



Findings from the California Transportation Equity Listening Sessions

October 2022

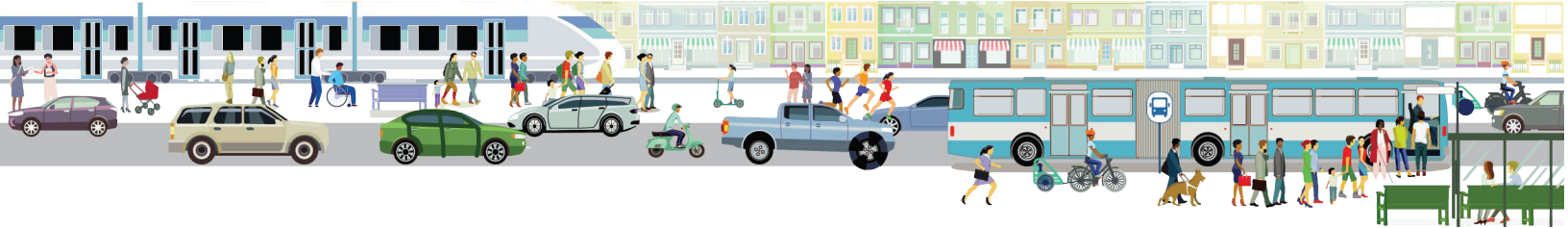


*Report produced by ICF for the Caltrans Office of
Race and Equity under CMAS 4-15-03-0129C.*



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Transportation Equity Listening Sessions Executive Overview

Purpose and Approach

The California Department of Transportation (Caltrans), the California Transportation Commission (CTC), and the California State Transportation Agency (CalSTA) (collectively “the transportation agencies”), held a series of Transportation Equity Listening Sessions in six California communities between March and August 2022. The six Transportation Equity Listening Sessions are an early step in a series of planned actions and investments by the transportation agencies to improve policies and practices to better reflect principles of diversity, equity, and inclusion. Caltrans, CTC, and CalSTA have released equity statements condemning systemic racism and acknowledging that past transportation decision-making, policies, programs, and designs have had disproportionate impacts on communities of color and under-served communities. Those communities have received fewer benefits and have borne a disproportionate share of negative impacts of the transportation system. The transportation agencies have committed to implementing measurable action plans to promote programs, policies, and practices that achieve equitable outcomes.^{1,2,3}

The Transportation Equity Listening Sessions had three goals: 1) establish communication and build trust with partners, communities, and local leaders; 2) understand how transportation and transportation policies have impacted individuals and communities, and identify current opportunities, needs, and challenges related to California’s transportation system; and 3) document the findings to support and guide the transportation agencies in developing actionable steps to transform policies and procedures. Executives, Commissioners, and transportation agency staff, including Caltrans regional staff, attended each session to hear directly from community residents about their experiences with transportation and transportation-related challenges and priorities.

The transportation agencies engaged ICF, an independent consultant, to support the design, planning, facilitation, and documentation of each session. The transportation agencies also pursued formal partnerships with community-based organizations (CBOs) to develop the session format, conduct outreach and recruitment of participants, and create a space where participants could share their honest feedback with agency leadership. Establishing partnerships with CBOs was a critical step to building trust and developing long-term relationships with the communities.

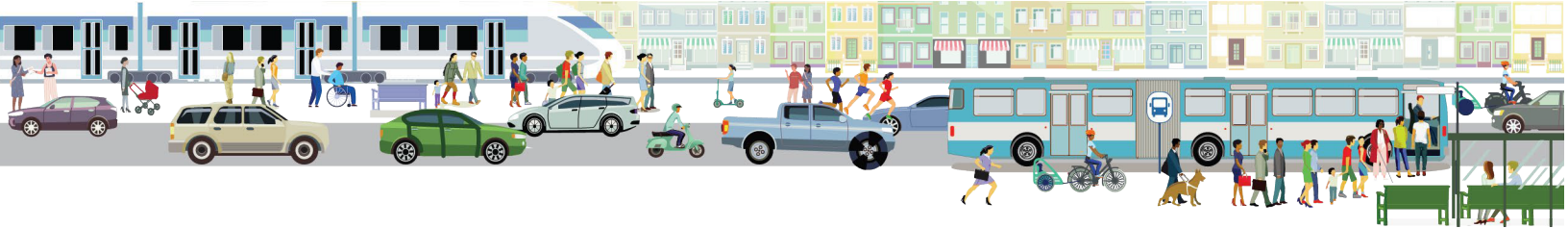
The format of sessions varied based on input from CBO partners in the communities, but the discussion for each session covered:

- Transportation or transportation-related challenges (e.g., accessibility, safety, environmental concerns/pollution, traffic/congestion, public transit, connectivity, pedestrian infrastructure)
- Recent changes to transportation policies or infrastructure, including modifications to public transportation routes or services, new construction projects, and the impacts on the community
- Transportation injustice or inequity
- Aspects of the transportation system that work well or need improvement
- Impacts of specific community transportation projects
- Recommendations for improving transportation and transportation experiences
- Building trust and improving communication between communities and the transportation agencies
- Any other issue related to transportation that participants wanted to share

¹ See [Caltrans Equity Statement](#)

² See [CTC Racial Equity Statement](#)

³ See [CalSTA Secretary David S. Kim’s statement on Racial Equity, Justice, and Inclusion in Transportation](#)



The transportation agencies and ICF prioritized and elevated community needs in the planning and execution of the listening sessions. The transportation agencies and ICF were guided by the following principles:

Planning

- **Prioritize community preferences for language, dates, times, and format.** Rather than adhering to transportation agency norms, the planning team worked in partnership with the CBOs to ensure each session was conducted in a manner that was accessible to the community. The planning team provided interpretation services for each session and, when possible, facilitated the sessions in the language predominantly spoken among participants. Sessions were also formatted to accommodate CBO and community preferences, such as conducting sessions over two days, in the evening, or in-person.
- **Compensate CBO partners for their time and expertise.** Caltrans allocated funding in the project budget to contract with CBOs as partners in this work. This approach supported effective community engagement and recruitment of participants.
- **Hold listening sessions during standing community meetings and in existing community spaces, when possible.** If standing community meetings had space and ability to host a listening session, the planning team explored those options to minimize the time burden on CBO staff and community residents.
- **Respect CBO capacity and schedules, as well as the time needed to build relationships.** On the heels of the pandemic, many CBOs had limited capacity, and staff members were overextended. Out of respect for the CBOs, the planning team was mindful of staff time and organizational constraints when scheduling sessions, even when it meant the transportation agencies needed to extend the listening session project schedule.

Execution

- **Lead sessions with empathy and respect for the opinions and experiences of the community.** The facilitators and the transportation agencies recognized that all participants may not be ready to share openly during the sessions and some of the issues may be frustrating or upsetting for community members to discuss. Facilitators sought to provide space for people to speak passionately about challenges they were experiencing, while not letting one issue or participant dominate the conversation.
- **Create a safe and welcoming environment that encourages transparency and honest feedback.** Facilitators informed participants that agency leaders were attending the sessions to listen to the community and hear directly about their lived experiences. It was important to encourage community members to share honestly—even if the feedback was uncomfortable or critical of the agencies.

Planning

- Prioritize community preferences for language, dates, times, and format.
- Compensate CBO partners for their time and expertise.
- Hold listening sessions during standing community meetings and in existing community spaces, when possible.
- Respect CBO capacity and schedules, as well as the time needed to build relationships.

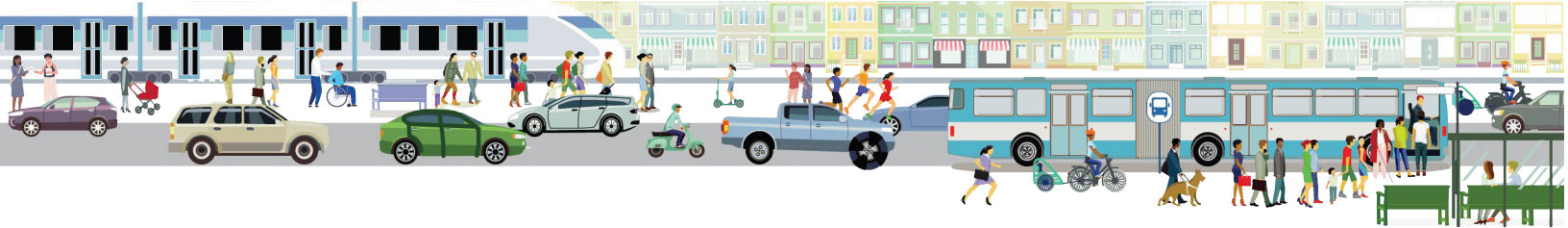
Execution

- Lead sessions with empathy and respect for the opinions and experiences of the community.
- Create a safe and welcoming environment that encourages transparency and honest feedback.
- Set group agreements that encourage respect for fellow participants and their experiences.

Follow-Up

- Maintain transparency about expectations for next steps and outcomes.

Figure 1: Guiding Principles for Equity Listening Sessions



- **Set group agreements that encourage respect for fellow participants and their experiences.** Facilitators began each session by outlining group agreements to foster inclusivity and full participation. The group agreements were generated by the planning team, with the option for participants to suggest additional guidelines during each session.

Follow-Up

- **Maintain transparency about expectations for next steps and outcomes.** The planning team consistently communicated with the CBOs and community members that the listening sessions were part of a larger equity effort being undertaken by state transportation agencies and outcomes from the sessions would not be immediate. In this messaging, the transportation agencies offered their commitment to follow-up with the communities, including holding more space for feedback and providing updates on how the community input will be addressed. If issues raised during the sessions did not fall under the jurisdiction of the state transportation agencies, the agencies committed to exploring potential options to connect with local and regional transit agencies and regional planning partners to relay the community feedback.

Methodology and Context

The transportation agencies selected six community sites for the Transportation Equity Listening Sessions to include a broad representation of communities experiencing transportation challenges.

The selection took into consideration:

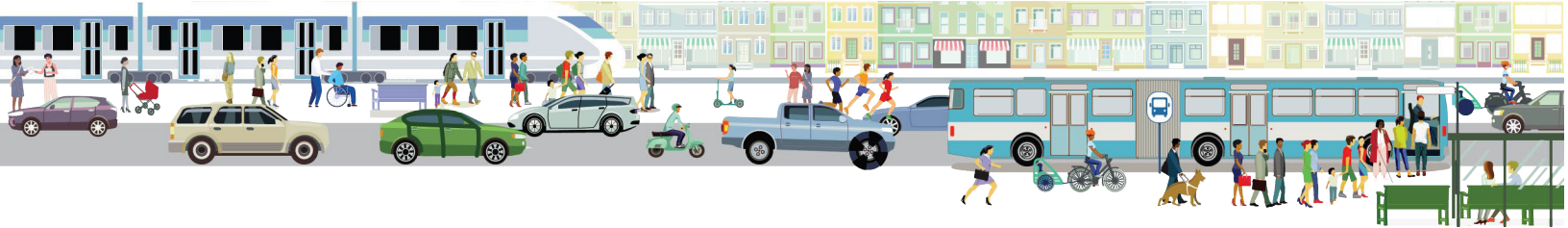
- Geographic distribution across the state
- Municipality (i.e., incorporated and unincorporated regions)
- Urban and rural transportation infrastructure issues
- Known issues with land use planning and safety
- Designation as a California AB 617 community⁴/environmentally impacted area
- Wildfire-impacted areas
- Proximity to ports, rail yards, warehouses, and multiple freeways
- Insufficient transit infrastructure

While many communities met these criteria, the transportation agencies intentionally selected sites that were not already engaged in other transportation project planning efforts. This strategy sought to avoid overburdening communities already responding to or engaging in multiple contemporaneous government information gathering efforts.

The communities selected for the six listening sessions included:

1. Kern County (Arvin and Lamont)
2. Lake County (Clearlake, Kelseyville, and Lakeport)
3. Los Angeles Portside (Wilmington and San Pedro)
4. Imperial Valley (Calexico, El Centro, and Heber)
5. East Bay (Richmond)
6. Inland Empire (City of San Bernardino)

⁴ In response to California Assembly Bill 617, the California Air Resources Board (CARB) established the Community Air Protection Program. The Program's mission is to reduce pollution exposure in communities based on environmental, health and socioeconomic information. This statewide effort requires community air monitoring, community emission reduction plans, and incentive funding to make use of the cleanest technologies available.



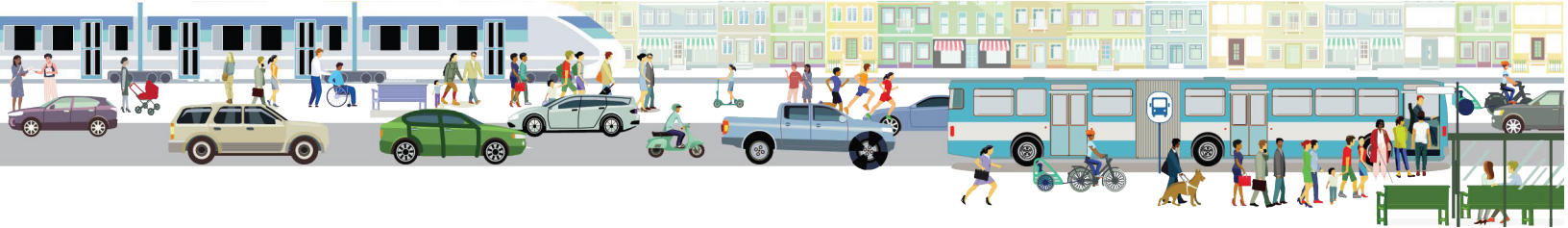
Each listening session focused on a particular geography to build relationships in those communities and focus the conversation on transportation priorities and concerns for the area. CBO partners in each geographic area conducted outreach and recruited participants from their community. However, participation was not strictly limited to geographic boundaries, and community participants were not asked to provide proof of residency to participate.

ICF worked with the transportation agencies to design the data collection methods, manage registration, facilitate the discussions, and provide technical support during the sessions. ICF also synthesized the data collected in each session to highlight participant experiences, outline key findings, and formulate actionable recommendations.

Recommendations

The recommendations generated from the listening sessions include three types:

- 1) **Recommendations that address community needs and challenges.** These are informed by the community members and CBO partners that participated in the listening sessions. The feedback received from the six communities reflects issues faced throughout the state.
- 2) **Recommendations for future agency work and follow through related to the listening sessions.** These represent recommendations emerging from the planning process and challenges faced in the execution of the sessions. These are considerations for the transportation agencies to expand on this work and foster strong community relationships.
- 3) **Recommendations for implementing organizational best practices that align with the goals of the listening sessions and community priorities.** While ICF did not conduct an organizational assessment of the transportation agencies, these recommendations offer best practices to support organizational change.

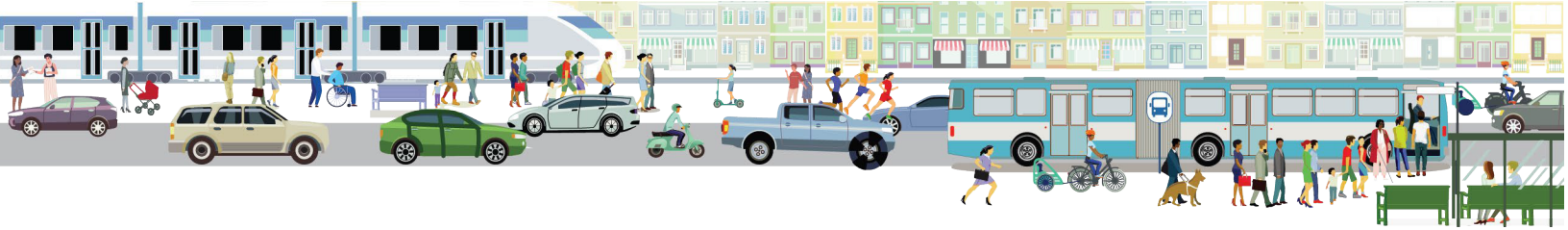


Community Needs and Challenges

Each community provided substantive feedback for the transportation agencies. Responses included broad transportation challenges involving safety, pollution, affordability, public transit, and planning practices. Participants also identified specific transportation infrastructure in need of improvement, including problematic intersections or stretches of highway missing key amenities. The community priorities identified in these sessions are illustrative of widespread needs throughout the state, particularly for California’s priority populations. The following table provides a high-level summary of issues identified by each community. Recommendations from the community members are detailed in the individual session summaries of the report.

This information represents direct feedback from participants and does not reflect official determinations from the transportation agencies regarding the safety and management of transportation facilities.

Community Site	Key Issues Raised by Community Members
Kern County (Arvin and Lamont)	<ul style="list-style-type: none"> • Heavy truck traffic and pollution • Lack of funding for projects • Safety • Lack of follow through on issues, inability to access transportation agencies, and deferred responsibility among agencies
Lake County (Clearlake, Kelseyville, and Lakeport)	<ul style="list-style-type: none"> • Lack of public transit and alternate transit options • The need to bring the Tribal Historic Preservation Office (THPO) into transportation planning projects early • Conditions of roads, speeding, and one-way roads pose congestion and safety risks • Lack of tribal representatives within transportation agencies
LA Portside (Wilmington and San Pedro)	<ul style="list-style-type: none"> • Buses and bus stops do not feel safe • Bus routes and wait times are inefficient • Some bus drivers are insensitive to the cultural and physical needs of their passengers
Imperial Valley (Calexico, El Centro, and Heber)	<ul style="list-style-type: none"> • Need for improvements in infrastructure and connectivity, specifically around the U.S.-Mexico border and in the northern part of the county • Lack of landscaping contributes to pollution and extreme climate conditions
East Bay (Richmond)	<ul style="list-style-type: none"> • Unaffordability / cost • Cleanliness of public transit • Connectivity of transit systems • Barriers to access for those with disabilities and diverse needs • Safety and over-policing
Inland Empire (City of San Bernardino)	<ul style="list-style-type: none"> • Traffic congestion • Unsafe conditions for biking and walking • Transportation agency failure to develop bike lanes in alignment with community developed planning documents • Proliferation of warehouses, heavy truck traffic, and associated pollution and blight • Lack of public transit



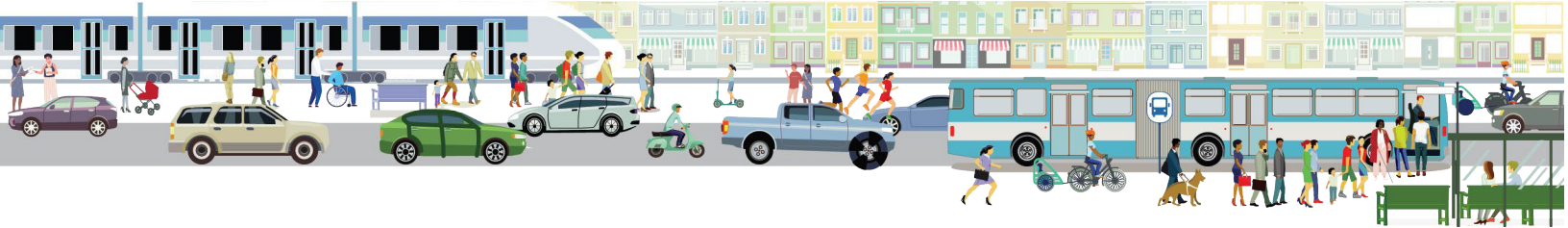
Future Work

Recommendation: Develop a strategy with clear objectives for addressing community feedback.

Description:	Issues Addressed
<p>This report is intended to guide executive leadership in their efforts to further enhance organizational structures around equity, as well as build relationships that will inform how state transportation agencies can improve engagement with communities statewide. While each recommendation may be extracted and addressed independently, it is advised that leadership first review all recommendations to articulate a broad strategy with clear objectives for addressing feedback from each community.</p> <ul style="list-style-type: none"> • Identify crosscutting themes from each of the six communities to better understand community priorities and expectations. This will inform statewide efforts to address transportation equity efforts and community engagement activities. • Include a plan for communicating across agencies and publicly, and conducting follow-up with the communities. Communication, such as sharing information about the status of transportation projects and providing updates on community requests, was identified as a key area the transportation agencies could improve upon to build trust with communities. • Consider whether the interagency Transportation Equity Advisory Committee (EAC) or another agency/department could guide the strategy development and if there is a need for a consultant to support the agencies in developing an implementation plan for the next phase of work. • Investigate the safety issues and community concerns that fall within the jurisdiction of the state transportation agencies. Delegate roles and responsibilities for addressing these issues and identifying action steps. Consider using a formal responsibility assignment matrix, such as a RACI matrix, to designate who is Responsible, Accountable, Consulted, and Informed to simplify internal workflows. • Create a clear communication plan to share the findings from the listening sessions with the community members and CBO partners who were engaged in this work. Communication and follow-through remain critical to building trust between the transportation agencies and communities. This strategy should also include an internal communication plan to ensure coordination within the transportation agencies. • Determine the feasibility and timeframe of addressing the community concerns at a District level. Identify measurable, short-term goals that will sustain momentum from the listening sessions and continue building trust with communities. 	<ul style="list-style-type: none"> • Transparency • Communication • Follow through

Recommendation: Consider follow-up opportunities that offer dialogue with leaders from the transportation agencies and community-led convenings such as site visits or tours.

Description:	Issues Addressed
<p>The initial listening sessions were focused on hearing directly from community members about their priorities and were largely conducted in a virtual setting due to COVID-19 restrictions and safety considerations. However, a common theme throughout the sessions was the desire for transportation agency leadership to visit the communities and see the issues firsthand. Plans for follow-up visits provide an opportunity to expand these community connections and understand the concerns they face.</p> <ul style="list-style-type: none"> • Identify follow-up touchpoints as an opportunity to engage in a two-way dialogue where communities can share additional issues, and agencies can provide progress updates and information about existing or planned programs or policies. • Consider various formats for these follow-up touchpoints and recognize that engagement will not look the same in every community. Follow-ups should be responsive and customized to 	<ul style="list-style-type: none"> • Communication • Follow through • Relationship building



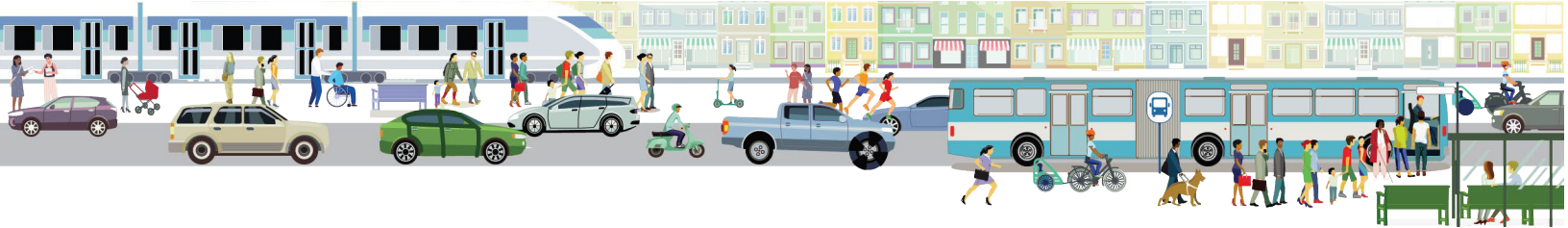
<p>the requests and preferences of the communities and CBO partners. They should be intentionally planned with the CBO partner (community-led) and include an agenda, objectives, and clear outcomes. Possibilities include using follow-up visits to hold sessions between community members and local district staff, conducting on-site observation and documentation of community identified hazards, or focusing on relationship-building between agency leadership and CBO partners (i.e., a “grasstops” approach to building community connections).</p> <ul style="list-style-type: none"> • Consider roles for Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Authorities (RTPAs), and local transit agencies and how they could be engaged in follow-up community touchpoints. 	
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Recommendation: Continue to invest in and expand community partnerships and consultation efforts.

Description:	Issues Addressed
<p>The listening sessions underscored the importance of expanding CBO partnerships and tribal consultation efforts to inform the work of the transportation agencies, particularly focusing on groups that have deep connections to populations that were not fully represented in these sessions.</p> <ul style="list-style-type: none"> • Continue to invest in the relationships that have been formed with CBOs through this effort, and further develop community partnerships to adequately reach California’s priority populations. • Prioritize establishing relationships with tribal governments, CBOs working with tribal nations, or consulting with the Caltrans Native American Advisory Committee and Caltrans District Native American Coordinators to ensure the perspectives of people from sovereign nations are represented. • Expand on best practices to ensure that community partners are compensated for their time and expertise. • Develop a clear and uniform approach to compensate community partners at the state level. State contracting processes remain challenging for both the transportation agencies and CBOs. The transportation agencies should identify potential changes that would streamline processes and make it easier to compensate community partners. • Consider follow-up touchpoints in the communities that strengthen connections with CBO partners (i.e., a “grasstops” approach) and create direct ties between transportation leadership and community leaders. • In future project timelines and contracts, add adequate time to account for potential CBO capacity issues and the time needed to build meaningful community relationships. 	<ul style="list-style-type: none"> • Relationship building • CBO engagement • Fair compensation

Recommendation: Improve clarity about the roles of transportation agencies and their jurisdictions, transparency in how complaints and requests are routed through the agencies, and frequency of updates on the status of projects.

Description:	Issues Addressed
<p>A consistent theme of the listening sessions was the feeling that communities are disconnected from the transportation agencies, often citing frustration when trying to elevate issues to the agencies, accompanied by a lack of status updates on transportation projects. Many community members do not have clarity on the jurisdiction of state and local transportation agencies, they do not know how to contact the transportation agencies, and they do not feel that the agencies respond to their concerns or input on transportation projects.</p> <ul style="list-style-type: none"> • Create resources for communities clarifying local, regional, and state transportation service areas and contact information for each agency. • Provide greater transparency about how community feedback will be used in transportation planning and program development. Follow up with communities about their input. 	<ul style="list-style-type: none"> • Communication • Follow through • Relationship building • Sustainability



<ul style="list-style-type: none"> • Clearly publicize how the public can work with agencies to resolve community identified issues and offer avenues for public participation, such as the newly formed Equity Advisory Committee, CTC meetings, or future engagement opportunities stemming from these listening sessions (e.g., site visits, town halls, community forums). • Consider establishing a physical community-based location of co-located state and local transportation agencies. This location should be set up to easily accept community input, complaints, and triage issues. Ensure the location is adequately connected to decisionmakers within the agencies to elevate and generate actions on the issues raised. Establish a process for and require follow-up with communities on issues raised. • Ensure transportation agency structures are designed to prioritize and elevate progress on community identified issues. 	
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Organizational Best Practices

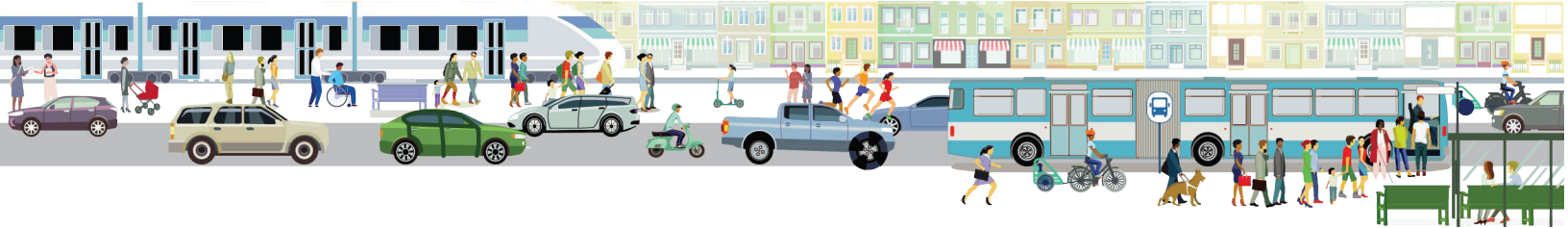
Recommendation: The leadership of the transportation agencies should continue to prioritize and invest in equity initiatives and resolve organizational obstacles to achieving outcomes.

Description:	Issues Addressed
<p>The transportation agencies have issued strong statements on racial equity and made commitments to promote equitable outcomes in policies, programs, and practices. Agency leadership should continue to maintain the organizational focus on these issues. Starting at the top of organizations, leadership sets the tone and culture and establishes clear directives to department leaders and staff. Leadership sets goals, monitors results, assesses the external environment, defines vision and strategy, identifies infrastructure and resources to accomplish the work, and builds a culture of equity. All layers of leadership within the agencies must maintain commitment to the objectives of the sessions and to broader equity work in order to make substantial operational changes. With this commitment at all levels, the agencies can resolve organizational obstacles and create mechanisms to respond and follow through on community concerns.</p> <ul style="list-style-type: none"> • Continue to communicate and signal to the agencies the priority of advancing equity and the organizational shifts that will be required to accomplish it. • Be clear on the resources (e.g., time, staff, funding, actions) and what organizational changes (e.g., contracting mechanisms, reporting structures) are being committed to accomplishing the work. • Ensure performance management and organizational structures are in place to facilitate the work and actively break down any barriers that are identified as impeding progress. 	<ul style="list-style-type: none"> • Follow through • Leadership • Organizational commitment • Sustainability

Recommendation: Formalize guiding principles and best practices for conducting community engagement and developing CBO partnerships.

Description:	Issues Addressed
<p>The guiding principles and best practices for working with CBO partners and communities established for the listening sessions should be formally adopted by the agencies.</p> <ul style="list-style-type: none"> • Includes practices around fair compensation for CBOs, community groups, and individuals, prioritizing community preferences, timelines for building relationships, and commitment to transparency and follow-up. • Modify or create language translation and interpretation contracts that support this work and ensure the contracts include pre-planning meetings as part of the scope of the contract. 	<ul style="list-style-type: none"> • Relationship building • Fair compensation • Organizational commitment • Sustainability

The remainder of the report provides a summary of each session, including detailed comments and recommendations received from the participants.



Kern County Transportation Equity Listening Session

Summary

Date and time: March 24, 2022, 5:00 p.m.–7:30 p.m.

Format: The listening session was held virtually during a standing community meeting using Zoom for Government. ICF facilitated the session in Spanish, accompanied by English language interpretation.

CBO partner: [Center on Race, Poverty and the Environment \(CRPE\)](#)

Key issues raised by community members:

- The community would benefit from alternate routes that divert traffic and pollution away from cities and neighborhoods.
- Residents vocalized concerns around transportation safety, particularly dangerous roads and intersections, an absence of sidewalks, non-ADA compliant infrastructure, and a lack of pedestrian crossings at railways that endanger children walking to school.
- There is a perception that transportation agencies do not follow through on issues, are inaccessible to the community, and defer responsibility to other agencies based on jurisdiction.

Kern County Communities

Geography and Demographics

The listening session in Kern County focused on the Assembly Bill 617 (AB 617) communities of Arvin and Lamont, as well as other communities on the outskirts of Bakersfield, such as Delano, McFarland, Shafter, and Lost Hills. Arvin and Lamont, along with the nearby community of Weedpatch, have higher rates of poverty than the national average and other areas of the Bakersfield metro area. AB 617 communities are among the most disadvantaged communities in California and most impacted by air pollution. The AB 617 community profile describes the communities as rural, with two heavily trafficked highways (184 and 223) and surrounding agricultural and industrial infrastructure that contributes to poor air quality in the region.⁵

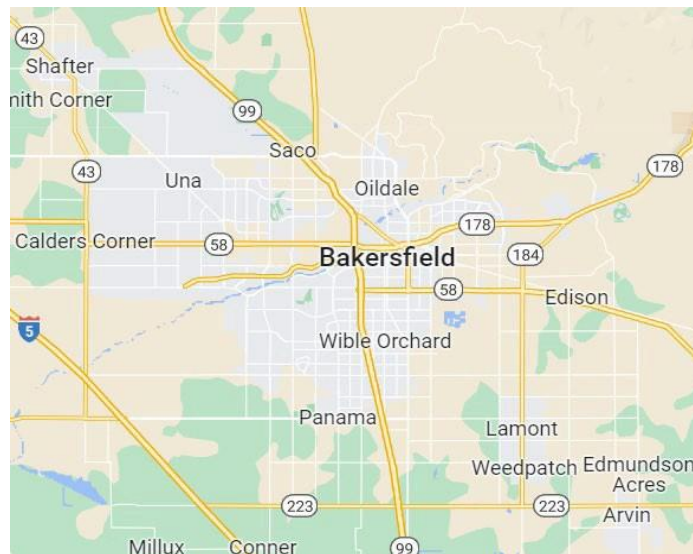
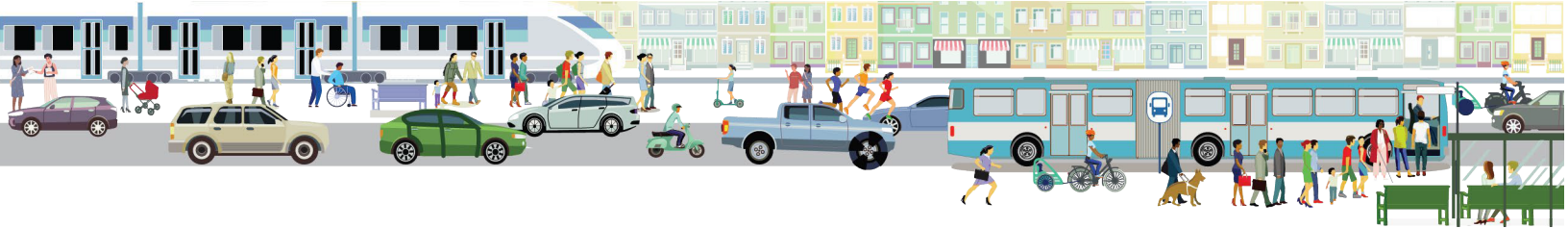


Figure 2: Map of communities in Kern County (Google Maps)

As of 2020⁶, Arvin, California, had a population of 21.2k people and a median household income of \$39,750. The poverty rate is 32%. Ninety-four percent of the community identifies as Hispanic, and 86% of adults report speaking at least some Spanish at home. A significant percentage (36%) of residents are foreign-born; higher than the percent in California (27%) and in Kern County overall (20%). The population is young, with a median age of 25. In 2020, 70% of workers drove alone to work, a six percent increase over 2019. The average commute

⁵ Source: San Joaquin Valley Air Pollution Control District community profile: <https://community.valleyair.org/selected-communities/arvin-lamont/>

⁶ Socioeconomic data was sourced from Data USA and Census Reporter.



time is 24 minutes, lower than the national average of 27 minutes. Only 3.5% of workers reported working from home in 2020. Employment in the area is dominated by Agricultural, Farming, Fishing, and Hunting Industries (45%), followed by Retail Trade (10%). Over 60% of the population does not hold a high school degree.

As of 2020⁷, Lamont, California had a population of 14.7k people, a median household income of \$42,948 and a poverty rate of 27%. Ninety-four percent of the community identifies as Hispanic and 86% of adults report speaking at least some Spanish at home. Over 40% of residents are born outside the U.S. The median age for residents in Lamont is 30 years old. In 2020, 77% of workers drove alone to work, a 2.5% increase over 2019, and only about 1% of people reported working from home. The average commute time is 20 minutes. Most workers in this community are in Farming, Fishing, and Forestry Occupations (43%) followed by Material Moving Occupations (11%). Sixty-two percent of the population does not have a high school degree.

Location and Attendance

The Kern County Equity Listening Session was held on the evening of March 24th during a standing CRPE community meeting. Following the usual format for the standing meeting, ICF facilitated the listening session in Spanish and English interpretation was provided through a CTC translation and interpretation vendor. Many of the participants were resident advocates or representatives of their neighborhoods. There were some technical challenges at the start of the meeting with the interpretation, which primarily affected the experience of English language listeners (mostly transportation agency executives and staff and a few English-only speaking participants).

There were 30 community participants in the listening session, including CBO staff; 19 participants from the three transportation agencies and their designees, including executives, commissioners, agency staff, and UC Davis affiliates; and 10 support staff, including ICF staff, facilitators, and Spanish and ASL interpreters. Participants identified their communities as Arvin, Lamont, Shafter, Tehachapi, Delano, McFarland, and Bakersfield.

Agency Executives and Staff in Attendance

Caltrans

- Amar Azucena Cid, Program Manager, Caltrans Office of Race and Equity
- Carolyn Abrams, Priority Populations Program Manager, Caltrans Office of Race and Equity
- Chloe Doyle, District 6 Equity Manager/Small Business Liaison
- Diana Gomez, District 6 Director
- Jeanie Ward-Waller, Deputy Director, Planning and Modal Programs
- Lorena Mendibles, District 6 Senior Transportation Planner
- Lupita Mendoza, District 6 Tribal Liaison
- Michael Keever, Chief Deputy Director
- Steven Keck, Deputy Director of Finance/Chief Financial Officer
- Tony Dang, Deputy Director Sustainability
- Velessata Kelley, Chief of Staff

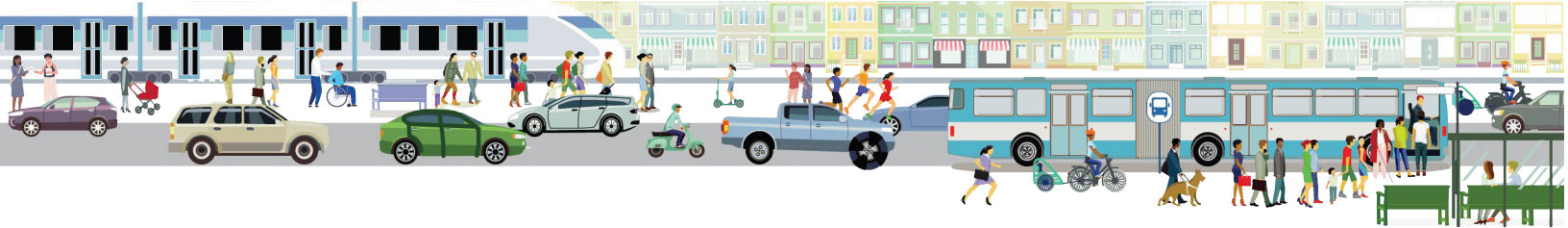
CalSTA

- Avital Barnea, Deputy Secretary, Transportation Planning

CTC

- C. Sequoia Erasmus, Associate Deputy Director, Equity + Engagement
- Clarissa Falcon Reyes, Commissioner

⁷ Socioeconomic data was sourced from [Data USA](#) and [Census Reporter](#).



- Joseph Lyou, Commissioner
- Mitch Weiss, Executive Director
- Tanisha Taylor, Chief Deputy Director

University of California, Davis

- Justin Flynn, graduate student
- Prashanth Venkataram, postdoctoral researcher in the 3 Revolutions Future Mobility Program at the Institute of Transportation Studies

Community Feedback

The following sections document the feedback and recommendations received from the community during the listening session. CRPE reviewed the high-level themes to ensure accurate representation of the community dialogue.

This information does not reflect official determinations from the transportation agencies regarding the safety and management of transportation facilities.

Polling

At the beginning of the session, several poll questions were launched to initiate thinking about transportation modes and issues. The results are not scientific or representative (for example, only about a third of participants answered any of the poll questions), but it may provide a sense for how the community views and uses transportation. Of the 11 respondents, 10 indicated driving alone as a primary mode of transportation. A few also indicated carpooling, and only one indicated that using the bus or ridesharing was part of their most frequently used modes of transportation. The top transportation issues impacting respondents and their families were traffic congestion (9), pollution and environmental concerns (8), public transit access (7), safety (6), and availability of sidewalks, crosswalks, or bicycle lanes (6). Most respondents (9 of 11) indicated “no” or “unsure” when asked if they knew how to engage with the transportation agencies outside of the listening session.

Heavy truck traffic is creating pollution, health concerns, and wear on highways that diverts funding and attention from other needed projects

- In Arvin, on Highway 223, heavy truck traffic creates the need to reconstruct the highway every six months. As a result, funding is diverted away from addressing smaller infrastructure projects such as fixing Bear Mountain Boulevard.
- Heavy truck traffic through the city of Arvin is causing pollution and health concerns.
- Arvin: During a recent AB 617 meeting, the Center on Race, Poverty, and the Environment spoke with a representative from the city of Arvin about the potential construction of a road connecting Interstate 5 (I-5) to Highway 58 at the foot of the mountain and would alleviate lots of traffic. (See Figure 3).

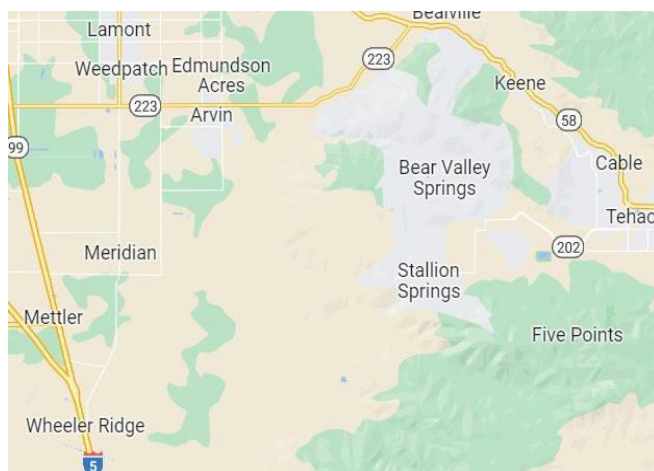
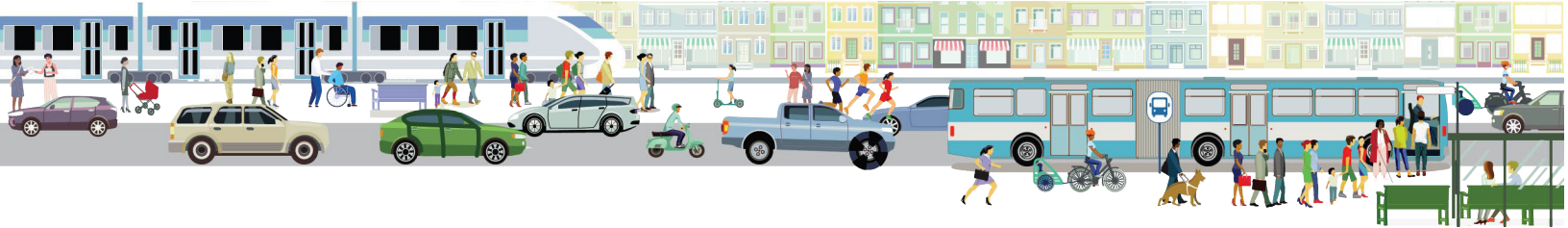


Figure 3: Interstate 5 and Highway 58 in Arvin (Google Maps)



- E Lerdo Highway through the center of Shafter is heavily trafficked by commercial trucks creating pollution for schools, churches, and businesses on the street.
- Lamont is heavily trafficked by commercial trucks, many of which are not serving local businesses but accessing Highway 58.
- Commercial trucks often run red lights and endanger the community.
- There is no equity; improvements are always made in cities, or areas close to cities. *“Disadvantaged cities like ours are ignored completely.”*
- Roads only receive temporary repairs that are not good quality compared to places with wealthier residents like Bakersfield. Because these roads are damaged, [agriculture] fieldworkers get into car accidents, and potholes damage their tires.
- In McFarland, Highway 99 creates noise levels that surpass 85 decibels in the morning, which is very loud, especially for community members on the autism spectrum or experiencing post-traumatic stress disorder.
- The region needs alternate modes of transportation.

Residents named specific locations as safety concerns due to car accidents or insufficient infrastructure for safe pedestrian crossings and bike lanes

- Delano: The bridge at the intersection of Ellington St., Fremont St., and Garces Highway has a high number of car accidents (See Figure 4).
- Delano: On Ellington St. and Fremont St., there are few sidewalks for pedestrians, and where they do exist, they are in disrepair. A resident recently fought for and won commitment from Caltrans to build sidewalks in Delano.
- Delano: The bridge on Woollomes Avenue at Highway 99 has a high number of car accidents and pedestrian walkways and bicycle lanes that are too narrow and unsafe. The bridge walkways are not ADA compliant.
- Shafter: At night, E Lerdo Highway is poorly lit, and it is very risky to commute in this area from Highway 99 to I-5. This area needs more streetlights, traffic lights, and freshly painted road lines.
- Shafter: There is no infrastructure for pedestrian railroad crossings—people have died, and children must cross railroads with no crossing infrastructure to get to school. There is a pending proposal for a new railway to connect San Francisco to Los Angeles and the community is concerned about the safety risk this poses for children who attend school on Lerdo Highway.
- Lamont and Weedpatch: The communities are next to each other but lack safe pedestrian walkways and bicycle lanes to enable residents to buy groceries or run other errands to and from each community.
- Arvin: Sidewalks are not accessible to those who use wheelchairs. *“I need to roll onto the street where the sidewalks are broken—this is unsafe.”*

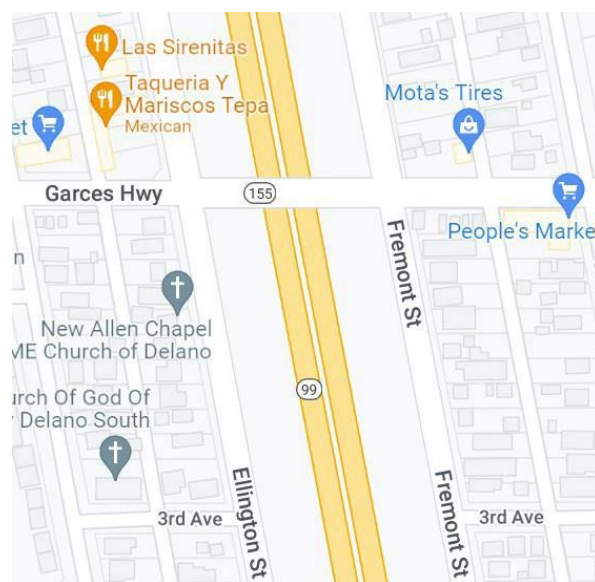
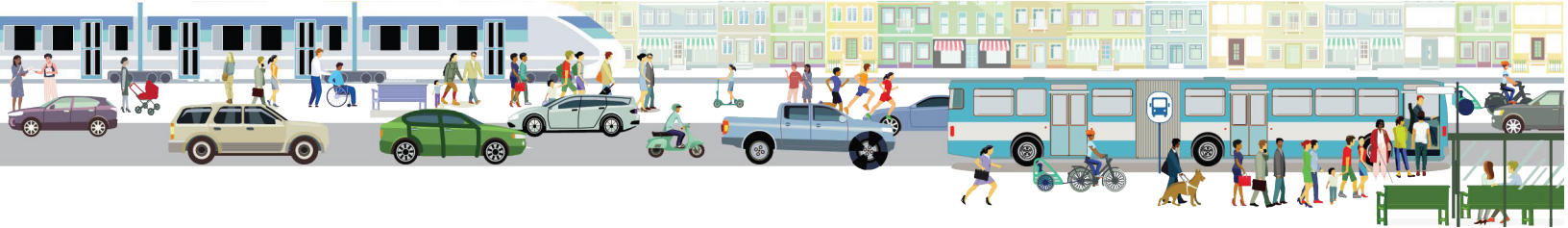


Figure 4: Intersection of Ellington St., Fremont St., and Garces Highway in Delano (Google Maps)



Residents named specific locations and projects as congestion concerns

- Shafter: Traffic lights on E. Lerdo Highway, near the railroad tracks, are not functioning properly to ensure the smooth flow of traffic. Once the train passes, lights controlling traffic from north to south work properly but lights controlling traffic from east to west are not working correctly and cause congestion.
- Delano: Wonderful Citrus semi-trucks cause heavy traffic on Lexington Street. As a result, residents must endure 25-30 vehicle car lines to get to Walmart.

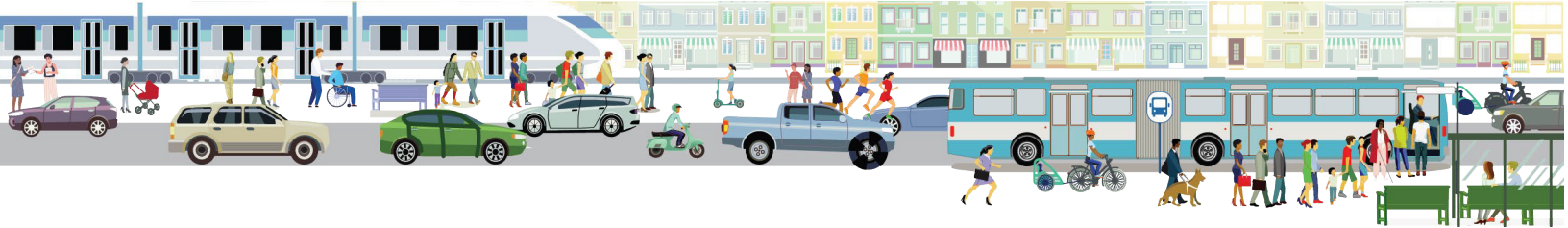
Residents do not feel Caltrans is addressing their concerns and the agencies responsible for transportation infrastructure defer responsibility.

- Delano: County Line Rd. is heavily transited and worn down by semi-trucks transporting grapes and oranges. The road falls under shared jurisdiction [between Kern and Tulare Counties], and when the harvest is over, neither county wants to take responsibility for repairing the road.
- Lost Hills: Caltrans was slated to expand Highway 46 in 2020, but as of 2022 the project has not been completed. Construction impacts of the Highway 46 expansion have included road closures of 4-5 days that drove added truck traffic through residential neighborhoods.
- Lost Hills: Caltrans had promised to build a bridge for safer school crossing, but now Caltrans will not build the bridge.
- Arvin: Resident has tried to coordinate with Caltrans and the city of Arvin to fix traffic light and sidewalk issues, but it is taking years, and the issues have never been fixed.
- Shafter: Resident tried to contact the Shafter mayor about traffic light issues and was told it is Caltrans' jurisdiction, but Caltrans did not return resident's phone calls.
- Shafter: *"Often, when we voice our concerns, we are told, 'this issue is not under state jurisdiction, or the city can't address this issue.' Responsibility is deferred from one agency to another."*
- Lamont: Sidewalks on Main Street are damaged, and Caltrans has done nothing to fix them for years.
- Lamont: Comite Progreso de Lamont recently tried to work with Kern County to build a "corrido" from Buena Vista to Sunset Road for students attending school in the area but could not advocate for the project with Caltrans because they did not know whom to speak to or how to communicate with the agency.
- Lamont: [The transportation agencies] do not hold meetings with community residents. For example, recently, there were efforts to bring Main Street under the authority of the county, and the [transportation agencies] consulted the Chamber of Commerce but not residents.

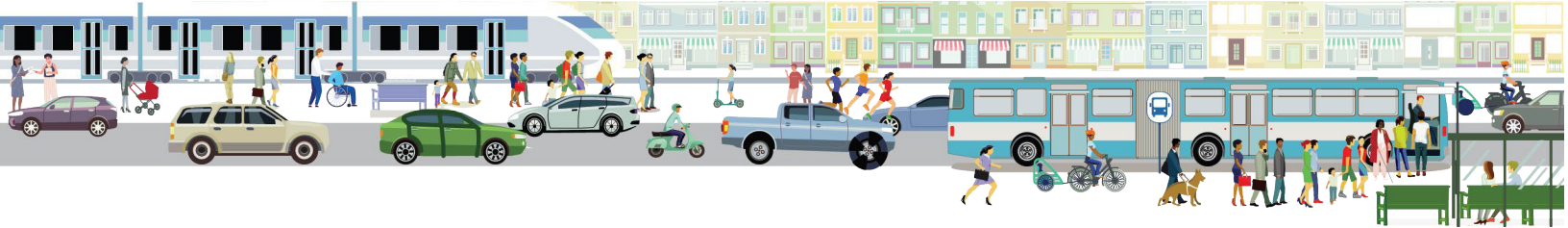
Community Recommendations

The transportation agencies should:

- Provide a flow chart to residents of which transportation agency(s) have authority over which transportation and transit infrastructure.
- Set up a local Caltrans office in Kern County with full time employees that can provide general information (such as guidance about whom to contact with issues) to residents.
- Improve communication with residents and provide contact information to the community. Communications improvements should include reducing wait times, supplying direct communication phone lines, and adding an in-person presence in communities.
- Make improvements to transportation infrastructure with the intention to reduce accidents, improve pedestrian safety, add bicycle lanes, and fix ADA compliance issues, as noted in community feedback.



- Build new infrastructure and cargo routes that divert traffic, especially heavy truck traffic, and pollution away from the cities and neighborhoods.
- Improve safety for school children:
 - Create pedestrian crossings at railways, particularly where students need to cross tracks to get to school.
 - Shafter: Consider the safety risk to children attending school on Lerdo Highway due to the pending proposal for a new railway connecting San Francisco to Los Angeles.
 - Lamont: Create a [“corrido”] from Buena Vista to Sunset Road and from McKee Road to Mountain View Road for students.
 - Lost Hills: create a bridge for school children.
- Arvin: the community supports the construction of a road between Highway 58 and I-5 (from the Tejon outlets on I-5 to 58 near the hills) that will provide drivers an option to not go into the heart of Lamont, Weedpatch, and Arvin communities and will alleviate traffic.
- Shafter: Improve lighting and road lines on E Lerdo Highway from Highway 99 to I-5.
- Consult with residents on projects and transit plans such as cargo routes.
- Caltrans should look at Germany’s regional banking system as a model for connecting small communities.
- Continue the dialogue and connection to transportation leaders, by holding in-person sessions to hear from agricultural workers and those that do not have access to computers.
- Build trust with communities by having better follow through, addressing the issues, and accomplishing the changes discussed in this session, ensuring the [communities and the transportation agencies] are not having the same conversation in ten years.
- Demonstrate the willingness of transportation agencies to coordinate with other agencies (including local officials) responsible for environment, traffic, roads, and other infrastructure.



Lake County Transportation Equity Listening Session

Summary

Date and time: April 19, 2022, 11:00 a.m.–1:30 p.m.

Format: The session was held virtually as a standalone event using Zoom for Government. ICF facilitated the discussion in English, accompanied by Spanish language and ASL interpretation.

CBO Partners: [Lake County Chamber of Commerce](#) and [Lake County Economic Development Corporation](#)

Key issues raised by community members:

- Public transit and alternate transit options in Lake County are lacking, which especially affects the elderly and chronically ill.
- Transportation agencies are not educated on the tribal governments in Lake County and tribal nations.
- The Tribal Historic Preservation Office (THPO) needs to be included early in transportation planning for projects.
- The community vocalized concerns about road conditions, speeding, and one-way roads posing congestion and potential safety risks.

Lake County Communities

Geography and Demographics

The listening session in Lake County focused on the Assembly Bill 617 (AB 617) communities of Lakeport, Kelseyville, and Clearlake. AB 617 communities are among the most disadvantaged communities in California and most impacted by air pollution. Lake County is an area of tribal diversity; there are seven federally recognized tribes in Lake County, each with their own sovereign governments.⁸

As of 2020,⁹ Lakeport, California, has a population of just under 5k people and a median household income of \$49,908, a 15% decline over 2019. The poverty rate is 9%. The top three racial and ethnic groups in Lakeport are White/Non-Hispanic (65%), Hispanic/All races (21%), and American Indian & Alaskan Native/Non-Hispanic (6%). About 81% of adults speak only English at home, and 13% speak at least some Spanish at home. Most residents are born in the United States (88%), higher than the percentage in California overall (73%). The population has a median age of 49. In 2020, 70% of workers drove alone to work, 17% carpoolled, 12% worked at home, and less than 1% walked or took public transit. The average commute time is 16 minutes lower than the national average of 27 minutes. The largest employment industry is Health Care and Social

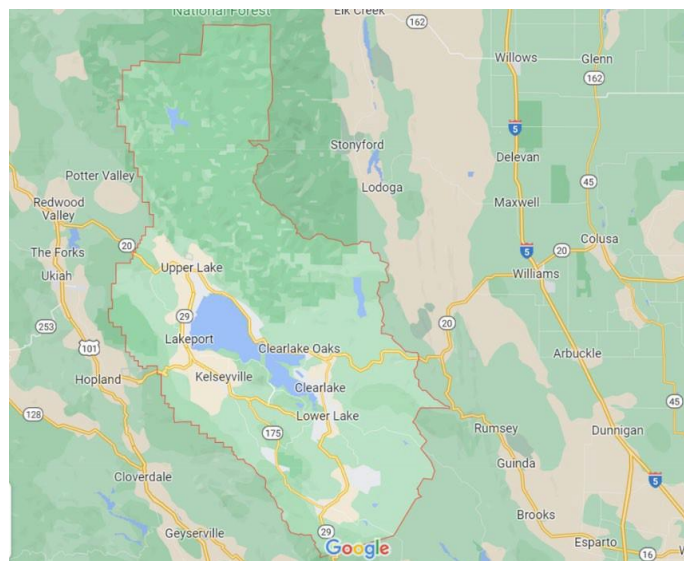
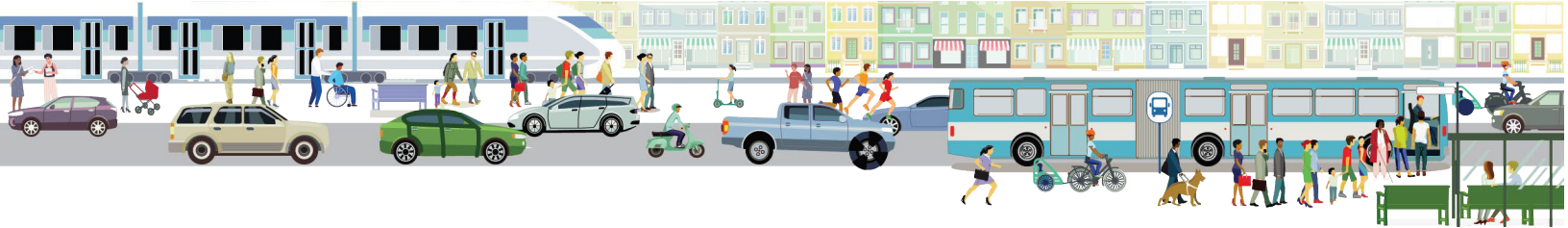


Figure 5: Map of Lake County (Google Maps)

⁸ The Lake County Tribal Nations include: Elem Indian Colony, near Clearlake Oaks; Habematolel Pomo of Upper Lake; Big Valley Band of Pomo Indians, near Lakeport; Scotts Valley Band of Pomo Indians, near Lakeport; Robinson Rancheria, near Nice; Koi Nation of Northern California; and Middletown Rancheria of Pomo Indians of California, near Middletown. (Source: Lake County)

⁹ Socioeconomic data was sourced from [Data USA](#) and [Census Reporter](#).



Assistance (32%). Over 85% of the population has a high school degree or higher, and 29% have a bachelor's degree or higher.

Kelseyville¹⁰ had a population of 3.6k people, a median household income of \$43k, and a poverty rate of 24%, an increase of 48% percent from 2019. In Kelseyville, 47% of residents identify as White/Non-Hispanic and 51% as Hispanic/All races. About 65% of adults speak only English at home and 34% speak at least some Spanish at home. Most residents are born in the United States (79%), higher than the percentage in California overall (73%). The median age for residents is 33. In 2020, 74% of workers drove alone to work, 7% percent carpooled, 14% worked at home, less than 4% walked, and less than 1% took public transit. The average commute time is 21 minutes, lower than the national average of 27 minutes. The most common employment industries are Construction (22%) and Agriculture, Forestry, Fishing, and Hunting (17%). Over 76% of the population has a high school degree or higher and 11% have a bachelor's degree or higher.

Clearlake¹¹ has a population of approximately 15,000 and a median household income of \$49,254. The poverty rate is 17.5%. In Clearlake, 69% of residents identify as White/Non-Hispanic and 21% as Hispanic/All races. About 83% of adults speak only English at home, and 16% speak some Spanish at home. Nearly all residents are born in the United States (92%), higher than the percentage in California overall (73%). The population has a median age of 45. In 2020, 67% of workers drove alone to work, 12% percent carpooled, 13% worked at home, 3% walked, and 4% took public transit. The average commute time is 31 minutes, higher than the national average of 27 minutes. The most common employment industries are Healthcare and Social Assistance (18%) and Retail Trade (13%). Over 80% of the population have a high school degree or higher, and 6% have a bachelor's degree or higher.

Location and Attendance

The Lake County Listening Session was held virtually on the morning of April 19, 2022. The Lake County Chamber of Commerce notified and recruited participants through their networks. The Lake County Economic Development Corporation (LCEDC) also advised on the listening session. ICF facilitated virtually on Zoom in English. There was live ASL interpretation and an optional Spanish language dial-in phone number.

There were 16 participants from Lake County communities, including members of federally recognized sovereign tribal nations and members of the Lake County Chamber of Commerce. In addition, there were 23 participants from the three transportation agencies and their designees, including executives, commissioners, agency, and UC Davis staff, three participants from ICF for facilitation and notetaking; and six other participants for meeting support, including Spanish and ASL interpreters.

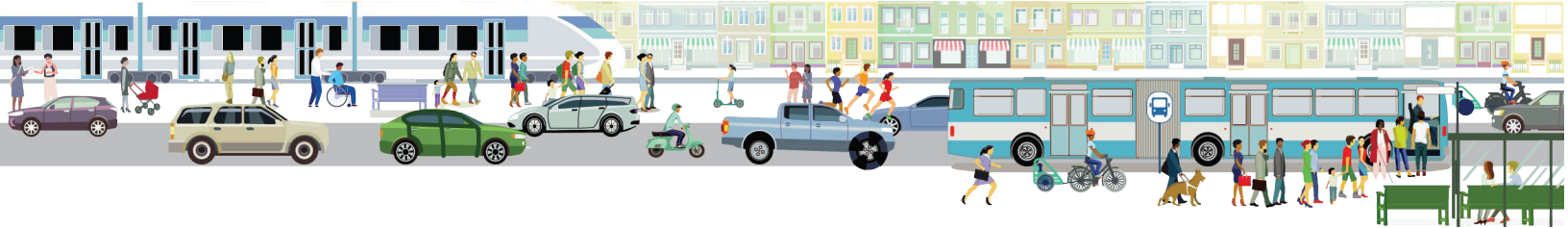
Agency Executives and Staff in Attendance

Caltrans

- Alexis Kelso, District 1
- Amar Azucena Cid, Program Manager, Caltrans Office of Race and Equity
- Brad Mettam, District 1 Deputy District Director
- Carolyn Abrams, Priority Populations Program Manager, Caltrans Office of Race and Equity
- Dean Meester, District 1
- Jeanie Ward-Waller, Deputy Director, Planning and Modal Programs
- Michael Keever, Chief Deputy Director,
- Steven Keck, Deputy Director of Finance/Chief Financial Officer
- Velessata Kelley, Chief of Staff

¹⁰ Socioeconomic data was sourced from [Data USA](#) and [Census Reporter](#).

¹¹ Socioeconomic data was sourced from [Data USA](#) and [Census Reporter](#).



CalSTA

- Avital Barnea, Deputy Secretary, Transportation Planning

CTC

- Brigitte Driller, Assistant Deputy Director, Planning
- C. Sequoia Erasmus, Associate Deputy Director, Equity + Engagement
- Carl Guardino, Vice Chair
- Joseph Lyou, Commissioner
- Justin Hall, Associate Governmental Program Analyst
- Laura Pennebaker, Deputy Director, Transportation Planning
- Lucy White, Planning Intern
- Michele Martinez, Commissioner
- Rebecca Light, Associate Transportation Planner, Planning
- Rocco Davis, Commissioner
- Tanisha Taylor, Chief Deputy Director

University of California, Davis

- Justin Flynn, graduate student
- Prashanth Venkataram, postdoctoral researcher in the 3 Revolutions Future Mobility Program at the Institute of Transportation Studies

Community Feedback

The following sections document the feedback and recommendations received from the community during the listening session. The Lake County Chamber of Commerce reviewed the high-level themes to ensure accurate representation of the community dialogue.

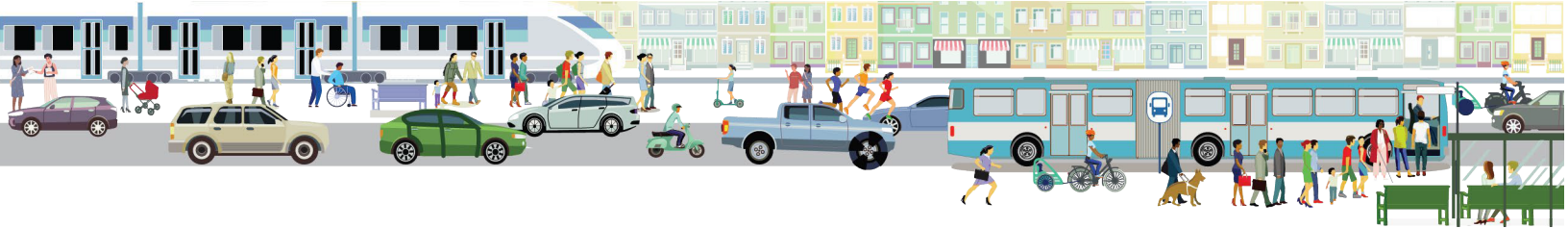
This information does not reflect official determinations from the transportation agencies regarding the safety and management of transportation facilities.

Polling

At the beginning of the session, several poll questions were launched to initiate thinking about transportation modes and issues. The results are not scientific or fully representative but may provide insights into how the community views and uses transportation. Between 8-10, community/CBO participants answered each of the poll questions. Five of nine respondents indicated safety was their top issue of concern, and eight of 10 respondents indicated they most frequently drive alone to work. Sixty-three percent of respondents know how to engage with the transportation agencies outside of the listening sessions.

There is a lack of public transit and alternate transportation options in Lake County which disproportionately affects the elderly and chronically ill

- Buses and bus stops are scarce. Residents must walk long distances to bus stops.
- Lake County does not have a railway or Greyhound buses.
- Medical care in Lake County is limited to basic health services, and as a result, Lake County's large elderly and chronically ill population often must travel outside of the county to receive specialty care. Public transportation to healthcare facilities outside of Lake County takes several hours, and alternate options such as Lakelinks (transportation for low-income and older adults) are limited.



Transportation agencies are not educated on tribal governments, and they exclude them from the transportation planning process

- The Caltrans tribal liaisons are not tribal and thus do not have personal experience or understanding of tribal issues, sacred traditions, and historical sites.
- Lake County has a vast number of archeological and culturally important/sacred tribal sites that must be respected and preserved. Tribal governments need to be an early part of every transportation planning project and consulted on any ground disturbance.
- Tribal nations are all unique, separated people—they are not all the same and cannot be treated as a monolith in communication or transportation planning.
- Caltrans recently created a mural depicting a Pomo basket on a sacred mountain without approval from the tribal governments or the Tribal Historic Preservation Officers (THPO); elders from the Pomo tribe noted that they did not and do not want any monuments built on a sacred site because they do not want to attract tourists to that area. Additionally, the basket pattern on the monument does not accurately depict their traditional patterns—which are sacred. This is an insult.

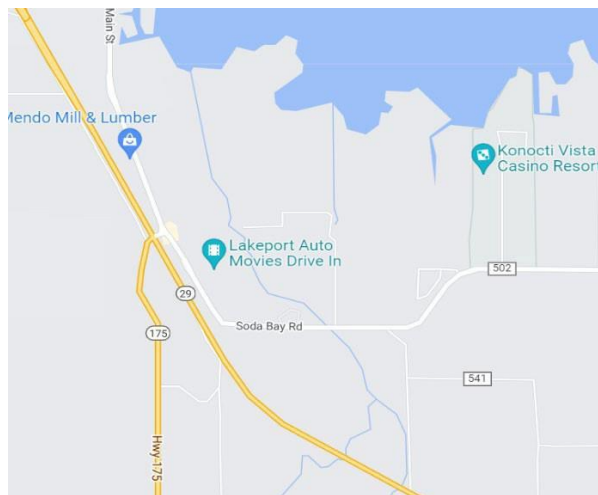


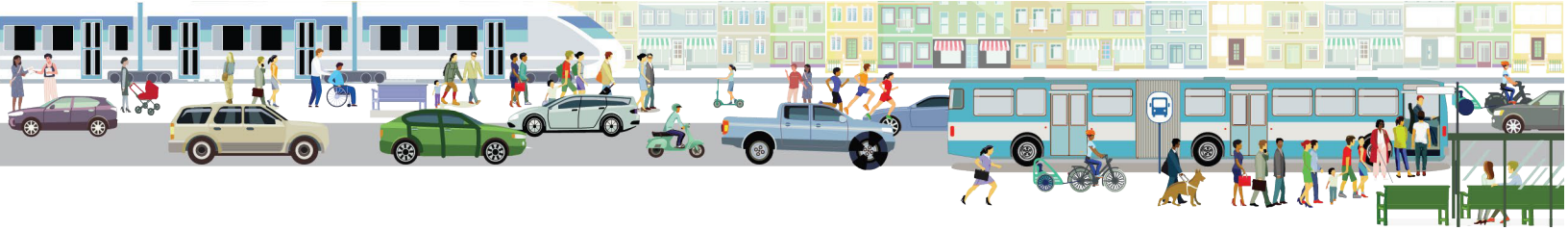
Figure 6: Map of the intersection of Highways 29 and 175 and Soda Bay Road in Kelseyville (Google Maps)

Some areas of Lake County are prone to heavy traffic congestion and speeding, and one-way roads pose serious safety risks

- Soda Bay Road in Kelseyville experiences heavy traffic during the annual Clear Lake bass tournament. Lack of turn signal lights and turning lanes causes cars hauling boats to back up traffic and pose safety risks to the neighborhood.
- There is heavy traffic on Highways 29 and 175 in Kelseyville. This is in part due to tourism toward casinos and the annual bass tournament. Highway 29 experiences heavy traffic and speeding going both ways – *“it’s like a freeway, and there are elders and children walking on the side of the road.”* (See Figure 6).
- The expansion project on Highway 29 is causing heavy traffic.
- Lake County experiences a high number of fatal car accidents each year. In part, this occurs because drivers get stuck behind semi-trucks and try to pass them by merging onto the lane traveling in the opposite direction, sometimes illegally over double yellow lines. Recently there have been several fatal accidents near Pomo Way Street and Highway 20 near the Robinson Rancheria Casino.
- Emergency roadside assistance is delayed because ambulances get stuck behind traffic on one-way roads.
- Cars travel at high rates of speed and there is not sidewalk or bike lane infrastructure.

There is a lack of infrastructure and funding for infrastructure

- There are a lot of second homes and vacation homes in Lake County, and those owners do not contribute vehicle taxes or DMV fees to Lake County. Tourists driving to the homes use the roads but also do not contribute to road maintenance costs.



- Road conditions are very poor. [Transportation agencies] often only do minimal, temporary repairs on roads, such as scraping off the top layer of concrete and refilling. These kinds of repairs only last a few years before needing to be repaired again.
- Lake County does not have any charging stations for electric vehicles.
- There is no route redundancy for roads—and when they are closed for floods, fires, mudslides, and severe accidents—people cannot find alternate routes without going hours out of the way to get home. Road closures have severe impacts in the county.
- The county is pushing toward eco-tourism, but there is tension between the need for road expansion and sidewalks and further ground disturbance and new infrastructure displacing tribal archeological and culturally important/sacred sites.

Community Recommendations

- Increase transportation options (including buses) and improve road safety.
- Create passing lanes and turning lanes to improve safety but note the need to consult with tribal governments to avoid disturbing archeological and sacred tribal sites.
- Construct more bus stops, sidewalks, and bike lanes but note the need to consult with tribal governments to avoid disturbing archeological and sacred tribal sites.
- Improve road maintenance and repairs.
- Transportation leaders should visit Lake County in person to gain insights on its unique rural landscape.
- Create a position at Caltrans to be filled by a tribal member who can work with the tribal liaison and transportation planners. Tribal governments have cultural resource departments that have GIS capabilities, archival, and survey capabilities, and they want to be part of the transportation planning process.
- Esther Stauffer, Tribal Administrator, from Robinson Rancheria, requests that the transportation agencies reach out to her to discuss ways to address the lack of safety around Pomo Way Street near Highway 20, where there have been several fatal car accidents over the past few months.
- Include Tribal Historic Preservation Officers (THPOs) early in all transportation planning. It is particularly important THPOs, and tribal community members be involved in all construction planning to avoid disturbing sacred archeological sites.
- Assign more Pomo names to Lake County streets to increase peoples' awareness that they are in Pomo territory.



Los Angeles Portside Transportation Equity Listening Session

Summary

Date and time: June 8 and June 15, 2022, 9:30 a.m.–11:00 a.m.

Format: The session was held virtually as a two-part series using Zoom for Government. The Safe Street Promotora Educators facilitated the sessions in Spanish, accompanied by English language interpretation.

CBO Partners: [Los Angeles Walks](#) (LA Walks) and Safe Street Promotora Educators

Key issues raised by community members:

- Buses and bus stops do not feel safe.
- Buses, streets, and sidewalks are filled with garbage.
- Bus routes and wait times are inefficient.
- Some bus drivers are insensitive to the cultural and physical needs of their passengers.
- As a result of issues with public transit, the community relies more on cars which create environmental and health impacts.

Los Angeles Portside Communities

Geography and Demographics¹²

The LA Portside listening session focused on the Assembly Bill 617 (AB 617) community of Wilmington and other communities in the LA Portside area. AB 617 communities are among the most disadvantaged communities in California and most impacted by air pollution. The community of Wilmington, California, is urban and contained in a nine square mile radius. Wilmington was one of the earliest port communities in Los Angeles and contains a mix of residential communities and industrial corridors supporting oil refineries and production, goods movement, and port-related uses. While the city is heavily economically reliant on the port, it is heavily impacted by air pollution and freight truck traffic stemming from port operations.

As of 2019, Wilmington has a population of 57k people and a median household income of \$50,875. The median age of residents is 31. The top three racial and ethnic groups in portside communities are White (53%), Other (33%), Asian (3%), and Black (3%). Roughly 89% of residents identified their ethnicity as Hispanic or Latino, with 79% identifying as Mexican. About one-third of

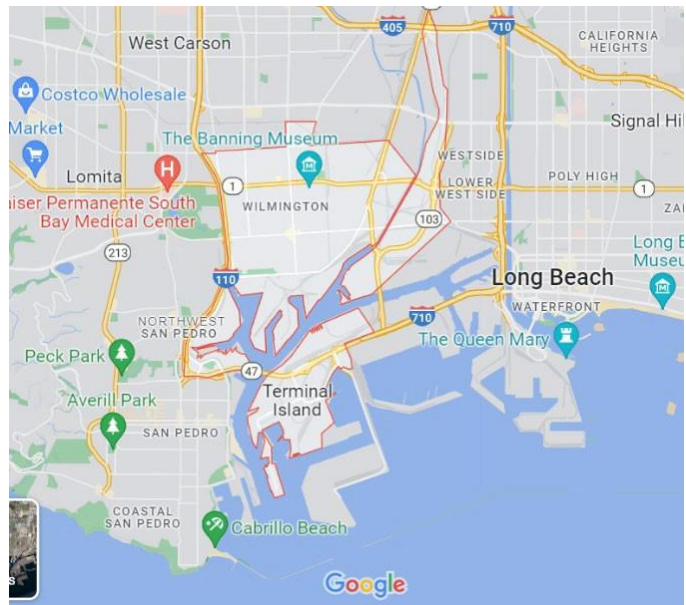
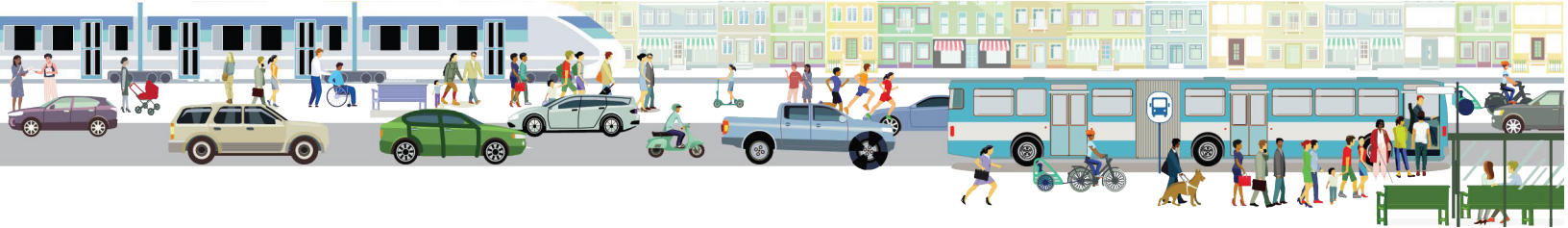


Figure 7: Map of Wilmington, California, and Portside Communities (Google Maps)

¹² Context and socioeconomic data for Wilmington was sourced from the Los Angeles City Planning WILMINGTON-HARBOR CITY Community Plan May 2021 Draft and the 2019 American Community Survey 5-Year Estimates Subject Tables for zip code 90744.



the population speaks English less than “very well.” Seventy-eight percent of households speak at least some Spanish at home, and 4% speak at least some Asian and/or Pacific Island language. Of those over 25, 43% have less than a high school degree, 27% hold a high school diploma or equivalent, 22% have some college or an associate’s degree, and 9% hold a bachelor’s degree or higher. In 2019, 20% of the population of Wilmington was below 100% of the Federal poverty level, and an additional 30% were between 100 and 199% of the federal poverty level. In 2019, 76% of residents drove alone to work, 12% carpooled, 4% commuted to work via public transit, 3% used a taxi or motorcycle, 2% walked to work, and less than 1% commuted via bicycle. Most workers are in Production, Transportation, and Material Moving occupations (26%), Service Occupations (22%) or Sales and Office occupations (22%).

Location and Attendance

The two-part Los Angeles Portside Listening Session was held virtually on the mornings of June 8 and June 15, 2022. Gaby Segovia and Nancy Cid, Safe Street Promotora (Promoter) Educators with LA Walks facilitated the sessions virtually on Zoom in Spanish. English interpretation was available. On June 8, 32 participants from Los Angeles Portside communities, including LA Walks staff, joined the meeting. Others joining the meeting included 17 participants from the three transportation agencies and their designees including executives, commissioners, agency staff, and UC Davis affiliates; two participants from ICF for technical support and notetaking; and two English language interpreters.

On June 15, 37 participants from Los Angeles Portside communities, including LA Walks staff, joined the meeting. Others joining the meeting included 17 participants from the three transportation agencies and their designees, including executives, commissioners, agency staff, and UC Davis affiliates; two participants from ICF for technical support and notetaking, and two English language interpreters.

Agency Executives and Staff in Attendance (Part 1)

Caltrans

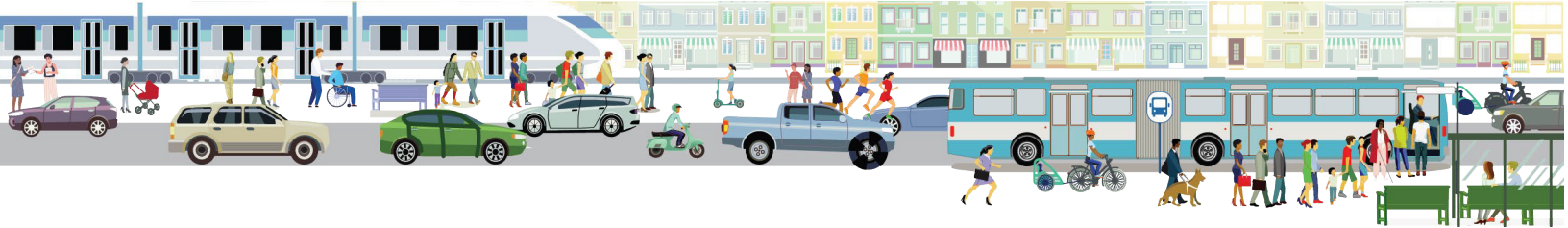
- Amar Azucena Cid, Program Manager, Caltrans Office of Race and Equity
- Carolyn Abrams, Priority Populations Program Manager, Caltrans Office of Race and Equity
- James Shankel, District 7 Office Chief of Regional Planning, Transit, and LDR
- Jeanie Ward-Waller, Deputy Director, Planning and Modal Programs
- Jenna Dookun, District 7 Equity Lead
- Mariam Dahdul, District 7 DNAC
- Paul Marquez, District 7 District Deputy Director of Planning
- Tony Tavares, Director
- Yolande Augustin, District 7 Equity Lead

CalSTA

- Avital Barnea, Deputy Secretary, Transportation Planning

CTC

- C. Sequoia Erasmus, Associate Deputy Director
- Joseph Lyo, Commissioner
- Justin Hall, Associate Governmental Program Analyst
- Michele Martinez, Commissioner
- Mitch Weiss, Executive Director
- Tanisha Taylor, Chief Deputy Director



University of California, Davis

- Prashanth Venkataram, postdoctoral researcher in the 3 Revolutions Future Mobility Program at the Institute of Transportation Studies

Agency Executives and Staff in Attendance (Part 2)

Caltrans

- Amar Azucena Cid, Program Manager, Caltrans Office of Race and Equity
- Carolyn Abrams, Priority Populations Program Manager, Caltrans Office of Race and Equity
- James Shankel, District 7 Office Chief of Regional Planning, Transit, and LDR
- Jeanie Ward-Waller, Deputy Director, Planning and Modal Programs
- Mariam Dahdul, District 7 DNAC
- Michael Keever, Chief Deputy Director
- Paul Marquez, District 7 District Deputy Director of Planning
- Steven Keck, Deputy Director Finance, Chief Financial Officer
- Tony Tavares, Director

CalSTA

- Avital Barnea, Deputy Secretary, Transportation Planning

CTC

- C. Sequoia Erasmus, Associate Deputy Director, Equity + Engagement
- Joseph Lyou, Commissioner
- Michele Martinez, Commissioner
- Mitch Weiss, Executive Director
- Tanisha Taylor, Chief Deputy Director

University of California, Davis

- Justin Flynn, graduate student
- Prashanth Venkataram, postdoctoral researcher in the 3 Revolutions Future Mobility Program at the Institute of Transportation Studies

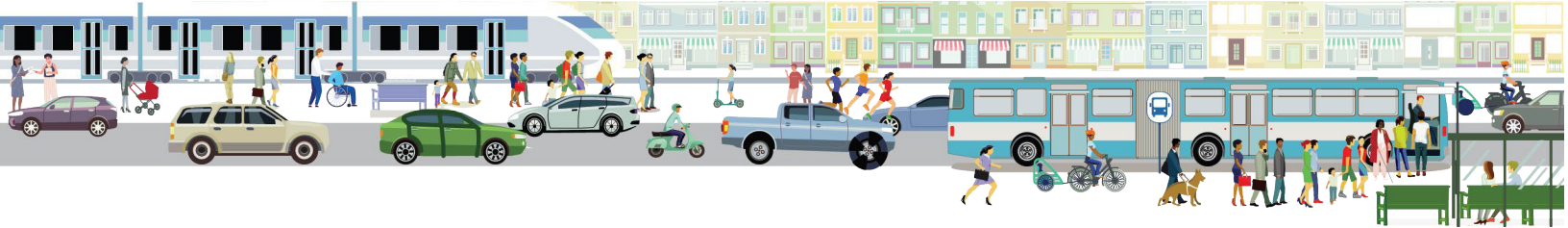
Community Feedback

The following sections document the feedback and recommendations received from the community during the listening session. LA Walks and the Safe Street Promotora Educators reviewed the high-level themes to ensure accurate representation of the community dialogue.

This information does not reflect official determinations from the transportation agencies regarding the safety and management of transportation facilities.

Polling

At the beginning of the June 8th session, several poll questions were launched to initiate thinking about transportation modes and issues. The results are not scientific or representative but may provide some insights for how the community views and uses transportation. Most participants engaged in the polling activity—either directly in Zoom’s polling pop-up box or via the chat box. Eighty-three percent of respondents indicated safety was a concern. Sixty-seven percent of respondents indicated they were concerned with pollution and other environmental issues. Thirty-three percent of respondents indicated they were concerned with public transit access, congestion, and construction.



Buses and bus stops are unsafe and unsanitary

- Passengers do not feel safe while riding the bus. Passengers cite inter-passenger violence on DASH buses and indecent exposure as safety concerns.
- Often, bus drivers do not wait for passengers to fully board the bus before starting to drive. This poses a safety risk for elderly passengers.
- Buses are very unsanitary.
- Unhoused people ride the buses for shelter and sometimes engage in violence and/or sexual exposure.
- Sometimes accidents happen when cars try to maneuver around buses.
- DASH buses are often filled overcapacity with passengers.
- Some bus stops are in areas that do not have pedestrian crosswalks or streetlights nearby. For example, the 246 bus route stop near Figueroa and 182nd Street (see Figure 8). As a result, bus passengers run across busy intersections to get to their bus stop—risking accidents and injuries.

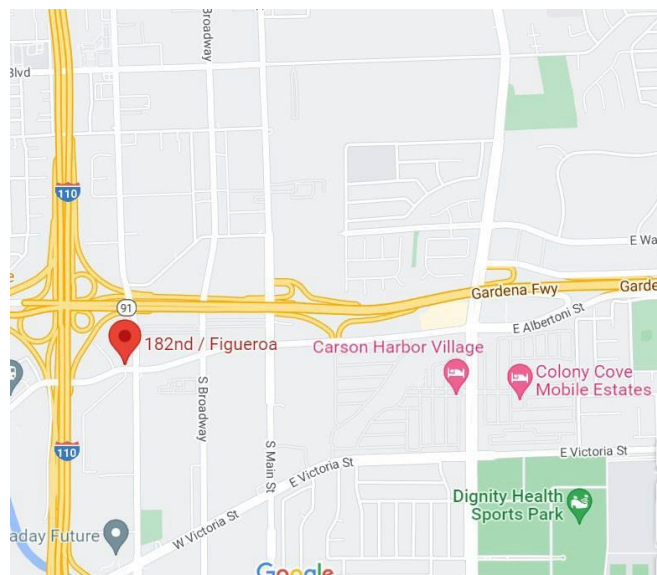


Figure 8: Map of 182nd St. and Figueroa St. (Google Maps)

Bus routes and wait times are inefficient

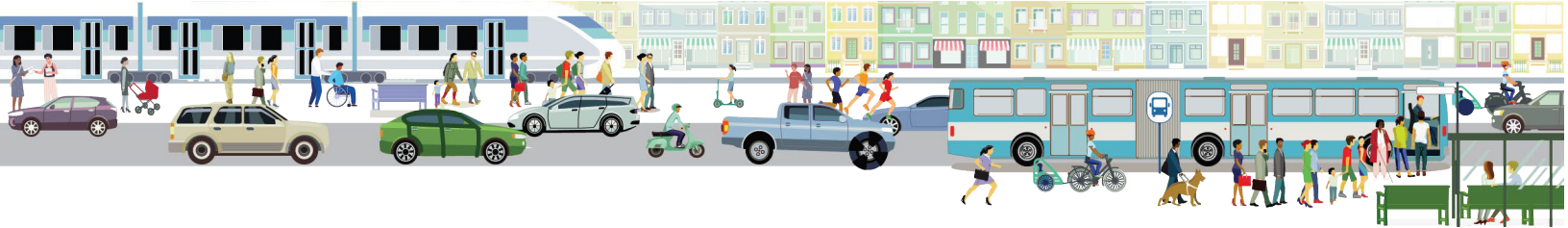
- Wait times for buses are too long.
- Students are forced to wake up very early, get home late, and walk long distances to commute by bus from their homes to schools in Wilmington.
- Bus routes are needed from neighboring communities toward Wilmington, where many children attend school.
- Buses often do not adhere to their published schedules.
- In general, people must walk long distances between bus stops to get to their destinations.
- Bus connections between Wilmington, Long Beach, and Lomita are lacking.

Some bus drivers are insensitive to the cultural and physical needs of their passengers

- Some bus drivers are rude to passengers whose first language is not English.
- Some bus drivers lack empathy and patience for elderly riders and riders with disabilities (e.g., not waiting for them to fully board the bus before driving.)
- Boarding off buses is difficult for those with limited mobility because the height from the bus to the sidewalk is high.
- Some bus drivers do not stop at bus stops when Latinx passengers are waiting to board.

Buses are overcrowded

- Women with children and strollers often cannot board buses because they are so overcrowded.
- Buses servicing areas near schools are particularly crowded during school release times.



The lack of investment in public transportation and safety in Wilmington and other LA Portside communities is creating and contributing to other equity issues

- LA Portside communities are considered low-income, and there is a feeling in the communities that [the government/transportation agencies] have little interest in their needs.
- In addition to buses and bus stops, streets, highways, and sidewalks are also filled with garbage.
- As the community is dissatisfied with public transportation, they use it less frequently and rely more on cars. This car dependency has environmental effects in the community, increases chronic respiratory diseases, results in more fatal crashes, and exacerbates poor design of the built environment.

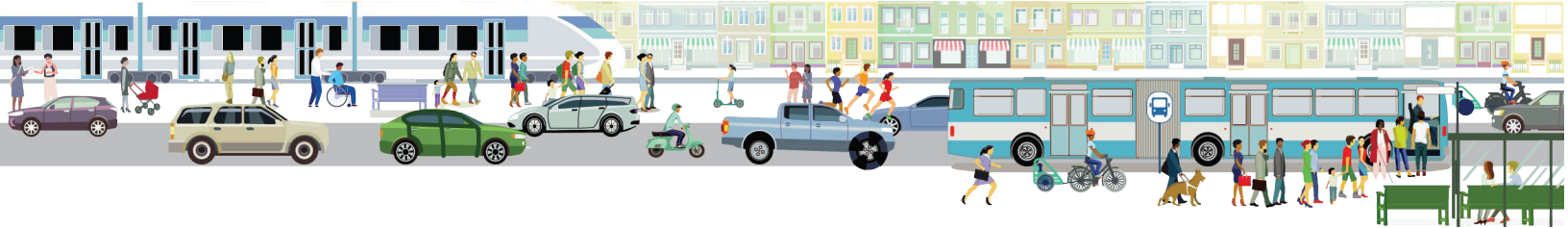
Coalition for a Safe Environment provided additional comments on the impacts of freight transportation in the Wilmington area

- The Coalition for a Safe Environment submits verbal and written comments to every project proposal the transportation agencies release. They also write impact reports. However, the [transportation agencies] ignore their public comments.
- [The city/transportation agencies] do not have a master plan to assess the impacts of transporting freight goods on the public.
- Freight transportation on public freeways, highways, and streets has caused an increase in accidents, deaths, and injuries. Increased truck traffic and congestion, that worsens every year, and wear and tear on highways, freeways, and community streets reduces public transportation infrastructure life by 40%- 50%. The public—as opposed to port and shipping companies—pays 60%–70% of the costs to replace, repair, and maintain public streets, highways, and freeways.
- The \$1B Alameda Corridor Project¹³ would have taken trucks off the freeway; however, the Alameda Corridor Transportation Authority (ACTA), made up of the Port of Los Angeles and Port of Long Beach leadership have not mandated that port tenants use the Alameda Corridor and there is no requirement in the lease agreements to maximize use of the corridor. For the last 15 years, the Alameda Corridor has been functioning at 15–30% capacity because of political influences and is losing money because it is not generating enough revenue to support operations and maintenance.
- The Coalition for a Safe Environment has proposed a two-tier infrastructure in which the lower tier would support freight transportation and upper tier would support public transportation. This would go from San Pedro to Dodger Stadium to the Convention Center, and Harbor Freeway. This suggested plan has not been disclosed to the public.
- The Coalition for a Safe Environment has also proposed a Zero Emission Maglev Train and

Personal Testimony

“I used to work in Palos Verdes, and there were no buses in that area – I don’t know if that is still the case today. During that time, I once had to walk more than 1.5 hours in the sun after working all day. I’ll never forget that day. We [people who work in Palos Verdes] have to walk all the way to Western Ave. to catch buses. I didn’t get home until 7PM because the bus didn’t pass. I cried that day. No one could pick me up that day. I was hungry and had been in the sun all day. This [memory] makes me sad. Now I drive my own car, but one day I may need to use public transportation again. Other people go through this. Some people don’t have money to buy food outside of their homes [and must endure hunger during long wait times]. I’d like to see better bus connections created.”
– Anonymous Participant

¹³ Approximately 20 miles of depressed railway tracks running mainly along Alameda Street from the Port of Los Angeles and the Port of Long Beach to downtown Los Angeles.



submitted project plans and maps, but they have been ignored by the City of Los Angeles, City of Los Angeles Planning Department, Port of Los Angeles, and Caltrans.

- The Coalition for a Safe Environment levied criticism that the ACTA Board has no public representation and board members are aligned with the interests of the shipping industry and that politically appointed Commissioners often have no experience in transportation, have never attended a public meeting or hearing, and have never testified or submitted recommendations.

Community Recommendations

Improve transit safety, sanitation, and infrastructure

- Create better safety and cleanliness on buses, bus stops, roads, and sidewalks.
- Add trash cans to buses for passenger use.
- Increase the frequency of buses and add more buses around school zones to alleviate overcapacity.
- Increase buses and bus stops from neighboring communities on routes to schools in Wilmington.
- Improve the accuracy of bus arrival times and adherence to schedules.
- Construct more shaded bus stops to protect passengers from extreme heat and rain.
- Require cultural competency and customer service training for bus drivers. Bus drivers should treat all passengers with dignity and respect. Transit leadership should oversee compliance.
- Require bus drivers to enforce seats near the front of the bus to be reserved for the elderly and disabled.
- Add bus stop cords at lower heights; some passengers cannot reach the current height of cords.
- Add pedestrian crossing signals on Harry Bridges Highway to improve safety.
- Create more streets/street lanes to accommodate heavy traffic.
- Ensure that transit agency leaders hear community needs and act to address these needs.
- The Coalition for a Safe Environment suggests a magnet train powered by solar panels (Zero Emission Maglev Train) near Long Beach and Harbor Freeway, as well as aqueducts.

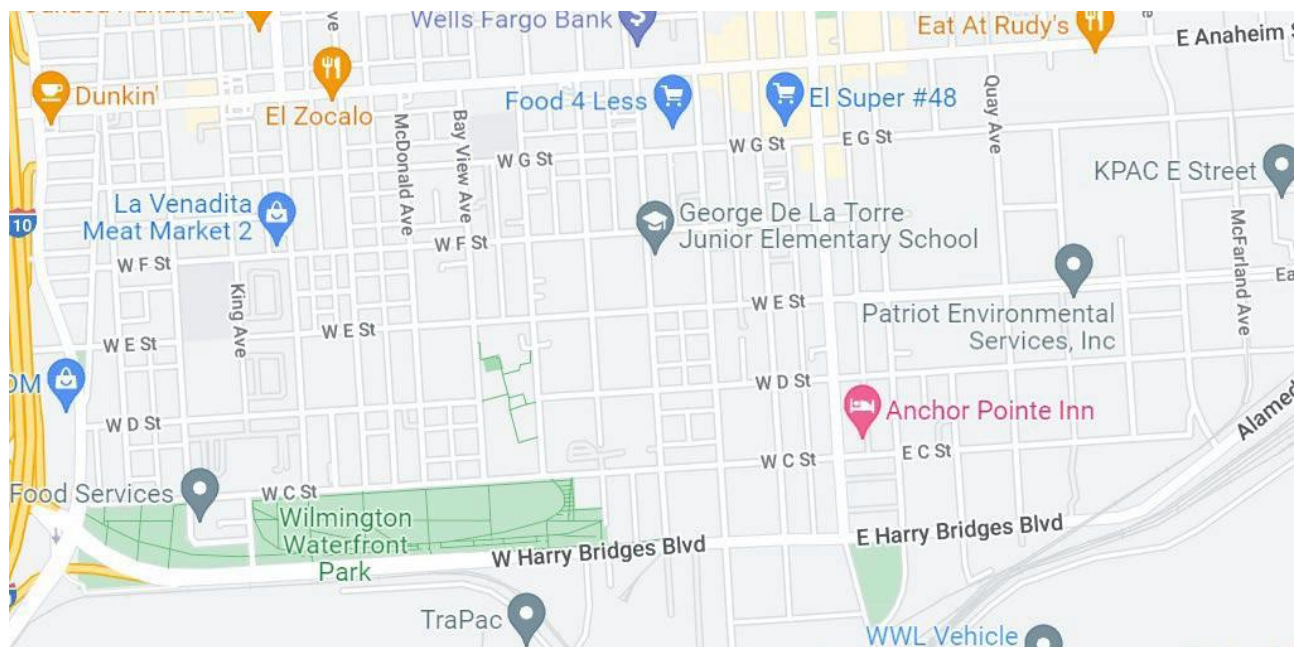
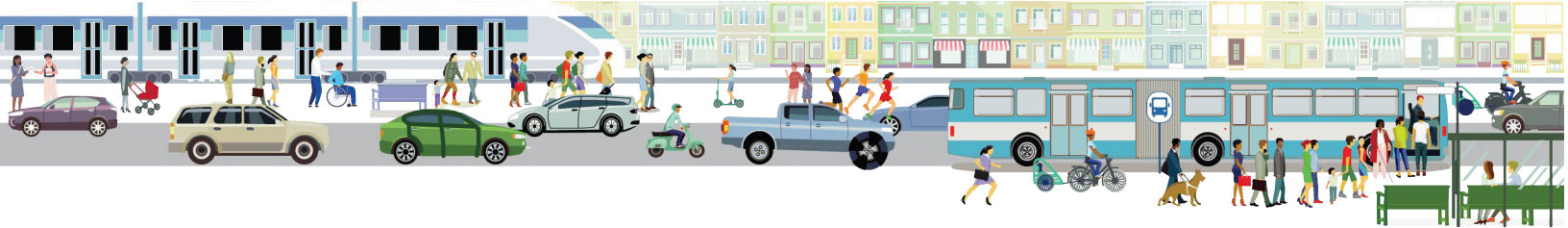


Figure 9: Map of Harry Bridges Boulevard where pedestrian crossing signals are needed (Google Maps)



Visit LA Portside communities in person and improve communication with residents

- Come to communities in person and experience the issues firsthand. This would demonstrate a sense of investment on behalf of transportation leaders in addressing community issues.
- Provide educational resources to community members around what quality transportation should look like and how community members can raise issues if those standards are not being met.
- Add a physical location at a bus station or center where residents can pick up bus schedules, raise issues, and access bus connections.
- Hold frequent meetings with the community to hear their feedback.
- The Coalition for a Safe Environment would like to see discussion of their proposed two-tiered transportation infrastructure proposal at future listening sessions.



Imperial Valley Transportation Equity Listening Session

Summary

Date and time: June 8, 2022, 5:45 p.m.–7:30 p.m.

Format: The listening session was held in concurrence with a virtual AB 617 public steering committee meeting using Zoom webinar. ICF facilitated the listening session in English, accompanied by Spanish language and ASL interpretation.

CBO partner: [Comite Civico del Valle, Inc. \(CCV\)](#)

Key issues raised by community members:

- Lack of landscaping and green spaces may contribute to pollution and extreme climate conditions.
- Imperial Valley transportation is underfunded, and improvements are needed in infrastructure and connectivity, specifically around the U.S.-Mexico border and in the northern part of Imperial County.
- Communities need bike lanes and other infrastructure to encourage alternate modes of transportation.
- Transportation agencies need to improve transparency and communication on the status of projects.

Imperial Valley Communities

Geography and Demographics

The listening session in Imperial Valley focused on the Assembly Bill 617 (AB 617) communities of Calexico, Heber, and El Centro. AB 617 communities are among the most disadvantaged communities in California and most impacted by air pollution.

As of 2020,¹⁴ Calexico, California, had a population of 39.8k people and a median household income of \$42,732. The poverty rate is 20%. Ninety-eight percent of the community identifies as Hispanic, and 95% of adults speak at least some Spanish at home. A significant percentage (45%) of residents are foreign-born; higher than the percent in California (26.6%) and in Imperial County overall (30%).

The median age is 35. In 2020, 76% of workers drove alone to work, 10% reported working from home, 7% carpoled, 3% walked, and 2% took public transit. The average commute time was 25 minutes; a little lower than the national average of 27 minutes. The most common employment industries were Healthcare and Social Assistance (16%) and Retail (14%). Over 60% of the population has a high school degree or higher, and 19% hold a bachelor’s degree or higher.

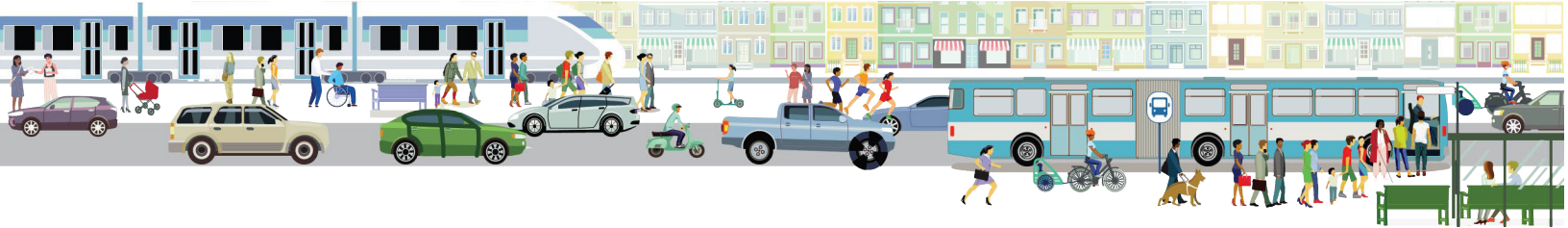
As of 2020,¹⁵ Heber, California had a population of 8.4k people, a median household income of \$58,148 and a poverty rate of 13%. Ninety-nine percent of the community identifies as Hispanic and 93% of adults speak at



Figure 10: Map of Imperial Valley (Google Maps)

¹⁴ Socioeconomic data is sourced from [Data USA](#) and [Census Reporter](#).

¹⁵ Socioeconomic data is sourced from [Data USA](#) and [Census Reporter](#).



least some Spanish at home. Almost 33% of residents are born outside the U.S. The median age for residents in Heber is 30 years old. In 2020, 88% of workers drove alone to work, 4.6% of people reported working from home, and 5% carpooled. The average commute time was 23 minutes. The most common employment industries were Healthcare and Social Assistance (21%), Accommodation and Food Services (13%), and Retail Trade (12%). Over 77% of the population has a high school degree or higher, and 19% hold a bachelor’s degree or higher.

El Centro, California¹⁶ has a population of 43.9k people, a median household income of \$47,366, and a poverty rate of 24%. Eighty-seven percent of the community identifies as Hispanic, and 75% of adults report speaking at least some Spanish at home. Almost 28% of residents are born outside the U.S. The median age for residents is 32 years old. In 2020, 80% of workers drove alone to work, 5% reported working from home, and 11% carpooled. The average commute time was 20 minutes. The most common employment industries were Healthcare and Social Assistance (21%), Retail Trade (13%), and Educational Services (11%). Over 71% of the population has a high school degree or higher, and over 16% hold a bachelor’s degree or higher.

Location and Attendance

The Imperial Valley Listening Session was held virtually on the evening of June 8th as part of an Imperial County Air Pollution Control District and Comite Civico del Valle, Inc. public [AB 617 Imperial Valley Community Air Protection Program Steering Committee meeting](#). The steering committee meeting is a monthly Zoom webinar open to the public where the meeting host can recognize and unmute members of the general public to ask questions or provide comments. For the listening session, members of the public, along with the steering committee, were made webinar panelists to enable an open dialogue in which parties did not need to be formally recognized to unmute and speak. The first and last 15 minutes of the [agenda](#) were devoted to AB 617 Steering Committee Meeting business; the listening session was on the agenda from 5:45 p.m.–7:15 p.m.

There were 27 participants from the AB 617 Steering Committee and the public, including members of local transportation commissions and press. In addition, there were 20 participants from the three transportation agencies and their designees, including executives, commissioners, agency, and UC Davis staff; three participants from ICF for facilitation of the listening session and notetaking; and nine other participants for meeting support, including participants from Harder+Company, who facilitate the Steering Committee meetings, and Spanish and ASL interpreters. The meeting was also live streamed in English and Spanish on Facebook.

Agency Executives and Staff in Attendance

Caltrans

- Amar Azucena Cid, Program Manager, Caltrans Office of Race and Equity
- Ann Fox, District 11 Deputy District Director, Planning
- Caridad Sanchez, District 11 Chief of Public Information and Legislative Affairs
- Carolyn Abrams, Special Populations Program Manager, Caltrans Office of Race and Equity
- Jeanie Ward-Waller, Deputy Director, Planning and Modal Programs
- Barbara Moreno, District 11 Public Affairs Manager
- Maurice Eaton, District 11, Senior Transportation Planner
- Michael Keever, Chief Deputy Director
- Rafael Reyes, District 11, Senior Transportation Engineer
- Velessata Kelley, Chief of Staff

¹⁶ Socioeconomic data is sourced from [Data USA](#) and [Census Reporter](#).



CalSTA

- Avital Barnea, Deputy Secretary, Transportation Planning

CTC

- C. Sequoia Erasmus, Associate Deputy Director, Equity + Engagement
- Clarissa Falcon Reyes, Commissioner
- Jay Bradshaw, Commissioner
- Joseph Lyou, Commissioner
- Lucy White, Intern
- Michelle Martinez, Commissioner
- Mitch Weiss, Executive Director

University of California, Davis

- Prashanth Venkataram, postdoctoral researcher in the 3 Revolutions Future Mobility Program at the Institute of Transportation Studies

Community Feedback

The following sections document the feedback and recommendations received from the community during the listening session. CCV reviewed the high-level themes to ensure accurate representation of the community dialogue.

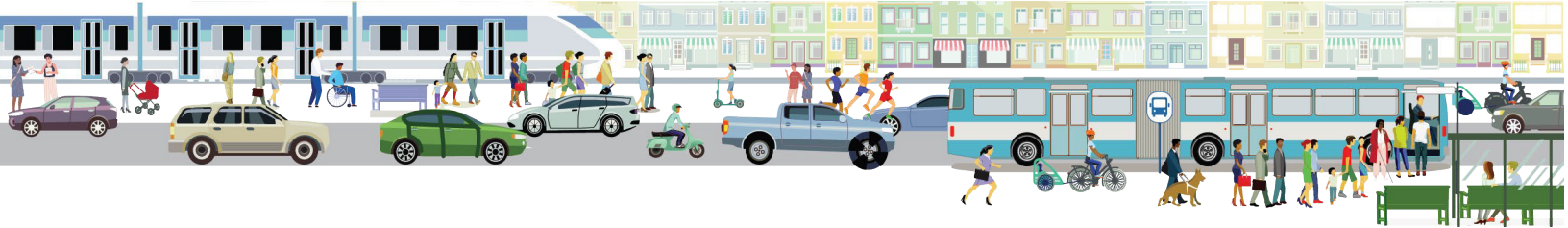
This information does not reflect official determinations from the transportation agencies regarding the safety and management of transportation facilities.

Polling

At the beginning of the session, several poll questions were launched to initiate thinking about transportation modes and issues. The results are not scientific or representative but may provide a sense for how the community views and uses transportation. Poll responses were limited in this session, with only six respondents for most questions. All respondents indicated they drive alone as their most frequent form of transportation. Most respondents indicated that safety and pollution/environmental issues were their biggest concerns. Other concerns included construction, traffic congestion, and connectedness of transit systems. All respondents had at least some familiarity with the work of Caltrans. While a couple respondents were very familiar with work of CalSTA and CTC, most had only a little familiarity or no familiarity with those agencies. Most respondents (4 of 6) knew how to engage with the transportation agencies outside of the session.

Overall transportation investment in Imperial Valley is inequitable compared to wealthier communities and there is a need for improved infrastructure and transit connectivity

- Overall participants believe there is a pattern of policies in California where the state does not invest in poorer communities such as those in Imperial Valley.
- The Caltrans planning book as it pertains to the Calexico corridor is outdated.
- There is a large volume of commuter traffic between Calexico and Mexicali. Traffic lights going south on Imperial Ave are turned off and the Calexico police department must do traffic management—the resident is unsure if the transportation agencies reimburse the city for this expense.
- Grant funding opportunities at the state level are difficult to win for local organizations because cost-benefit analyses using local population figures do not account for the larger population passing through the border.



- “There is too much bureaucratic red tape associated with getting things done.” For example, encroachment permits can take over a year.
- Imperial Valley has a high proportion of roads that fall under county jurisdiction rather than city, federal, or state jurisdiction.
- More funding or resources or both are needed to improve roads and bridge infrastructure. It is hard [for members of the community] to get behind initiatives to increase the availability of buses when there is not the infrastructure to support them—roads that are impassable or bridges that are not open.
- There are no sidewalks or bike lanes in the Heber community going toward Imperial Valley Mall on Dogwood Road. Teenagers often walk directly on Dogwood Road to get to their destination due to the lack of paving infrastructure. A community member suggests evaluating a Metro Micro (on-demand ride share) solution.
- Projects are unfinished or delayed:
 - Dogwood Bridge south of Heber has been left unfinished for years and is isolating people in communities who need it to get to schools, markets, and other places. Due to this delay in construction, traffic is being re-routed through residential neighborhoods. Traffic speeds through residential neighborhoods despite speed limit signs.
 - The Highway 98 expansion needs to move forward—for some time now, there has been no progress with construction and no communication with the community about what is happening.
- Transit connectivity is inadequate, and there are accessibility issues:
 - In the north end of the county, transit connectivity beyond Brawley is challenging. Buses do not adhere to posted schedules.
 - There is a need for improvements in access on the north end of the county border. The primary point of access is State Route 86, and Highway 111 is parallel on the east end of the Salton Sea. *“We see a bottle neck on Highway 86 due to a border patrol checkpoint, and there is a need for safety and operational improvements along Highway 111 in the area known as Lithium Valley.”* (See Figure 11).
 - Some areas do not have good access to transit stops, the communities are spread out, and using public transit and switching modes of transit is challenging.
 - Buses and major transit hubs do not have restroom access for senior citizens.
 - Buses have Wi-Fi, but often, the log-in information is too small to read.
 - There is no discount for seniors traveling the direct route from Calexico to Brawley.

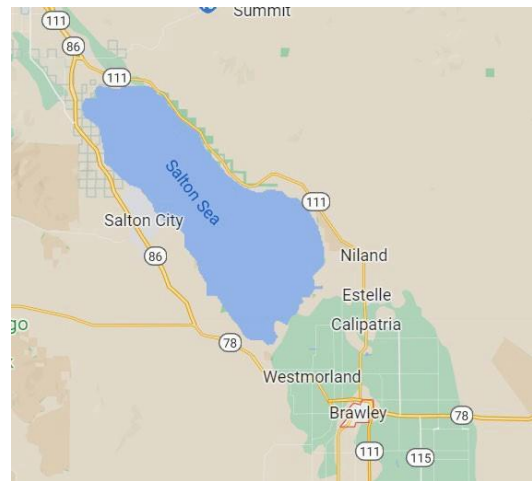
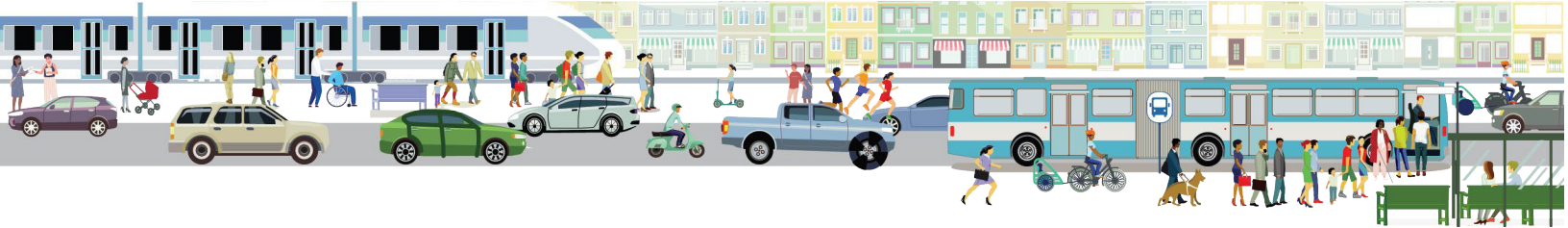


Figure 11: Highways 86 and 111 North of Brawley (Google Maps)

Communities need landscaping and green spaces to mitigate pollution and dust and extreme heat conditions in neighborhoods

- At the neighborhood level, there is a critical need for drought-resistant landscaping projects and green spaces that will not increase temperatures.
- During the expansion of Highway 98, Caltrans removed landscaping. In response to complaints about the



removal, Caltrans stated it was for “health and safety,” but there was no further explanation or ability to petition the decision.

- The transportation agencies are not considerate of the extreme heat conditions in Imperial Valley; they do not invest in landscaping to help keep temperatures down.
- There is excessive dust along the Caltrans right of way along Highway 111 north of the intersection between Birch/Highway 98 all the way to the city limit sign. Caltrans could mitigate this issue by landscaping the area with trees or certain plants in the median to act as a carbon sink. (See Figure 12).
- Landscaping in general, is needed along Hwy 111.

There is a need for more transportation infrastructure and public transit around the port of entry and increased cross-border transportation infrastructure

- There is a lack of investment in cross-border infrastructure between Calexico and Mexicali, Mexico. Once [pedestrians] leave the port of entry on the Highway 98 corridor, they must walk about half a mile in intense heat. Pedestrians get picked up in a dirt lot—there is no infrastructure for pedestrian pick-up. (See Figure 13).

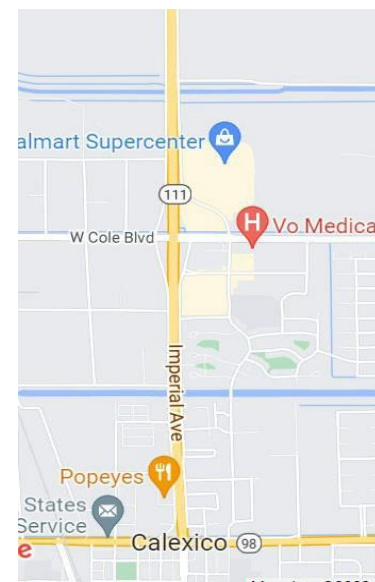


Figure 12: Calexico and area north of Highway 111 and Highway 98/Birch intersection (Google Maps)

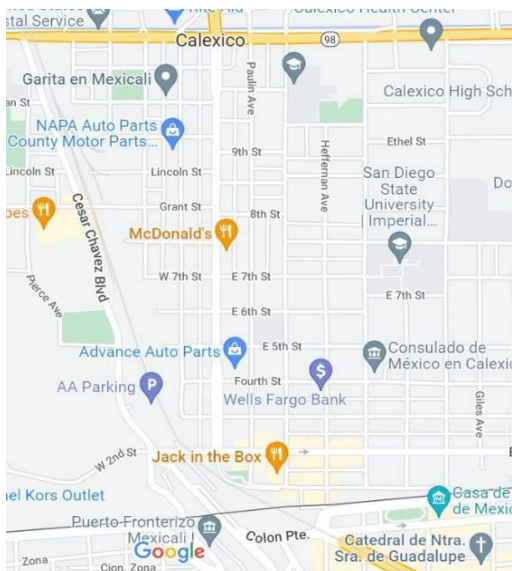
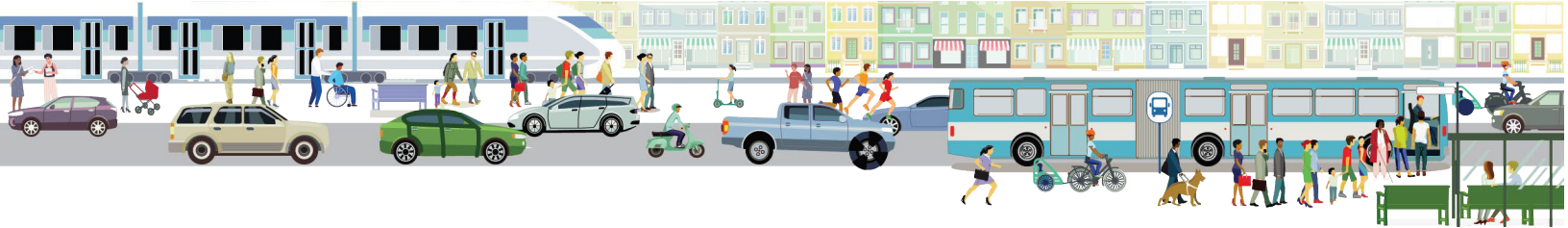


Figure 13: Calexico and area south to the US/Mexico Border (Google Maps)

- Transportation planning along the border should account for multi-modal travel. There should be infrastructure to support those walking by foot, riding bikes, the elderly, people with disabilities, traveling with small children, driving personal cars, and commuting by bus. There should be separate infrastructure for cargo.
- Jasper Road has been selected on the transportation master plan for Calexico as the artery that will divert truck traffic away from the city core and residential areas, toward the new port of entry; this could relieve heavy traffic emissions, but residents are not sure of the project status.
- Calexico corridor: [Caltrans] has finished the Cesar Chavez project, but there is a missing piece on Highway 111 connecting to the border, which makes it so that it is easier [for traffic to] stay on Highway 111 than use Cesar Chavez. There is a need for a relief route. Highway 111/Imperial Ave. gets clogged with traffic, and winds push pollution into eastern neighborhoods. “I can smell the exhaust in my neighborhood at rush hour, which is 2-3 blocks away.”
- There was a suggestion for a parking lot for carpooling and buses moving across the border.

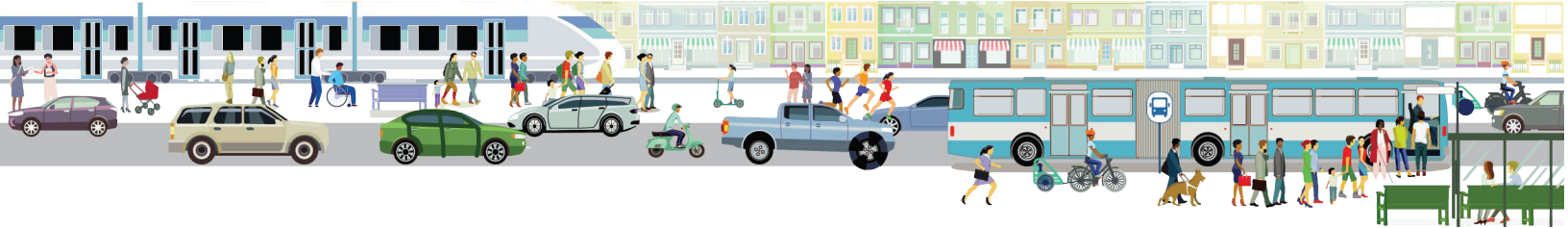
Community Recommendations:

- Implement drought-resistant landscaping projects and green spaces that will not increase temperatures in neighborhoods.
- Review existing transportation plans and create new plans that mitigate pollution from vehicle traffic and dust that emanates from the state right of way and blows directly into neighborhoods adjacent to



the highway resulting in poor air quality.

- Invest more in infrastructure in the Imperial Valley including roads, bridges, sidewalks, and around the port of entry.
- Proposal to improve transportation infrastructure around the port of entry/border: Have a transportation service for elderly people, people with disabilities, and people traveling with small children, like wheelchair tandem bikes and e-bike rides on both sides of the border. These should be free or very low cost (e.g., \$1-\$3). On the U.S. side of the border, there is access to a drop-off/pick-up area, but on the Mexico side, it is necessary to build it by Colon Avenue. Examples of the transportation types that should be available:
 - <https://www.especialneeds.com/duet-wheelchair-bicycle-tandem.html>
 - <https://mobilitymasters.com/pushpak-7000-3-person-electric-trike-scooter/>
 - <https://www.aliexpress.com/item/3256804255151026.html>
 - <https://triobike.com/en/models/taxi/>
- Improve accessibility and interconnectivity of transit, including better connectivity in the north end of Imperial County, restroom access on buses or at major transportation hubs, senior discounts, carpooling and bus lots at the border, and examination of Metro Micro-type solutions.
- Proposal to improve transit connectivity in the county: increase the number of direct routes to connect small towns to main cities (Calexico, El Centro, Brawley). It could be possible to use smaller electric vehicles such as minibuses or vans.
- All transportation fleets must mandatorily Zero Emission Vehicles (ZEV), as soon as possible.
- Improve communication and transparency with the community about the status of projects and provide updates/explanations to communities on projects using social media or websites.
- Demonstrate good faith by understanding the magnitude of the problem of aging roads and bridge infrastructure in Imperial Valley, even if it does not fall under state jurisdiction.
- In future sessions, talk to agriculture and farmworker groups who have a significant impact and are a large presence in our community.



East Bay Transportation Equity Listening Session

Summary

Date and time: July 13, 2022, from 5:30 p.m.–7:30 p.m.

Format: This session was held in person; agency executives and staff also had the option to join via Zoom if they could not attend in-person. Caltrans staff facilitated in English. Spanish language and ASL interpretation were available via the Zoom livestream.

CBO Partner: [Groundwork Richmond](#)

Key issues raised by community members:

- Transportation options (public and private) are unaffordable.
- Public transit is very unsanitary.
- Transit systems require better connectivity.
- People with disabilities and diverse needs face barriers to accessing public transit.
- Safety of riders and over-policing are a concern on public transit.

East Bay Communities

Geography and Demographics¹⁷

The Listening Session in the East Bay primarily focused on the Assembly Bill 617 (AB 617) community of Richmond. AB 617 communities are among the most disadvantaged communities in California and most impacted by air pollution.

Richmond has a population of 110k people and a median household income of \$72,463. The poverty rate is 14%. Richmond is racially and ethnically diverse. The top five racial and ethnic groups in Richmond are Other (Hispanic) (20%), White (Non-Hispanic) (18%), White (Hispanic) (18%), Black or African American (Non-Hispanic) (17%), and Asian (Non-Hispanic) (15%). Overall, 44% of the population identifies as Hispanic.

A little over one-third of households speak at least some Spanish at home. Roughly 35% of residents are born outside of the US. The median age for residents in Richmond is 37. In 2020, 63% of workers in Richmond, CA drove alone to work, followed by those who carpooled to work (14%), and those who used public transit (12%). The average commute time is 35 minutes; higher than the national average of 27 minutes. Employment is spread across multiple industries with no dominant industry in the region; the largest employment industry is Health Care and Social Assistance (12%).

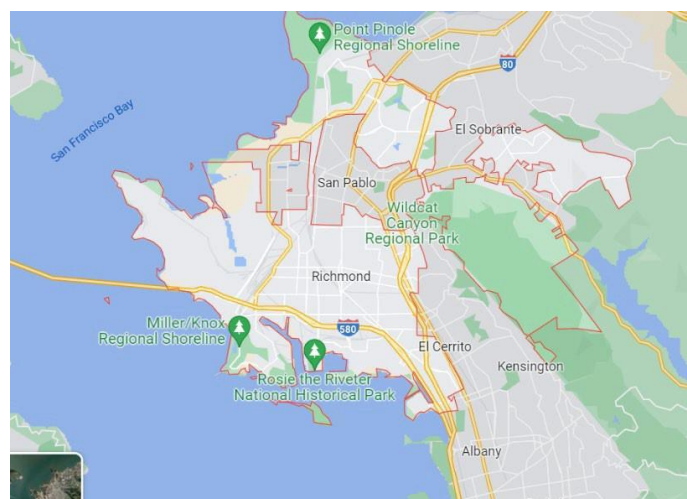
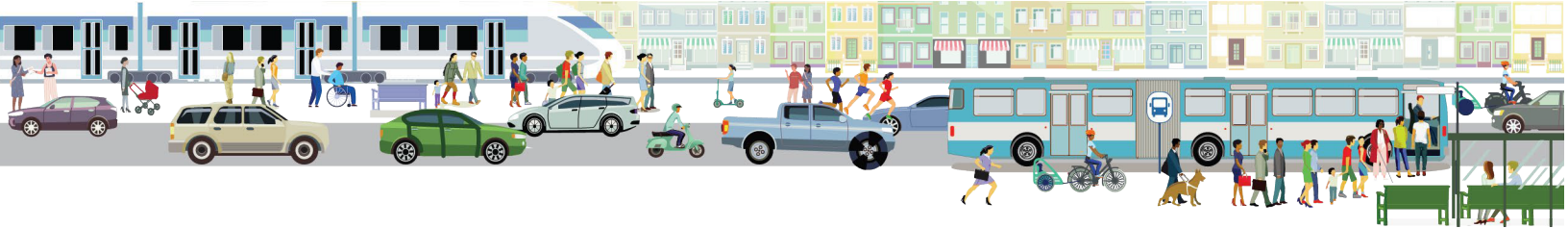


Figure 14: Map of Richmond, California (Google Maps)

¹⁷ Socioeconomic data is sourced from [Data USA](#) and [Census Reporter](#).



Location and Attendance

The East Bay Listening Session was held in-person on the evening of July 13 from 5:30–7:30 p.m. at Richmond’s Main Street Initiative—an accessible established community gathering space near BART, AC Transit, Amtrak stations/centers, and a parking structure. Participants registered online in advance for the event. Carolyn Abrams and Amar Cid from the Caltrans Office of Race and Equity facilitated the session. There was a virtual option for executives and staff to listen to the session in Zoom, but all community participants attended in-person.

There were 18 community participants including Groundwork Richmond staff. In addition, there were 23 participants from the three transportation agencies and their designees, including executives, commissioners, agency and UC Davis staff (10 joined in person, 13 joined via Zoom); as well as ICF staff, Caltrans AV support, and Spanish language and ASL interpreters.

Agency Executives and Staff in Attendance

Caltrans

- Amar Azucena Cid, Program Manager, Caltrans Office of Race and Equity (in-person)
- Andrea Pugh, District 4 Equity Lead (in-person)
- Brian Thao, Student Assistant, Caltrans Office of Race and Equity (in-person)
- Carolyn Abrams, Priority Populations Program Manager, Caltrans Office of Race and Equity (in-person)
- Cheryl Chambers, Deputy Director External Affairs (in-person)
- Dina El-Tawansy, District 4 Director (in-person)
- Jean Finney, District 4 Deputy District Director for Division of Planning and Local Assistance (virtual)
- Jeanie Ward-Waller, Deputy Director, Planning and Modal Programs (virtual)
- Kathryn Rose, District 4 DNAC (virtual)
- Kathy Dowdall, District 4 DNAC (virtual)
- Tamela Hopson-Dudley, Title VI (virtual)
- Tony Dang, Deputy Director for Sustainability (virtual)
- Tony Tavares, Director (in-person)
- Velessata M. Kelley, Chief of Staff (virtual)

CalSTA

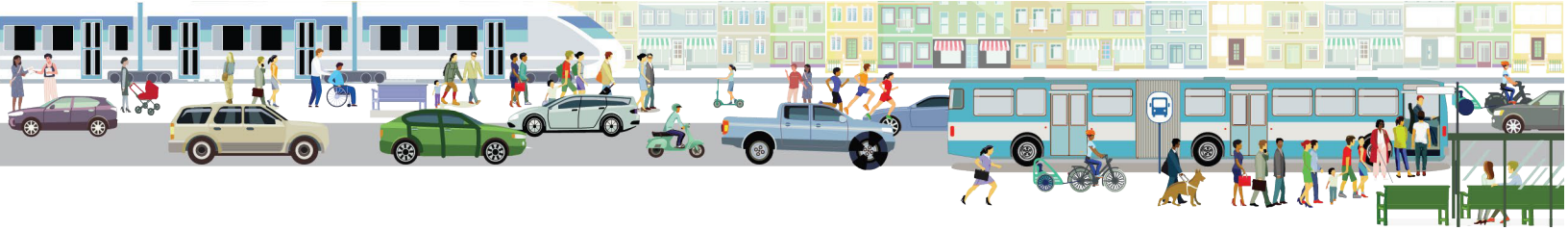
- Avital Barnea, Deputy Secretary, Transportation Planning, California State Transportation Agency (CalSTA) (in-person)

CTC

- C. Sequoia Erasmus, Associate Deputy Director Equity + Engagement (virtual)
- Jay Bradshaw, Commissioner (virtual)
- Michele Martinez, Commissioner (virtual)
- Laura Pennebaker, Deputy Director Transportation Planning (in-person)
- Rocco Davis, Commissioner, (virtual)
- Tanisha Taylor, Chief Deputy Director (virtual)

UC Davis

- Justin Flynn, graduate student (in-person)
- Prashanth Venkataram, postdoctoral researcher in the 3 Revolutions Future Mobility Program at the Institute of Transportation Studies (virtual)



Community Feedback

The following sections document the feedback and recommendations received from the community during the listening session. Groundwork Richmond reviewed the high-level themes to ensure accurate representation of the community dialogue.

This information does not reflect official determinations from the transportation agencies regarding the safety and management of transportation facilities.

Polling

Polls were not implemented for this session.

Transportation options are expensive

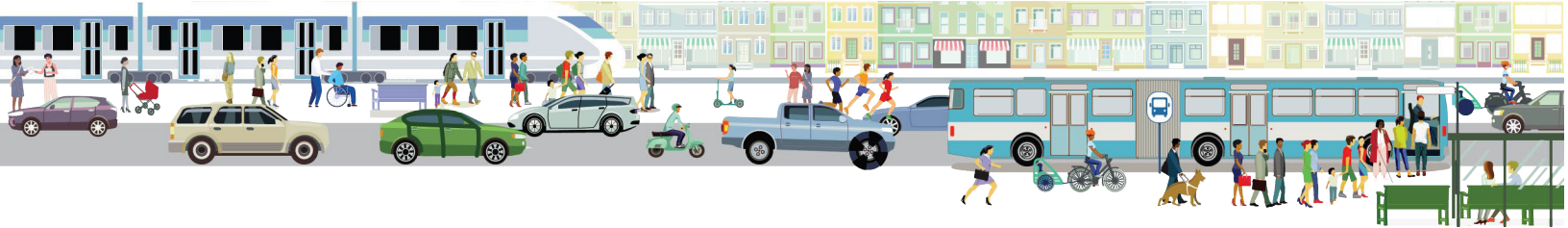
- Both public and private transportation costs in the East Bay are expensive and this creates barriers to accessing resources such as supermarkets, surrounding cities, employment, and internship opportunities in surrounding areas.
- Black, Indigenous, and People of Color (BIPOC), the elderly, students (secondary and post-secondary), and disabled persons are most affected by this issue.
- AC Transit prices have increased for disabled and senior populations.
- Parking prices have gone up even though parking in the El Cerrito del Norte area is scarce, and the spaces that are available are difficult to park in because they are so tightly constructed.
- Gas is very expensive.
- There is a lack of access to affordable scooters. Currently, there are no scooters in Richmond.
- Richmond does not have access to rental bikes (i.e., Lyft bikes).
- The price to commute on the Amtrak train from Martinez to Richmond, CA, is \$24, even though the commute between the two cities is only one stop.
- There are no subsidies to encourage public transportation or biking.

Public transit vehicles like BART and buses are not clean

- Several people stressed that public transit vehicles, particularly BART and buses are unsanitary. This is a safety risk for wheelchair users whose wheels may get clogged with debris.
- Elevators at public transit centers are very dirty.

Connectivity and reliability of public transit needs improvement

- BART does not reach certain communities. This lack of connectivity creates pressure on residents to own personal vehicles.
- Better train connectivity in the San Pablo, CA, community is needed.
- Trips that would take 10 minutes via car take over an hour on public transit.
- Transit schedules are not updated in real time making it difficult for people to get to work or school on time.
- A bus stop in the Hilltop Green neighborhood was removed because ‘not enough people used it,’ and now residents must walk all the way to the top of the hill to access a bus stop. This is not accessible or reasonable.
- AC Transit BART bus lines 80 and 81 offer very limited services.
- Transportation infrastructure is not well coordinated because multiple agencies control different systems.



- Long-distance travel such as trips from San Francisco to Los Angeles are difficult.
- Trips from East Bay to Marin Co. are difficult making it challenging to access the SMART Train in San Rafael to access the North Bay.

Transportation infrastructure is not always accessible for those with disabilities and diverse needs

- There are not enough high chairs on Amtrak trains; the standard chair height is difficult for the elderly and people with limited mobility to get in and out of, and high chairs would give them more independence.
- It is difficult to step down from trains onto the track because of the height difference.
- Many sidewalks are not ADA or wheelchair accessible and are in disrepair.
- Uneven sidewalks pose safety risks to people with disabilities. The wealthy cities of Hercules and Pinole do not face these issues; sidewalks in these communities are evenly paved.
- There are no audio cues at crosswalks for the blind and visually impaired.

Police presence on public transit elicits mixed feelings from residents

- Some residents report that BART is overpoliced and BART police target BIPOC community members, leaving members of that community feeling unsafe and not wanting to use public transit.
- Other residents suggest there may be a need for increased policing due to danger posed by other passengers on public transit systems.
- BART police do not have a good reputation due to the many killings of BIPOC community members by BART police and by unstable people on public transit or at transit centers.
- A resident suggested that there could be less reliance on police by funding other services such as mental health resources.
- Another suggestion in lieu of over-policing was the creation of a Twitter-style transit app to allow transit users to alert other passengers to safety concerns and enable more self-governance among Richmond residents.

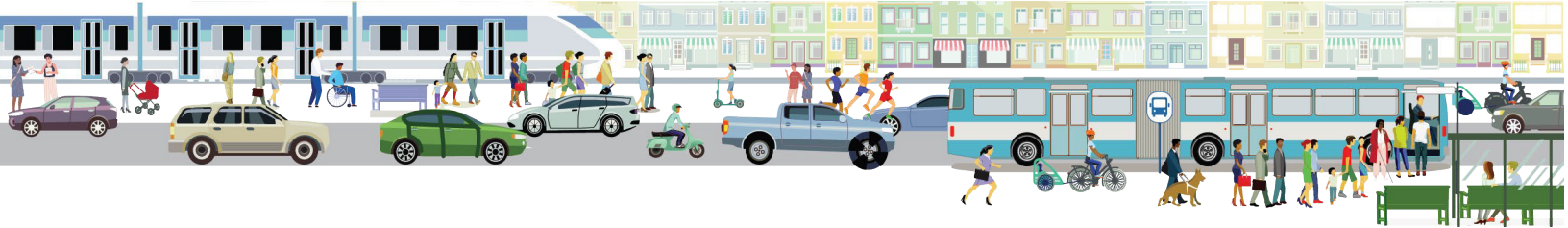
Community Recommendations

- Provide free transportation for youth and elderly populations and for communities who do not make a living wage.
- Add more transit subsidies and partnerships to provide free or reduced transit.
- Create better connectivity between homes and public transportation, such as a partnership between AC Transit and a ridesharing app to pick up residents at their homes and transport them to bus, train, and ferry stops. The buying process could be streamlined in one system; a trip could be planned, and both the ridesharing and BART tickets purchased in one app.
- Consider providing smaller buses along routes that are under-utilized to reduce carbon emissions.
- Incentivize people to use bikes; these individuals are helping to reduce carbon emissions and are not burdening public transit infrastructure.
- Add more high chairs to buses and Amtrak and more ADA parking for improved accessibility.
- Consider providing incentives to public transit passengers for helping those with disabilities navigate buses and other infrastructure.
- Elevate transportation in places where freeways or rail tracks block people from accessing resources



such as parks that are on the other side of the street.

- Consider creating an app for live community updates in lieu of over-policing (e.g., a Twitter-style transportation app that can allow people to alert others, “avoid this stop/area today, suspicious activity is occurring”).
- Partner with a professional mental health provider that can provide care and intervention services for passengers experiencing mental health crises on buses.
- Find ways to stay in touch with community members to provide updates on recommendations they suggest whether they are feasible or not.
- Answer questions community members pose during listening sessions.
- Conduct additional community outreach and customer service surveys at BART stations.
- Demonstrate follow-through on completing projects and commitments.



Inland Empire Transportation Equity Listening Session

Summary

Date and time: August 24 and August 31, 2022, 5:30 p.m.–7:00 p.m.

Format: The listening session was held virtually as a two-part series using Zoom for Government. ICF facilitated each session in English, accompanied by Spanish language and ASL interpretation.

CBO Partner: [Center for Community Action and Environmental Justice \(CCA EJ\)](#)

Key issues raised by community members:

- The Inland Empire experiences heavy traffic congestion.
- Biking and walking are unsafe due to the lack of proper pedestrian and bike lane infrastructure.
- The increasing presence of warehouses and heavy truck traffic is devastating neighborhoods.
- Public transit options are scarce and inefficient.

Inland Empire Communities

Geography and Demographics

The Inland Empire listening session focused on the Assembly Bill 617 (AB 617) communities of San Bernardino (city) and Muscoy, as well as surrounding communities in San Bernardino County. AB 617 communities are among the most disadvantaged communities in California and most impacted by air pollution. Several major freeways, including Highways 215 and 210, and Interstate 10, bisect the region. San Bernardino is a hub of logistics and goods movement, and the community has numerous rail yards, freeways, and mega-warehouses. Residents are exposed to high levels of air pollution, traffic congestion, and safety concerns from truck traffic, and have limited and insufficient public transit options.

As of 2020,¹⁸ San Bernardino, California has a population of 216.8k people and a median household income of \$49,287. The poverty rate is 24%. The top four racial and ethnic groups in San Bernardino are White (Hispanic) 37%, Other (Hispanic) 22%, White (Non-Hispanic) 14%, and Black or African American (Non-Hispanic) 12%. Sixty-six percent of the community identifies as Hispanic. Forty-six percent of residents speak at least some Spanish at home. Twenty-two percent of residents are born outside the U.S.; lower than the percent in California (27%) and similar to the rate in San Bernardino County. The median age for San Bernardino residents is 31. In 2020, 77% of workers drove alone to work, 3% worked from home, 14% carpooled, 2% walked, and 2% took public transit. The average commute time is 29 minutes, higher than the national average of 27 minutes. The most common employment industries are Office & Administrative Support Occupations (12%), Material Moving Occupations (12%), and Sales & Related

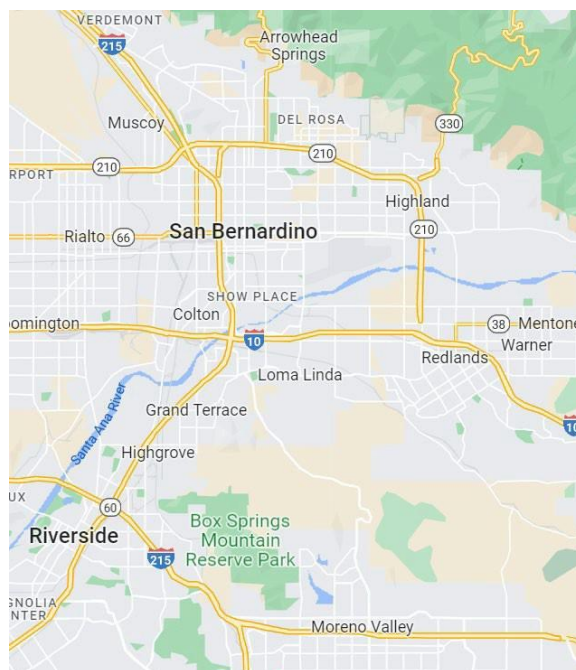
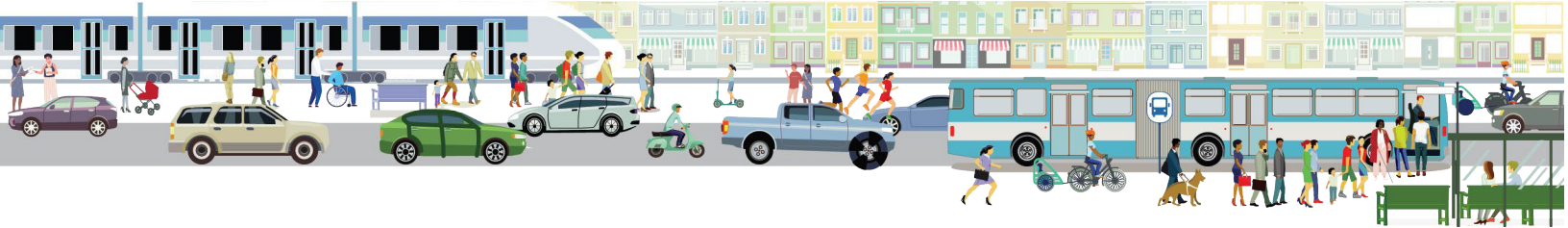


Figure 15: Map of San Bernardino area (Google Maps)

¹⁸ Socioeconomic data is sourced from [Data USA](#) and [Census Reporter](#).



Occupations (9%). Over 70% of the population has a high school degree or higher and 12% hold a bachelor’s degree or higher.

As of 2020,¹⁹ Muscoy, California has a population of 11.9k people and a median household income of \$44,957. The poverty rate is 26%. The top four racial and ethnic groups in Muscoy are White (Hispanic) 63%, Other (Hispanic) 17%, Multi- Racial (Hispanic) 8%, and White (Non-Hispanic) 6%. Eighty- eight percent of the community identifies as Hispanic.

Nineteen percent of adults speak only English as home, while 78% percent speak at least some Spanish at home. Thirty-seven percent of residents are born outside the U.S. The median for Muscoy residents is 29 years old. In 2020, 85% of workers drove alone to work, 4% report working from home, 5% carpooled, 3% walked and 1% took public transit. The average commute time is 29 minutes. The most common employment industries are Construction (16%), Retail Trade (13%), and Transportation & Warehousing (13%). Over 54% of the population has a high school degree or higher, and 6% hold a bachelor’s degree or higher.

Location and Attendance

The two-part Inland Empire Transportation Equity Listening Session was held virtually via Zoom on August 24 and August 31, 2022, from 5:30 p.m.–7:00 p.m. PT. ICF set up registration pages for the two sessions and participants were required to register.

On August 24, forty-five community members including CCAEJ staff attended the listening session. In addition, 14 participants from the transportation agencies and their designees including executives, commissioners, agency staff, and UC Davis affiliates; three ICF staff; and four language (Spanish and ASL) interpreters, joined the meeting.

On August 31, fifty-six community members including CCAEJ staff attended the listening session. In addition, 20 participants from the transportation agencies and their designees including executives, commissioners, agency staff, and UC Davis affiliates; three ICF staff; and four language (Spanish and ASL) interpreters attended the meeting.

Agency Executives and Staff in Attendance (Part 1)

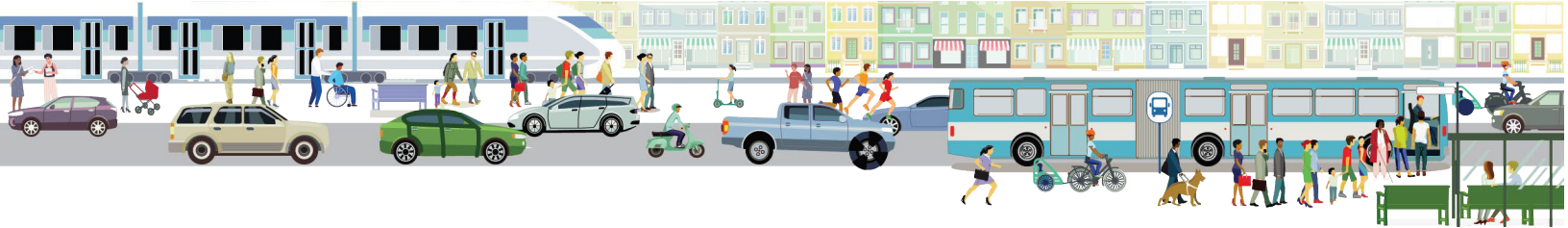
Caltrans

- Amar Azucena Cid, Program Manager, Caltrans Office of Race and Equity
- Ann Hill, Division 8 EEO Title VI Liaison
- Carolyn Abrams, Priority Populations Program Manager, Caltrans Office of Race and Equity
- Gary Jones, Division 8 DNAL
- Lorna Foster, Division 8 DNAC

CTC

- Adonia Lugo, Commissioner
- C. Sequoia Erasmus, Associate Deputy Director Equity + Engagement
- Hilary Norton, Commissioner
- Joseph Lyou, Commissioner
- Michele Martinez, Commissioner
- Mitch Weiss, Executive Director
- Rocco Davis, Commissioner
- Tanisha Taylor, Chief Deputy Director

¹⁹ Socioeconomic data is sourced from [Data USA](#) and [Census Reporter](#).



University of California, Davis

- Prashanth Venkataram, postdoctoral researcher in the 3 Revolutions Future Mobility Program at the Institute of Transportation Studies

Agency Executives and Staff in Attendance (Part 2)

Caltrans

- Alice Tyree, District 7
- Amar Cid, Program Manager, Caltrans Office of Race and Equity
- Ann Hill, Division 8 EEO Title VI Liaison
- Carolyn Abrams, Priority Populations Program Manager, Caltrans Office of Race and Equity
- Diane Morales, District 8 Acting Director
- Gary Jones, District 8 DNAC
- Jeanie Ward-Waller, Deputy Director, Planning and Modal Programs
- Lorna Foster, District 8 DNAL
- Michael Keever, Chief Deputy Director
- Susanne Kulesa, District 8
- Tony Dang, Deputy Director Sustainability

CTC

- Adonia Lugo, Commissioner
- C. Sequoia Erasmus, Associate Deputy Director, Equity + Engagement
- Clarissa Reyes Falcon, Commissioner
- Joseph Lyou, Commissioner
- Michele Martinez, Commissioner
- Mitch Weiss, Executive Director
- Tanisha Taylor, Chief Deputy Director

University of California, Davis

- Justin Flynn, graduate student
- Prashanth Venkataram, postdoctoral researcher in the 3 Revolutions Future Mobility Program at the Institute of Transportation Studies

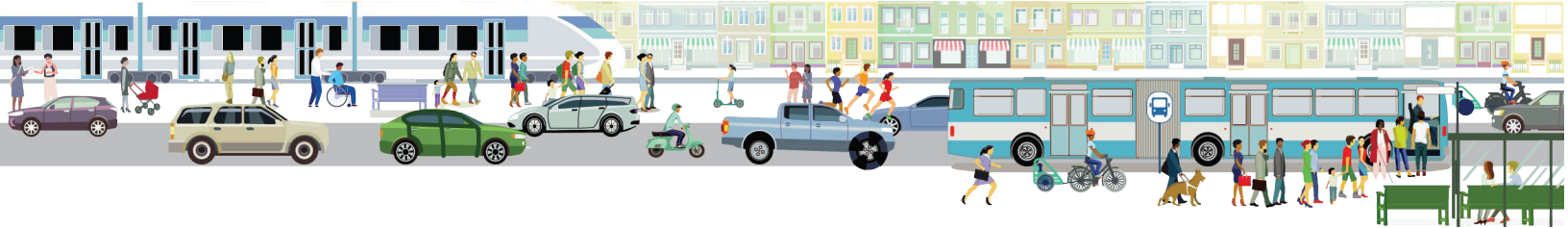
Community Feedback

The following sections document the feedback and recommendations received from the community during the listening session. CCAEJ was given an opportunity to review the high-level themes for accuracy but did not have staff capacity to do so at the time.

This information does not reflect official determinations from the transportation agencies regarding the safety and management of transportation facilities.

Polling

At the beginning of the August 24th session, several poll questions were launched to initiate thinking about transportation modes and issues. The results are not scientific or representative but may provide some insights for how the community views and uses transportation. Sixty-eight percent of 28 respondents reported driving alone as one of their most frequently used forms of transportation; 57% take the bus, 29% walk, 18% bike and 14% utilize ride share. Only 15% of responding participants indicated they know how to engage with the transportation agencies outside of the listening session.



Traffic congestion is a major issue

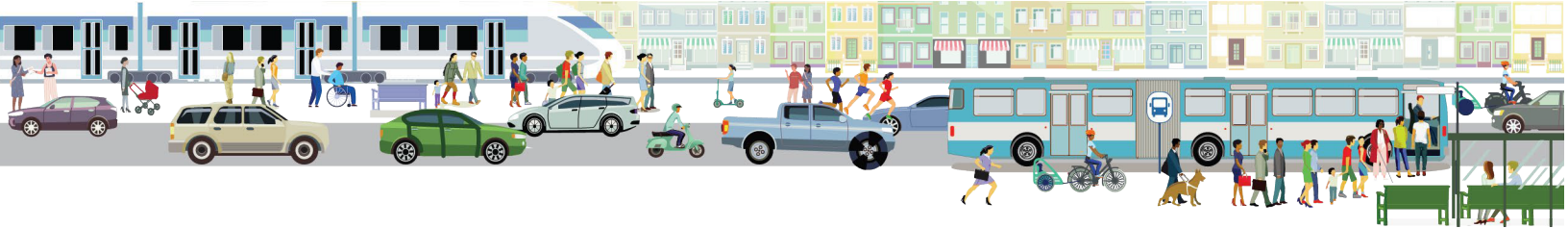
- Bloomington and Colton freeways are congested with traffic all day.
- Some community members suggest expanding roads/freeways and/or creating transportation corridors.
- Other community members believe that the Inland Empire is overly reliant on personal vehicles and that the solution is expanding public transit (rail, bus) and bike infrastructure.
- Truck traffic is a big contributor to congestion and will not be solved by increasing public transit.
- In part because of the heavy truck traffic, roads are in bad condition. Major improvements are needed to highway corridors such as: State Routes 60, 79, 86, 91, and 215.
- In the last 10-15 years, traffic between Highways 215 and 15 around the Perris/Moreno Valley/Riverside areas has increased drastically. This increase is the result of new developments and warehouses. The Inland Empire is still currently approving many more development projects, and residents expect traffic and pollution to only get worse.
- A resident from Perris does not agree with an upcoming project which will put an exit/entrance between Nuevo Avenue and Ramona. *“How can Caltrans support our communities that are being devastated by this infrastructure?”*
- Planning commissioner for city of Redlands: We often make decisions based on individual developments and the traffic and environmental reports. However, these reports often do not consider the cumulative effects projects will have on traffic. Some factors that are left out of these reports are light signalization, vehicle miles traveled, and trips traveled.
- Traffic congestion on and off interstate highway ramps is consistent. Transportation agencies should consider policy decisions that mitigate signalizations so that trucks can get in and off ramps without causing congestion.
- Amtrak train and light rail infrastructure are being developed in the city of Redlands and are expected to cause issues with traffic coordination. Specifically, some residents are concerned about how traffic will be coordinated along the North and South directions of the 10 Freeway. Transportation agencies should look at vehicle miles and trips generated per development and consider the cumulative effects.

Current public transit is not extensive enough or efficient

- Public transit is not efficient for trips; it can take one hour to travel six miles on public transit.
- There can be long distances between bus stops, even near major roads.
- Public transit connections across San Bernardino and Riverside County lines are terrible. The further west the more challenging connections are, and it can be faster to bike 20 miles than take public transit to cross county lines.
- Local colleges which provide free transit passes for students do not have reciprocity with transit systems in the other counties. A 15-mile trip across the San Bernardino/Riverside County line can take three to four hours.
- There aren't good transportation options to get from rural areas to major cities like Los Angeles or San Francisco.
- Public transit is critical to people with disabilities, but it is not reliable or efficient. More routes, buses, and improved reliability are needed.

There is not proper pedestrian and bicycle infrastructure which poses safety risks to residents

- There are no sidewalks in Bloomington and heavy truck traffic makes it unsafe for pedestrians to walk along roads.



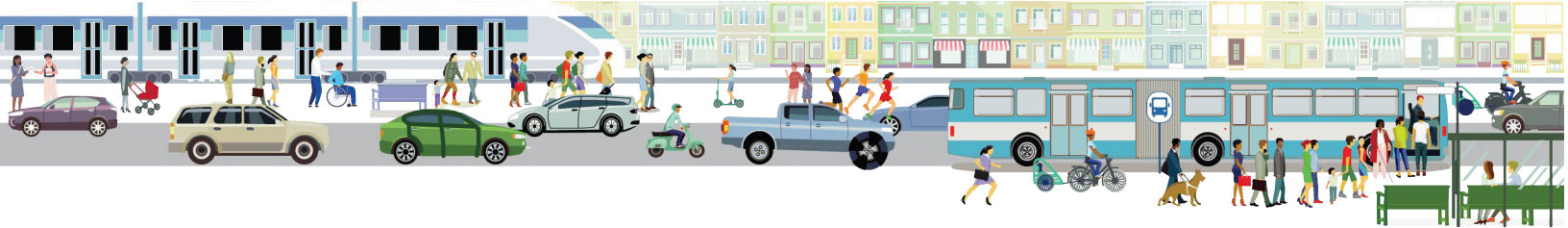
- Communities want to be safe while walking and biking in their neighborhoods.
- Drivers ignore crosswalks.
- There are a high number of vehicle/bicycle accidents every year. One participant shared they have put up over 50 ghost bikes (memorial bicycles placed where a cyclist has been killed) in the last ten years.
 - Resident: *“In the past 10 years, I have put up more than 50 ghost bikes for people that have been killed in auto accidents. This is infuriating because these accidents are preventable.”*
- San Bernardino refuses to build infrastructure that prevents these accidents. [Bike advocates] provide comments on environmental reports, bike master plans, and other transportation plans and [the city] does a lot of outreach and has a lot of meetings and creates a plan and they may adopt it, but it sits on a shelf and is not implemented. Additionally, [transportation planners] do not take time to review the plan when launching other projects. Bike lanes are labeled “luxury” or “recreational” or “outside the scope of the project.”
- Teenagers are missing the opportunity to transport themselves to school and other locations because it is so unsafe to ride bikes. As a result, they rely on being driven around in personal vehicles. It is a circular situation where it is not safe to bike because of the number and behavior of cars, so instead people use more cars to be safe on the road, worsening the problem.
- When bike lanes are built, they are often outdated and do not follow best practices. For example, using a painted bike lane on a street with four traffic lanes and a 50 mile per hour speed limit is an outdated practice and poses serious safety risks. Communities must have Class IV separated bike lanes.

Warehouses and cargo trucks (particularly in Bloomington) are devastating neighborhoods

- Warehouses are being built too close to residential areas and schools.
- Currently, a warehouse is being built on the border of South Bloomington that is over four million square feet. Other projects are being proposed on Locust and in the middle of Bloomington. This would result in thousands of truck trips a day. Most of these truck trips will come in through Cedar Street—which bisects a residential neighborhood. People will have to cross through that traffic and there are no sidewalks in Bloomington for kids to walk home safely. *“Why isn’t Caltrans a central actor in city planning?”*
- Heavy truck traffic through residential neighborhoods is creating pollution from driving and idling in neighborhoods. Drivers also are not given bathroom breaks and are urinating in bottles and disposing of it in Inland Empire neighborhoods. *“In my neighborhood there at least 50 [urine] bottles collected everyday...[t]his needs to stop.”*
- Warehouses get to build speculatively; they do not even have tenants when they are built.
- There has been poor planning around warehouses. The [region] is not utilizing the rail system and the higher paying jobs associated with the rail system; instead, there is an overreliance on trucking and low wage truck drivers. Truck drivers and smaller vehicles should be the “last mile” and most of the goods movement should rely on the rail system.

Community Recommendations

- [Transportation agencies/planning committees] should consider policy decisions around approving/mitigating traffic signalization so trucks can get on and off Interstate Highway ramps without causing congestion.
- Increase transportation options and efficiency to and from Los Angeles and San Francisco.
- Expand public transit and pedestrian and bike lane infrastructure.



- The Inland Empire needs more efficient public transit options, including more frequent transit stops and better connectivity.
- Incentivize public transit systems like buses; further current efforts in local school districts to have electric universal bussing for kids.
- Improve the integration between transit systems in San Bernardino and Riverside County.
- Increase the number of sidewalks for pedestrians.
- Implement best practices when creating bike lane infrastructure, including constructing Class IV separated bike lanes.
- Reduce traffic congestion created by personal vehicles and commercial trucks.
- Caltrans should work with local agencies that approve or oversee transportation infrastructure, such as cities and counties, to create solutions to transit issues.
- Transportation agencies should take a more proactive role in addressing the homelessness crisis and stop displacing people experiencing homelessness.
- For [cities] getting grant money from Caltrans to do transportation planning, there should be enforcement tying future grant funding to the implementation of active transportation program (ATP) plans so that it is not acceptable for cities to create the plans and never implement them.
- Create processes for filing complaints for racist incidents that occur on public transit.
- Hold more listening sessions with the community to discuss public transit development in more detail.



This report was authored by Renee Rainey and Emily Ramirez from ICF. Any mistakes are the responsibility of the authors. The recommendations presented are those of the authors or sourced from the communities and do not necessarily reflect the official determinations, nor an endorsement by Caltrans, CTC, or CalSTA.