



Fiscal Year 2019-20
Low Carbon Transportation Investments
Grant Solicitation
Sustainable Transportation Equity Project
Summary of Proposals Received
September 28, 2020



The Sustainable Transportation Equity Project (STEP) grant solicitation was open for proposals from June 4, 2020 through 5:00 pm (Pacific Time) on August 31, 2020. Materials are available for reference online at: <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low>.

CARB staff received 34 proposals (14 Implementation Grant proposals and 20 Planning and Capacity Building Grant proposals). The following pages contain tables with summaries of all of the proposals, followed by more detailed information supplied by the Applicant about each proposal. Proposal information is listed in alphabetical order by Lead Applicant name. Implementation Grant information starts on page 2. Planning and Capacity Building Grant information starts on page 15.

Implementation Grant Proposals

Page #	Lead Applicant Name	Location*	Funding Request
3	City of Commerce	Commerce	\$3,240,078.08
3	City of National City	National City	\$7,210,451.00
4	City of Richmond	Richmond	\$15,077,550.07
5	Fresno County Rural Transit Agency	Fresno	\$6,380,746.33
6	Los Angeles Department of Transportation	South Los Angeles	\$13,843,298.15
6	Metropolitan Transportation Commission	North Alameda County	\$4,125,000.00
6	Oakland Department of Transportation	West Oakland	\$8,074,895.15
8	Sacramento Area Bicycle Advocates	Sacramento	\$93,478.00
8	Sacramento Public Library	Sacramento County	\$5,303,333.00
9	Sacramento Regional Transit	Sacramento	\$6,460,687.53
9	San Diego Foundation	San Diego	\$7,366,705.68
10	San Francisco Municipal Transportation Agency	San Francisco	\$10,569,100.00
11	San Joaquin Council of Governments	Stockton	\$7,480,385.53
13	The LEAP Institute	Huron, Mendota, Parlier	\$6,475,350.00
	ALL PROPOSALS		\$101,701,058.52

*See proposal summaries for more detail.

All Implementation Grants are required to benefit disadvantaged communities.¹

¹ Areas that are disproportionately affected by multiple types of pollution and areas with vulnerable populations, identified as disadvantaged by the California Environmental Protection Agency per SB 535. These census tracts include the top 25 percent in CalEnviroScreen 3.0 along with other areas with high amounts of pollution and low populations. <https://oehha.ca.gov/calenviroscreen/sb535>

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Lead Applicant Name: City of Commerce

Proposal Name: Commerce Moving Forward

Sub-applicant Names: Climate Resolve, TreePeople

Requested STEP Funding: \$3,240,078.08

Resource Contribution: \$866,962.18

Total Project Amount: \$4,107,040.26

Summary from Proposal: Commerce Moving Forward takes a holistic equity approach to implementing active and clean transportation strategies in a small, urban city divided by freeways, heavy-duty truck freight traffic, and industry. The city neighborhoods lack active and clean transportation options for all community members, and STEP would fund the first set of Class II bike lanes (1.16 miles) to connect residents to several key destinations. 20 community-based tree planting projects, facilitated by TreePeople, will provide 400 shade trees near pedestrian, bike, and transit corridors. City of Commerce Transit, the LA Region's ONLY fare-free transit system, will add two zero-emission fixed route buses and two zero-emission Dial-A-Ride shuttles to kickstart the City's commitment to a zero-emission fleet. Lastly, an investment in a Transit-Oriented Development (TOD) and Displacement Avoidance Plan will prepare Commerce for the buildout of LA Metro's future Citadel rail station to connect city residents and employees regionally.

Lead Applicant Name: City of National City

Proposal Name: West Side National City Mobility Enhancements

Sub-applicant Names: A Reason to Survive (ARTS)

Requested STEP Funding: \$7,210,451

Resource Contribution: \$6,990,774

Total Project Amount: \$14,201,225

Summary from Proposal: The West Side National City Mobility Enhancements project aims to provide equitable access to clean transportation and to reduce GHG emissions by lowering VMT through new mobility options and innovative technology solutions. The proposal includes eight projects that address a wide range of STEP strategies, such as: active transportation; shared mobility; fixed-route transit; planning and community engagement; community development; and outreach and education. These projects are integrated and connected with each other in a manner that maximizes the opportunity to address the STEP Community needs and increases the accessibility to key destinations. See attachment, 'STEP Community Project Map' for a map of the STEP Community and Projects. See attachment, 'Project List with Brief Description' for project list with brief descriptions.

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Lead Applicant Name: City of Richmond

Proposal Name: Harbour Way Complete Streets, Richmond Wellness Trail Bay Area Rapid Transit (BART)-to-Ferry Segment (RWT), and Clean Transportation Incentives

Sub-applicant Names: Trust for Public Land, TransForm, Government Alliance on Race and Equity, PlaceWorks

Requested STEP Funding: \$15,077,550.07

Resource Contribution: \$4,022,700

Total Project Amount: \$19,100,250.07

Summary from Proposal: Richmond Wellness Trail BART-to-Ferry Phase 2 – The Richmond Wellness Trail is a 1.9-mile trail along Marina Way is designed to attract and inspire users to experience and build health and wellness-oriented activity into their daily lives, and function as a multi-benefit green infrastructure corridor with bioswales that slow and capture stormwater and trees that shade buildings and offset greenhouse gases. In addition to the stormwater and GHG-reducing design elements, the trail includes bicycle and pedestrian improvements, activity and rest areas, cultural and natural interpretive features, and interactive elements that support a healthy lifestyle. The Wellness Trail connects the BART and Amtrak station to the new San Francisco Ferry Terminal, while also creating connections to community destinations, such as the San Francisco Bay Trail, Unity Park, Richmond Greenway, Nystrom Village, Martin Luther King Jr. Park, Rosie the Riveter Visitor Education Center, Kaiser Field Hospital, the Richmond Business District, and COBIZ, a newly established co-working studio. Funding from a Prop 68 Urban Greening Grant supported implementation of Phase 1 of this Project, which is anticipated to start construction in April 2021. Funds from the STEP program would close the gap in the Ferry to BART connection and extend the trail from Cutting Boulevard to the water. Grant funds would also be used to provide pedestrian lighting along the entire corridor, which is a community priority for safety and extend night-time use of the project. Funding will also be allocated to local Community-Based Organizations (CBOs) to conduct outreach activities to promote the utilization of the Richmond Wellness Trail, including community rides and events along the Trail.

Harbour Way Complete Streets Project – The Harbour Way Complete Street Project is located along Harbour Way from I-580 to Downtown and provides a connection between Downtown Richmond and Ford Peninsula area, through the Coronado and Santa Fe neighborhoods. This corridor currently includes four lanes of fast-moving traffic that create barriers to pedestrians and bicyclists between neighborhoods on either side. This project will include restriping Harbour Way from three lanes to two lanes, adding bike lanes, and adding pedestrian-scale lighting in the short-term. Medium term improvements will include raised medians, installing mid-block crossings, curb extensions, reducing lane width, painting sharrows, and planting medium to large trees in planting strips along the roadways. Long-term improvements will include extending the road diet north from Ohio Avenue through Downtown to Barrett Avenue and south from Maine Avenue to Hoffman Boulevard. This project will also connect MLK Park, the proposed MLK Resilience Hub, and Nystrom Elementary

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School to the Richmond Greenway and Downtown Richmond. Funding will also be allocated to local Community-Based Organizations (CBOs) to conduct outreach activities to promote the utilization of the Harbour Way Complete Streets Project, community rides and events along Harbour Way.

Clean Transportation Incentives – Complementing the Richmond Wellness Trail and Harbour Way Complete Streets Project are an integrated set of supportive clean transportation incentive programs to improve mobility and access for Richmond residents. Concurrent with the opening of the Richmond Wellness Trail and Harbour Way Complete Streets Project, incentive programs will be launched to encourage usage of clean and alternative transportation modes. Programs will include vouchers for bicycle sharing, usage of electric bicycles and bicycle carts, and purchasing or using bicycle equipment such as helmets and bicycles. These incentive programs seek to further expedite the usage of clean transportation sources and active transportation infrastructure to members of the local Richmond community that do not currently have access to safe and clean transportation modes. Funding will also be allocated to local Community-Based Organizations (CBOs) to conduct outreach activities to promote the utilization of the clean transportation facilities, including biking education classes and workshops, as well as a 101 class on Electric Vehicles. The CBOs will distribute vouchers through their outreach and education programs. When implemented together, these strategies will advance mode shift from single occupancy vehicles to clean transportation sources, reducing Greenhouse Gas Emissions (GHGs), promoting the usage of the Richmond Wellness Trail and Harbour Way Complete Streets Project and increasing the health and well-being of Richmond residents.

Lead Applicant Name: [Fresno County Rural Transit Agency](#)

Proposal Name: Equitable Mobility for Economic Investment Project

Sub-applicant Names: Fresno Metropolitan Ministry, Inspiration Transportation, Walker Consultants, Fresno State Transportation Institute

Requested STEP Funding: \$6,380,746.33

Resource Contribution: \$1,315,464.47

Total Project Amount: \$7,696,210.80

Summary from Proposal: The Equitable Mobility for Economic Investment Project (EMEIP) is multi-partner effort to bring advanced zero emission shared mobility services to both rural and urban underserved communities in Fresno County that have long suffered from systemic poverty and isolation from economic opportunity due to limited transportation options. The project focuses on providing services to cities and communities in both eastern and western Fresno County with connections into downtown Fresno through the Elm Ave. corridor in southwest Fresno. The project proposes to deploy thirteen (13) Chevy Bolt EVs or Kia Niro EVs, ten (10) new EV chargers, and two (2) EV ADA compliant shuttle vans to provide both ride-sharing and car-sharing services to residents for everything from trips to the doctor to shopping to employee transport to work. In addition, planning work to support revitalization, development of new cooperative businesses, and active transportation along the Elm

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Ave. corridor in southwest Fresno is a key supporting strategy for the project. The project is a joint effort of Fresno County Rural Transit Agency, Inspiration Transportation, Fresno Metro Ministry, Walker Consultants, and the Fresno State Transportation Institute. The total project budget is \$8,206,836.

Lead Applicant Name: Los Angeles Department of Transportation

Proposal Name: South Los Angeles Universal Basic Mobility Pilot Program

Sub-applicant Names: CicLAvia, EVgo, Los Angeles Cleantech Incubator (LACI), Los Angeles County Metropolitan Transportation Authority (LA Metro), Los Angeles Department of Water and Power (LADWP), Los Angeles Mayor's Office, Los Angeles Trade Technical College (LATTC), Mobility Development (MD), South Los Angeles Transit Empowerment Zone (SLATE-Z)

Requested STEP Funding: \$13,843,298.15

Resource Contribution: \$7,783,722.85

Total Project Amount: \$21,177,021

Summary from Proposal: The South Los Angeles Universal Basic Mobility Pilot Program expands fare payment subsidies, integrates fare payment across existing and new transportation options, introduces new shared mobility options for residents and workers, and expands electrification to advance Universal Basic Mobility for South LA residents. These project components are Mobility Wallet, Electric Mobility, Charging for All, Ciclavia South LA: Stakeholder Outreach and Engagement, Zero Emissions Last Mile Delivery Solutions, Quick Build Active Streets, and Rail to Rail First Mile-Last Mile.

Lead Applicant Name: Metropolitan Transportation Commission (MTC)

Proposal Name: Bikeshare for all with Bay Wheels

Sub-applicant Names: TransForm, LLC; Bay Area Motivate, LLC

Requested STEP Funding: \$4,125,000

Resource Contribution: \$1,015,000

Total Project Amount: \$5,140,000

Summary from Proposal: Extension and expansion of Bay Wheels' "Bikeshare for All" equity program, using deeply discounted Memberships, station infill increase access in Communities of Concern, and increasing fare payment integration access for unbanked populations.

Lead Applicant Name: Oakland Department of Transportation (OakDOT)

Proposal Name: West Oakland STEPS

Sub-applicant Names: Alameda-Contra Costa County Transit (AC Transit), Planning & Building Department, West Oakland Environmental Indicators Project (WOEIP), Oakland Parks and Recreation Foundation (OPRF)

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Requested STEP Funding: \$8,074,895.15
Resource Contribution: \$2,893,955.88
Total Project Amount: \$10,968,851.03

Summary from Proposal: The West Oakland STEPS proposal envisions a West Oakland where the people who live, work and play there no longer face disproportionate exposure to air pollution and its harmful health impacts. The goal of the proposal is to improve access to safe and sustainable transportation and create a healthier environment for West Oakland's existing residents. The proposal includes four discrete projects, all of which stem from community priorities identified in the West Oakland Community Action Plan, or WOCAP:

1) West Oakland Truck Management Plan Implementation

This proposal focuses on improving regional goods movement in West Oakland and mitigating the harmful impacts of diesel emissions through implementation of the Truck Management Plan. The project would conduct education and outreach to community stakeholders (including the Port and truck drivers), plan and install upgraded signage for truck parking and truck routes, provide truck and trailer parking enforcement training for staff, and develop recommendations for specific truck traffic calming locations.

2) West Oakland Pedestrian Improvements and Urban Greening

This project aims to improve the design and safety of local streets and reduce emissions by creating a safer, more welcoming environment for people to walk in West Oakland. The project would implement sidewalk repairs and street improvements, expand urban greening for pedestrian safety and health, implement a heavy commercial and pedestrian corridor Showcase Project, and create an urban greening stewardship model.

3) West Oakland Bike Resource Hub

This project builds on existing community ideas, programming, and relationships to bring bike resources to residents and visitors of West Oakland, with a focus on youth, working-class people, and lower-income families. The project would provide free monthly workshops, free Earn-A-Bike programming that includes building and/or fixing used bikes, free services such as bike repair, and installation of bike fix-it bike stations at key destinations throughout West Oakland.

4) West Oakland Transit Access Improvements

This project focuses on improving transit access, reliability and affordability in West Oakland. The project would construct improvements that address long-standing barriers to stop access, including insufficient or unsafe sidewalks, unsafe street crossings, and lack of red curb markings that allow vehicles to pull flush with the curb.

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It would also plan and develop a mechanism for providing low-cost institutional transit passes for the West Oakland community, and pilot a transit pass program should an administrator and eligible pool of participants be identified.

Lead Applicant Name: Sacramento Area Bicycle Advocates

Proposal Name: Engage, Experience & Uplift Mobility: Stockton Blvd Area

Sub-applicant Names: WalkSacramento, Veritable Good Consulting, City of Sacramento

Requested STEP Funding: \$93,478

Resource Contribution: \$0

Total Project Amount: \$93,478

Summary from Proposal: This is a small series of Ciclovía-style events that have been proposed in order to celebrate alternative modes of transportation near Stockton Blvd. Everyone is welcome to participate in the spatial reinvisioning of what may be possible for the area. This is an opportunity to help neighbors and communities within the area to learn more about transportation planning and options, and to visualize potential alternatives by embodying different uses of the space while enjoying activities, biking, and each other.

Lead Applicant Name: Sacramento Public Library

Proposal Name: Sacramento's Hope on Wheels (SHOW) Initiative

Sub-applicant Names: Community Resource Project, Aura Planning, Green Technical Education, Phoenix Motor Cars, Envision Solar

Requested STEP Funding: \$5,303,333

Resource Contribution: \$2,705,000

Total Project Amount: \$7,955,825

Summary from Proposal: Mobility is as much about social mobility as it is about physical movement. Having the means to travel into more positive environments of employment, education, housing, and physical and mental well-being is necessary for taking the actual journey. Creating a place or neighborhood that leaves the scarcity of opportunity behind and envisions an abundant future life through mobility is the goal of Sacramento Public Library's Sacramento's Hope On Wheels (SHOW) initiative.

The SHOW initiative has three key projects. "SHOWmobiles", "SHOWcars", and "SHOW-up" will bring mobile training, education, and transportation equity to disadvantaged communities, promoting neighborhood revitalization. SHOWmobiles, or mobile training centers, will provide access to various programs for marginalized neighborhoods that face barriers in both accessibility and transportation. In addition, SHOWcars or planned ridesharing vehicles will allow for quicker and easier passenger access to training centers, workplaces, medical care centers and other essential destinations while minimizing negative environmental impact using zero-emission electric vehicles. SHOW-up is the community-led workforce development and

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education programs that will be administered in the STEP community. SHOW-Up showcases the community's capacity to achieve upward mobility through self-governance and self-empowerment.

Lead Applicant Name: Sacramento Regional Transit

Proposal Name: Sacramento River District and Railyards Transportation Equity Project

Sub-applicant Names: Sacramento Metropolitan Air Quality Management District (SMAQMD), Institute for Social Research – Sacramento State University, WalkSacramento

Requested STEP Funding: \$6,460,687.53

Resource Contribution: \$82,967,911.14

Total Project Amount: \$89,428,598.67

Summary from Proposal: The Sacramento River District and Railyards Transportation Equity Project improves a 1.55 mile stretch of Sacramento's Regional Light Rail System from Sacramento Valley Station and Multi-modal Transportation Facility (SVS/MTC) to Township 9. Improvements include double tracking the existing light rail system to accommodate 15 minute or greater light rail frequencies, realigning the tracks into a loop through the station, constructing a new north-south station at SVS, and constructing a new station with two platforms to accommodate bidirectional travel at 7th Street and Railyards Boulevard.

Lead Applicant Name: San Diego Foundation

Proposal Name: Youth Opportunity Program

Sub-applicant Names: Mid-City Community Advocacy Network (CAN), Urban Sustainability Coalition, Casa Familiar, San Diego Metropolitan System (MTS), City of San Diego, Climate Action Campaign, Environmental Health Coalition (EHC), Pueblo Planning

Requested STEP Funding: \$7,366,705.68

Resource Contribution: \$2,822,881

Total Project Amount: \$10,189,586.68

Summary from Proposal: San Diego community residents have voiced for nearly a decade the need for increased freedom and autonomy to move through the San Diego region. They have identified the ability to move throughout the region on their own terms as central to self-determination. Specifically, for youth ages 16-24, cost is a significant barrier to this basic mobility need. Not only does cost hinder a youth's ability to move freely, it impedes their ability to improve their future through employment and education opportunities. Community members developed a vision for a more equitable San Diego; the Youth Opportunity Pass (YOP) will provide fare-free transit for thousands of youth through the distribution of approximately 92,500 monthly transit passes throughout San Diego's Southbay STEP communities, providing them the ability to take their present and future lives into their own hands.

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It is not only imperative that community members have increased access to movement throughout the region but that they can do so safely. San Diegans have voiced the need for increased safety which they define as being free from environmental pollutants, climate change, law enforcement abuse, and the criminalization of black, indigenous, and nonblack communities of color. In order to ensure YOP recipients feel safe and able to utilize public transportation, extensive outreach and popular education materials will be developed and utilized throughout the region by Community Based Organizations and community residents. YOP recipients will also receive educational resources that will assist them with understanding their tenant rights such as "Know your Rights", rental assistance, legal resources, and landlord mediation. Lastly, we want to empower our communities with the knowledge of their impact on climate change and environmental justice when they utilize public transit, with the hope that recipients will become proud, life-long transit riders and change-makers. In order to make this education accessible, there will also be physical drop-in spaces throughout the county, Youth Opportunity Pass (YOP) resource hubs, that will empower YOP recipients and other residents to access information to improve their mobility, safety, and climate change knowledge.

Lead Applicant Name: San Francisco Municipal Transportation Agency (SFMTA)

Proposal Name: Our Community, Our Shuttle: Bayview-Hunters Point Equitable Mobility

Sub-applicant Names: A. Philip Randolph Institute San Francisco (APRI), Young Community Developers (YCD), Community Youth Center (CYC), Bayview Hunters Point Community Advocates (Bayview Advocates), Mission Neighborhood Centers (MNCSF), Hunters Point Family (HPF), Social Niche Guru (SNG), Bay Area Community Resources (BACR), Office of Economic & Workforce Development (OEWD), San Francisco African American Arts & Cultural District (SFAAACD)

Requested STEP Funding: \$10,569,100

Resource Contribution: \$4,281,800

Total Project Amount: \$14,850,900

Summary from Proposal: Our Community, Our Shuttle: Bayview-Hunters Point Equitable Mobility is a collaborative effort between the San Francisco Municipal Transportation Agency and a broad coalition of community partners in the Bayview-Hunters Point neighborhood of San Francisco. This project will increase mobility and access to opportunity for this historically disadvantaged and underinvested community through the centering of community needs and voices. Built off the recently adopted Bayview Community Based Transportation Plan (Bayview CBTP), this suite of five projects takes a holistic and intersectional approach to increasing mobility by improving pedestrian and transit safety, introducing dynamic transit service that improves access to key destinations, training and hiring Bayview-Hunters Point's residents for jobs in clean transportation, improving access to transportation resources & discounts, and empowering Bayview-Hunters Point residents to lead at every step along the way.

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The centerpiece of this comprehensive five-project grant will fund a dynamic-service Bayview Community Shuttle, connecting STEP community residents to regional transit like BART and Caltrain, as well as grocery stores, medical centers, job centers, open space resources, and community service providers. By introducing a dynamic-service option, residents will be able to directly connect to their destinations and make more efficient use of the existing transit network. Special focus for this shuttle program is on access for the geographically isolated residents of HOPESF affordable housing sites within the STEP community. Drivers for the shuttle will be drawn from the community through an expansion of the CityDrive Workforce Development Program, creating opportunities for high-paying jobs in sustainable transportation. SFMTA will implement over \$3 million worth of pedestrian safety & transit access projects that were identified as top priorities from the Bayview Community Based Transportation Plan. Partners in the community will lead and run a Transportation Resource Center to make it easier for residents to learn about and apply for discounted transit passes and other transportation benefit programs. Grant implementation will be overseen by a Community Congress that will build capacity and leadership within the community for continued transportation advocacy.

Lead Applicant Name: San Joaquin Council of Governments (SJCOG)

Proposal Name: Stockton Mobility Collective

Sub-applicant Names: ITS-Davis, Sigala Inc., San Joaquin Valley Community Shared Mobility Inc., Mobility Development Partners, San Joaquin Regional Transit District, Third City Coalition, Institute for Local Governments

Requested STEP Funding: \$7,480,385.53

Resource Contribution: \$18,742,000

Total Project Amount: \$26,222,385.53

Summary from Proposal: The proposed project includes four clean transportation strategies:

- Battery Electric Vehicle Carsharing (e-carsharing) Project #3: The round-trip ecarsharing project includes 30 battery-electric vehicles distributed in 10 to 15 locations throughout the study areas. We will locate stations at (1) homeless housing developments and affordable housing through a partnership with the San Joaquin Housing Authority, (2) two rail stations through a partnership with ACE/Amtrak, and (3) potentially college campuses through partnerships with San Joaquin Delta College, Carrington College, UEI College, and University of the Pacific. The non-profit service will provide low-cost hourly and daily rentals to its low-income members. The service will provide residents with a new way to travel to destinations that are not feasible to access by existing transit.
- Electric Pedal Assist Bikes (e-bikes) Project #4: San Joaquin Regional Transit District (RTD) will locate 100 electric pedal assist bikes at approximately 12 stations. The study service area will be geofenced. The e-bikes supports bus rapid transit route along Pacific Ave. The project will

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significantly improve first-and last-mile access to transit and provide an alternative travel mode to supplement infrequent transit service and transit with limited service hours. The non-profit service will provide low-cost hourly and daily rentals to its low-income members.

- **Vamos Mobility-as-a-Service or MaaS Project #2:** The proposed project expands the existing transit trip planning capabilities in the Vamos MaaS smartphone app. ARB funded Vamos as part of an earlier Clean Mobility Options pilot. The proposed project will add mobile transit ticketing and e-carsharing and e-bike sharing planning, reservations, and payment. Vamos will integrate all modes with interregional commuter bus and rail lines to the Bay Area, Sacramento, and Stanislaus. The Vamos app will make it easy to understand the best travel options available, given user preferences, when traveling from point A to B. The Vamos app can be accessed in multiple languages, and its screen features are ADA compliant. Download Vamos Mobility at the google play and app stores!
- **Transit and Shared Mobility Incentives (Project #6):** In this project, we will provide discounts and/or funds through the Vamos MaaS app to community members who qualify as transport-disadvantaged. The community engagement process will determine qualifications and levels of discounts and funding. The objective of this project is to (1) support the use of Vamos, especially among the transport-disadvantaged, (2) encourage the transport-disadvantaged to use transit and the new e-shared mobility modes by reducing the cost of use, and (3) provide a general boost in income for transport disadvantaged that will allow them to access essential services and opportunities.

The proposal includes three supportive strategies projects. The community engagement project includes both community development and education and outreach subprojects that support all the clean transportation projects above. The workforce development project is also a community development strategy that supports e-carsharing and e-bikesharing.

- **Community Engagement Project #1 (includes 1a community development and 1b education and outreach subprojects):** The community engagement project includes a combination of strategies to significantly increase the representation of disadvantaged community residents in the process and amplify the capacity of community-based organizations. Building on the comprehensive network, the community development subproject (1a) will engage the transport-disadvantaged residents in the design and implementation of the clean transportation projects, which will include specification of goals, service features, evaluation criteria, and cost, supply, and location requirements. Transport providers and researchers will respond to the community's needs throughout the project period through an interactive process that treats each partner equally and promotes the understanding that leads to mutual agreements. The education and outreach subproject (1b) will consult the community on how best to communicate and train transport disadvantaged

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residents to use the service. Outreach and education will include the development of training materials, that may include brochures, videos, and presentations, and identifying and training individuals who can assist individuals who may need assistance using the new services (i.e., a “train the trainer” program).

- e-Workforce Development Project #5: The proposed e-carsharing and e-bikesharing programs will be local community-controlled operations, and thus workforce development is critical for future sustainability. With over a decade of experience in the development of workforce development programs, the Fresno Metro Black Chamber Foundation (FMBCF), the lead of Fresno’s Clean Shared Mobility Network, will deploy one of the first apprenticeship programs in e-shared mobility operations in the City of Stockton. The project will provide full-time jobs and training for 10-20 candidates aged 18 to 24 supporting electric vehicle supply equipment (EVSE) for electric vehicle charging stations (siting, installations, and maintenance), e-fleet management (maintenance and repairs), and customer service. Workforce development will include the formation of partnerships with regional and local workforce development boards, local non-profits like the trade schools, community colleges, among other organizations with knowledge of the employment landscape. Specifically, partnerships with Carrington College, Stanislaus Delta, African American Chamber Foundation, and CalWorks will not only provide recruitment to the program but may also be locations for e-carsharing and e-bikesharing and a long-term home for e-workforce curriculum. The programs will be a model for other cities and regions throughout California and the nation.

Lead Applicant Name: The LEAP Institute

Proposal Name: Essential Electric Mobility Advancement Project (EE-MAP) for Rural Western Fresno County

Sub-applicant Names: City of Mendota, City of Parlier

Requested STEP Funding: \$6,475,350

Resource Contribution: \$1,318,250

Total Project Amount: \$7,793,600

Summary from Proposal: This proposed STEP funded project is intended to bridge the unfilled gaps in knowledge about the transportation needs of farmworkers and other disadvantaged people in the rural areas of Western Fresno County. Over four years, through a series of surveys and community meetings with individuals and groups, the answers were found. The conclusions were that there is an unmet need for clean, reliable transportation to work, school, social services, non-emergency medical, and other appointments for these essential workers and their families on their own schedules.

The plan that emerged was focused on culturally relevant ride sharing of electric vehicles (EVs) from three key transportation hubs in Huron, Mendota, and Parlier to

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destinations within 20 miles of the triangle, together with workforce development for constructing, operating and maintaining the transportation network.

Health effects emerged as a primary concern of residents for transportation alternatives, for example, fossil fuel polluting internal combustion engines. It becomes a vicious circle. Air pollution causes high rates of asthma, necessitating the need to get children to Valley Children's Hospital in North Fresno, which takes over three hours one way with a complicated set of transfers on public transit. There is clearly a need to enhance existing transit infrastructure to improve the quality of life for the most vulnerable.

There was overwhelming support for EVs charged by renewable electricity. The EVs are Tesla Long Range Model Ys capable of carrying 7 people each with ranges over 300 miles on a single charge.

The first system uses volunteer drivers that are trained and safety certified. This is the same level of training the County Rural Transit Agency provides along with a background check. This first system is for those clients who do not have health insurance or Medi-Cal and cannot get support from their insurance for rides. The riders contact a dispatcher with their needs, and they are grouped with other people going to the same area at the same time. There is no cost, but a donation is encouraged. LEAP conducts fundraisers for a special fund especially for this system of services. This is an adaptation of culturally relevant ride sharing called the Raiteros in Huron and other farmworker Mexican/Latino communities throughout the state. The name has been adapted to "Green Raiteros" in the Central Valley, with a dispatcher, EV's and EV charging infrastructure. The second system is one contracted with a national intermediary agency called LogistiCare (<https://www.logisticare.com/>). Drivers from the community are paid and on call part-time. To qualify drivers must undergo a more intensive training made up of three courses: 1. National safety council defensive driving, 2. National safety council first aid, CPR and AED, and 3. Defensive driving and passenger assistance safety & sensitivity on top of the original criterions.

There was an expressed need by residents to be involved with the decision making of the program early on.

The conclusion involves a plan with the following elements for each of the three transportation hubs:

- Renewable EV Chargers
- EVs: Tesla Long Range Model Ys, 7 Passenger
- Workforce Training
- Ride Vouchers
- Community Engagement

Planning and Capacity Building Grant Proposals

Page #	Lead Applicant Name	Location*	Funding Request
16	Anaheim Transportation Network	Anaheim	\$200,000.00
16	Circle of Life Development Foundation, dba MLKCommUNITY Initiative	Southeast Bakersfield	\$200,000.00
17	City Heights Community Development Corporation	San Diego	\$199,248.08
17	City of Jurupa Valley	Jurupa Valley	\$189,621.04
18	City of Oakland Department of Transportation	East Oakland	\$184,753.69
18	City of Riverside	Riverside	\$447,221.61
19	City of South El Monte	South El Monte	\$205,108.50
19	Cleantech San Diego	Southeast San Diego	\$250,000.00
20	County of Los Angeles Internal Services Department	Gateway Cities	\$358,408.00
21	County of Los Angeles Public Works	East Los Angeles	\$500,000.00
21	Day One	Pomona	\$556,530.00
22	East Bay Community Energy	Alameda County	\$198,770.00
24	Full Access and Coordinated Transportation, Inc.	North San Diego County	\$190,308.01
25	Isla Vista Community Services District	Isla Vista	\$182,158.00
25	Lake Area Planning Council	Lake County	\$154,000.00
26	Montebello Bus Lines	Montebello	\$1,900,000.00
26	Omnitrans	San Bernardino County	\$230,500.00
27	PATH	Los Angeles	\$585,851.91
27	Solano Transportation Authority	Vallejo	\$299,997.59
28	The Leonard Transportation Center	San Bernardino	\$220,362.24
	ALL PROPOSALS		\$7,252,838.67

*See proposal summaries for more detail.

All Planning and Capacity Building Grants are required to benefit disadvantaged² or low-income³ communities.

² Areas that are disproportionately affected by multiple types of pollution and areas with vulnerable populations, identified as disadvantaged by the California Environmental Protection Agency per SB 535. These census tracts include the top 25 percent in CalEnviroScreen 3.0 along with other areas with high amounts of pollution and low populations. <https://oehha.ca.gov/calenviroscreen/sb535>

³ Census tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low-income by the Department of Housing and Community Development's list of State income limits adopted pursuant to Section 50093 of the California Health and Safety Code. Identified as low-income per AB 1550. <https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>

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Lead Applicant Name: Anaheim Transportation Network

Proposal Name: Center City Corridors: Equitable & Clean Transportation Options for All

Sub-applicant Names: City of Anaheim, Downtown Anaheim Association, CALSTART

Requested STEP Funding: \$200,000

Resource Contribution: \$0

Total Project Amount: \$200,000

Summary from Proposal: STEP funds will be used to build upon an extensive planning effort the project partners embarked on over nine months from 2019 to early 2020. This planning effort identified the transportation needs within the City of Anaheim Center City Corridor. STEP funds will allow residents, businesses, and all project partners to accomplish the final planning stage to include identifying and ranking transportation modes, routes, pricing, and policies that are cost-effective, affordable, equitable, and supported by residents living in the project boundary area, which is extremely disadvantaged and contains a higher proportion of children under the age of 10 than most Census Tracts in the State of California. Funds will be used to synthesize prior planning, conduct bi-lingual community engagement to identify modes, routes, pricing, and policies, develop cost-benefits analyses, cost estimates, long-term O&M requirements, develop a simple CARB calculator that can be applied to policy recommendations (e.g., parking, affordable housing), data tracking and reporting, and grant/project management.

Lead Applicant Name: Circle of Life Development Foundation, dba MLKCommUNITY Initiative

Proposal Name: Rebound the MLKcommUNITY: A Transportation Equity Roadmap

Sub-applicant Names: City of Bakersfield

Requested STEP Funding: \$200,000

Resource Contribution: \$127,132.88

Total Project Amount: \$327,132.88

Summary from Proposal: The MLKcommUNITY Initiative, in partnership with the City of Bakersfield, proposes Rebound the MLKcommUNITY: A Transportation Equity Roadmap. The Rebound the MLKcommUNITY project will: equip community members with the knowledge and tools necessary to identify neighborhood-scale clean transportation needs and opportunities; educate the community about clean transportation options, such as bus ridership, electric vehicle car share programs and active transportation; and ultimately empower residents to develop a roadmap and implementation strategy centered on mobility equity. This project is an essential building block in catalyzing lasting community capacity to shape and inform decisions that affect their lives.

This project will deliver an inclusive, community-centered planning process that can maximize the benefits of California's air quality and climate efforts while empowering

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those most affected by greenhouse gas (GHG) emissions to help shape the decisions that will impact their daily lives and the lives of generations to come. This community-centered planning process will improve community understanding of clean transportation options and deliver a strategic roadmap guiding future investment and planning in the MLKcommUNITY. By the end of this project, community members will have the education, tools, and knowledge necessary to take the next steps necessary to bring this roadmap to life through new partnerships, funding applications, and pilot programs inspired by the work of the Planning Grant.

Lead Applicant Name: City Heights Community Development Corporation

Proposal Name: SR-15 Transportation Equity & Affordable Housing Taskforce

Sub-applicant Names: City of San Diego, Metropolitan Transit System (MTS)

Requested STEP Funding: \$199,248.08

Resource Contribution: \$0

Total Project Amount: \$199,248.08

Summary from Proposal: The SR-15 Transportation Equity & Affordable Housing Task Force is a continuation of the multi-generational, resident-led SR-15 Visions campaign to advance transportation equity in City Heights, a historically underserved and disinvested community in San Diego. By convening frontline resident leaders, the SR-15 TEAH Task Force will build on this long-standing community vision that achieved the state's first freeway cover park and San Diego's first-in-line bus rapid transit stations. The SR-15 Task Force will engage the community in the next chapter of equitable and sustainable development for the SR-15 corridor, with a special focus on supporting the preservation and creation of affordable housing in this displacement vulnerable transit priority area.

Local government will join the SR-15 TEAH Task Force in advisory and community listening roles and industry experts will train the Task Force, providing Task Force members direct access to City planners, transit agency staff, housing developers, and other subject matter experts. Ultimately, recommendations on Development without Displacement and specific local projects/policies will be vetted with the public at a series of fun and accessible community events.

Lead Applicant Name: City of Jurupa Valley

Proposal Name: Jurupa Valley Safe Routes to Schools Project

Sub-applicant Names: Reach Out

Requested STEP Funding: \$189,621.04

Resource Contribution: \$1,000

Total Project Amount: \$190,621.04

Summary from Proposal: The City of Jurupa Valley is proposing the creation of a dedicated, community-driven Safe Routes to School Program focused on new or upgraded walking facilities within one-half mile of school zones in disadvantaged areas

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of the city, while also empowering residents to identify non-capacity increasing streetscape improvements tied to placemaking ideals. Providing safer routes to school is a basic goal of mobility planning, and a priority highlighted in the city's Circulation Master Plan for Bicyclists and Pedestrians. This project will increase the transportation equity throughout the city by creating a plan to enhance community interaction in decision-making to produce expanded accessibility, affordability, safety, reliability, and environmental sustainability in school areas.

Lead Applicant Name: City of Oakland Department of Transportation

Proposal Name: East Oakland Sustainable Transportation to Martin Luther King Jr. Shoreline

Sub-applicant Names: East Oakland Collective

Requested STEP Funding: \$184,753.69

Resource Contribution: \$24,338.46

Total Project Amount: \$209,092.15

Summary from Proposal: In partnership with the East Oakland Collective (EOC), the City of Oakland Department of Transportation (OakDOT) proposes a planning study of equitable clean air mobility options to improve shoreline access, along with programming at the shoreline that is created by and for East Oakland residents. The purpose of both efforts is to improve public health and quality of life in East Oakland. Our community-driven proposal initiates a planning study of clean air mobility options that will remedy the barriers to accessing the only waterfront immediately accessible to East Oakland residents - the Martin Luther King Jr. Shoreline - as identified in the East Oakland Neighborhoods Initiative, Resilient by Design Estuary Common Plan, and East Oakland Mobility Action Plan. The study will create an advisory group made of local resident experts, partners, organizations, and agencies to inform the planning study, analysis, and design of shoreline access, as well as build cultural programming at the MLK Jr. Shoreline. Both the planning study and programming will further engage and collaborate with AC Transit and East Oakland communities, including youth and artists, to ensure deliverables and project outcomes reflect East Oakland culture and strategize anti-displacement efforts that improve access and quality of life for East Oaklanders, while keeping the existing culture and community in place.

Lead Applicant Name: City of Riverside

Proposal Name: Riverside Streetcar Feasibility Study

Sub-applicant Names: TIG/m, Riverside Community Health Foundation

Requested STEP Funding: \$447,221.61

Resource Contribution: \$55,790.03

Total Project Amount: \$503,011.64

Summary from Proposal: The Riverside Streetcar Feasibility Study would examine the potential for a 6.9 mile fixed-route self-powered streetcar route servicing the Eastside, Downtown, and University communities. The proposed alignment would generally

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follow University Avenue, Market Street, Third Street, and Canyon Crest Boulevard. Key destinations along the route include the Eastside neighborhood, the Downtown Metrolink Station and planned Vine Street mobility hub, the University of California Riverside, the Central Business District and Civic Center, Riverside Community Hospital, and Riverside Community College. The route is primarily contained within SB 535 qualifying disadvantaged communities. The technical study would be completed by grant partner and sub-applicant TIG/m, a California headquartered streetcar design, manufacturing and operating firm. TIG/m designs and manufactures battery powered streetcars that utilize a hydrogen fuel cell for reserve energy. Community engagement and resident steering for the project will be managed by the Riverside Community Health Foundation, an organization closely partnered with the City of Riverside with over 27 years of experience managing community partnerships.

Lead Applicant Name: City of South El Monte

Proposal Name: Rush Street Corridor Enhancement Plan

Sub-applicant Names: Active SGV

Requested STEP Funding: \$205,108.50

Resource Contribution: \$7,904.38

Total Project Amount: \$213,012.88

Summary from Proposal: The Rush Street Corridor Enhancement Plan will conceptualize Rush Street as a rejuvenated multi-modal corridor that engages surrounding neighborhoods to participate in active transportation modes of travel. Rush Street is a major east-west arterial road running through the heart of the City of South El Monte, providing connections to schools, businesses, and other important destinations. The resulting plan will help the City create a safe multi-modal corridor that will connect residents and businesses throughout the City.

The project will examine traffic calming strategies, including but not limited to: protected bike lanes, dedicated rapid transit lanes, smart bus stops, and ADA improvements. These improvements are necessary to increase pedestrian safety, augment the City's existing bicycle network, and help improve public transit quality along Rush Street, all of which align with existing State and regional goals of reducing single-occupant motor vehicle trips and improving safety for all roadway users.

Lead Applicant Name: Cleantech San Diego

Proposal Name: Achieving Transportation Equity in San Diego's Communities of Concern

Sub-applicant Names: San Diego Urban Sustainability Coalition (SDUSC/the Coalition), City of San Diego

Requested STEP Funding: \$250,000

Resource Contribution: \$0

Total Project Amount: \$250,000

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Summary from Proposal: The Southeast San Diego STEP Project envisions a future where clean transportation is affordable, sustainable and accessible to all, allowing residents in communities of concern to 1) access economic opportunities that will help build wealth in their community, 2) participate in the decision-making processes that impact their livelihoods and 3) build resilient communities that can withstand an uncertain future in a changing climate. The San Diego Urban Sustainability Coalition, in partnership with Cleantech San Diego and the City of San Diego, will conduct a needs assessment that will serve to align the City's transportation vision and Climate Action Plan with the priorities of the City's most vulnerable communities. The project will create opportunities for community residents to engage with local governments in discussions around planning and transportation projects that prioritize the needs of their community. The data and information gathered from community partners and residents will be used to help identify equity gaps in current and future transportation plans and ensure that these gaps are addressed.

Lead Applicant Name: County of Los Angeles Internal Services Department, Energy and Environmental Services

Proposal Name: Community-based Clean Mobility Research in the Gateway Cities of Los Angeles County

Sub-applicant Names: Gateway Cities Council of Governments (GCCOG), South East Los Angeles Collaborative (SELA)

Requested STEP Funding: \$358,408

Resource Contribution: \$29,200

Total Project Amount: \$376,109

Summary from Proposal: The Environmental and Energy Service within the County of Los Angeles Internal Services Department (the County) has partnered with the Gateway Cities Council of Governments (GCCOG) and the Southeast Los Angeles Collaborative (SELA Collaborative) to propose a Planning and Capacity Building STEP Grant, titled Community-based Clean Mobility Research in the Gateway Cities. The intended outcome of the project is a community-led, clean mobility implementation plan that is driven by and responsive to Gateway City residents' needs.

The Community-Based Clean Mobility Research project will investigate and document existing inequities, gaps, and challenges that residents of the Gateway Cities face in accessing clean modes of transportation safely and affordably. Many innovative clean transportation choices that are commonly seen in other cities within Los Angeles County, such scooter and bike sharing, public car charging options for electric vehicles, or even more common practices of car and ride sharing are rare or not available in many parts of the Gateway Cities. To understand what infrastructure is needed where, we propose developing a methodology to enable robust community engagement that is representative of the transportation challenges and needs faced by residents in the 27 Gateway Cities.

In order to effectively engage a diverse, and densely populated region with many

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disadvantaged and traditionally underserved communities, the County will contract with a consultant. The GCCOG and SELA Collaborative will play critical roles in advising and informing engagement strategies including making connections with key partners that are known and trusted resources to community members and implementing strategies to engage hard-to-reach residents. The Community-based Clean Mobility Research Project will start by piloting engagement methods in eight cities of Southeast Los Angeles and make adjustments as needed before expanding to the entire Gateway Cities region to ensure that community engagement activities are inclusive, reflect the needs of the communities, identify projects that are feasible, and prioritize strategies that the cities and counties can implement.

Recognizing that STEP Planning and Capacity funds are limited, and this project represents a compound STEP community comprising 27 cities and over 2 million people, the applicants have proposed both an Option A with a more robust engagement strategy and Option B with reduced engagement for CARB's consideration.

Lead Applicant Name: County of Los Angeles Public Works

Proposal Name: I-710N Mobility Improvement Projects (MIP) Plan

Sub-applicant Names: LAC+USC Medical Center Foundation

Requested STEP Funding: \$500,000

Resource Contribution: \$0

Total Project Amount: \$500,000

Summary from Proposal: The I-710N Mobility Improvement Projects (MIP) Plan will facilitate the process through which residents, community stakeholders, and the LA Public Works will create an integrated transportation system that will improve infrastructure, support greater mobility, and facilitate connectivity to the broader regional and state-wide transportation options. The resulting outcomes of this project will encourage healthy lifestyle alternatives for East Los Angeles residents by alleviating traffic congestion, reducing greenhouse gas emissions, and improving efficiency and mobility.

Lead Applicant Name: Day One

Proposal Name: MOVE (Mobile Opportunities that Value Equity) Pomona!

Sub-applicant Names: ALTA Planning, Pomona Valley Runners, City of Pomona

Requested STEP Funding: \$556,530

Resource Contribution: \$0

Total Project Amount: \$556,530

Summary from Proposal: MOVE Pomona is an inclusive grassroots effort to improve public health and improve access to opportunity by building capacity and increasing transportation equity in low income communities of color; disproportionately overburdened by pollution and its impacts. CalEnviroScreen, which estimates total

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pollution burden relative to other areas in California, places the project area in the 92nd percentile overall, meaning only 8% of areas in California face a higher cumulative pollution burden. Additionally, the CalEnviroScreen population characteristics indicators in the Pomona focus area, which represent biological traits, health status, and community characteristics that can result in increased vulnerability to the effects of pollution, fall within the 89th percentile.

Decades of exclusionary planning and lending, public underinvestment, and environmental racism has pushed people of color and their families closer to major highways, exposing them to constant pollution and poor health outcomes as they go about their lives. Day One has learned from working directly with Pomona residents over the last ten years about the considerable barriers to safe active transportation like walking and biking in their community, particularly for those for whom it is their primary travel mode, and about the resulting, ongoing impacts on their quality of life.

MOVE Pomona seeks to accomplish the following objectives: (1) to center the voices and experiences of underserved Pomona residents in developing a list of unmet community transportation needs and recommendations, working closely with advocates and transportation experts; (2) to build on past capacity-building efforts to create a MOVE Pomona Village Council, a sustainable model for community voice and engagement around diverse transportation needs; (3) propose methodological innovations necessary to conduct social equity analysis in the context of regional accessibility; (4) to identify factors that contribute to the equity of the accessibility distribution among Pomona residents; (5) to illustrate the special disadvantage experienced by people who are dependent on public transportation (6) Establish the #getPaidPomona work readiness program that aims to train, motivate, and expose a cohort of young adults to environmental/local/planning jobs that develop their skill sets, partnerships, and exposure to opportunities in their own community.

Pomona residents and stakeholders will be involved in the project identification via authentic relationships and focused Village Council conversations, using an inclusive community engagement model.

Lead Applicant Name: East Bay Community Energy

Proposal Name: Community EV Charging at Faith-based Organizations

Sub-applicant Names: California Interfaith Power & Light

Requested STEP Funding: \$198,770

Resource Contribution: \$0

Total Project Amount: \$198,770

Summary from Proposal: This proposal will meet STEP's objectives and address clean transportation needs within the identified STEP Community by bringing a community choice aggregation electricity provider together with an interfaith non-profit community-based organization, their congregation members, and residents of the community to develop an implementation plan for the deployment of publicly

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accessible electric vehicle (EV) charging stations at faith-based organizations across the community. The private sector EV charging industry has under-invested in these disadvantaged community and low-income community census tracts (ranging from East Oakland to Hayward), and the lack of access to charging stations is a major barrier keeping community members from being able to feasibly adopt EVs as a clean transportation option. As a local government agency, East Bay Community Energy (EBCE) intends to fill this private sector gap in charging infrastructure deployment in an equitable way, and many faith-based organizations in this community have significant parking capacity, therefore presenting a tremendous opportunity for publicly accessible EV charging station deployment.

EBCE and California Interfaith Power and Light (CIPL) will work together with Community Partners and other key stakeholders, including residents, every step of the way to identify solutions for not only deploying charging stations in a way that best serves the faith-based organizations, their constituents, and other members of the community, but also for making EVs more affordable and accessible to the community members, particularly for those in lower-income households, so they can take advantage of these charging stations once they are deployed. EBCE is a local not-for-profit government agency providing cleaner and cheaper electricity than the investor owned utility, and CIPL is a local non-profit community-based organization that promotes energy efficiency and renewable energy to its member congregations. EBCE and CIPL collaborating with trusted community-based congregations (CIPL members), ensures that the benefit of the community members is of the utmost priority for this proposal and the implementation of its resulting EV charging station deployment plan.

Empirical evidence shows that access to charging infrastructure leads to increased EV adoption. Drivers need to know that they will have convenient access to reliable, affordable charging stations to make the transition to EVs. Many residents in the community identified in this proposal live in multi-unit dwellings within disadvantaged and low-income areas, and therefore have limited, if any, access to dedicated off-street parking. Therefore, they will need to rely heavily on publicly accessible charging stations in order to adopt EVs. This proposal will not only increase community members' access to charging stations but will also ensure that these stations are affordable to the community and will benefit the congregations as site hosts in multiple ways. As the electricity provider, EBCE can ensure the economics of charging station installation and operation benefit the site hosts and the community members utilizing the stations. CIPL and their member congregations will facilitate the community engagement needed to ensure the barriers to EV adoption faced by community members are well understood and solutions are crafted in a way that instills confidence in the community that EV adoption will be feasible and affordable, and ensuing access to these charging stations will first and foremost be to their benefit.

The proposed STEP-funded project will include CIPL-led community engagement in partnership with their congregation members, as well as third-party consultant-led technical assistance provided to the congregation facilities selected for EV charging

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station deployment analyses. STEP-funded project elements include community engagement events and activities, education campaigns, language translation services, outreach material development, surveys and information gathering, data collection and success evaluation, virtual and in-person site assessments, and development of charging station deployment plans specific to each site. If the full proposal cannot be funded, the Applicants will prioritize community engagement events and activities, language translation services, data collection and success evaluation, a reduced number of virtual and in-person site assessments, and development of a reduced number of charging station deployment plans.

Lead Applicant Name: Full Access and Coordinated Transportation, Inc. (FACT)

Proposal Name: Sustainable Transportation Equity for North San Diego County

Sub-applicant Names: North County Transit District (NCTD), The Alliance for Regional Solutions (ARS)

Requested STEP Funding: \$190,308.01

Resource Contribution: \$0

Total Project Amount: \$190,308.01

Summary from Proposal: SANDAG is creating a revised regional transportation plan (RTP), and under the concept of “5 Big Moves” proposes a plan which is truly revolutionary for our region – emphasizing public transportation more than before, addressing GHG production and climate change, creating a system to offer a true alternative to the private automobile, and producing transportation equity with dramatically better transportation access for underserved populations. Three North County “community based organizations” (CBOs) are working with SANDAG during this process for community outreach and input: The Alliance for Regional Solutions, Vista Community Clinic, and the Universidad Popular. One of the 5 Big Moves elements is “flexible fleets” – “Lacking right now for most of us is the ability to get that first connection from our own home into the public transportation system, without using a car; and from a bus drop-off to our final destination. Often called the “first mile-last mile” problem (in our region, more like first and last 5 miles), this lack of quick, local public transportation access encourages most people to continue to drive private cars; and for those without cars, presents a real barrier to access. Flexible fleets will provide on-demand, in-neighborhood transportation for local trips, and quick connection into the regional public transportation system, e.g. at mobility hubs. Flexible Fleets will also expand transportation equity – transportation access to those who can’t afford the cost of private cars.”

The concept behind this application is a North County component of “flexible fleets:” one or more fleets of e-vehicles (e.g. a fleet of electric short-haul vehicles), available “on demand” for clients of service agencies who otherwise lack transportation; for both local, in-community trips (to medical care, food access, education, employment, and service support) and for vastly improved access into the regional public transportation system. Said fleet(s) would be housed at locations with e-charging stations, strategically located to serve identified client populations. This is the general

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concept; much detail needs to be developed in a plan for implementation, including detailing of populations in need, operating elements of fleet control and dispatch, capital costs of e-vehicles and charging, home fleet location(s), administration, and ongoing operating costs. Also to be tested is the whether this concept is appropriate for all disadvantaged communities of the diverse North County region; if other/additional local transportation systems would be more fitting for certain communities. A fully developed plan will be the basis of applications for development and operating funding. The need for such a plan is the reason for this application for a STEP planning grant.

Lead Applicant Name: Isla Vista Community Services District (IVCSD)

Proposal Name: Isla Vista Community Mobility Plan

Sub-applicant Names: Santa Barbara Metropolitan Transit District (SBMTD), County of Santa Barbara (COSB), Isla Vista Youth Projects (IVYP)

Requested STEP Funding: \$182,158

Resource Contribution: \$29,928

Total Project Amount: \$212,086

Summary from Proposal: This project would develop an equity-based, community mobility plan for the low-income, unincorporated community of Isla Vista in South Santa Barbara County. The goal of this planning effort is to empower Isla Vista residents to identify gaps in their mobility ecosystem, experiment with solutions, and develop a list of priority projects that will increase access to an equitable, affordable, sustainable, and safe multimodal transportation system. The project would consist of a mobility needs assessment, deep and wide community outreach, pop-ups and demonstration projects, and the creation of a plan containing a list of projects prioritized by community residents for funding and implementation.

Lead Applicant Name: Lake Area Planning Council

Proposal Name: Lake County Electric Vehicle Car Sharing Program Feasibility Study

Sub-applicant Names: Lake Links Inc., Lake Transit Authority

Requested STEP Funding: \$154,000

Resource Contribution: \$0

Total Project Amount: \$154,000

Summary from Proposal: The proposal involves a feasibility study to explore the potential benefits of an electric vehicle car sharing program for the Lake County region. Providing an affordable car sharing service would complement a relatively new mobility program in the region, which includes a volunteer driver program and other paratransit services for senior, disabled and low-income members of the community. Many of these needs were identified in previously adopted plans for the region such as a Non-Emergency Transportation Plan, Coordinated Public Transit-Human Services Plan, and Transit Development Plan. Given the region's disproportionate share of these target populations, mobility challenges are more pronounced in Lake County

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when compared to averages around the State. Limited transportation choices can lead to isolation for many, making it difficult to access medical care, shopping or social gatherings. A clean energy car sharing program could provide the type of flexible transportation that would help to meet these needs, while also introducing the concept of electric vehicle and infrastructure strategies to this underserved region. Findings from the proposed feasibility study would be a logical first step in this process.

Lead Applicant Name: Montebello Bus Lines

Proposal Name: Montebello's 21st Century Transit Plan

Sub-applicant Names: Mexican American Opportunity Foundation

Requested STEP Funding: \$1,900,000

Resource Contribution: \$120,000

Total Project Amount: \$2,020,000

Summary from Proposal: The goal of Community First: An Equitable Transit Plan for Montebello's Future is to complete a holistic community transportation plan that informs future capital investments by Montebello Bus Lines for decades to come. The plan will be shaped by a series of diverse, robust, and inclusive community engagement events, activities, and surveys and will result in a more equitable and effective transportation network that decreases greenhouse gases and improves air quality.

Lead Applicant Name: Omnitrans

Proposal Name: Omnitrans ConnecTransit Plan

Sub-applicant Names: El Sol Neighborhood Education Center (El Sol), Arrowhead United Way (AUW)

Requested STEP Funding: \$230,500

Resource Contribution: \$31,447.56

Total Project Amount: \$261,947.56

Summary from Proposal: Omnitrans will use grant funds to develop the Omnitrans ConnecTransit Plan, which will identify and prioritize improvements that can be implemented (with STEP implementation funds or other grant funding programs) to address hurdles to equity and access within the Omnitrans services area, and which will lead to reductions in GHG emissions. Through the Project, Omnitrans will partner with community-based organizations to conduct meaningful and comprehensive community outreach and engagement to ensure the resulting plan is driven by community needs (including the needs of disadvantaged and hard-to-reach communities). The Project will provide a blueprint for future implementation projects and will include preliminary analysis of costs and benefits (including anticipated GHG reductions).

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Lead Applicant Name: PATH (People Assisting the Homeless)

Proposal Name: Beverly-Vermont Community-Led Mobility Justice Plan

Sub-applicant Names: People for Mobility Justice, a project of Community Partners; City of Los Angeles Housing and Community Investment Department (HCIDLA)

Requested STEP Funding: \$585,851.91

Resource Contribution: \$0

Total Project Amount: \$585,851.91

Summary from Proposal: People for Mobility Justice will build on our place-based partnership at PATH Metro Villas in the Beverly-Vermont neighborhood to create a resident-led mobility improvement plan that will create stronger and more visible mobility linkages and relationships to essential small businesses, neighborhood services, critical regional destinations, economic empowerment opportunities, and achieve greenhouse gas reduction goals.

This resident-led mobility improvement plan facilitates a planning effort to increase Beverly-Vermont neighborhood residents' capacity to determine mobility, climate, and infrastructure solutions that would bring the highest benefit to the community, to support their access to decision making, planning, and power. This plan, through a mobility justice process, includes equitable economic development to address the economic needs of low-wage workers and residents with limited education attainment and supporting local businesses.

We seek to employ a trauma-informed community planning process that will incorporate our mobility justice curriculum to develop a resident-led infrastructure plan and provide ongoing outreach, education, and community building opportunities to inform residents and surrounding neighbors of nearby services, workforce development resources, and clean transportation opportunities.

Lead Applicant Name: Solano Transportation Authority (STA)

Proposal Name: Solano Sustainable Transportation Equity Project (SolSTEP)

Sub-applicant Names: City of Vallejo, Solano Community College, Club Stride Inc.

Requested STEP Funding: \$299,997.59

Resource Contribution: \$68,962

Total Project Amount: \$368,959.59

Summary from Proposal: The established Countywide Equity Working Group helped to guide and develop equity guiding principles and an equity chapter of STA's Comprehensive Transportation Plan that was subsequently unanimously adopted by the STA Board to address transportation equity in the county and across all seven cities. Earlier this year, STA worked collaboratively with the City of Vallejo and Solano County Transit (Soltrans) to identify some initial mobility priorities and there is strong community interest to expand the community involvement in this process. With oversight from this group, a SolSTEP leadership team in Vallejo will be established consisting of members from the Equity Working Group, the City of Vallejo, Solano

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County Transit, Solano Community College, Club Stride and Vallejo residents and youth from community-based organizations. Within the first 6 months, STA staff and its main community partners will work together to establish a SolSTEP team to develop a deeper level of community and youth engagement for determining future transportation equity projects in Vallejo through their Community Based Transportation Plan (CBTP) process. STA and its partners will support the SolSTEP team to create a process which will include community meetings and listening sessions, focus groups, trainings and pilots focused on reviewing the current CBTP, garnering feedback on community transportation needs and strategize micro-mobility, transit, active transportation and alternative transportation mode options within the city to reduce greenhouse gas emissions. STA will work specifically with the City of Vallejo on coordination of the project and modeled after the City of Vallejo's successful citywide Participatory Budgeting process. Solano Community College and Club Stride will support the involvement of Vallejo youth and their voices in the SolSTEP process while establishing a transportation career pathway program within the county. As the transit provider in Vallejo, SolTrans will continue to partner with STA on enhancing transportation services like the joint creation of the Lyft Program within Vallejo and Benicia to accommodate for areas without fixed route service. Through the CBTP's, this process will serve as a countywide model for engagement that will prioritize equity among Solano County cities while embedding sustainable opportunities for youth in the transportation field.

Lead Applicant Name: [The Leonard Transportation Center \(LTC\)](#)

Proposal Name: Partnership for Smart Transportation

Sub-applicant Names: San Bernardino International Airport Authority (SBIAA)

Requested STEP Funding: \$220,362.24

Resource Contribution: \$99,983.24

Total Project Amount: \$320,345.48

Summary from Proposal: The Partnership for Smart Transportation (PST) will be a resource for community members, entrepreneurs, academic and business experts, and students to come together to share community perspectives, engage in transportation mobility solutions, promote and create new job opportunities through the development of smart transportation cluster in the community, provide mentorship for young leaders and entrepreneurs, and conduct policy reviews on best practices for implementing smart transportation innovations. The location at the SBIA will provide an accessible presence in San Bernardino to engage with residents, businesses, and students our future leaders. Our goal is to provide the necessary information to make smart transportation innovations a part of life in San Bernardino. To improve mobility and the environment, residents need information, policy analysis needs to be conducted to improve government response, and local businesses are needed to improve access to quality jobs. Some might be cynical that the PST will be able to accomplish all of this but the community needs to start somewhere. Otherwise, we will continue to live with high rates of air pollution, poverty, low paying jobs, and impacted quality of lives with commute times. We will work towards transportation equity by

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providing a forum for this underserved community and engaging community stakeholders and policy makers to engage in smart transportation technologies to address the diverse needs of the city.