



Co-Funding Transportation Equity

Hana Creger

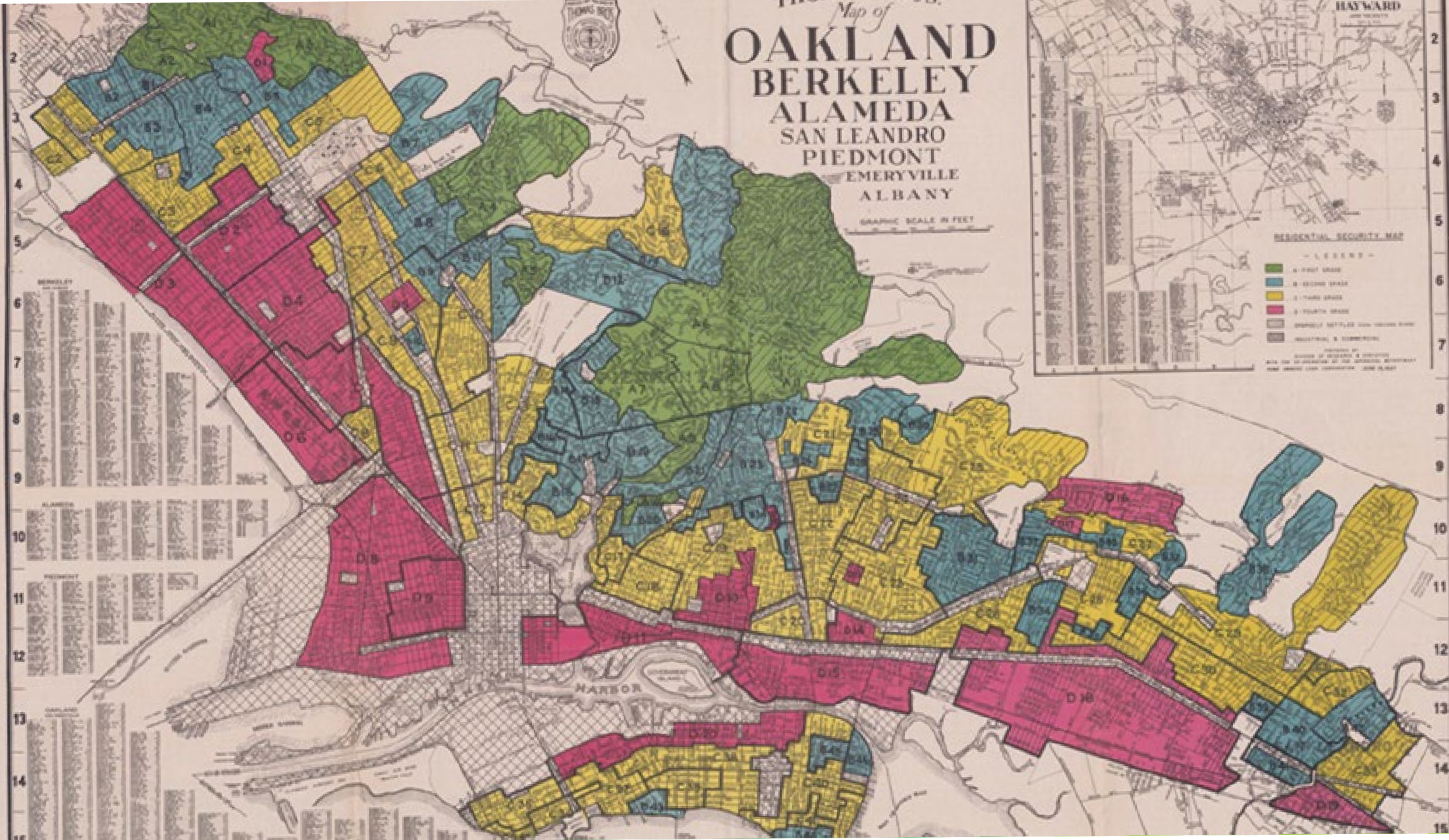
Map of
OAKLAND
BERKELEY
ALAMEDA
SAN LEANDRO
PIEDMONT
EMERYVILLE
ALBANY

GRAPHIC SCALE IN FEET

RESIDENTIAL SECURITY MAP

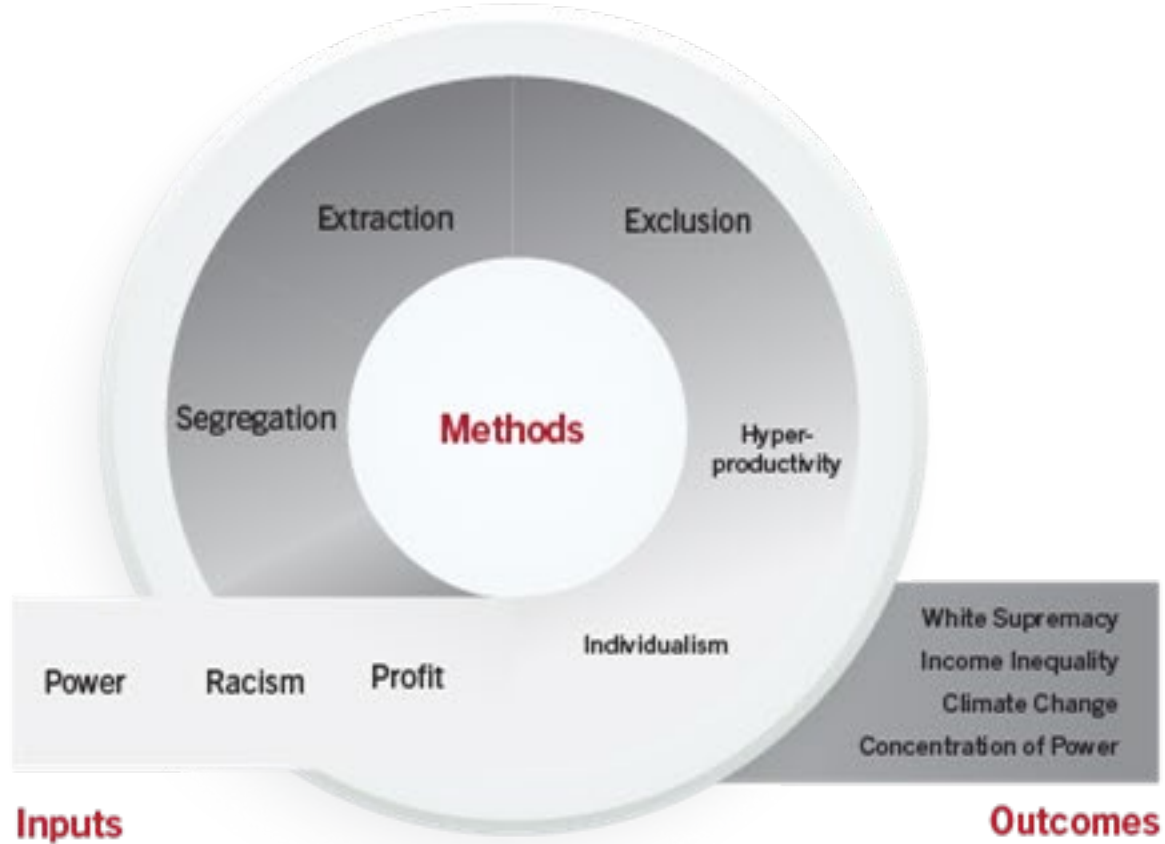
- LEGEND
- 1 FIRST GRADE
 - 2 SECOND GRADE
 - 3 THIRD GRADE
 - 4 FOURTH GRADE
 - 5 SPARSELY SETTLED AND UNDEVELOPED
 - 6 INDUSTRIAL & COMMERCIAL

PREPARED BY
 OFFICE OF THE POLICE COMMISSIONER
 SAN FRANCISCO POLICE DEPARTMENT
 SAN FRANCISCO, CALIFORNIA, JUNE 1947

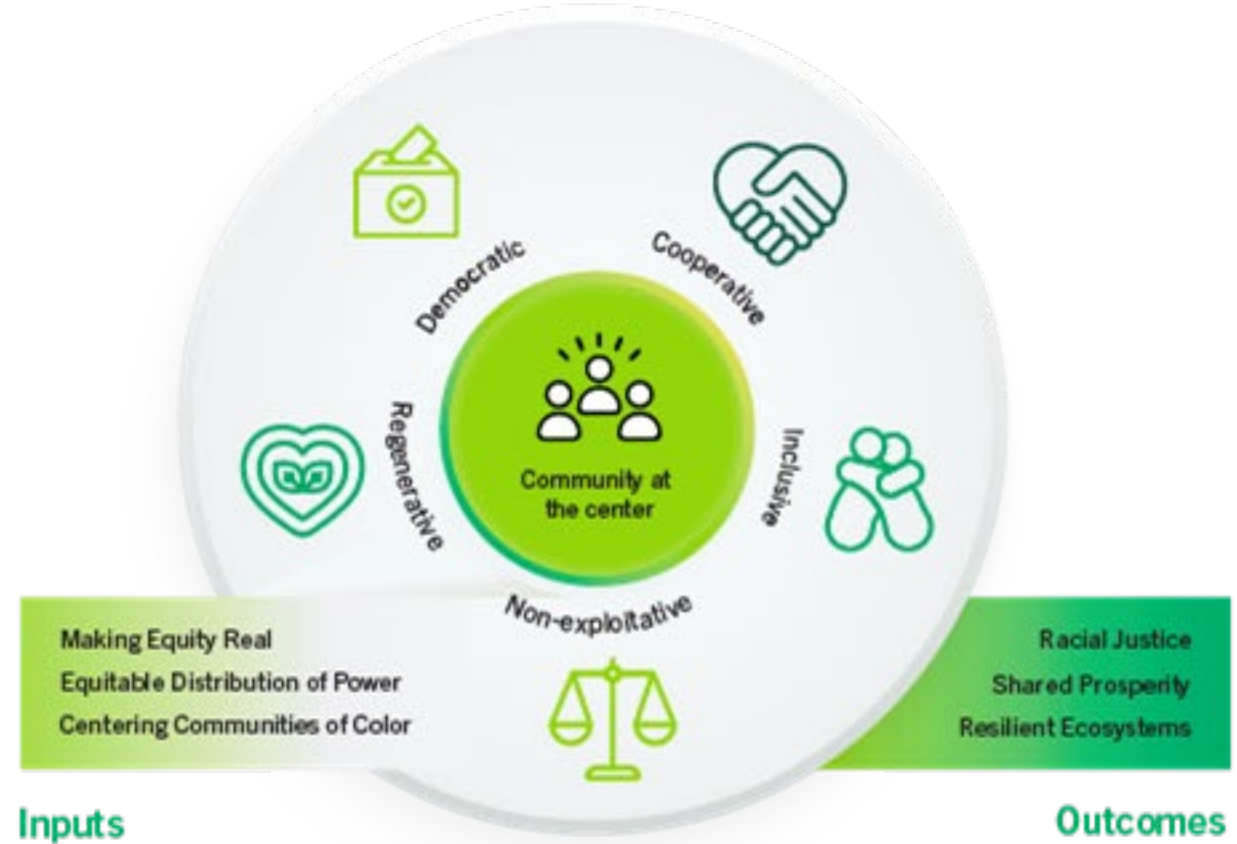




REDLINED ECONOMY



GREENLINED ECONOMY



6 Standards for Equitable Investment

- 1 EMPHASIZE ANTI-RACIST SOLUTIONS.** Racist policies like redlining and urban renewal got us to this point, and race-neutral approaches can't fix the underlying inequities. Investment needs to target and prioritize the most impacted communities.
- 2 PRIORITIZE MULTI-SECTOR APPROACHES.** Programs may be siloed, but problems are not. We need to prioritize approaches that address multiple 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 impactful ways, while avoiding increasing or creating new burdens.
- 4 BUILD COMMUNITY CAPACITY.** Long-term disinvestment and discriminatory policies can erode a community's capacity for leadership, organizing or political capital. Acknowledge the ways that structural racism has impacted the capacity of communities of color to undertake community development projects
- 5 BE COMMUNITY-DRIVEN AT EVERY STAGE.** Lifting up community-led 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 project or policy, from goal-setting to 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
in 2020

- Community-driven projects that address community-identified needs by centering equity & sustainability
- Program requires components of workforce development, anti-displacement, & climate adaptation
- Reimbursable voucher for zero-emission carsharing, carpooling, vanpooling, bikesharing, scooter-sharing, innovative transit services, and ride-on-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
in 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-driven 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

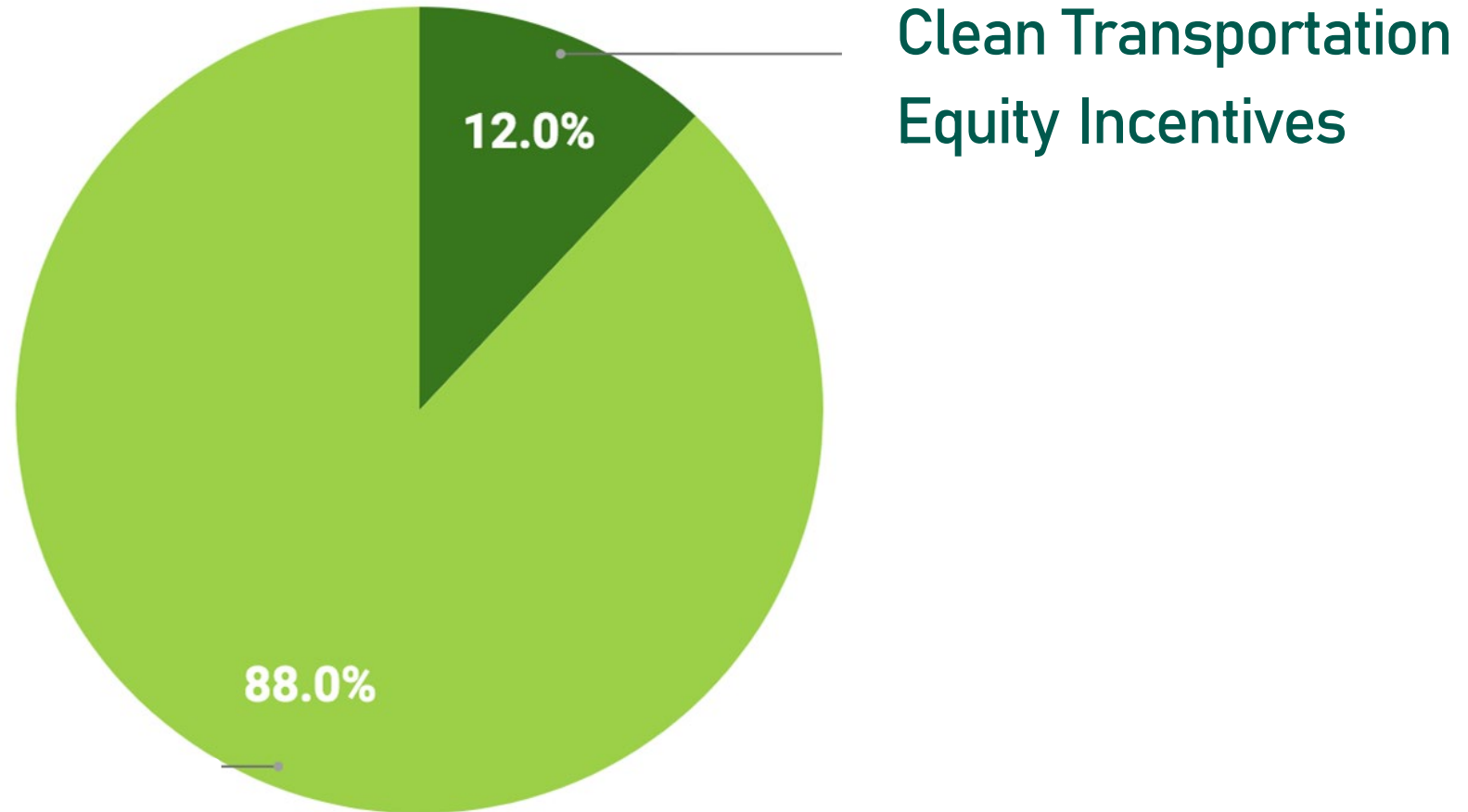
Clean Mobility Options

- 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 DACs -in practice 100% distributed to DACs
- Funds infrastructure, community education & more
- Incentivizes engagement and a community-driven process
- Provides technical assistance
- 10% dedicated to small, rural agencies
- Program extremely underfunded and competitive -only 21% of applicants 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-income 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

- Re-prioritize 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 & co-funding these equity programs

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