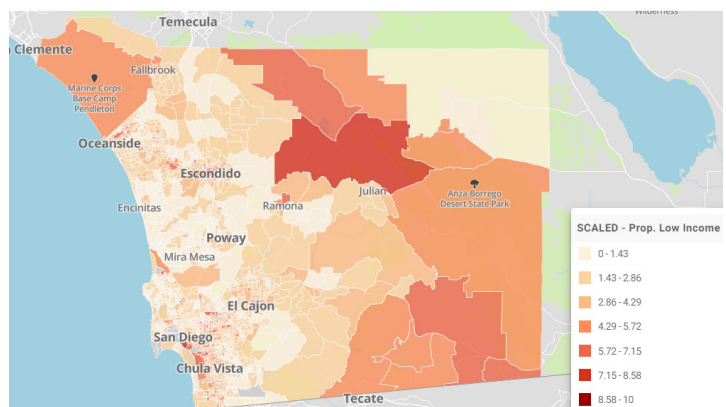
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Prioritization

Social Equity (Low-Income Metric)

- Low-income households are defined using consistent metrics with Regional Plan
- Calculate percentage of low-income households at block group level
- Final scores projected to 0-10 scale



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Next Steps



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October 24, 2024

2025 Regional Plan Update

Overview

As the Metropolitan Planning Organization (MPO) for the San Diego region, a fundamental responsibility of SANDAG is to develop a Regional Plan that meets state and federal requirements. A Regional Plan provides at least a 20-year outlook for transportation priorities and investments and is the basis for both federal and state funding for transportation. It must be updated and approved by regulatory agencies every four years. SANDAG is currently in the process of developing the 2025 Regional Plan.

Key Considerations

Over the past year and half, staff worked closely with the Board of Directors, member agencies, regional stakeholders, community based organizations, and the public to develop an initial concept of transportation projects, programs and policies for the 2025 Regional Plan that was presented to the Board for feedback on [January 26, 2024](#), and [February 9, 2024](#). This network included more frequent transit service, expanded service hours, investments in transit amenities, and dozens of new routes. It also included a subsidy for discounted transit fares, as well as micro-transit service throughout the region to expand access to transit and serve short neighborhood trips. Following the presentations to the Board, staff provided subregional briefings and sought additional input from planning staff from each jurisdiction, community-based organization partners, the Military Working Group, Social Services Transportation Advisory Council, and Sustainable Communities Working Group. Based on feedback received and results from the preliminary modeling, staff is proposing refinements to the network that include fewer general purpose lane conversions to managed lanes; removal of managed lanes in corridors with low projected traffic volumes; expansions of several neighborhood electric vehicle (NEV) and microtransit service area boundaries; transition the SR 125 toll removal before 2035; and minor transit network adjustments to reduce route redundancies and adapt frequencies where needed. On [September 27, 2024](#), staff presented the Board of Directors the Proposed Draft 2025 Regional Plan Network. The initial modeling results indicate that the network with the proposed changes will likely meet the requirements of SB 375 and Federal Air Quality Conformity. A summary of the [proposed changes](#) to the initial concept network, the [updated transportation network maps](#), and details on the supportive [programs and policies](#) were included as part of the September 27, 2024, Board meeting.

Next Steps

As part of the development of the Draft Plan, staff will model regional performance measures and finalize the proposed transportation projects costs and revenues. Several performance measures will focus on social equity metrics, including evaluating transit access for social equity focused populations, reducing pollution exposure in disadvantaged communities, and evaluating whether the benefits and burdens of the Plans' projects are equitably distributed. The Draft Plan is anticipated to be released in spring 2025 and the Draft Environmental Impact Report in summer 2025.

Action: Discussion

Staff will present an update on the draft 2025 Regional Plan.

Fiscal Impact:

Development of the 2025 Regional Plan is funded through Overall Work Program Element Nos. 3103000 and 3100407.

Schedule/Scope Impact:

The draft 2025 Regional Plan is anticipated to be released for public review in spring 2025. The proposed final Regional Plan and its environmental document are expected to be brought to the Board of Directors for approval in late 2025.



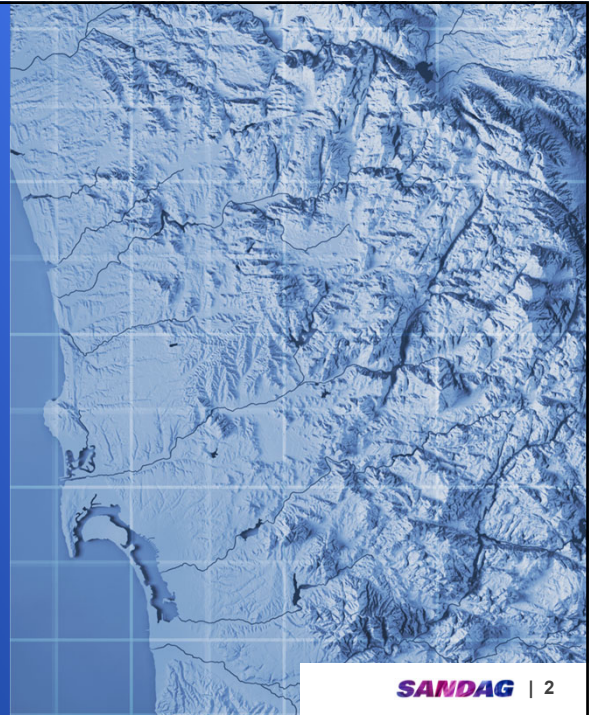
2025 Regional Plan Update

Social Equity Working Group | Item 5
Cecily Taylor, Senior Regional Planner
Brian Lane, Senior Regional Planner
October 24, 2024

1

What is a Regional Plan?

- Blueprint for how the region will grow and transportation system will develop over the next 20+ years
- Developed **every 4 years**
- Has to meet federal and state **requirements**
- Uses the **latest data** and planning **assumptions**
- Includes **projects, policies, programs** and a **financial plan**

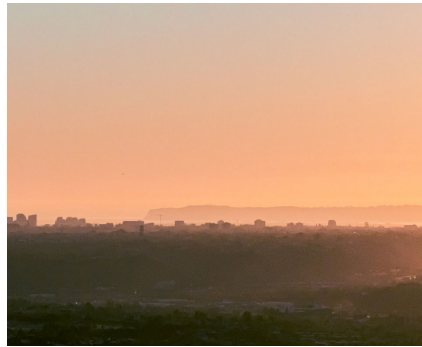


2

Major Requirements



Equity



Air Quality



SB 375: Greenhouse Gas Emissions/
Vehicle Miles Traveled

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2025 Regional Plan Outreach

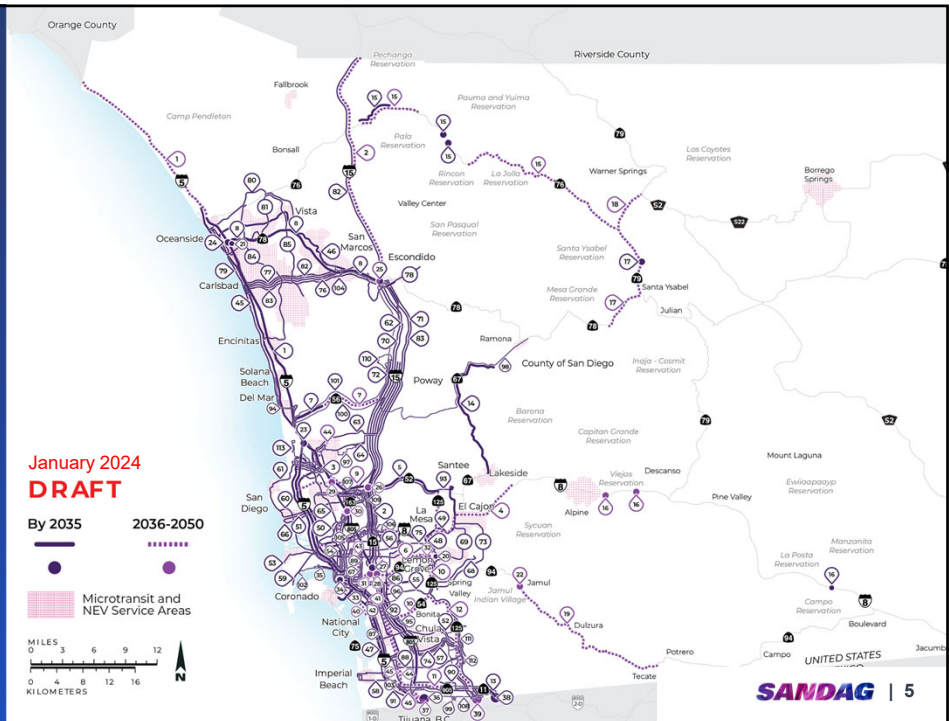


- 7 Board of Directors Workshops
- 8 Community Workshops
- 5 Joint Workshops with PACs/WGs
- 45 pop-up events by CBO partners in social equity-focus communities
- More than 2,000 comments online
- More than 8,000 unique visits to website
- Online engagement regionwide

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Initial Concept: Transportation Network



5

Proposed Policies and Programs



6

Proposed Policies and Programs

Investments in Health

Clean Transportation Programs

approx. \$1.4 billion

Sustainable Freight Projects

approx. \$1.9 billion

754 miles in Active Transportation

approx. \$ 4.7 billion

Investments will be made in communities most impacted by Diesel PM and pollution caused by transportation consistent with BOD Resolution No. 2024-04

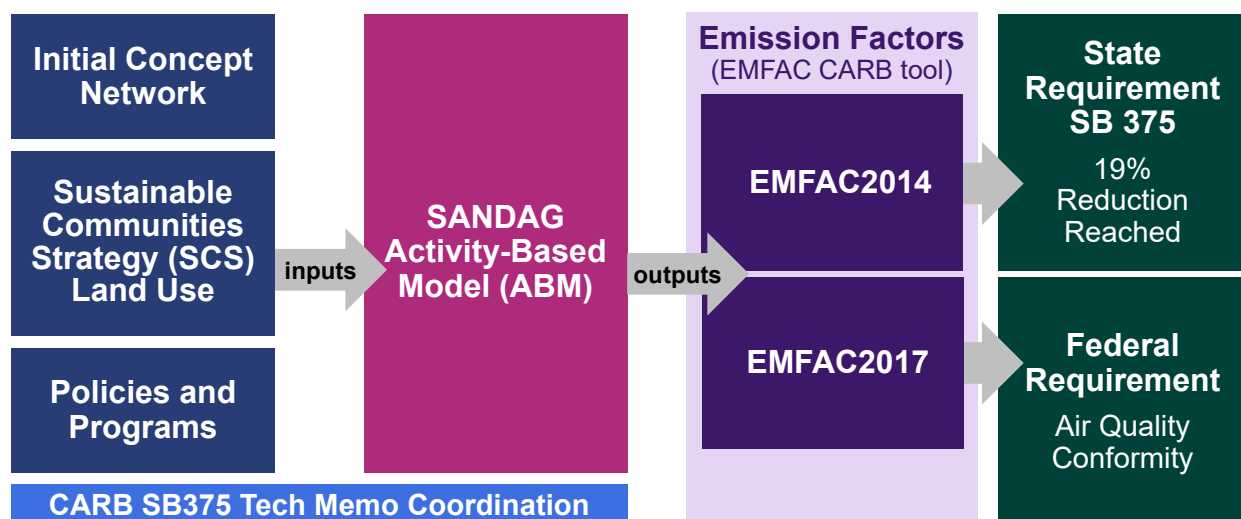


Health

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Calculating If Our Concept Will Meet the Requirements

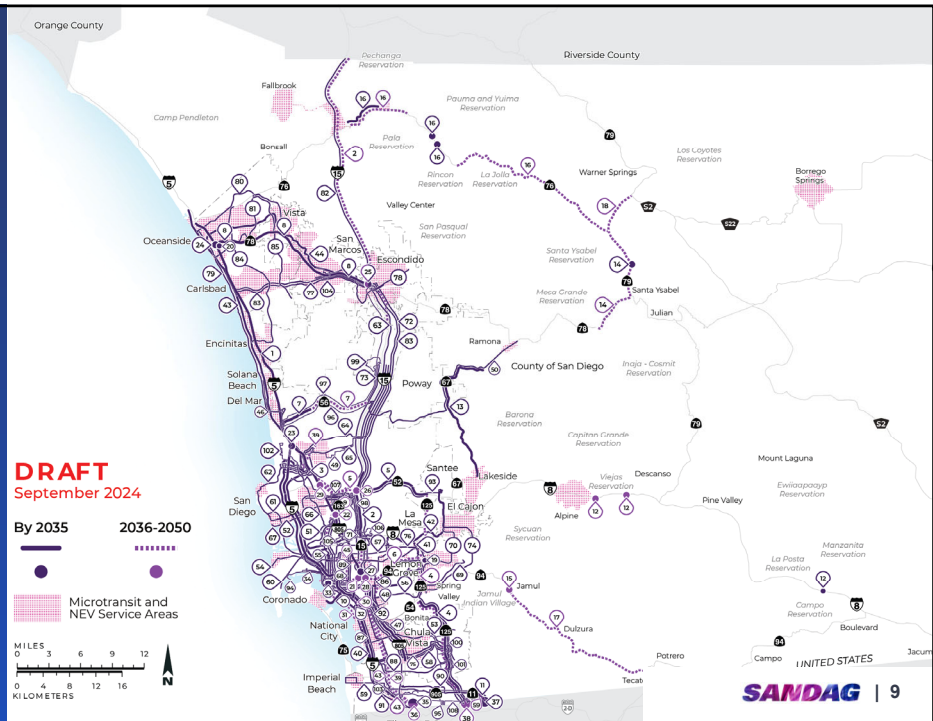


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Proposed Draft 2025 Regional Plan Transportation Network

- Expanded Microtransit and NEV service areas
- Managed lane refinements
- Transit route and service refinements



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Managed Lanes Concept

- Dynamic pricing to manage demand and improve reliability
- HOV discount to incentivize carpooling
- Prioritize transit



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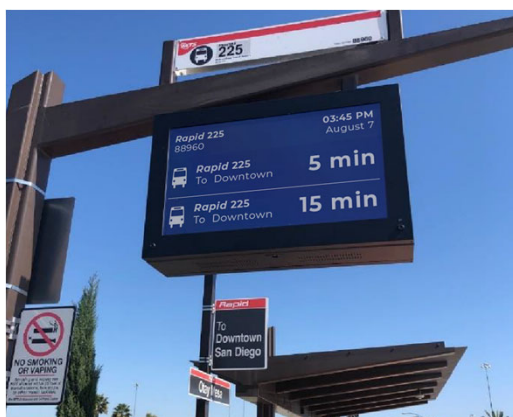
Proposed Transit Network (2035 and 2050)

Mode	Existing Routes	Existing that get upgrades	New	Total
Regional Rail	2	2	1	3
Light Rail Transit (LRT)	5	5	0	5
Streetcar	0	0	1	1
Airport Connection	0	0	1	1
Rapid	11	9	35	48
Express Bus	7	4	4	11
Local Bus	103	76	6	109
Circulator	12	11	10	22
Microtransit	4	0	17	21
Rural Bus	4	4	0	4
	148	111	75	225

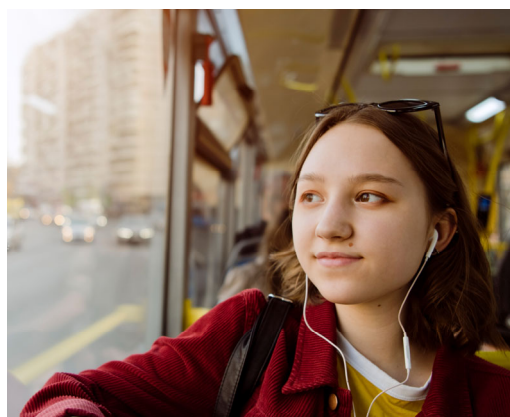
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Other Transit Investments



More Frequent Service

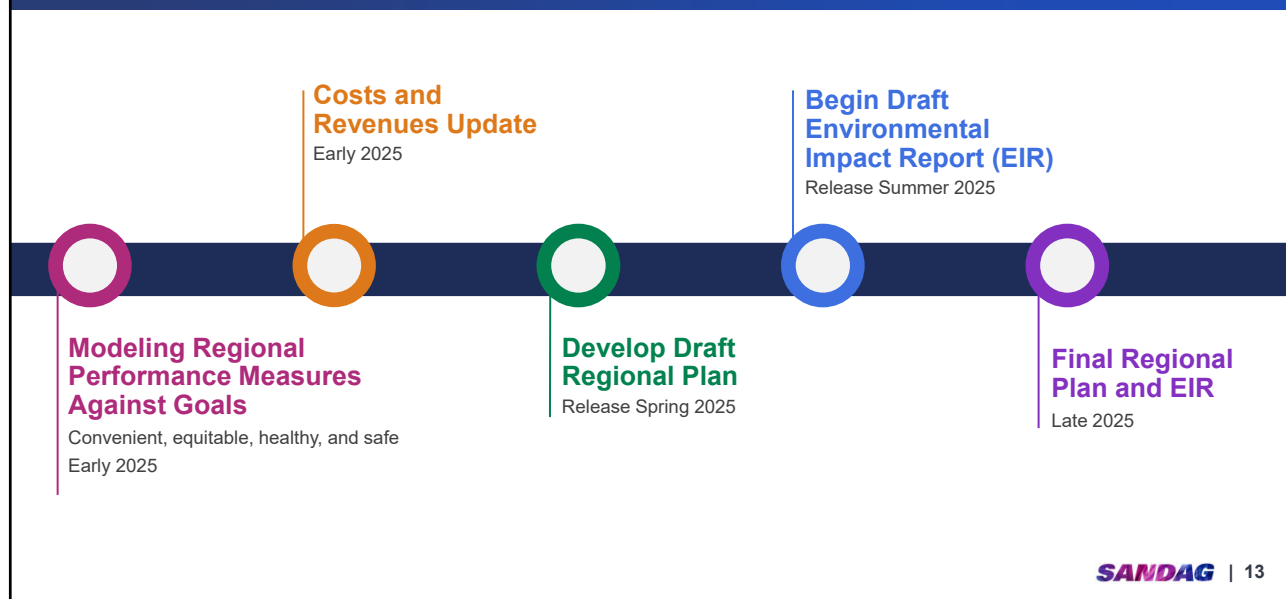


Transit Fare Subsidies

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Next Steps



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