## Agenda

**Infrastructure Investment and Jobs Act (IIJA) Transportation Equity Sub-Working Group Kick-Off Meeting**

**May 5, 2022**

2:00-3:00 PM

Meeting called by: CalSTA/Caltrans  
Virtual Meeting: TEAMS

<table>
<thead>
<tr>
<th>Working Group Update</th>
<th>2:00-2:05 PM</th>
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<tr>
<td>Amar Azucena Cid, Program Manager, Office of Race and Equity (CORE), Caltrans</td>
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<tr>
<th>IIJA Tribal Survey Results</th>
<th>2:05-2:15 PM</th>
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<td>Lonora Graves, Branch Lead, Native American Liaison Branch, CORE, Caltrans</td>
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<tr>
<th>IIJA Sub Working Group Local Hire</th>
<th>2:15-2:25</th>
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<td>David DeLuz, Deputy Director, Civil Rights, Caltrans</td>
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<th>Reconnecting Communities Discussion</th>
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<td>Jimmy Tran, Acting Reconnecting Communities Program Coordinator, Caltrans</td>
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<th>Next Steps</th>
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### Additional Information:
- Advancing Effective Stewardship of Taxpayer Resources and Outcomes in the Implementation of the IIJA
IIJA EQUITY SUB-WORKING GROUP

MEETING #2
MAY 2022
OVERVIEW

• Recap Meeting 1

• Tribal IIJA Sub-Working Group Inclusion

• IIJA Local Hire Working Group Update

• Reconnecting Communities Program Update and Discussion
MEETING 1 RECAP

• Coordination and consistency with equity efforts
  • Identification
  • Definitions
• Rural and Tribal inclusion
• Sharing and collaborating with other groups, organizations, and committees for added transparency
• Programs and projects are community-driven and responsive to community needs
IIJA TRIBAL SUB-WORKING GROUP
SURVEY RESULTS

• 11 responses total
• Only 1 was from tribal representative
• 72% indicated their interest and willingness to participate in an IIJA Tribal Transportation Sub-Working Group
• Expected outcomes from the Sub-Working Group include:
  1) Engagement with Tribes, CalSTA, CTC, and Caltrans
  2) IIJA Equity Implementation Framework
  3) Stakeholder collaboration
  4) Policy Development
TRIBAL SUB-WORKING GROUP SURVEY

Top four tribal rep/advocate priorities for implementing IIJA include:

1. Tribal project prioritization, collaboration, and implementation
2. Technical Assistance/ Strengthening Tribal Capacity
3. Equity based scoring rubrics for funding prioritization
4. Improved Tribal Consultation and Inclusion

Most significant opportunities that IIJA funding can address:

- Fixing neglected tribal transportation infrastructure
- Increased collaboration between Tribes and transportation agencies
- Technical assistance and support for Tribal governments
- Expanding Broadband and ZEV infrastructure
TRIBAL SUB-WORKING GROUP SURVEY

Highest Priority IIJA Programs Areas for Tribal Governments

- Safety
  - Including the TTP Safety Set Aside and Safe Streets and Roads for All)
- Tribal Transportation Program
- Broadband Equity, Access, and Deployment (BEAD) Program
- Climate Change Resiliency Program
- Tribal Transportation Facility Bridge Program
- Rural Surface Transportation Grants
- Other discretionary program funding that list Tribal governments as eligible applicants
Comprehensive inclusion of tribal transportation needs:

- Ensure that tribal government and tribal community representatives are involved with other agencies as the IIJA is implemented.
- Increase funding for tribal engagement, and make sure collaboration opportunities start early and are ongoing throughout policy/project life.
- Evaluate discretionary program criteria to make sure Tribes can reasonably compete (establish core principals for IIJA funding).
- Expand technical assistance and support for tribal governments related to IIJA delivery.
IIJA LOCAL HIRE SUB WORKING GROUP UPDATE

• Sub-working group Leads: David DeLuz (Civil Rights), Erin Holbroook (Legal) and Ray Hopkins (Project Delivery/Construction)

• Exploring innovative ways to provide equal and open opportunities to participate on IIJA funded or sponsored projects, such as local hire/contracting.

• Action Plan, Recommendations through collaboration with Caltrans, local agency partners and other stakeholders (NPOs, Advocacy Groups)

• Next Meeting Scheduled for mid-May 2022
Short-term Reconnecting Communities Work

JIMMY TRAN
RECONNECTING COMMUNITIES PROGRAM COORDINATOR
Reconnecting Communities Context

- 1956 Federal-Aid Highway Act
- The impacts on communities today
  - Isolated communities and lack of economic opportunities
  - Limited access to housing, jobs, and open spaces
  - Air quality, asthma, and cardiovascular disease
- Efforts to address past harms
  - I-490 Inner Loop in Rochester, New York
  - Octavia Boulevard in San Francisco, California

Before – Central Freeway in 1987  
After – Replaced by Octavia Boulevard in 2002
Federal Reconnecting Communities

**Background**
- Authorized in 2021 Infrastructure Investment and Jobs Act (IIJA)
- New, first-of-its-kind federally-funded program to reconnect communities divided by transportation infrastructure

**Funding Availability**
- $1B of discretionary program; Anticipated spring 2022

**Purpose**
- To reconnect communities divided by transportation infrastructure through planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to address legacy impacts
Competitive Grants
Competitive application for Federal Reconnecting Communities Program

Notice of Funding Opportunity (NOFO) expected June 2022

Eligible applicants
Interim Guidance

SPECIFIC TO CALTRANS’ APPROACH TO RECONNECTING COMMUNITIES
## Timeline for Interim Guidance

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<th>May-June 2022</th>
<th>July-August 2022</th>
<th>Sept-October 2022</th>
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<td>• Meet w/external partners</td>
<td>• Meet w/external partners</td>
<td>• Edit draft interim guidance</td>
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<td>• Develop draft interim guidance</td>
<td>• Develop final draft interim guidance</td>
<td>• Release final interim guidance</td>
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# Reconnecting Communities Interim Guidance Topics

## Background
- Where transportation policy and structural inequities meet
- Past harms
- Existing efforts nationwide

## Overview of Federal Program
- $ that is available
- Goals & Outcomes

## Equitable Community Engagement
- Building trust
- Ongoing vs. one-time

## Community Definitions
- Criteria/Metrics
- Impacted by highways
- Existing definitions (e.g., Disadvantaged Communities, low-income)

## Possible Planning Efforts
- Meeting with the communities
- Understanding community needs
- Planning studies for removing, retrofitting or different use of facility

## Possible Capital Improvements
- Based on community identified needs
- Partnering process

## Funding Streams
- Federal
- Proposed state program pending budget approval (program guidelines separate from Caltrans interim guidance)

## Issues introduced in interim guidance:
- Affordable housing
- Minimize displacement
- Match Funding
Discussion

01
What criteria should be used to identify communities?

02
What are your priorities for capital construction improvements?
Contact

Jimmy Tran

Reconnecting Communities Program Coordinator
Office of Active Transportation & Complete Streets
Caltrans Division of Transportation Planning

Jimmy.b.tran@dot.ca.gov
NEXT STEPS

• IIJA Working Group Leads Update

• Draft Equity Principles Document
THANK YOU

- Questions/Comments?
  - RaceAndEquity@dot.ca.gov