



Planning and Capacity Building, Clean Mobility in Schools (CMIS), and the Sustainable Transportation Equity Project (STEP)

Public Work Group Meeting #3
March 9, 2023

Agenda

Time	Topic*
10:00 am	Welcome and Introductions
10:05 am	Agenda, Timeline, and Work Group Schedule
10:15 am	Background, Recap, and Past Feedback
10:30 am	Project Examples
10:50 am	Phased Application Approach
11:10 am	Application Guidance and Technical Assistance
11:20 am	Future Support for Applicants
11:30 am	Public Comment Period and Long-term Strategy
11:55 am	Next Steps
12:00 pm	Adjourn

Timeline



Work Group Meetings*

Meeting #1

December 12, 2022

- Background and past feedback
- Transportation equity
- Solicitation approach
- Community-led project solicitation
- Planning and Capacity Building administrator solicitation

Meeting #2

January 18, 2023

- Recap of meeting #1
- Scoring criteria
- Funding priorities

Meeting #3

March 9, 2023

- Recap of meeting #2
- Public comment period
- Example projects

*Slide decks for past work group meetings can be found at:

<https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low-0>.

POLL #1

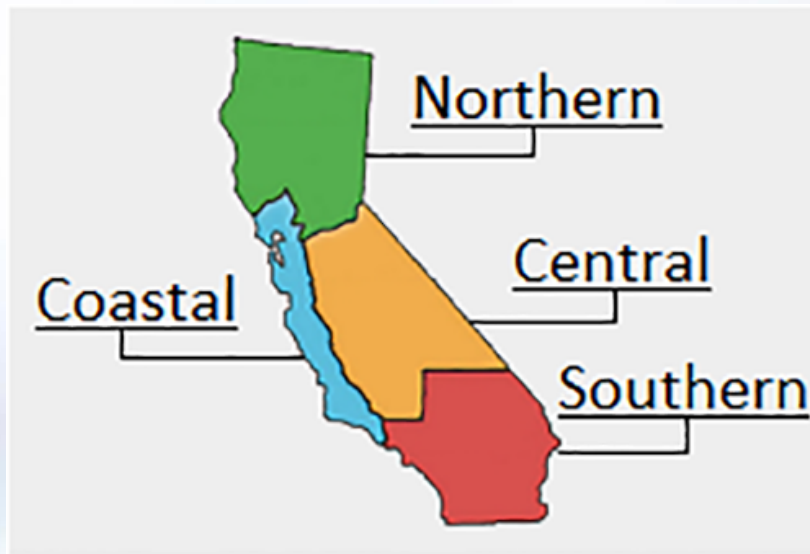
What type of organization do you represent?

- ☐ Community-based organization
- ☐ Institution of higher education
- ☐ Local or regional government
- ☐ Nongovernment or nonprofit organization
- ☐ Private mobility or school transportation provider
- ☐ School district or local education agency
- ☐ Consultant
- ☐ Transit agency
- ☐ Tribal government
- ☐ Other

POLL #2

What region of California is your community located in?

- ☐ Northern
- ☐ Central
- ☐ Coastal
- ☐ Southern
- ☐ Statewide



POLL #3

Which grant are you interested in?

(Check all that apply)

- ☐ Planning and Capacity Building
- ☐ Clean Mobility in Schools (CMIS)
- ☐ Sustainable Transportation Equity Project (STEP)
- ☐ Planning and Capacity Building Administrator and Technical Assistance Provider
- ☐ Not sure yet
- ☐ Other

Background

Fiscal Year 2022-23



\$5M for Planning and Capacity Building

Community-led transportation planning, community engagement, and workforce training/development efforts



\$15M for Clean Mobility in Schools

Zero-emission transformations at schools in priority populations



\$15M for the Sustainable Transportation Equity Project

Community-identified clean transportation solutions for priority populations



\$20M for Clean Mobility Options

Expand clean transportation options and community-led shared mobility projects for priority populations and tribal governments

- \$55 million (M) in total for clean mobility investments in fiscal year (FY) 2022-23
- Provide zero-emission mobility options tailored to priority population needs
- Expand transportation choices and reduce vehicle miles traveled
- Invest in low-income and disadvantaged communities

TWO FY 2022-23 Solicitations

#1 – Solicitation for Community-based Projects

- \$3M for Planning and Capacity Building projects (grants through Administrator, see Solicitation #2)
- \$15M for CMIS projects (CARB grants)
- \$15M for STEP projects (CARB grants)

#2 – Solicitation for Technical Assistance (TA) Provider & Planning and Capacity Building Administrator

- \$5M CARB grant
 - \$3M to community-based Planning and Capacity Building projects (see Solicitation #1)
 - \$2M to administer Planning and Capacity Building grants AND provide TA for Planning and Capacity Building, CMIS, and STEP projects

Recap Work Group #2

Administrator Solicitation

What We Heard	Our Response
Applicants should propose the regions that they would support. Some organizations may be rooted in specific regions or serve different regions that don't align with the regions CARB identifies.	Agree.
CARB should specify the regions that an administrator and technical assistance provider would support.	Without clear agreement on the regions that an administrator should support, staff is proposing that applicants propose the regional breakdown.
90 percent of the \$5 million in funding for Planning and Capacity Building/Technical Assistance should go directly to the planning and capacity building projects. In part, this is because experience on shared mobility from technical assistance providers has been lacking.	Based on the limited funding available in this solicitation and the need to support an administrator and technical assistance provider for multiple years of grant implementation, it is not feasible for so much of the funding to go directly to community-based projects. CARB hopes that this investment will set up a structure that can be used when more funding is available.
Add direct training on project management, shared mobility operations, etc. to list of support.	Agree.

Administrator Solicitation

- Eligible applicants
 - Nonprofits, Tribal governments, Public entities
 - Must be California-based
- \$2M total budget
 - Administer \$3M in Planning and Capacity Building grants
 - Provide implementation TA for 6-22 grantees (including CMIS and STEP)
 - Regional TA approach highly encouraged
 - Provide TA to Applicants that were not awarded funding

Recap Work Group #2

Priority Communities

What We Heard	Our Response
Low-income communities should be eligible.	Agree. Low-income communities are eligible.
Relying solely on CalEnviroScreen and AB 1550 is an issue. Rural, unincorporated communities in geographically large census tracts might be missed. Suggest including Senate Bill 244 fringe island communities to account for this.	Staff are interested in including this in future years. Due to the limited funding and current definitions of disadvantaged and low-income communities, fringe island communities will not be added this Fiscal Year.
Look into a sliding scale of extra points for communities based on CalEnviroScreen rather than all or nothing.	CalEnviroScreen is used to set baseline eligibility requirements. Based on consistent stakeholder feedback, staff proposes to focus additional points on rural communities, tribal governments, and community groups.
Long-term success should be related to reducing exposure of vulnerable populations (e.g., homeless people) to air pollution, particularly since places where air pollution is generated (freeways, parking lots) is where vulnerable populations reside. Include pollution exposure info as one of the criteria used to evaluate potential impact.	Pollution burden through CalEnviroScreen is a baseline eligibility requirement and reducing pollution exposure is an expectation of all CMIS and STEP projects based on the eligible project types.

Recap Work Group #2

Phased Solicitation

What We Heard	Our Response
Allow all eligible applicants to move to full application phase. This maximizes applicants' opportunities to put together competitive applications and ensures CARB has enough information to make informed funding decisions.	Staff have attempted to find a middle ground to address both sides of this argument. See the section of this slide deck on "Phased Application Approach" for detail.
Limit applicants that move to full application phase based on funding available. This allows applicants to not waste resources trying to get funding they are not likely to receive.	See statement above.
Move on more applications than funding is available to account for drop-offs, eligibility issues, etc.	Agree.
Ask for more in concept phase if significant funding decisions are going to be made based on concept applications.	Staff believes that significant funding decisions would not be made in concept phase based on current proposal.
Randomize full applications to account for potential scoring discrepancies.	This approach might work with fewer applications moving to full application phase but not based on current staff proposal.

Recap Work Group #2

Community-based Projects Solicitation

What We Heard	Our Response
Do due diligence about what organizations are being funded. Ensure that they are about EJ.	Staff will make sure this is captured in scoring criteria.
Limit amount of information that CARB is asking for. 5 pages for the whole application is good. A lot of questions tend to be redundant and unnecessary.	This solicitation tries to limit redundancy and reduce application complexity.
Focus on inclusion, not exclusion. Meaning, create an application process that is accessible to small, grassroots organizations and not just large NGOs.	Agree. That is the intent of this solicitation and staff will continue to work toward this goal by reducing application complexity, removing unnecessary requirements, providing technical assistance, and conducting outreach.
Clarify number of pages for application but also the time it should take to do the application. Has seen recommendations for 20-30 hours and for 5-10 hours.	The final solicitation will include guidance to support applicants and help manage expectations, including page limits.
Need reasonable expectations for community engagement too. Can't require too much community engagement up front if funding isn't guaranteed.	Agree. Staff will work on clarifying this, particularly for Planning and Capacity Building applications.

Recap Work Group #2

Other

What We Heard	Our Response
Focus on reducing emissions, not vehicle miles traveled (VMT). They're sort of correlated, but emissions are the real issue.	These programs are focused on reducing emissions, but also use VMT as a metric to understand potential behavior change impacts of funded projects. This behavior change is necessary to achieve the State's emission reduction goals.
Can this funding be used for electric school buses?	Yes, this is eligible through CMIS.
When will the application open and when will funding be available?	The application will likely open in late spring 2023. Funding will be available as soon as grant agreements are executed.
Consider best practices and tools for long-term transition planning on quantitative side, as well as qualitative side.	Staff agree that this is an important part of long-term sustainability.

Comments and Questions



Use the raised hand function (#2 if calling in by phone).



Please state your name and affiliation before asking a question or making a comment.

Planning and Capacity Building Goals

Projects are intended to increase transportation equity by:

- Improving local understanding of residents' transportation needs
- Preparing communities to implement clean transportation and land use projects
- Developing a foundation for organizational and community capacity building



Planning and Capacity Building Example #1

Community Transportation Needs Assessment

Project:

- Extensive, multi-lingual community engagement through surveys, existing community events, and focus groups
- Outreach and education on available clean transportation options
- An advisory committee of community residents to prioritize projects, including a participatory budgeting pilot
- Final community transportation needs assessment

Applicants:

- Community-based organization as Lead Applicant
- City as Sub-applicant

Budget: \$300,000 from CARB, \$50,000 from other sources

Planning and Capacity Building Example #2

Workforce Development

Project:

- Training and apprenticeships on charging infrastructure and maintenance
- Outreach to residents of project area
- Community-level gap analysis of additional training needs in clean transportation sector

Applicants:

- Workforce training agency as Lead Applicant
- Community-based organization and community college as Sub-applicants

Budget: \$600,000 from CARB

CMIS and STEP Goals

Projects are intended to increase transportation equity by:

- Addressing community-identified needs
- Increasing access to key destinations

CMIS focus: Support public schools

STEP focus: Reduce VMT



CMIS and STEP Example #1

CMIS and STEP Projects in an Urban Community

Project:

- Bus rapid transit (BRT) service improvements
- 2 zero-emission school buses that will also use BRT lanes
- 3 miles of protected bike lanes connecting to BRT stations and schools
- Free bus vouchers for school district staff and low-income residents
- Bike safety education events
- High school student internships on clean transportation

Applicants:

- Local transit agency as Lead Applicant
- School district, city, and community-based bike advocacy organization as Sub-applicants

Budget: \$10 million from CARB, \$2 million from other sources

CMIS and STEP Example #2

CMIS Projects

Project:

- Bicycle lending library for staff and students at 1 school site
- Bike rodeos and demonstration projects at 5 school sites
- Replace landscape equipment with zero-emission models (utility carts, riding mowers, work trucks, and infrastructure)
- Battery electric school bus and infrastructure projects at 2 school sites
- Solar installation and battery energy storage to charge project vehicles at 2 school sites

Applicants:

- Public school district as Lead Applicant
- Project management company, utility provider, community-based bike advocacy organization, engineering and construction company as Sub-applicants

Budget: \$7 million from CARB, \$1.5 million from other sources

CMIS and STEP Example #3

STEP Projects in a Rural Community

Project:

- Zero-emission carshare service and charging infrastructure
- Broadband network infrastructure to support carshare service
- Zero-emission vehicle ride and drive events
- Zero-emission shuttle service for senior center
- Senior center ambassador program
- Shuttle driver and charging infrastructure/maintenance trainings
- Contract to research potential for local conservation easement

Applicants:

- Community-based organization as Lead Applicant
- County, senior center, utility provider, and carshare service operator as Sub-applicants

Budget: \$12 million from CARB

Comments and Questions



Use the raised hand function (#2 if calling in by phone).



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Phased Application Approach

Concept application will include 4 sections:

1. Description and map of Project Community
2. Description of proposed projects and how they will increase transportation equity
3. Description of applicants and partner coordination
4. Overall timeline and budget

Phased Application Approach

CARB will check eligibility requirements and score concept applications. Scoring criteria will prioritize applications that:

- Increase transportation equity and meet program goals
- Have been identified through a STEP or Clean Mobility Options-funded planning project
- Serve rural communities
- Serve communities that have not received program funding before
- Are led by a community-based organization or tribal government

Applications that meet eligibility requirements and score at least 70% will move to full application phase.

Phased Application Approach

Full application will ask for more detail on:

- | | |
|---------------------------------------|--|
| 1. Concept application review/updates | 8. Budgets |
| 2. Applicants | 9. Readiness |
| 3. Letters of commitment and support | 10. Data collection, evaluation, and reporting |
| 4. Conflicts of interest | 11. Community outreach and engagement |
| 5. Partnership structures | 12. Long-term sustainability |
| 6. Project descriptions | 13. Workforce development |
| 7. Scopes and timelines | |

CARB will check eligibility requirements and score full applications.

Applications that meet eligibility requirements and score at least 70% will be eligible for funding.

CARB will fund down the list from highest-scoring application until all funding has been used.

Comments and Questions

- Does the concept phase ask for an appropriate amount of information for CARB to move projects forward? If not, what should change?
- Is 70% a reasonable threshold for the concept phase? For the full application phase?



Use the raised hand function (#2 if calling in by phone).



Please state your name and affiliation before asking a question or making a comment.

Application Guidance

CARB will provide guidance (including templates) on:

- Grant management
- Scope, timeline, and budget
- Partnership structures and agreements
- Letters of commitment and support
- Outreach and engagement
- Workforce development
- Displacement avoidance

Technical Assistance

- Application assistance will be provided
- Outreach to priority populations
- **Concept phase:**
 - Assistance for all interested applicants focused on ensuring eligibility requirements are met and create Project Community maps
- **Full application phase:**
 - CARB will work with the contractor to prioritize level of assistance based on limited budget

Comments and Questions

- What other application guidance would be helpful for applicants?
- Should more or less assistance be offered during the concept phase?
- How should CARB prioritize the level of assistance offered in the full application phase?



Use the raised hand function (#2 if calling in by phone).



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Future Support for Applicants

CARB may support applicants that were not awarded funding this FY in the following ways:

- Provide debriefs on applications and scoring process
- Share other potential sources of funding
- Provide technical assistance to improve the project or application for future funding
- Provide funding in future FYs

POLL #4

How should CARB consider using future years of funding?

- ☐ Continue funding projects from this solicitation to reduce applicant workload
- ☐ Open more frequent solicitations to allow new projects to apply
- ☐ Solicit for concepts on an annual basis and then either fund previous projects or solicit for full applications
- ☐ Continue funding existing projects
- ☐ Other

Comments and Questions

- How should CARB consider using future years of funding?
- What are the most important actions CARB should take to support applicants that were not awarded funding this FY?



Use the raised hand function (#2 if calling in by phone).



Please state your name and affiliation before asking a question or making a comment.

Share Your Feedback

Draft Requirements and Criteria document out NOW.
Send comments to step@arb.ca.gov or via [survey](#) by March 31, 2023.

Some of the questions include:

- Are the eligibility requirements (e.g., applicant types, partnership structure) reasonable and feasible for the programs' target audiences?
- What characteristics would help indicate that proposed projects can sustain themselves in the long-term? What approaches for sustaining service would you suggest?
- What other funding programs (State, local, or private) were easy to apply to? Why?

Long-term Strategy

- Support more and consistent funding for clean mobility projects
- Evaluate Planning and Capacity Building, CMIS, and STEP joint solicitation and other mobility investments
- Incorporate lessons learned in future years
- Begin to develop FY 2023-24 Funding Plan with stakeholders
- Assess further needs and strategies to align and combine programs

Comments and Questions



Use the raised hand function (#2 if calling in by phone).



Please state your name and affiliation before asking a question or making a comment.

Thank you!

Next Steps:

- Survey – *Send us additional feedback*
- **Public Comment Period** – *Closes March 31*
- **Work Group #3 Recording and Notes** – *Posted by March 21*

Contact Us:

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