

2024 ALL SENATE BILL 1 PROGRAMS ADVANCING TRANSPORTATION EQUITY WORKSHOP

March 27, 2024 | 1:00 – 4:00 PM



INTRODUCTIONS



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WORKSHOP LOGISTICS



- Comments and questions are welcome and encouraged.
- Use the raise-hand feature to comment or ask a question.
- Use the Q&A feature to submit your comment/question in writing.
- State your name and organization at the start of your comment.
- Do not share your workshop registration link/phone number.



WORKSHOP FORMAT



Agendas may be posted up to 10 calendar days before each workshop.



Presentations and recordings will be posted after each workshop.



Staff will make recommendations based on discussion and feedback.



Previously covered topics may not be readdressed at subsequent workshops unless determined necessary.

A light gray silhouette of the state of California is positioned in the upper right background. In the lower left foreground, there is a yellow graphic element consisting of a triangle with a white circle inside, and a white line connecting the top vertex of the triangle to the center of the circle.

WORKSHOP FOCUS

- Commission's Racial Equity Statement
- 2022 SB 1 Competitive Programs Transportation Equity Supplement
- Stakeholder Feedback
- Caltrans Transportation Equity Index (EQI)
- Frequently Asked Questions (FAQ)
- Upcoming SB 1 Program Workshops
- SB 1 Program Office Hours

An aerial photograph of a winding asphalt road through a dense green forest. The entire image is overlaid with a semi-transparent blue filter. In the lower-left quadrant, there is a yellow triangle logo with a circular cutout in the center. A white car is visible on the road in the upper-right quadrant.

OPENING REMARKS

PAUL GOLASZEWSKI

Deputy Executive Director | CTC

RACIAL EQUITY STATEMENT

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. The Commission condemns all forms of racism and is actively working to promote equitable outcomes through our programs, policies, and practices.

In the mid-Twentieth Century, California undertook a major expansion of transportation infrastructure aided by an influx of federal funding. While infrastructure improvements were being planned, designed, and constructed, Black, Indigenous, and other people of color were disenfranchised, lacked voting protections, and were underrepresented in government decision-making. New highways were frequently constructed through predominately Black, Latino, Asian, and low-income neighborhoods to meet the needs of primarily white suburban commuters, and through tribal lands. Racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways, and the delivery of transit services. The results of racial segregation and disinvestment of transportation funds in communities of color are still visible in cities today.

Californians who live in historically underserved communities are more likely to be negatively impacted by increased exposure to air pollution and noise from cars, trucks, ships, trains, and aircraft, and struck or killed by drivers when walking and biking. These vulnerable communities may have limited access to safe and affordable transportation options to connect residents to jobs, education, healthcare, and recreation. In addition, people of color may experience diminished safety and comfort while walking, biking, driving, or using public transportation as a result of racial discrimination in enforcement.

The Commission vows to create mobility opportunities for all Californians, especially those from underserved communities, to thrive in all aspects of life. The Commission will:

- Work to build and strengthen relationships with community-based organizations, non-profits, advocacy organizations, and other equity experts and practitioners;
- Empower the Commission's Equity Advisory Roundtable and future related efforts to help inform transportation decision making;
- Strengthen understanding of community transportation needs and challenges through the forthcoming Community Listening Sessions;
- Ensure equity, public health, and robust public engagement via our planning and programming guidelines;
- Provide expanded opportunities for Commissioner and staff training related to diversity, equity, and inclusion; and
- Feature equity topics and elevate diverse perspectives in public meetings of the Commission.

We uphold our 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.

SENATE BILL (SB) 1 PROGRAMS



Local Partnership Program (LPP), Solutions for Congested Corridors Program (SCCP), and Trade Corridors Enhancement Program (TCEP)



Commission develops program policy through a public guidelines development process



Program guidelines govern program development and implementation



Monthly public guidelines development workshops and virtual office hours



Adopted guidelines govern project selection and program implementation

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

Objective: Fund transformative projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation, community impacts, and provide environmental benefits.

Funding: \$250 million per year

Eligible Agencies: Regional transportation planning agencies (RTPA), county transportation commissions, and the California Department of Transportation (Caltrans).

Eligibility Criteria: Projects must be included in a [comprehensive multimodal corridor plan \(CMCP\)](#) and a regional transportation plan (RTP). If within the boundaries of a metropolitan planning organization (MPO), projects should be consistent with approved Sustainable Communities Strategies (SCS).

Eligible Projects: Projects that align with the state's climate goals, manage congestion through innovative strategies, include multimodal solutions, advance transportation equity, and improve clean transportation.

TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)

Objective: 1) Fund public infrastructure projects that have a high volume of freight movement and 2) support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles of the California Sustainable Freight Action Plan.

Funding: Approx. \$400 million per year (state/federal)

Eligible Agencies: Cities, counties, metropolitan planning organizations (MPO), regional transportation planning agencies (RTPA), port authorities, public construction authorities, and California Department of Transportation (Caltrans).

Eligibility Criteria: Projects must be in a regional transportation plan (RTP). If within the boundaries of a metropolitan planning organization (MPO), projects should be consistent with an approved Sustainable Communities Strategies (SCS).

Eligible Projects: Projects that enhance the freight system's economic activity or vitality, relieve congestion on the freight system, improve safety and resilience of the freight system, improve freight system infrastructure, implement technology or innovation to improve the freight system or reduce or avoid its negative impacts, or reduce or avoid adverse community and/or environmental impacts of the freight system.

LOCAL PARTNERSHIP PROGRAM (LPP)

Objective: To provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements.

Funding: \$200 million per year

- \$20 million is set aside annually for incentive funding awards
- \$180 million is distributed annually; 40 percent via the competitive program and 60 percent via the formulaic program.

Eligible Agencies

- **Formulaic Program (LPP-F):** Taxing authorities that have sought and received voter approval of taxes, tolls, or fees which are dedicated solely to transportation improvements. The agency must also administer those taxes, tolls, or fees.
- **Competitive Program (LPP-C):** Taxing authorities eligible for the Formulaic Program, or applicants with imposed fees, including uniform developer fees, dedicated solely to transportation improvements.

Eligibility Criteria (Cycle 3 & 4)

- **Formulaic Program (LPP-F):** Formulaic Program (LPP-F): Screens for eligibility and completeness.
- **Competitive Program (LPP-C):** Screens for eligibility and completeness and then uses the following evaluation criteria to inform project selection: accessibility, deliverability, projects that leverage funds above the required match, safety, air quality and greenhouse gases, vehicle miles traveled, community engagement, system preservation, and land use and housing goals.

2024 PROGRAM (CYCLE 4) SCHEDULE

- Two-year program period (Fiscal Years 2025-2026 and 2026-2027)
- **Additional changes to promote community engagement and equitable outcomes**
- Greater consideration on workforce development
- Reinforce statutory and program requirements

2024 PROGRAM (CYCLE 4) PROPOSED TIMELINE



**Timeline is tentative and may be subject to change*

2022 PROGRAM (CYCLE 3): EQUITY & COMMUNITY ENGAGEMENT

3. 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 disadvantaged or historically impacted and marginalized communities. In responding to this criterion, refer to the *SB 1 Competitive Programs Transportation Equity Supplement* in [Part VIII, Appendix E](#).

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 communities are identified and considered within the planning process. Identify how the project engaged the community to consider community-identified project needs. If there are disadvantaged or historically impacted and marginalized communities within the project study area, how were they engaged? How was received input incorporated into the project? Identification of disadvantaged or historically impacted and marginalized communities may be satisfied by providing a demographic profile or map of the metropolitan area that identifies locations of disadvantaged or historically impacted and marginalized communities within the project study area. If the applicant has already included information about community engagement in another section of the nomination 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 [Part VIII, Appendix E](#).
- Identify how your agency developed the project scope through demonstrated partnership, engagement, and collaboration with the state’s most disadvantaged or historically impacted and marginalized communities. Identify strategies included in the project scope that seek to avoid or minimize impacts on disadvantaged or historically impacted and marginalized communities.

APPENDIX E – SB 1 COMPETITIVE PROGRAMS TRANSPORTATION EQUITY SUPPLEMENT

On January 27, 2021, the Commission adopted its Racial Equity Statement, which states as follows:

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. The Commission condemns all forms of racism and is actively working to promote equitable outcomes through our programs, policies, and practices.

In the mid-Twentieth Century, California undertook a major expansion of transportation infrastructure aided by an influx of federal funding. While infrastructure improvements were being planned, designed, and constructed, Black, Indigenous, and other people of color were disenfranchised, lacked voting protections, and were underrepresented in government decision-making. New highways were frequently constructed through predominately Black, Latino, Asian, and low-income neighborhoods to meet the needs of primarily white suburban commuters, and through tribal lands. Racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways, and the delivery of transit services. The results of racial segregation and disinvestment of transportation funds in communities of color are still visible in cities today.

Californians who live in historically underserved communities are more likely to be negatively impacted by increased exposure to air pollution and noise from cars, trucks, ships, trains, and aircraft, and struck or killed by drivers when walking and biking. These vulnerable communities may have limited access to safe and affordable transportation options to connect residents to jobs, education, healthcare, and recreation. In addition, people of color may experience diminished safety and comfort while walking, biking, driving, or using public transportation as a result of racial discrimination in enforcement.

ADVANCING EQUITY & COMMUNITY ENGAGEMENT



Including the Community Engagement evaluation criterion and the Equity Supplement in 2022 SB 1 Competitive Programs Guidelines ensured projects with more equitable outcomes were competitive for funding.



Commission staff will collaborate with the interagency Equity Advisory Committee and stakeholders to ensure equity is considered throughout the project development, nomination, and selection process.

STAKEHOLDER FEEDBACK

- Reduce redundancy in criteria response requirements
- Offer more strategies, tools, and tips to engage effectively
- Include examples of projects or strategies
- Make major changes to guidelines on alternate cycles



2024 SENATE BILL 1 ~~COMPETITIVE~~ PROGRAMS
TRANSPORTATION EQUITY SUPPLEMENT

Adopted August XX, 2024

PROPOSED UPDATES

- The Equity Supplement will apply to *all* SB 1 Programs, including the Local Partnership Formulaic Program.
- These are *draft, proposed updates* to the Equity Supplement and may be subject to changes.



PROPOSED UPDATES

- Updates reduce redundancy and further clarify intent.
- Reference Equity Supplement to develop comprehensive multimodal corridor plans, as required in the Solutions for Congested Corridors Program.

The Commission developed this supplement in collaboration with members from the interagency Equity Advisory Committee and stakeholders as a resource for applicant agencies preparing project nominations for Senate Bill (SB) 1 Programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program). The Commission endeavors to ensure program policies progress by embedding equity considerations in the project development, nomination, and selection process.

This supplement provides information on key statistics, benefits, and communication strategies that may be used during project development to yield more equitable outcomes. An applicant agency may use the information and strategies presented here to explain how a project incorporates advances transportation equity by responding to key questions in the project application.

- Was-How did the agency engage communities in the project study area to identify their needs? Did the agency directly engage outreach conducted with disadvantaged or historically impacted and marginalized groups, including Black, Indigenous, and other people of color, displaced or unhoused persons, disabled persons, and low-income individuals or communities, within the project study area? How was their feedback incorporated into the project?
- How did the agency develop the project scope? Can the agency demonstrate its partnership engagement and collaboration with the disadvantaged or historically impacted and marginalized communities in the project study area?
- How did the agency assess if the project would cause any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, or national origin? If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable additional strategies that would have a less discriminatory considered and included in the project?

Equitable practices should be considered through a project's lifecycle (planning, development, and delivery). This can include structural and procedural equity strategies like the examples provided in this supplement. Structural strategies reform planning practices to create inclusive, affordable, and resource-efficient transportation infrastructure, whereas procedural strategies provide special benefits to disadvantaged groups to create fairness in process. Mindful and meaningful inclusion and engagement are critical to successfully advance equity in transportation planning as well as project development and delivery.

Further, this document Agencies may use this supplement to incorporate support future efforts to equity-equitable corridor improvement strategies and advance projects with more equitable outcomes in their comprehensive multimodal corridor plans, as required in the Solutions for Congested Corridors Program.

PROPOSED UPDATES

- **Caltrans Transportation Equity Index (EQI)** – A spatial screening tool designed to identify transportation-based priority populations at the Census block level. The Equity Index integrates transportation and socioeconomic indicators into three screens that all reflect low-income status and tribal land status: 1) transportation-based priority populations, 2) traffic exposure, and 3) access to destinations. The live map and detailed use instructions can be accessed on the California Department of Transportation’s website.
- Added as a resource in Section A: **Example Indicators Used to Identify Disadvantaged or Historically Impacted and Marginalized Groups**

B. Example Equity Benefits

The following are ways to achieve transportation equity: Advancing equity in transportation results in a more diverse, affordable, accessible, and efficient transportation system for everyone. Equitable transportation projects can:

1. Increase access to social, educational, and economic opportunities and amenities, including (but not limited to) shopping centers, health centers, schools, community organizations, museums, social services, transit centers, and employment sites.
2. Reduce travel times, congestion, and pollution.
- ~~3.~~ Improve access to and safety of active transportation and provide alternatives to automotive options.
- ~~3-4.~~ Improve safety of active transportation and non-motorized modes of travel in the community and the corridor.
- ~~4-5.~~ Enhance opportunities to increase physical activity through by encouraging use of active transportation.
- ~~6.~~ Enhance opportunities to encourage use of zero-emission modes of travel.
- ~~5-7.~~ Increase access to accessible facilities and infrastructure with first-and-last-mile connectivity to accommodate all types of travelers, especially mobility impaired users.

PROPOSED UPDATES

- Revisions and new additions to examples listed in Section B.



PROPOSED UPDATES

- Revisions and new additions to examples listed in Section C.
- Proposed updates further clarify intent.
- Added examples of different types of strategies applicants can utilize through the project development lifecycle.

C. Example Community Inclusion and Engagement Strategies

Meaningful community engagement requires sustained interactions and consistent, transparent communications to build trust through every step of the project planning process—from first thought to last action. This is especially important in disadvantaged and historically impacted and marginalized communities. These are some examples of potential strategies:

1. Identify, ~~reach out to~~contact, engage, and include the perspectives of disadvantaged or historically impacted and marginalized groups. Public outreach should include traditional forms of communication, including phone calls, mailers, flyers, and in-person events as many marginalized groups often lack access to computers and the Internet. Provide resources in multiple languages and formats based on community needs (e.g., non-native English speakers, or persons living with visual or auditory impairments, etc.).
- 4.2. Develop relationships with community-based leaders, groups, or organizations, such as environmental justice groups, religious or spiritual leaders, well-known individual advocates and community organizers, 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 persons; individuals with disabilities; displaced and homeless unhoused persons; and lesbian, gay, transgender, and queer communities. ~~Demonstrate how community perspectives were included or integrated into the project.~~
3. Collaborate with community-based groups and organizations to establish a local or regional project study area organization or committee (e.g., planning, oversight, advisory, steering, etc.) with decision-making authority to empower community leaders and solicit quality community input and feedback through the project planning process.
4. Demonstrate how community-identified and community-driven perspectives were solicited and included or integrated into the project purpose and need or scope.
5. Survey and collect information on non-motorized travel demands and disadvantaged groups' unmet mobility needs. Use this information to develop transportation improvements to address these needs.
- 2.6. Develop relationships and conduct meaningful engagement with tribal governments and incorporate their feedback into the project planning process.
- 3.7. Collaborate, fund, or contract with local organizations to support community engagement ~~and project completion steps efforts in the project planning process.~~
- 4.8. Prioritize community identified high-need areas, such as those identified through robust community engagement.
- 5.9. Prioritize contracting strategies that benefit disadvantaged or historically impacted and marginalized communities such as the communities identified in this supplement.
10. Ensure stability in neighborhoods and communities through the successful implementation of short-term and long-term anti-displacement strategies and policies consistent with federal and state law.

FREQUENTLY ASKED QUESTIONS (FAQ)

Can applicants consult Commission staff or advocates in the development of their community engagement plans?

Yes. In fact, we encourage you to contact advocates and leaders in the communities where you plan to develop the proposed project to receive specific and more effective feedback for your community engagement plan.

What if an agency does not know which community-based organizations or leaders to contact?

If you are unsure of where to start, you may contact Commission staff who will consult members of the interagency Equity Advisory Committee and advocacy organizations and experts to provide some recommendations or make connections, when possible.

Do applicants have to use every indicator or demonstrate all benefits provided in the Equity Supplement?

No. The Equity Supplement provides important information on indicators that can be used to identify disadvantaged or historically impacted and marginalized groups; equity benefits; community engagement strategies; and anti-displacement resources. This is all intended to guide applicants to provide more detailed information about the project's benefits and impacts to disadvantaged or historically impacted and marginalized communities. Applicants are not limited to the indicators, benefits, or strategies provided within the Equity Supplement.

UPCOMING WORKSHOPS

- Present red-line, draft guidelines for each program and solicit stakeholder feedback.
- Address any final changes before presenting draft guidelines to Commission in June 2024.

OFFICE HOURS

SB 1 Programs' office hours began March 2024 and will conclude May 2024

- Scheduled 30-minute appointments
- Appointments are reserved on a first-come-first-served basis
- Closed virtual sessions
- 1-on-1 time with Commission staff to answer questions about specific projects or the application process
- Sessions will **not** be used to discuss guidelines development

 Request a session [here](#)



CLOSING



ACTION ITEMS



NEXT STEPS



QUESTIONS /
COMMENTS

CONTACT INFORMATION

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THANK YOU

