

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



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SURVEY RESULTS

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 | ◦ Property values | ◦ CalEnviroscreen |
| ◦ Income | ◦ Proximity to freeways | ◦ Equity Priority |
| ◦ Walkability/Bikeability | ◦ Historic harm | Communities criteria |



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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?

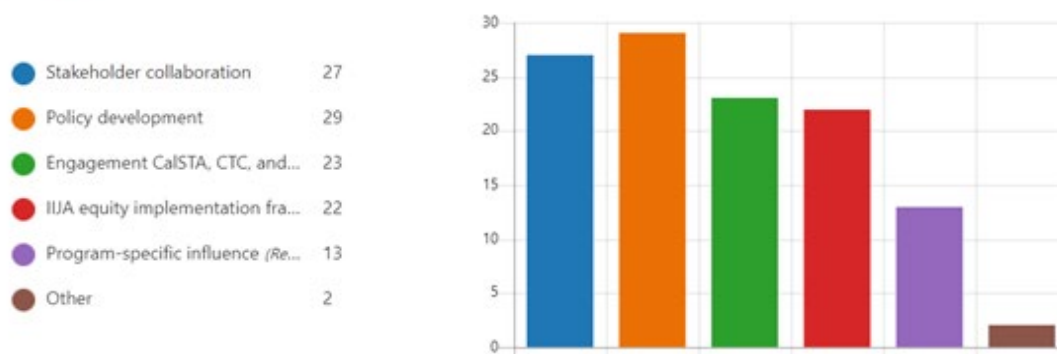
What are the most significant challenges that can be addressed by IJIA funding?	What are the most significant opportunities to be immediately leveraged with IJIA funding?	What are the most critical priorities of the Reconnecting Communities Pilot Program for the IJIA transportation equity sub-working group to coordinate?	Do you have a location identified for the Reconnecting Communities Pilot Program?	If yes, what location would you propose?	What criteria would you use to identify and prioritize communities in the Reconnecting Communities Pilot Program?	How can California State Transportation Agencies support the comprehensive inclusion of equity in the prioritization of IJIA funding?	What concrete actions should CalSTA, CTC, and Caltrans take to implement Justice40? Consider outcomes that exceed the established Justice40 goals.
Bringing additional resources to CA development of ZEV infrastructure so its not a charging OR hydrogen equation but both - this process should be fuel agnostic to ensure greatest penetration of drivers/beneficiaries	Builds upon the Hydrogen hubs, allows Toyota, Honda and Hyundai dealerships throughout the state to make these new and used fuel cell vehicles available everywhere as opposed to 10 dealerships limited to 3 regions utilizing 45 hydrogen stations	I don't have any answer but we're more than happy to be of assistance	No	Inland Empire, Central Valley	Air quality, current availability of affordable housing and active transportation	by including all available ZEV technologies so we can maximize our effectiveness	Perhaps polling to better understand different community and household priorities to inform our actions
Too many processes to access funds	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
Investing in transportation infrastructure that brings safety and equity to CA's most vulnerable communities and users of the transportation system	Reconnecting communities, building sidewalks and protected bike lanes	Collaborating on support behind projects and outcomes	No			Develop guidelines and metrics that prioritize equity	Set our own equity targets, provide additional support to stakeholders/projects in Justice 40 communities
Addressing historic neglect in equity communities	Raise grants and hydrogen hubs.	Identifying projects ready for this program in CA so that we submit one coordinated application.	Yes	Whiteman Airport. LA River. Or 710 Freeway.	Community support, need, and viable alternative.	By ending the expansion of freeways. By re-prioritizing funding from creating more space for cars to more space for other modalities.	Mandate that highways funds from the infrastructure bill be used to fix first and implement complete streets and mass transit prioritization.
Longtime underrepresentation, bias, and lack of opportunity in communities of color have created disparities in health, income, education, and transportation options. By understanding this and addressing gaps in transportation investments by IJIA funding, we will not only help to mitigate barriers to access, but we can also create a productive and collaborative climate that can benefit every community we serve. Building trust in our communities through listening and learning about their needs should be the first step to better identify the issues and execute a plan to address them.	IJIA funding can be the seed to support equity vision and outcomes. 1.Mitigating structural barriers and bias that hinder our ability to properly provide transportation options to connect communities to their employment, educational opportunities, religious centers, families and doctors, regardless of income or zip code. 2. Engaging in reflective practices, including two-way communication with community members, transit agencies and stake holders to evaluate proper resource allocation, and examination of policy and practice. 3. Empowering all community stakeholders by recognizing the cultural assets that underrepresented communities hold to develop their own tailor solutions to transportation access. One size doesn't fit all.	Mitigating structural barriers and bias will take decisive action to A) normalize the conversations about race, equity and inclusion. B) Operationalize the change needed to break down some of these structural barriers through active engagement of the community and data analysis to develop strategies and drive results. C) Organize internal infrastructure and build partnerships in the community to include them in the decision-making process	No		First we need to identify our vision, mission and core values. Then analyze available transportation data/cross-sectionally with race and equity demographics. Racial inequities are not random, they have been created and sustain over time. Understanding these inequities will allow communities to create policies, programs and practices towards change.	ANALYZE. Measurement of success and failure is important. Measure the success of specific in the decision-making process, programs and policy changes. then develop baselines, set goals and measure progress towards equity goals.	To actively engage with communities of color, racial-equity organizations and transit providers who are at the forefront of delivering service and overcoming obstacles.
Land use shifts	Transformative local projects that change the way locals organize their city	Green space where highways were.	No			Require common equity metrics to receive funding.	Create common definition for DAC and require project meets that definition.
Provide increased accessibility (with transit, broadband, etc.) for communities that have historically been underserved and underrepresented through implementation of meaningful projects and programs	Not too sure yet however increase in funding can usually lead to stronger and more implementation.	Ensure the methodology to identify these communities is meaningful and accurate and includes community input.	No		Again this would need more thought but we can start by looking at communities along highways and highly traveled corridors and change in time of these communities. This will also require a lot of community outreach.	Develop specific rubrics that can ensure equity is considered throughout the entire selection process.	Not sure. Hopefully this is something to be discussed at the Equity Sub-Working Group meeting.
Aged infrastructure	Not familiar with the funding requirements or expected outcomes	Not familiar with the Reconnecting Communities Pilot Program	No		Population, Infrastructure Age, Future Capacity Need	Average household income, community program utilization	Increase electric vehicle charging stations, increase public transportation
I don't yet know enough about IJIA funding to answer this.	I don't yet know enough about IJIA funding to answer this.	Community engagement	No			Funding more community engagement to listen, learn, then co-create solutions and use that process to build a new pipeline of transportation projects that actually benefit communities of color.	Require community engagement but also provide staffing and/or technical assistance to help with this engagement. The level of engagement needed is not something many transportation planners have experience with. Also consider an equity accountability or advisory board of some kind that has actual decision making power in the process.
The IJIA funding should be used to fill in the gap between the number of electric vehicle (EV) chargers that are currently installed (and operating) and the number that we'll need to meet the state's climate goals.	Use IJIA funding to expand the state's existing EV charging infrastructure projects and programs, e.g., California Electric Vehicle Incentive Project (CALEVIP), the CEC's Block Grant 2.0 project. There's no need to reinvent the wheel and create new EV charging programs. The state should leverage its existing programs.	My organization is not familiar with this program.	No			A key first step is ensuring that community-based organizations (CBOs) and representatives from disadvantaged communities and low-income communities are part of this sub-Working Group. These voices need to be present during every phase of the decision-making process, including prioritization discussions.	If they haven't done so already, the state's transportation agencies should familiarize themselves with key equity projects and programs from other agencies, e.g., the Strategic Growth Council's Transformative Climate Communities (TCC) Program. This lead to best practices and lessons learned.
community-identified infrastructure needs that have been deferred for decades	state surplus budget and transpo allocations; local tax measures; sb 1	To develop an equity framework that will ACTUALLY be implemented and used for at least IJIA \$ and hopefully beyond.	No			implement recommendations that will address inequities	We should aim beyond 40%.
Developing equity metrics	Reconnecting Communities	Affordable housing and public transportation	No			Policy development	State-level Policy development to support Justice40
For our organization, updating public and active transit infrastructure and service, when possible	TIRCP, TDA/STA	Reducing car reliance	No		Race, income, historically harmed and marginalized by highways and redevelopment.	Incorporate the criteria of #14.	Publish all investments in a spreadsheet so advocates can also calculate funding of IJIA dollars.
Improving travel options and safety for low-income, migrant, limited-English (LEP), limited mobility, residents to access jobs, housing, essential services, community colleges, etc.	I don't know. I'm still trying to fully comprehend what all is in the IJIA - but hoping to use IJIA funds to help fill funding gaps for all sorts of projects (buses, paratransit vans, major highway projects, local road projects - rehab, safety, intersections, bike, ped, etc.).	Bike/ped bridges over highways; new trails; expanded transit service	No		length of time it takes currently to bike/walk on either side of highway; property value differences on each side; community demographics; distance of schools, business districts, town centers and how that could be shortened with facilities that reconnect communities	Help agencies identify and prioritize needs and projects that would address inequities. Toolkit for effective equity-based outreach and analysis.	Identify areas that are/could be severely impacted by climate change - flood zones, fire hazard areas, coastal surge. Recognize that some state-defined DACs are too large of an area - that includes extremely high income and extremely low income individuals (e.g. many many census areas in Santa Cruz County) - which makes it hard to access funds needed to address low-income individuals' transportation challenges.

Infrastructure improvements, disadvantaged business participation, community benefit	Infrastructure improvements, disadvantaged business participation, community benefit	Increase safety and mobility.	No			By setting specific goals for participation and benefit	Identify the projects that would further this goal.
Across the state, people with disabilities encounter inaccessible transportation systems. Local governments and transportation system operators cite to lack of funding as the source of the problem. Our investment in infrastructure needs to include an investment in accessibility, universal design, and removal of barriers so that people with disabilities have equal access to transportation.	Decline to answer at this time	Targeting assistance to communities of color that continue to grapple with poverty and the other negative impacts of racist land use/transportation system design policies; funding only projects that demonstrate adherence to principles of environmental justice, racial justice, and disability justice; developing safeguards to ensure that funding does not cause displacement and gentrification.	No	N/A	the community's transportation history (i.e., how did the development of transportation impact the community); community demographics; whether the community's plan incorporates principles of environmental justice, racial equity, and disability justice.	Develop a framework of guiding principles to articulate what "equity" means and require that all activities adhere to that framework. For programs with a competitive application process, require applicants to explain/demonstrate how their programs reflect an equity framework. Develop monitoring and enforcement mechanisms to ensure funding recipients fulfill their obligations to run programs in an equitable manner. Ensure that community organizers, advocates, and people with lived experience are stakeholders at every stage of the IJA implementation process.	Invite community organizers and advocates from those communities to lead implementation. The communities who are directly impacted should set the goals and priorities, with public agencies using their technical expertise to develop plans to implement those goals.
Public access to IJA funded programs	Broadband and electric vehicle infrastructure	Not sure	No			Require equity considerations in all funding proposals	Require equity considerations in all funding proposals
Motivating real change in the systems used by Caltrans, OTS, and other state/regional/local transportation agencies in deciding transportation policy & funding & project decisions to be more equitable, starting w/ a clear goal & set of transparent measurements. Hope CA can be a leader for nation on this.	equity priorities w/in funding opps should be used for "real" change -- to be institutionalized at Caltrans, OTS, CHP and other agencies -- not just words & statements for funding proposals. This includes analyzing & addressing concerns w/ racialized enforcement efforts in the name of traffic safety.	Don't know enough to comment	No		Don't know enough to comment	Don't know enough to comment	Don't know enough to comment
How do we engage stakeholders?	NA	NA	No			Cal Enviro Screen to identify disadvantaged communities	Write rubrics to make it part of the scoring criteria
lack of high-quality jobs in the labor market and access to them for priority communities uneven investment in infrastructure projects (and therefore uneven labor demand) across the state lack of clear labor market demand signals for registered apprentices	workforce development: CWDB has ample funding for High Road Construction Careers and High Road Training Partnerships that could be leveraged, including with existing projects/training partnerships in the transportation sector which also affords relationships with key constituencies (organized labor, employers, CBOs, etc.)	CWDB would be most interested in the contracting for project execution/delivery, particularly projects in the non-residential segment of the construction industry	No			Identify major areas to advance equity (e.g., transportation system, environment, employment and training, business opportunities, etc.) and consider establishing goals/targets or at least desired outcomes for each, and that cut across different programs	Establish a state policy, complementary of the federal one, that mandates the use of Community Workforce Agreements on state projects over a certain dollar amount (CWAs are essentially Project Labor Agreements with targeted hiring provisions). Establish an inter-agency partnership to assist state transportation agencies in addressing their hiring needs and interests
IJA funding can help address challenges to providing a comprehensive, equitable and sustainable transportation system for all Californians to help meet local needs and address state priorities.	Helping provide resources for local and regional agencies to support outreach and project implementation.	No answer.	No			Inclusion of equity criteria in program guidelines that are flexible to meet geographic and economic realities of all regions.	No answer.
Ensuring equitable access for all communities - large and small and all aspects of the community.	Connecting diverse community groups to economic and mobility opportunities.	Connecting affordable housing to economic opportunities.	Yes	The diverse communities of Vallejo and Fairfield/Suisun City. The location would need further discussion with local agencies based on location of need and project	Both state and regional equity designations such as Equity Priority Communities (EPC).	Working with local agencies equity programs.	Work with local partners such as STA to focus these investment achieve Justice 40 goals.
Provide additional funding resources to be used in disadvantaged communities	Realize that one size does not fit all and that different areas may have different needs	That the guidelines provide for all groups/eligible agencies to be eligible and not squeezed out by certain criteria	Yes			Understand that not all communities are the same and have different priorities	The inclusion of Broadband in programs could be the first step to allow for disadvantaged communities equal access
Similar to some of the provisions of ARRA, to ensure that the funding programs are prioritized for projects wit the most transparent and immediate need.	Along the lines of the new highway investment strategies being pursued by the Department, utilizing the available funding to address overall corridor and regional mobility in terms of transit and active transportation for underserved communities.	Developing an overall strategy, prioritization and approval process such that the Director and Governor can support the strongest and most unified applications for funding.	No			Developing equity metrics representative of California economics and societal makeup.	TBD
Provide zero-emission infrastructure for battery-electric and fuel cell vehicles and equipment.	CEC's incentive programs for vehicle charges and h2 stations.	Consider best form of transportation when connecting communities.	No		Utilize CalEnviroScreen to consider mitigate environmental justice while reconnecting communities.	Use metrics and apply them equally to all projects during different phases	overlay this requirement with CalEnviroScreen
Expansion of the electric vehicle charging and hydrogen fueling network in California with a focus on providing access to rural and priority communities.	IJA funding together with the zero-emission vehicle package in the State budget can support the State's ZEV policies and programs, especially the accelerated deployment of ZEV infrastructure to meet the State's 100 percent ZEV goals.	Ensuring zero-emission transportation and infrastructure are prioritized in the design and reconstruction of street grids and transportation connections.	No			California State Transportation Agencies can support the comprehensive inclusion of equity in the prioritization of IJA funding by establishing a set of core principles for IJA funding, with equity being the first principle. (Similar to the State's ZEV Market Development Strategy, which includes "equity in every decision" as its first principle).	CalSTA, CTC, and Caltrans can discuss how California is defining priority communities in the context of the IJA. There are a number of different ways to identify priority disadvantaged and low-income communities, including CalEnviroScreen, which do not necessarily align with federal efforts in Justice40.
Investment policies for economic mobility of low-income populations; Safety enhancements with complete street and sidewalk amenities; Enhancing transit operations and higher frequency and reliability; Solutions that improve mobility for all while utilizing targeted strategies that address needs of low-income and disadvantaged populations.	Transit operations funding; community-led transportation improvements funding. Regional investments from multiple agencies that are working collectively to improve mobility and the health of communities (i.e. access to jobs, housing, air quality, education, etc.)	The evaluation framework/criteria for proposals. Address building/strengthening local government resources and community capacity in areas that are disadvantaged.	No	N/A	Criteria similar to our "equity priority communities." Low-income, historically marginalized,	Increase funding for community engagement, create an accountability framework that implements Justice40, build/share/wield power with communities, hire community rooted organizations and non-profits to create the necessary space for meaningful dialogue and power sharing.	Create an investment accountability framework with incentives. Partner with grassroot, and grass-top organizations that are doing this work.

<p>•Not placing additional requirements on accessing funds on top of what is already required at the federal level. Ensuring that we are not re-inventing the wheel where equity metrics are a required consideration as part of the federal funding. Maximizing flexibility for local agencies to identify equity metrics if applicable. Not placing limitations on funding that can support SB1 fix-it-first projects, or self-help counties voter approved measure projects if they are eligible for federal funding</p>		<p>•Collaboration between nominating agencies, and all peer agencies impacted</p> <p>•Not imposing additional requirements for applicants in CA on top of what is required for the federal funds</p>	No	OCTA has several completed and current corridor studies, that may have potential projects.	Safety and Access	Align federal requirements with existing resources and tools. Also, it seems challenging that this topic is being discussed outside of the other sub working groups...	Align federal requirements with existing resources and tools.
Prioritizing equity metrics that we can use locally for implementing priority projects while maintaining flexibility for how equity is defined to be somewhat locally defined. Prioritize funding that contributing towards projects that serve underserved and under resourced communities.	<p>•Aligning program goals with existing state funds</p> <p>Mobility hubs which focuses on connecting people with places. They are focused on increased land use densities, infill housing for affordable and moderate income levels, and connecting infrastructure to the communities they serve. Additional funding could help expand the housing and smart growth programs currently in place and successful, particularly because</p>	Provide formula funding to MPOs for outreach, planning and design to engage on priorities for identifying a community to Reconnect. It would also be important that our funding can be suballocated to CBOs and NGOs that's flexible and easy for them to use and apply for the funds. If CBOs/NGOs apply for competitive program, they	No		CalEnviroScreen but we would like to identify the threshold locally (not State defined); communities that have been impacted by redlining; communities of color and low-income communities	Development of a transportation equity index	Develop performance metrics or performance metric guidelines to help evaluate and measure success.
There are so many cities and localities with crumbling infrastructure that don't have the tools, resource or manpower to address the climate crisis - and may be left behind again without this funding.	Public parks, public transportation, last mile connection, and public broadband.	Making sure that as we reconnect communities the inhabitants are able to stay there and are not gentrified out.	No			Technology support, application support and advertisement of these programs to underserved communities! So many folks don't know what's available or how to access it.	Use COVID data, and Air Quality Data to target specifically neglected underserved areas as well.
Addressing historic and ongoing harms resulting from discriminatory transportation planning and project decisions	Reducing significant barriers in staff time/capacity and finances to applying for competitive state programs	Unsure	Yes	710 North corridor	Historic and ongoing harm	Unsure	Prioritize funding on top 10% most pollution burdened communities in CA per CalEnviroScreen
A long history of inequitable infrastructure investment and policies have harmed many low-income communities of color across the state, and excluded them from the opportunity that infrastructure can bring. These new investments can be used to address historical disadvantage by reconnecting communities, investing in communities with the greatest need, creating good jobs, and avoiding substantial harms to overly burdened areas of the state.	Assisting with the recovery, improvement, and expansion of public transit (including operations) throughout the state.	Equitable, targeted investments to the communities most impacted. Robust community engagement and community-led planning.	No			A clear commitment to the Justice40 initiative by requiring at least 40% of funding go to disadvantaged communities. An explicit equity framework used comprehensively, and equity criteria included in all scoring rubrics.	As stated above, a clear commitment require at least 40% of funding go to disadvantaged communities. In addition to equity standards, the agencies should establish labor and climate standards to ensure the creation of high road jobs, and ensure that investments are not exacerbating pollution or environmental burdens. Beyond that, the agencies should create equity metrics that require the collection of data in key indicators to assess the success in achieving equity goals across departments and programs.
Not sure just yet	Not sure just yet	Not sure just yet	No			Not sure just yet.	Not sure just yet
<p>- The public health, transportation, economic, etc. inequities and harms caused by previous/historic and current highway construction in communities of color.</p> <p>- Lack of adequate funding to address reducing carbon emissions, provide equitable transportation access, sustainability and resiliency, and implementation of strategies like Complete Streets in communities that disproportionately suffer traffic injuries and fatalities and stand to gain the most from these investments and improvements.</p> <p>- Ability for local municipalities to control and implement smaller transportation projects for walking, biking, micro mobility, Safe Routes to School.</p> <p>- Targeted funding to implement Safe System and Vision Zero strategies.</p>	<p>- Implementation of Safe System Approach</p> <p>- Broader accessibility and equitable distribution of ATP funding</p> <p>- New tools and resources to build/implement Complete Streets</p>	<p>- Prioritize communities historically marginalized and disinvested; that disproportionately suffer traffic injuries and fatalities; and stand to gain the most from these investments and improvements</p> <p>- Share power, resources and partner/collaborate with established community champions, leaders, CBOs already working in this space and that have</p>	No			Build on the California leadership from CalSTA and Caltrans to create a transportation system that is safe and accessible for all community members with the operationalized commitment to racial equity, justice and inclusion.	<p>- Prioritize efforts/levers to ensure accountability and criteria so are maximizing program benefits and not perpetuating harms/inequities</p> <p>- Meaningful/real community partnerships from entire project cycle (planning, implementation, evaluation, etc. vs. only near end when making decisions or asking for feedback) with established champions, community leaders/CBOs working on Environmental Justice</p> <p>- Center EJ communities as experts in their own community, embrace/elevate/center their lived experiences, expertise</p> <p>- Build, support, sustain intersectional partnerships and collaborations</p> <p>- Might there be a way to build/support a EJ Justice40 communities peer network to share resources, etc. that could be a statewide model of program implementation, etc.</p>
Developing equity metrics.	The outcomes of the statewide Highway Safety Improvement Program can be aligned with the equity metrics.	Ensuring safety and connectivity for disadvantaged communities.	No			By incorporating developed equity metrics into the funding priorities.	Caltrans can align its safety outcomes with the Justice 40 Initiative.

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

[More Details](#)



8. As an advocate, stakeholder, or constituent, what are your top three equity priorities for implementing IJIA?

[More Details](#)

