



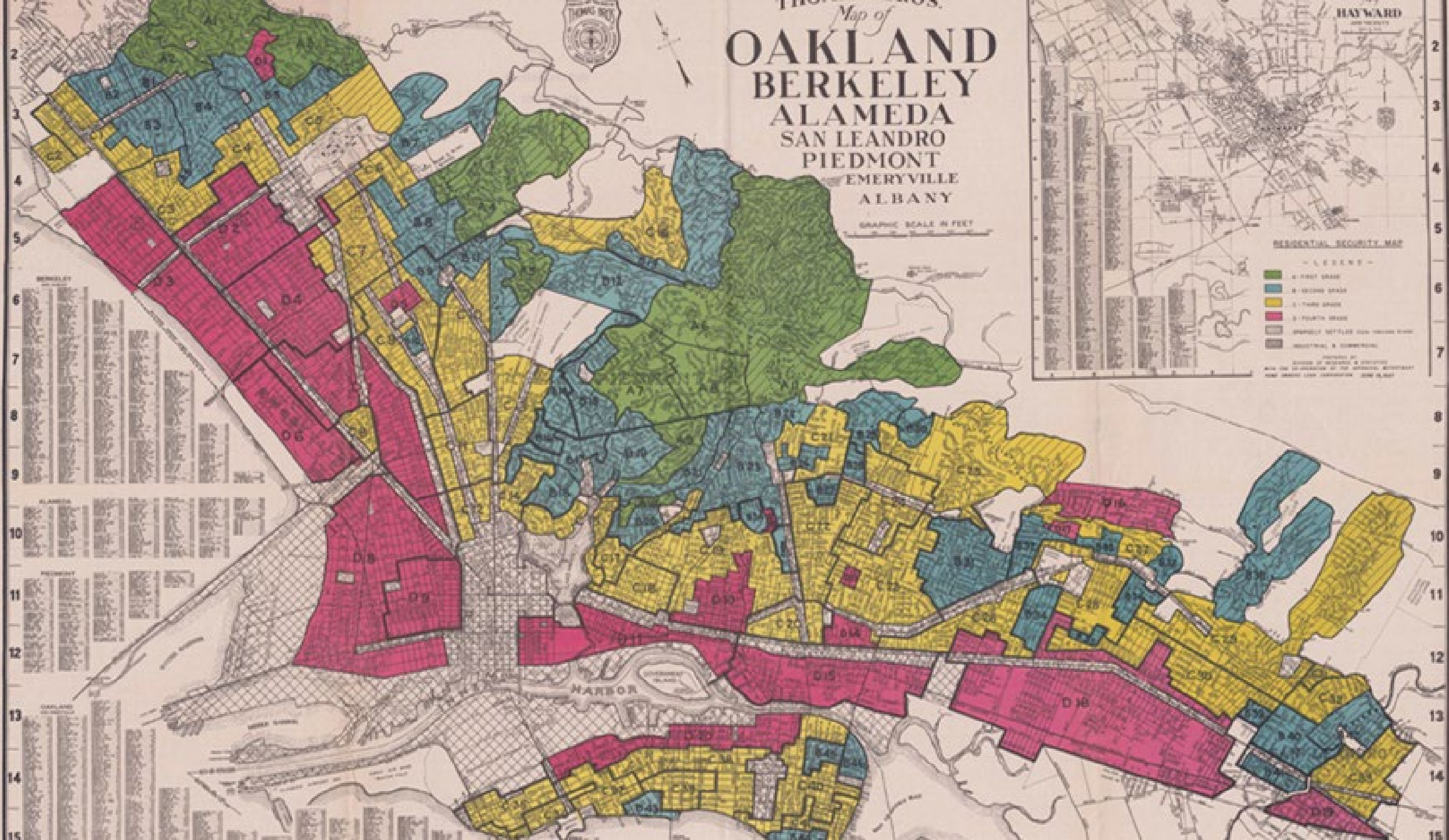
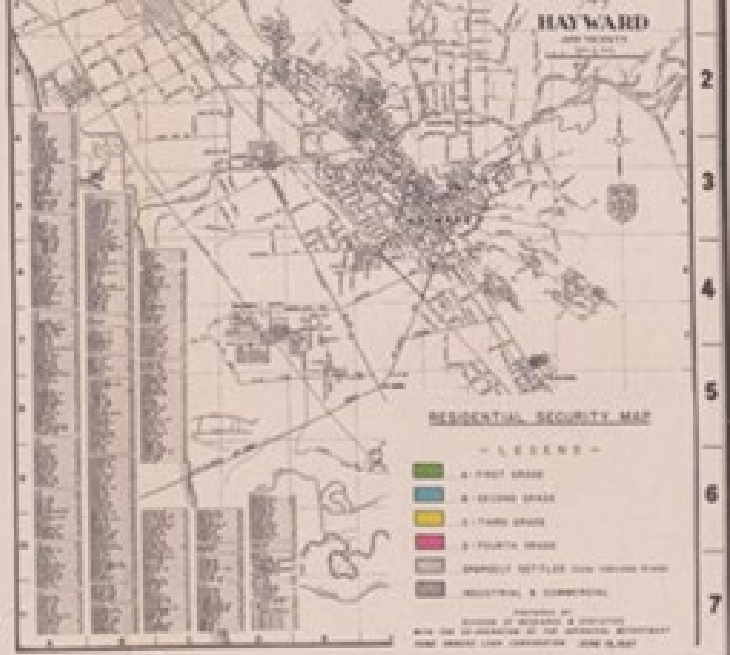
Co-Funding Transportation Equity

Hana Creger



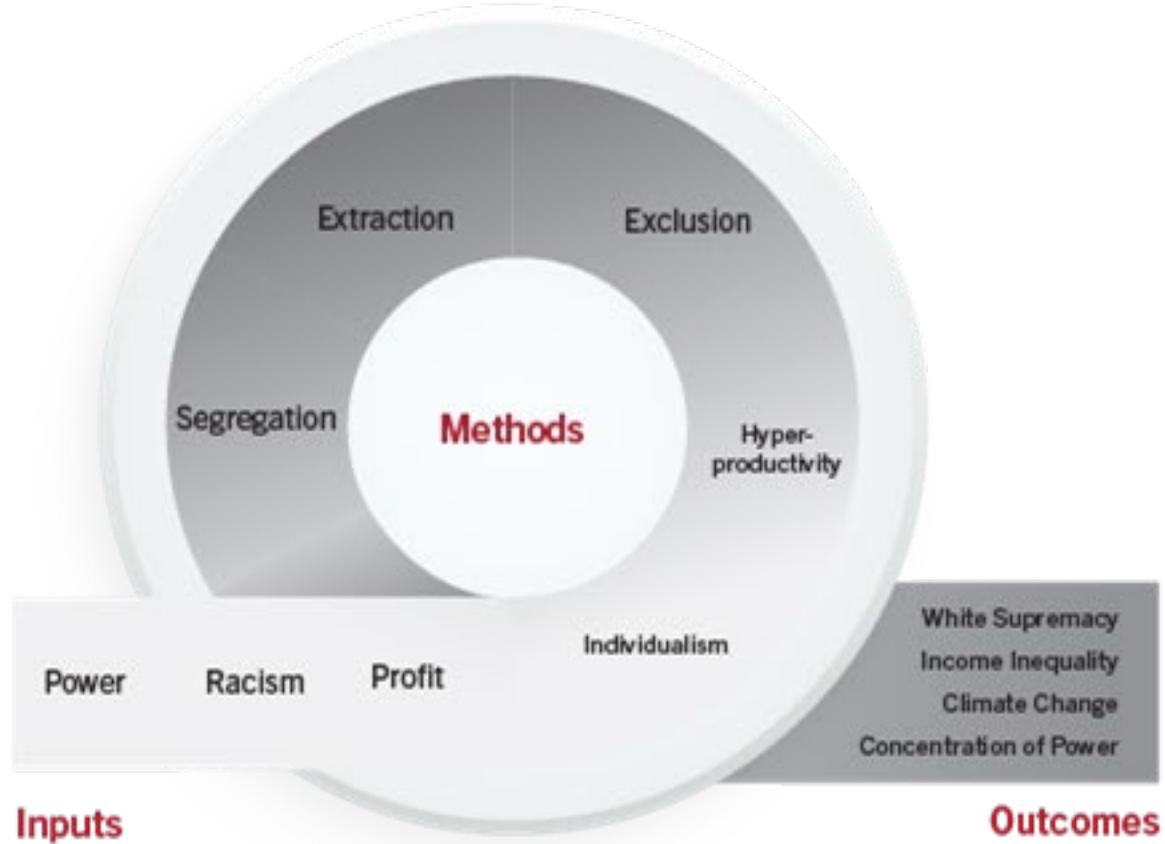
The City of
Map of
OAKLAND
BERKELEY
ALAMEDA
SAN LEANDRO
PIEDMONT
EMERYVILLE
ALBANY

GRAPHIC SCALE IN FEET

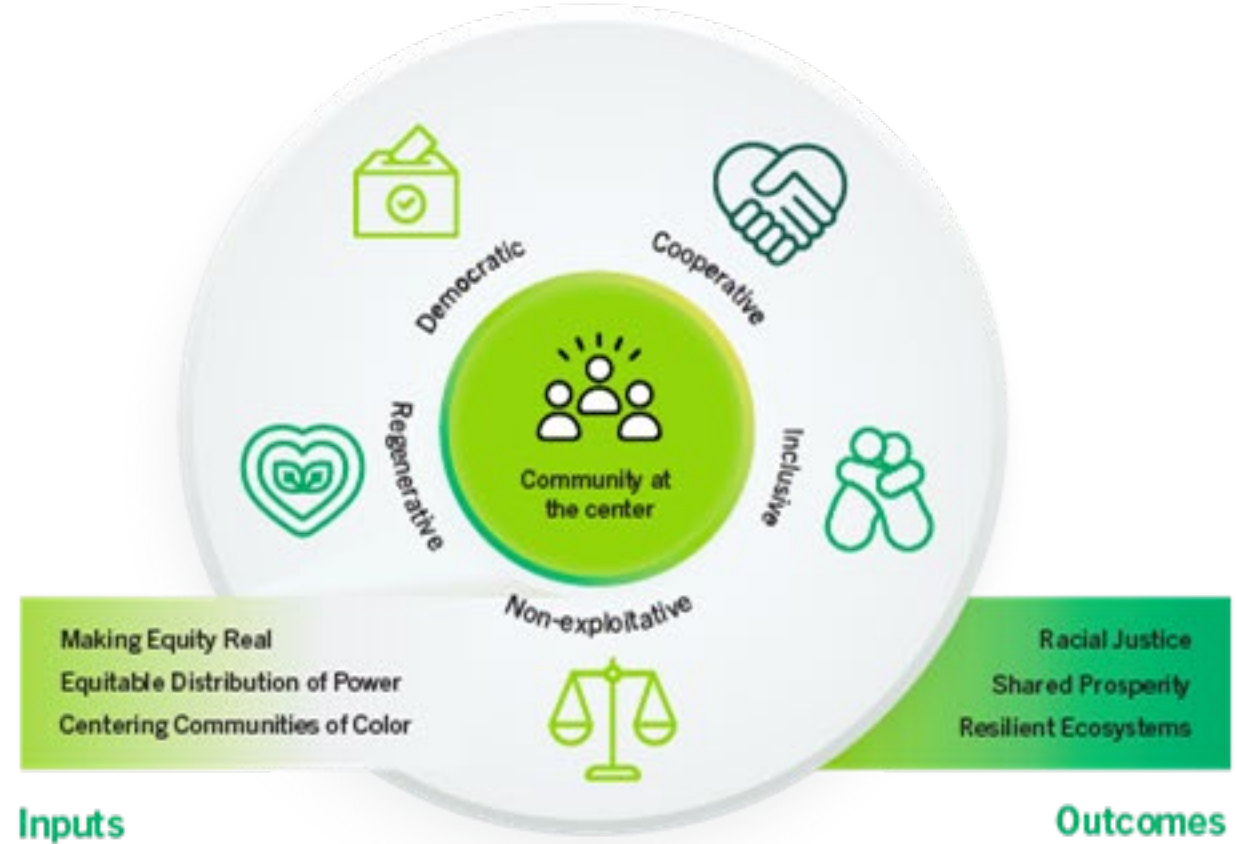




REDLINED ECONOMY



GREENLINED ECONOMY



6 Standards for Equitable Investment

1. EMPHASIZE ANTIRACIST SOLUTIONS. Racist policies like redlining and urban renewal got us to this point, and approaches can't fix the underlying inequities. Investment needs to target and prioritize the most impacted communities.

2. PRIORITIZE MULTISECTOR APPROACHES. Programs may be siloed, but problems are not. We need to prioritize approaches that address issues and sectors at once.

3. DELIVER INTENTIONAL BENEFITS. Benefits cannot trickle down to communities; they need to go directly to the people in the most impacted areas, avoiding increasing or creating new burdens.

4. BUILD COMMUNITY CAPACITY. Long-term disinvestment and discriminatory policies can erode a community's capacity for leadership, political capital. Acknowledge the ways that structural racism has impacted the capacity of communities of color to develop and sustain projects.

5. BE COMMUNITY-DRIVEN AT EVERY STAGE. Building up community ideas and sharing decision-making power is an important element of truly community-centered investment. Community members and organizations should be part of every phase of the goal setting and analysis.

6. ESTABLISH PATHS TOWARD WEALTH-BUILDING. We need community ownership of assets and opportunities to continue building wealth and a broader set of pathways beyond homeownership.

Clean Mobility Options Voucher Pilot Program

\$20 million
for 2020

- Community driven projects that address community identified needs by centering equity & sustainability
- Program requires components of workforce development, displacement, & climate adaptation
- Reimbursable voucher for zero emission carsharing, carpooling, vanpooling, bikesharing, scooters, innovative transit services, and demand services.
- Targeted towards smaller, rural communities
- Set aside funds for tribes and community transportation needs assessments
- Bottom up, targeted approach to technical assistance & capacity building

Sustainable Transportation Equity Project (STEP) \$19.5 million for 2020

- Planning & capacity building grants
 - Needs assessment, engagement, feasibility studies, etc.
- Implementation grants
 - Infrastructure, operations, and engagement for active transportation, transit, shared mobility, land use, pricing, etc.
- Proposed projects must be community and meeting identified needs
- Must include anti-displacement, climate adaptation, and workforce development plans
- Targeted at larger cities that have projects ready to go

Programs Oversubscribed and Address Critical Transportation Needs

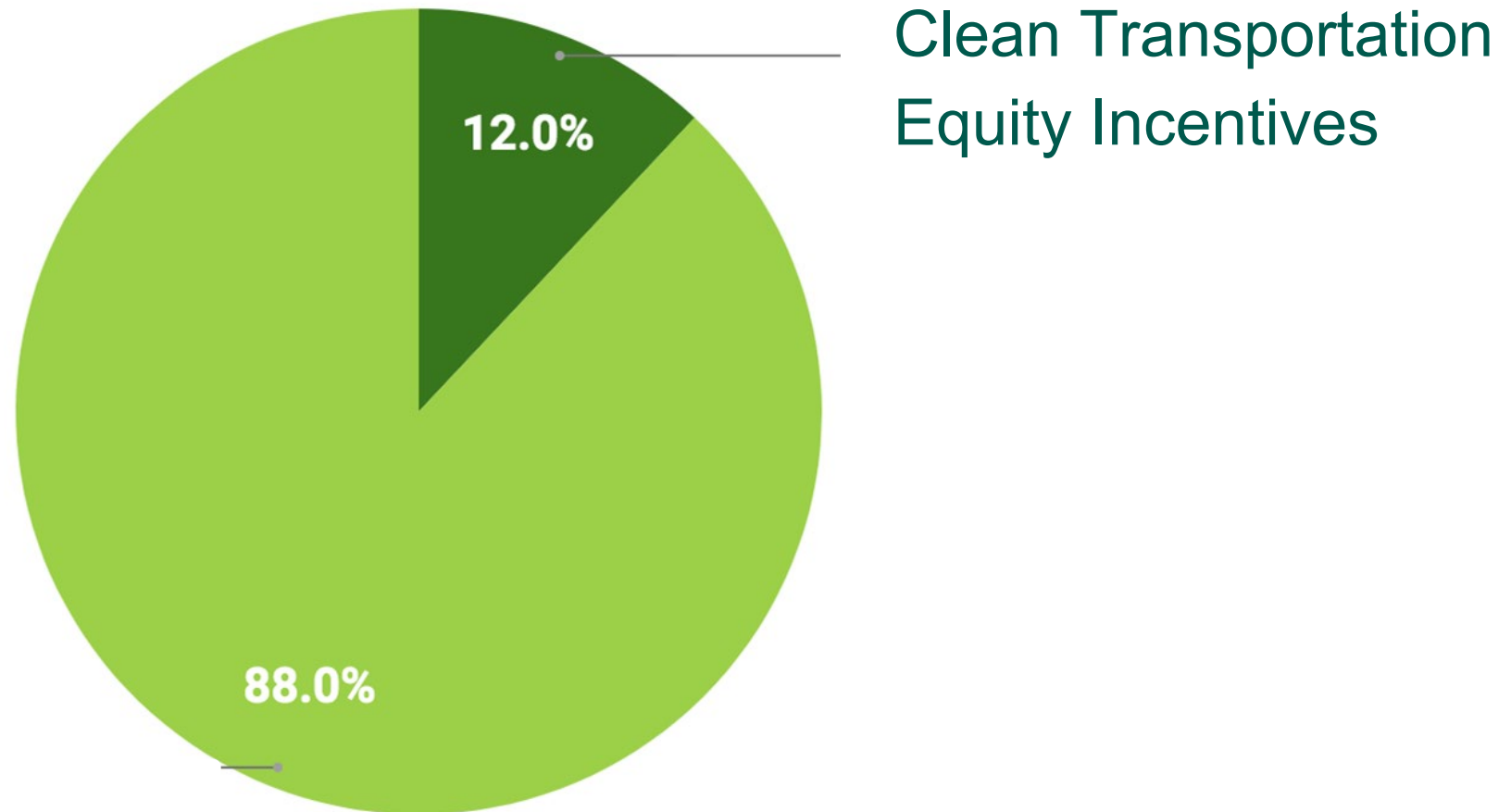
Clean Mobility Options

- Needs Assessment: \$1.5M available
 - 41 applicants with 24 awardees
 - Able to fund 57% of the demand
- Project Implementation Voucher: \$20M available
 - 32 applicants, # of awardees TBD
 - Able to fund 66% of the demand

STEP

- \$19.5M available
- 34 total applicants
 - Only 1-3 Implementation Grants and less than 10 Planning Grants will be awarded
- Total requested funds = \$108.9 million (5 ½ times the amount available)
- Able to fund 18% of the demand

CARB's Low Carbon Transportation Program



CTC's Active Transportation Program

- 25% mandated for DAs practice 100% distributed to DACs
- Not just infrastructure, but also funds community education, etc.
- Incentivizes engagement and a community process
- Provides technical assistance
- 20% dedicated to small, rural agencies
- Program extremely underfunded and competitive 14% of applicants get funded

Building on Critical Lessons and What Works

These programs are:

- Providing multi-sector approaches and intentional benefits
- Community driven and specifically designed to meet the needs of low and DACs
- Funding community transportation needs assessments & require meaningful engagement
- Providing technical assistance and capacity building
- Reducing GHGs and VMT

Expand the Pot for Transportation Equity

- Reprioritize existing funds towards transportation equity programs
- Restructure programs to more equitably distributed dollars and benefits
- These equitable, community-driven strategies should be uplifted throughout all transportation investments
- CA state agencies should collaborate in funding these equity programs

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