IIJA EQUITY SUB-WORKING GROUP

MARCH 2022
OVERVIEW

• Welcome/Introductions
• IIJA Equity Sub-Working Group Survey Results
• Discussion
• Next Steps
WELCOME/INTRODUCTIONS

• Caltrans TEAM
  • Jeanie Ward-Waller
  • Amar Azucena Cid
  • Carolyn Abrams
  • Mark Graziano (Highlands)

• Chat Intro: Name, affiliation, and what you are looking forward to
IIJA EQUITY SUB-WORKING GROUP
SURVEY RESULTS

• 35 responses total
• 91% indicated their interest and willingness to participate in an IIJA Transportation Equity Sub-Working Group
• Expected outcomes from the Sub-Working Group include:
  1) Policy development
  2) Stakeholder collaboration
  3) Engagement with CalSTA, CTC, and Caltrans
  4) IIJA equity implementation framework
IIJA EQUITY SUB-WORKING GROUP
SURVEY RESULTS

Top three equity priorities for implementing IIJA include:

1. Project selection and implementation
2. Developing equity metrics
3. Equity-based scoring rubrics for review of funding proposals

Most significant challenges that IIJA funding can address:

- Developing equity metrics
- Fixing aging or neglected infrastructure
- Implementing universal design to improve accessibility
- Expanding EV charging infrastructure
- Enhancing transit operations in increase frequency and reliability
Priorities for the Reconnecting Communities Pilot Program
- Ensure the methodology to identify communities is meaningful.
- Develop an overall strategy, prioritization, and approval process.
- Connect affordable housing and public transportation.
- Improve safety and connectivity.
- Develop safeguards to mitigate displacement.

Suggested criteria for identification and prioritization:
- Race/ethnicity
- Income
- Walkability/Bikeability
- Property values
- Proximity to freeways
- Historic harm
- CalEnviroscreen
- Equity Priority Communities criteria
IIJA EQUITY SUB-WORKING GROUP
SURVEY RESULTS

Comprehensive inclusion of equity:

◦ Establish core principals for IIJA funding.
◦ Developing guidelines/rubrics and metrics that prioritize equity.
◦ Ensuring that community-based organizations, organizers, advocates, and people from disadvantaged communities are involved in the IIJA implementation process.
◦ Increase funding for community engagement.

Implementation of Justice40

◦ Require equity considerations in all funding proposals.
◦ Agree upon common definition of DAC/priority populations.
◦ Partner with grassroots and grass-top organizations doing this work.
DISCUSSION

• Joint Equity and Tribal Working Group
• Action Items
  • IIJA Equity/Tribal Guidance
  • Metrics
WHAT'S NEXT?

• Meeting Time Frame
  • Monthly(?)
• Participation
THANK YOU

- Questions/Comments?
Inland Empire, Central Valley

Reconnecting Communities Affordable housing and public transportation

No Policy development

State-level Policy development to support Justice40

No

No

No

Yes

Incorporate the criteria of #14.

Community engagement

Average household income, community program utilization

Capacity building and innovative funding streams EJ and AB 617 communities

No include stakeholders at every level of the process

Include equity in each sub group

Raise grants and hydrogen hubs.

Develop guidelines and metrics that prioritize equity

My organization is not familiar with this program.

Improving travel options and safety for low-income, migrant, limited-English

service, when possible

that we'll need to meet the state's climate goals.

Vehicle (EV) chargers that are currently installed (and operating) and the number

I don't yet know enough about IIJA funding to answer this.

Provide increased accessibility (with transit, broadband, etc.) for communities

Land use shifts

but we can also create a productive and collaborative climate that can benefit

we can incorporate that into our master planning process and reimagining the future

will also require a lot of community outreach.

First we need to identify our vision, mission

and return on investment.

By ending the expansion of freeways. By re-prioritizing funding from

creating more space for cars to more space for other modalities.

By ending the expansion of freeways. By re-prioritizing funding from

implement complete streets and mass transit prioritization.

APARTMENT: 3. Empowering all community

members, transit agencies and stakeholders to

including two-way communication with community

infrastructure and build partnerships in the

through the public-private sector.

I don't have any answer but we're more than

IIJA transportation equity sub-working group to

What are the most critical priorities of the

IIJA financial support for the

Pilot Program?

Reconnecting Communities

identified for the

710 Freeway.

What are the most significant opportunities to be

what are the most significant opportunities to be

addressed within the HCFW, and how will we

pursue these goals?

We have identified goals and objectives for the

following categories:

focusing on those that are.

shortened with facilities that reconnect

transportation systems.

we can also leverage grants and other federal and state

focus on communities and regions that

the state should leverage its existing

without any duplication or multiple applications.

I don't have any answer but we're more than

A) normalize the conversations

of policy and practice. 3. Empowering all community

Mitigating structural barriers and bias will take

In addition, the 7013 program is anticipated to provide

apartments.

in our communities through listening and learning about what needs should

I don't have any answer but we're more than

mitigate structural injustice in the provision of transportation services.

will also require a lot of community outreach.

To actively engage with communities of color, racial equity organizations and transit

are also eligible for funding.

and representatives from disadvantaged communities and low-income

technical barriers and bias will take

1. Identify our vision, mission, priorities and values.

Content-based and programmatic interventions that impact the development and

needed to address low-income individuals’ transportation challenges.

identified for the

2. Identify and prioritize our needs.

IIJA funding to help with this engagement. The level of engagement needed is not something many

in the decision-making process, programs and policy

changes. They develop timelines, set goals and measure outcomes.

seeking to deliver.

Mitigation of structural barriers and bias will take

not fit all.

or all is in the IIJA - but hoping to use IIJA funds to help

reinvent the wheel and create new EV charging

infrastructure projects and programs, e.g.,

I don't have any answer but we're more than

mitigate structural injustice in the provision of transportation services.

I don't have any answer but we're more than

Consectional bus routes - rehab, safety, intersections, bike, etc.

Implement bridges over highways, new trails, expanded bicycle network

In additional to the above-mentioned initiatives, the following are projects that could

reduce vehicle miles traveled (VMT).

Transportation projects

Regional equity

incolating regional community activism and allow communities to

policy framework.

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Increase safety and mobility.

Access to the state, people with disabilities encounter unreasonable transportation systems. Local governments and transportation system operators close to lack of funding as the source of the problem. The investment in infrastructure needs to include an investment in accessibility, universal design, and removal of barriers that block people with disabilities from safe access to transportation.

- Increased funding for community engagement, create an accountability framework, with incentives. Partner with grassroot, and community organizations that are doing this work.
- Identify community organizers and advocates from these communities to lead implementation. The communities who are directly impacted should lead the goals and priorities, with public agencies using their technical expertise to develop plans to implement these goals.

- No answer.
- State policy, complementary of the federal one, that mandates the use of Community Workforce Agreements on state projects over a certain dollar amount. These are essentially Project Labor Agreements with targeted hiring provisions.
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Aligning program goals with existing state funds

- Targeted funding to implement Safe System and Vision Zero strategies.
  - Broader accessibility and equitable distribution of projects while maintaining flexibility for how equity is defined to be somewhat similar.
- Implementation of Safe System Approach (evaluation, etc.) vs. only near end when making decisions or asking for accountability.

Prioritizing equity metrics that we can use locally for implementing priority programs, without reinventing the wheel. The outcomes of the statewide Highway Safety Improvement Program can be aligned with the equity requirements and practices that are already in place.

There are so many cities and localities with crumbling infrastructure that don’t have the funds, either from state or federal sources, that makes it difficult to address the issues.

Improving the outcomes and health of communities. It is important to ensure that the communities that have been historically disinvested; that disproportionately suffer traffic injuries and fatalities; and stand to gain the most from these investments and improvements.

Public parks, public transportation, local rail connections, and local bus services.

Making sure that we incorporate communities that are able to stay there and are not yet displaced.

The public health, transportation, economic, etc. inequities and harms caused by infrastructure disinvestment and infrastructure development must be addressed.

Prioritizing funding on top 10% most pollution burdened communities in CA per CalEnviroScreen data, the Quality of Life Data to target specifically registered areas. For example:

- Prioritize funding on top 10% most pollution burdened communities in CA per CalEnviroScreen.
- Develop performance metrics or performance metric guidelines to help evaluate and measure success.
- Aligning program goals with existing state funds.
- Improvement between crossing alignments, and new or existing agencies.

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7. What is your expected outcome from an IIJA Transportation Equity Sub-Working Group?

<table>
<thead>
<tr>
<th>Outcome</th>
<th>Count</th>
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<tbody>
<tr>
<td>Stakeholder collaboration</td>
<td>27</td>
</tr>
<tr>
<td>Policy development</td>
<td>29</td>
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<tr>
<td>Engagement CaSSTA, CTC, and...</td>
<td>23</td>
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<tr>
<td>IIJA equity implementation framework</td>
<td>22</td>
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<tr>
<td>Program-specific influence (e.g., funding)</td>
<td>13</td>
</tr>
<tr>
<td>Other</td>
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8. As an advocate, stakeholder, or constituent, what are your top three equity priorities for implementing IIJA?

<table>
<thead>
<tr>
<th>Priority</th>
<th>Count</th>
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<tbody>
<tr>
<td>Equity-based scoring rubrics</td>
<td>17</td>
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<tr>
<td>Technical assistance</td>
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<tr>
<td>Building/strengthening local capacity</td>
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<tr>
<td>Community benefits agreement</td>
<td>7</td>
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<tr>
<td>Project selection and implementation</td>
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<tr>
<td>Establishing hiring preference</td>
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<tr>
<td>Developing equity metrics</td>
<td>20</td>
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<tr>
<td>Reconnecting Communities</td>
<td>9</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
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