

Appendix III - SB 1 Competitive Programs Transportation Equity Supplement

On January 27, 2021, the Commission adopted its Racial Equity Statement, which recognizes that throughout California's history, improvements to the State's transportation system have disproportionately benefitted some population groups and burdened others. The Commission condemns all forms of racism and is actively working to promote equitable outcomes through our programs, policies, and practices. The results of racial segregation, legacies of policy decisions rooted in racism, and disinvestment of transportation funding in communities of color are still visible in cities today and are often represented by highways, infrequent and unreliable bus service, or commuter rail infrastructure. The Commission vows to create mobility opportunities for all Californians, especially those from underserved communities, to thrive in all aspects of life. The Commission upholds its dedication to serve and improve the quality of life for all Californians by continuing to prioritize transportation equity issues and ensuring all experience safe, affordable, and efficient transportation.

In order to further equitable outcomes through SB 1 Competitive Programs, this supplement was developed by the California Transportation Commission through collaboration with stakeholders as a resource for applicants preparing project nominations for the SB 1 Competitive Programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program).

The purpose of this document is to provide information on key statistics, benefits, and communicate strategies that may be used during project development to yield more equitable outcomes. The information and strategies presented in this document may be used to 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? If disparate impacts were identified, were additional strategies that would have a less discriminatory impact considered and included in the project?

Further, this document can potentially serve to support future efforts to incorporate equity into Multimodal Corridor Plans.

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:

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(1) Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.

(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.

Identifying historically impacted and marginalized groups requires recognition of localized differences. Below are examples of indicators which may be considered:

- Median Household Income: is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2014-2018 American Community Survey (<\$56,982). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the United States Census Bureau Website.
- CalEnviroScreen: An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the most recent version of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores (score must be greater than or equal to 39.34). The mapping tool can be found [here](#) and the list can be found under "[SB 535 List of Disadvantaged Communities](#)".
- Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. Within the Healthy Places Index, a census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the California Healthy Places Index website.
- Native American Tribal Lands: Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).
- A Regional Definition such as "environmental justice communities," "equity priority communities," or "communities of concern." The Regional Definition must have been developed through a robust public outreach process that includes the input of community stakeholders and must be stratified based on severity. A regional definition of disadvantaged communities must be adopted as part of a regular four-year cycle adoption of a Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) by a Metropolitan Planning Organization or Regional Transportation Planning Agency per obligations with Title VI of the Federal Civil Rights Act of 1964. A regional definition of disadvantaged communities must be used for the region's broader planning purposes rather than only to apply for SB 1 Competitive Program funding.
- Other: If an applicant believes that the project benefits a disadvantaged community, but the project does not meet the aforementioned criteria due to a lack of accessible information, the applicant may submit another means of qualifying for consideration. Suggested alternatives that may be submitted under this category may include:
 - Census data that represents an assessment of the project study area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the population contained within the study area boundary has a 's median household income that is at or below 80% of the state median household income.
 - Seniors and elderly residents

- Car-less households
- Single-parent households
- Immigrant or foreign-born households
- Veterans
- Public transit users
- Unemployment measurements
- Households at risk of displacement due to cost of living burden or project siting
- Households receiving food stamps or public assistance
- Nearby amenities including shopping centers, health centers, schools, social services, and employment sites, or lack thereof
- Traffic safety indicators including collisions and injuries sustained
- Community derived safety information and indicators such as high-risk zones for pedestrians and cyclists, illegal dumping hot-spots, or school-safety priority zones
- Areas of Persistent Poverty and Historically Disadvantaged Communities as defined by the United States Department of Transportation and identified using the mapping tool at <https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities-1>.

Example Equity Benefits

The following are some examples of ways that transportation projects may benefit equity:

1. Increase access to social, educational, and economic opportunities
2. Improve access to and safety of active transportation and alternatives to automotive options
3. Enhance opportunities to increase physical activity through active transportation
4. Prioritize community identified high-need areas, such as those identified through robust community engagement processes
5. Reduce travel times, congestion, and pollution
6. Prioritize contracting strategies that benefit historically marginalized populations such as those communities identified above
7. Improved accessibility to amenities including shopping centers, health centers, schools, social services, transit centers/access, and employment sites.
8. Ensuring stability in neighborhoods and communities through the successful implementation of short-term and long-term anti-displacement strategies and policies

Example Community Engagement Strategies

Below are strong examples of community engagement strategies that may be completed during the project delivery process.

1. Identify, reach out to, and include the perspectives of disadvantaged or historically impacted and marginalized groups. This may be done through outreach to community based groups or organizations, such as environmental justice groups, local pedestrian and bike advocacy groups, public school leadership, local transit riders, long-distance commuters (super commuters), linguistically or physically isolated groups, seniors and elders, and youth individuals and groups. This can also include community members who may face extreme societal barriers including formerly incarcerated, undocumented, individuals with disabilities, houseless, and lesbian, gay,

- transgender and queer communities. Demonstrate how community perspectives were included or integrated into the project.
2. Demonstrate how community perspectives were included or integrated into the project purpose and need or scope.
 3. Meaningful engagement with tribal governments and incorporate their feedback into the planning process.
 4. Partner with and fund or contract local organizations to support community engagement and project completion steps.

Example Anti-Displacement Resources

1. [California Department of Housing and Community Development Final 2020 Analysis of Impediments to Fair Housing Choice](#).
 - a. <https://www.hcd.ca.gov/policy-research/plans-reports/docs/final2020ai.pdf>
 - b. Report detailing impediments to fair housing and recommendations for anti-displacement strategies.
2. Urban Displacement Project.
 - a. <https://www.urbandisplacement.org>
 - b. Comprehensive website with reports, data mapping, and resources for California local, regional, and state entities.
3. Framework for Evaluating Anti-Displacement Policies
 - a. <https://sites.utexas.edu/gentrificationproject/files/2019/09/Part-2.-Framework-for-Evaluating-Anti-Displacement-Policies.pdf>
 - b. Criteria that can be utilized to better understand the ways that particular policy tools can be used to address the needs of vulnerable groups impacted by displacement.
4. Greening Without Gentrification
 - a. <https://www.ioes.ucla.edu/project/prads/>
 - b. Ongoing study that identifies and classifies parks-related anti-displacement strategies.
5. Transit-Oriented Development Without Displacement: Strategies to Help Pacoima Businesses Thrive
 - a. <https://escholarship.org/uc/item/3gr006rd>
 - b. Research study focused on commercial anti-displacement strategies that can support a predominantly immigrant-owned small business community.