

ALL SB1 COMPETITIVE PROGRAMS WORKSHOP INCORPORATING TRANSPORTATION EQUITY



Monday, April 11, 2022

1-4pm



Welcome

MATTHEW YOSGOTT

Deputy Director | SB 1 Programs

C. SEQUOIA ERASMUS

Associate Deputy Director | Equity and Engagement

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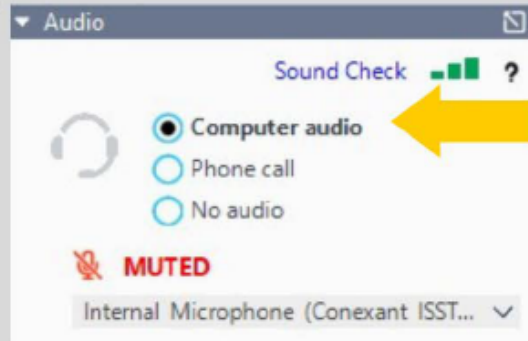
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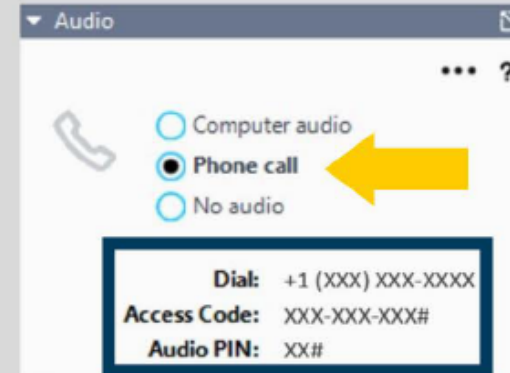
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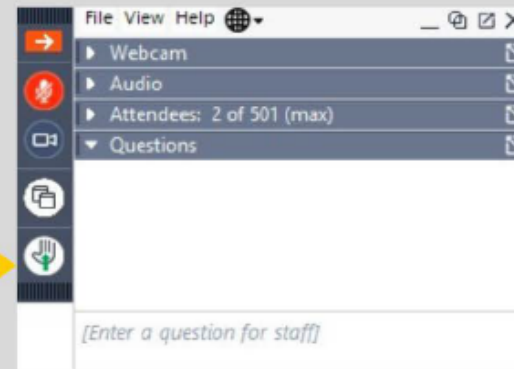


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HOW TO PARTICIPATE

Send comments through the "Questions" tab for Commission Staff to read on your behalf **OR** by selecting the "Hand" icon to alert the Staff to unmute you.

Please state your name and agency prior to voicing your remarks through the "Questions" tab or "Hand" icon.



Discussion + Workshop Format



- Presentations and recordings will be posted after each workshop
- Staff will provide overview of language development
- Staff will present SB 1 Equity Supplement and Draft Guidelines Revisions for Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, and Local Partnership Competitive Program
- Discussion can continue in respective program workshops later in April

The Importance of Transportation Equity



- The California Transportation Commission recognizes that throughout California's history, improvements to the State's transportation system have disproportionately benefitted some population groups and burdened others
- While infrastructure improvements were being built, Black, Indigenous, and other people of color were disenfranchised, and were underrepresented in government decision - making.

The Importance of Transportation Equity



- The Commission condemns all forms of racism and is actively working to promote equitable outcomes through our programs, policies, and practices.
- In line with the Commission's Racial Equity Statement, staff is actively working to promote equitable outcomes through our programs, policies, and practices.

SB 1 Guidelines Development Programs, Process, and Schedule



December 2021

Dec 16th, CTC staff virtually held an equity-focused workshop to gather input to help shape equity considerations for three of the CTC's transportation funding programs:

- LPP
- TCEP
- SCCP



Spring 2022

Incorporation of specific feedback recorded from the workshop into SB 1 programs proposed guidelines language

CTC staff to share new guidelines language with partners



June 2022

Draft guidelines will be presented to the Commission



August 2022

Commission adoption of guidelines

December 16, 2021

Equity Workshop - Key Takeaways



- Attendees shared feedback on how to meaningfully consider transportation equity in the SB 1 programs, including:
 - Encourage early community participation in the planning process
 - Add community support as a criterion
 - Keep the approach simple

Key Takeaways Continued



- Overall, workshop participants preferred incorporating equity throughout the guidelines as applicable, with changes in the evaluation criteria to influence project selection.
- The specific feedback recorded from the workshop is being incorporated into the Draft SB 1 programs proposed guidelines language

Current Practices of Identifying Equity in Projects or Practices



Participants recommended the following questions to help identify impacts to disadvantaged, vulnerable, or marginalized communities

- How does a project affect adjacent neighborhoods?
- How does this project benefit disadvantaged communities?
- What transportation barriers/burdens does this project relieve/remove?
- Support for furthering fair housing initiatives.

Current Practices of Identifying Equity in Projects or Practices cont.



- Focus on access to opportunity (jobs and education) from disadvantaged communities.
- Project benefit, such as travel time by walk, bike, transit for build and no-build scenarios
- Identifying multi-modal considerations.
- Indication of how the project was identified (pipeline, community conversation, etc.)

Challenges with Incorporating Equity: Project Development and Funding Applications



- Funding constraints which hamper ability to properly address equity
- Localizing equity indicators within a region
- Lack of historical data for rural or small communities
- Inability to fund CBO participation
- Obtaining political support/Lack of support from affluent communities
- Inability for suburbs/rural locations to compete with urban areas because they are seen as affluent, are not shown as having disproportionate impacts, despite having real issues and challenges
- Duplication of efforts by multiple agencies in the same geographic area

Examples of Equity Metrics



Community Characteristics	Environmental Characteristics
Number of Households without access to a vehicle	Healthy Place Index
Language Isolation & Languages Other than English Spoken at Home	CalEnviroScreen
Percentage who qualify for free lunch	Prolonged exposure to pollutants
Broadband Access	Health Burden
Rent Burden	
Population Density	
Race/Ethnicity Distribution	
Grievances	

Guidelines Additions Summary



Feedback was utilized to develop the following:

- ✓ Equity Supplement to share information on key statistics, benefits, and communicate strategies that may be used during project development to yield more equitable outcomes, including some resources on anti-displacement strategies (Please refer to Attachment 1 for this segment).
- ✓ Evaluation criteria and considerations added to the guidelines (Please refer to Attachments 2 through 4 for this segment).

Purpose of SB 1 Equity Supplement



Help document how a project incorporates transportation equity by responding to key guidelines questions like:

- Was outreach conducted with disadvantaged or historically impacted and marginalized groups within the project study area and how was that input incorporated into the project?
- What actions were taken to protect the state's most disadvantaged or historically impacted and marginalized populations within the project study area from negative project impacts?
- How did the project sponsor assess whether the project would result in any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, or national origin

Example Indicators Used to Identify Disadvantaged or Historically Impacted and Marginalized Groups



Pursuant to California Health and Safety Code Section 39711, disadvantaged communities are identified based on geographic, socioeconomic, public health, and environmental hazard criteria. Disadvantaged communities may include, but are not limited to, either of the following:

- 1) Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
- 2) (2) Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

Examples of Indicators for Consideration



- Media Household Income
- CalEnviroScreen
- Healthy Places Index
- Native American Tribal Lands
- Other possible indicators to include:
 - Census data
 - Senior/ Elder population
 - Car-less households
 - Single-parent households
 - Immigrant/ foreign born households
 - Veterans
 - Public transit users
 - Unemployment
 - Risk of displacement
 - Households receiving public assistance
 - Nearby amenities
 - Traffic safety indicators
 - Community derived safety information

Example Equity Benefits



- Increase access to social, educational, and economic opportunities
- Improve access and safety of active transportation
- Prioritize high-need areas
- Reduce travel times, congestion, pollution
- Prioritize contracting with historically marginalized populations
- Improved accessibility to amenities such as shopping centers, health centers, schools, social services, transit centers, and employment sites
- Ensure neighborhood stability through short and long-term anti-displacement strategies

Example Community Engagement Strategies



- Identify, contact, document, and follow up on communications to disadvantaged or historically marginalized groups
- Demonstrate how community perspectives were included in project
- Meaningful engagement with tribal governments and incorporation of feedback
- Partner with and fund or contract local organizations to support engagement and project completion

Anti-Displacement Resources



1. California Department of Housing and Community Development Final 2020 Analysis of Impediments to Fair Housing Choice

- <https://www.hcd.ca.gov/policy-research/plans-reports/docs/final2020ai.pdf>

2. Urban Displacement Project

- <https://www.urbandisplacement.org>

3. Framework for Evaluating Anti-Displacement Policies

- <https://sites.utexas.edu/gentrificationproject/files/2019/09/Part-2.-Framework-forEvaluating-Anti-Displacement-Policies.pdf>

4. Greening Without Gentrification

- <https://www.ioes.ucla.edu/project/prads/>

5. Transit-Oriented Development Without Displacement: Strategies to Help Pacoima Businesses Thrive

- <https://escholarship.org/uc/item/3gr006rd>

Draft 2022 Solutions for Congested Corridors Program Guidelines – Section 16 Evaluation Criteria (Attachment 2)



2. Accessibility – The nomination must address current accessibility issues and concerns in the corridor and how the proposed project will improve accessibility and connectivity to residents and non-residents that travel the corridor or need to travel through the corridor. Demonstrate how the proposed project will provide access to multimodal choices? Will the project close an existing gap in transit and active transportation? How will the project connect to jobs, major destinations, and residential areas? **If identifiable, include destinations that may be priority destinations for disadvantaged or historically impacted and marginalized communities. Describe how the project increases accessibility to key destinations for disadvantaged or historically impacted and marginalized communities, which could be identified with maps that overlay the population distribution by various demographics.**

3. Economic Development and Job Creation and Retention – The nomination must address how the proposed project will support economic development and access to employment. **How does the project support economic development and improve access to employment for disadvantaged or historically impacted and marginalized communities?** Does the proposed project improve regional competitiveness? How does the proposed project improve accessibility to economic opportunities and the movement of goods and services in the region? Identify and discuss other economic impacts the project will have.

Draft 2022 Solutions for Congested Corridors Program Guidelines – Section 16 Evaluation Criteria (Attachment 2)



6. **Community Engagement** – In alignment with the Commission’s Racial Equity Statement, the Solutions for Congested Corridors Program will evaluate projects based on their ability to create mobility opportunities for all Californians, especially those from disadvantaged or historically impacted and marginalized communities. Equitable projects demonstrate meaningful and effective public participation in decision making processes, particularly by disadvantages or historically impacted and marginalized communities. In responding to this criteria, please refer to the *SB 1 Competitive Programs’ Transportation Equity Supplement*.

In considering the impacts of projects on equity, applications will be rated on how they do the following:

- o Identify disadvantaged or historically impacted and marginalized communities within the project study area and provide details on project engagement. Document the procedures by which the mobility needs of disadvantaged or historically impacted and marginalized are identified and considered within the planning process. Identify how the project engaged the community to consider community identified project needs. If a disadvantaged or historically impacted and marginalized community is within the project study area, were they engaged with? How was input received incorporated into the project? Identification of disadvantaged or historically impacted and marginalized communities may be satisfied through the integration of a demographic profile of the metropolitan area that includes locations of disadvantaged or historically impacted and marginalized populations within the study area. If the applicant has already included information about community engagement in another section of the application that answers these questions, state that here as well.
 - A list of example indicators is included in the *SB 1 Competitive Programs Transportation Equity Supplement*.
- o Identify any actions taken to protect the state’s most disadvantaged or historically impacted and marginalized populations. Identify strategies included in the project scope that seek to avoid and/or minimize impacts to disadvantaged or historically impacted and marginalized populations.

Draft 2022 Trade Corridor Enhancement Program Guidelines – Section 18 Evaluation Criteria (**Attachment 3**)



- Community Impact Factors
 - Air Quality Impact – Project reduces local and regional emissions of diesel particulate (PM 10 and PM 2.5), carbon monoxide, nitrogen oxides, greenhouse gases, and other pollutants. This is a performance metric and instructions are in Attachment 2.
 - Community Engagement – In alignment with the Commission’s Racial Equity Statement, projects will be evaluated based on their ability to demonstrate meaningful and effective public participation in decision making processes, particularly by disadvantaged or historically impacted and marginalized communities. In responding to this criteria, please refer to the *SB 1 Competitive Programs’ Transportation Equity Supplement* (included in Attachment TBD).
 - Economic Impact – Project stimulates local economic activity, enhances trade value, preserves or creates jobs, enhances California’s freight competitiveness, improves the economy, and when looking at the overall need, benefits and cost, the project provides more benefits than costs. Jobs created and the benefit cost ratio are performance metrics and instructions are included in Attachment 2.

Draft 2022 Trade Corridor Enhancement Program Guidelines

– Section 18 Evaluation Criteria (Attachment 3)



Community Engagement Instructions

These are instructions for the community engagement criteria under the Community Impact Factors section of the above evaluation criteria.

- Identify disadvantaged or historically impacted and marginalized communities within the project study area and provide details on project engagement. Identify how the project engaged the community to consider community identified project needs. If a disadvantaged or historically impacted and marginalized community is within the project study area, were they engaged with? How was input received incorporated into the project? Identification of disadvantaged or historically impacted and marginalized communities may be satisfied through the integration of a demographic profile of the metropolitan area that includes locations of disadvantaged or historically impacted and marginalized communities within the study area. If the applicant has already included information about community engagement in another section of the application that answers these questions, state that here as well.
 - A list of example indicators is included in the *SB 1 Competitive Programs Transportation Equity Supplement* in Attachment TBD.
- Identify any actions taken to protect the state's most disadvantaged or historically impacted and marginalized populations. Identify strategies included in the project scope that seek to avoid and/or minimize impacts to disadvantaged or historically impacted and marginalized communities.

Draft 2022 Local Partnership Competitive Program Guidelines – Section 13B Evaluation Criteria (Attachment 4)



- Accessibility – The project nomination should address current accessibility issues and concerns in the project area and how the project will improve accessibility and connectivity to residents and non-residents that travel or need to travel through the project area. How will the project connect to jobs, major destinations, and residential areas? If identifiable, include destinations that may be priority destinations for disadvantaged or historically impacted and marginalized communities. Describe how the project increases accessibility to key destinations for disadvantaged or historically impacted and marginalized, which could be identified with maps that overlay the population distribution by various demographics.

- Regional and Community Project Support – The nomination should demonstrate meaningful public outreach and engagement of the proposed project. (i.e., brief descriptions from public outreach events, voter approved expenditure plans that include the proposed project, Regional Transportation Plan (RTP) that include the proposed project and public outreach, and/or letters of support from community-based organizations).

Draft 2022 Local Partnership Competitive Program Guidelines – Section 13B Evaluation Criteria (Attachment 4)



- **Community Engagement** - In alignment with the Commission's Racial Equity Statement, projects will be evaluated based on their ability to create mobility opportunities for all Californians, especially those from disadvantaged or historically impacted and marginalized communities. Equitable projects demonstrate meaningful and effective public participation in decision making processes, particularly by disadvantaged or historically impacted and marginalized communities. In responding to this criteria, please refer to the *SB 1 Competitive Programs' Transportation Equity Supplement* (included in Appendix TBD).

In considering the impacts of projects on equity, applications will be rated on how they do the following:

- Identify disadvantaged or historically impacted and marginalized communities within the project study area and provide details on project engagement. Document the procedures by which the mobility needs of disadvantaged or historically impacted and marginalized populations are identified and considered within the planning process. Identify how the project engaged the community to consider community identified project needs. If a disadvantaged or historically impacted and marginalized community is within the project study area, were they engaged with? How was input received incorporated into the project? Identification of disadvantaged or historically impacted and marginalized communities may be satisfied through the integration of a demographic profile of the metropolitan area that includes locations of disadvantaged populations within the study area. If the applicant has already included information about community engagement in another section of the application that answers these questions, state that here as well.
 - A list of example indicators is included in the *SB 1 Competitive Programs Transportation Equity Supplement in Appendix TBD*.
- Identify any actions taken to protect the state's most disadvantaged or historically impacted and marginalized communities. Identify strategies included in the project scope that seek to avoid and/or minimize impacts to disadvantaged or historically impacted and marginalized communities.



Closing & Next Steps

Upcoming 2021 SB 1 Workshops



Solutions for Congested Corridors Program

- ✓ Friday, April 15, 2022
- ✓ 1:00 - 4:00 PM

Trade Corridor Enhancement Program

- ✓ Wednesday, April 20, 2022
- ✓ 1:00 - 4:00 PM

Local Partnership Program

- ✓ Tuesday, April 26, 2022
- ✓ 1:00 - 4:00 PM

Contact Us



✓ **SB 1 Programming**

Matthew Yosgott, Deputy Director

(916) 651-6431 | Matthew.Yosgott@catc.ca.gov

✓ **Equity + Engagement**

C. Sequoia Erasmus, Associate Deputy Director

(279) 203-1382 | Sequoia.Erasmus@catc.ca.gov

Questions or Comments?



Email CTC@catc.ca.gov.

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Thank You!