

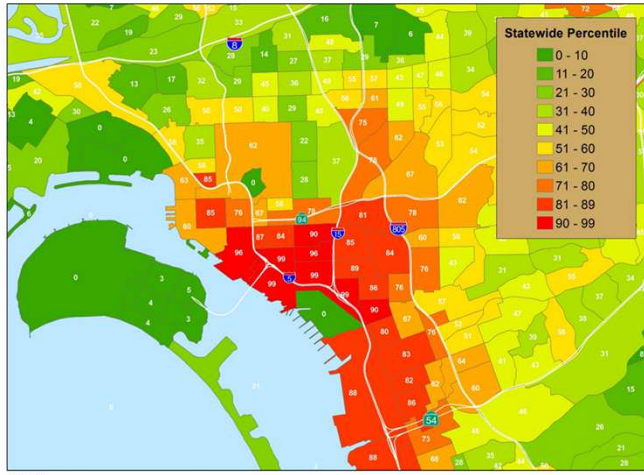
Intro Docu

Release date

History of the CAP

First CAP -2015

CalEnviroScreen Final Version 3: Statewide Overall Percentiles

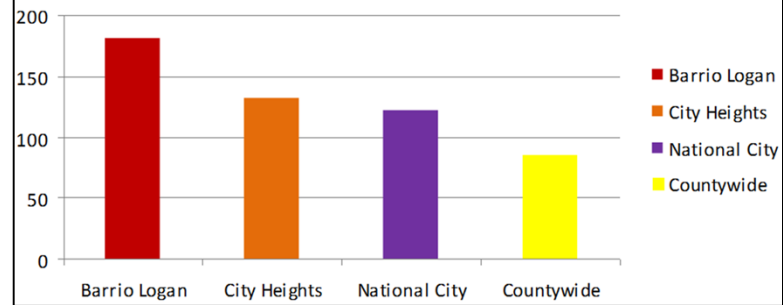


EMC, 2016.



Cal Enviro Screen

Childrens' Asthma Hospitalizations, 2010, Rate per 100,000



**"We are on the frontlines of the impact,
but we are also at the front lines of the solution" Silaka Cox**



Findings

1. Baseline
2. No data on EJ investments.
3. Transportation **54.24% of GHG**.
4. Most air pollution (90%) is in EJ communities.
5. Non EJ communities have more than double the residential solar .

Unfortunately, SANDAG has continuously failed the region by prioritizing freeways over transit dependency and the health of community members.



Who's Riding and Why

Almost 80% of MTS ridership is south of I-8

- **Income**
 - 84% have family income of less than \$50,000
- **Transit Dependency**
 - 70% have no car available, 30% are choice riders
- **Trip Purpose**
 - 65% of trips taken to work or school
- **Relatively Young**
 - 53% between the ages of 19 and 34
- **Strong Border Impact**
 - 5.1% of riders live in Mexico
 - 30% daily pedestrians crossings from Mexico, 53% use MTS services





- Transportation continues to be the single largest source of greenhouse gas (GHG) emissions in San Diego, making up 54.24%32 of GHG emissions.
- EJ communities' vision of Transportation Justice is one where people will not have to own a car to access jobs, go to the doctor, go to school and take care of their basic needs. Affordable, zero-emission mass transit is the way towards this vision.
- In San Diego, EJ communities depend on transit 3 times more compared to the City overall.
 - Retain an Environmental Justice Transportation Staffer
 - Ensure regional transportation plans advance mass public transit to meet GHG targets
 - Pedestrian infrastructure

Transportation Justice Priorities for the Metropolitan Transit System 2020 Ballot Measure

Residents in environmental justice (EJ) communities are San Diego Metropolitan Transit System's (MTS) number one customers, but the system does not serve them the way it should. The potential MTS 2020 ballot measure could provide funding to transform inequitable, car-centric San Diego into a model region with an efficient mass public transit network. The San Diego Transportation Equity Working Group (SDTEWG), composed of community-based organizations, advocates for a successful 2020 MTS ballot measure that leads with transportation equity which:

- ✓ Connects EJ communities to jobs
- ✓ Makes it affordable to ride the bus and trolley
- ✓ Ensures San Diego meets regional climate goals
- ✓ Includes meaningful community engagement

EJ Communities Need Transit Services

EJ families are transit dependent: In the City of San Diego, families in EJ communities depend on transit three times more compared to the City overall.¹

66% of transit riders are low-income: According to MTS staff, low-income communities are their #1 customer.²

Most jobs cannot be reached using transit: 70% of jobs are unreachable by public transit within 90 minutes in the MTS service area.³

Transportation is expensive: The average family in San Diego spends \$10,552 on transportation.⁴

Mass public transit is the best solution to address climate change in the region⁵: Transportation represents 55% of greenhouse gas emissions in the City of San Diego⁶ and 65% in National City.⁷

Policy Recommendations

- Define environmental justice by the top 30% of CalEnviroScreen 3.0 in the state.
- Ensure transit affordability through Youth Opportunity Passes (no cost transit passes for youth up to 24 years of age) and reduced transit fares for seniors, disabled riders and veterans.
- Ensure meaningful public participation in the development of the ballot measure.
- Include a participatory budgeting strategy for the ballot measure's funds.
- Expand late night hours of trolley and bus routes.
- Increase safety and comfort at transit stations with solar-powered lighting.

January 2019



What can you do?
Vote Nov 2020



Incremental

- 1996- \$4 billion
- 2008 - \$18 billion
- 2016 - \$54 billion

Phased approach

- Fare discount
- Frequency
- Bus system

Prioritize low income communities

- First light rail
- Gentrification
- Community development fund & policy to prioritize affordable development



**Move from
the Culture
of Pollution
to systems
change**

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