

# **Sacramento Plug-In Electric Vehicle Collaborative: Equity in Transportation**

Nicole Bruns<sup>1</sup>

<sup>1</sup>*Sacramento Plug-In Electric Vehicle Collaborative; Bruns Auri, Inc., 415 Turn Pike Drive Folsom, CA 95630, nicole@ba-inc.org*

---

## **Executive Summary**

The Sacramento Plug-In Electric Vehicle Collaborative (SacPEV) prioritized disadvantaged communities and racial equity by creating the PEV Disadvantaged Communities Subcommittee (“Subcommittee”). The Subcommittee addresses equity in public health and transportation for the most sensitive and vulnerable populations who have been historically underrepresented and under-resourced due to inequitable policies and programs. The goal as a collective is to diminish as many barriers as possible through successful, sustainable implementation. By using electric vehicles, e-mobility, and technology as tools and resources, this Subcommittee deeply addresses community disparities, provides job training, jobs, and opportunities, improves air quality, and reduces transportation barriers.

*Keywords: car-sharing, electric vehicle (EV), education, micro-mobility, zero-emission vehicle (ZEV)*

---

## **1 Sacramento Plug-In Electric Vehicle Collaborative**

Sacramento Plug-In Electric Vehicle Collaborative (SacPEV) is a regional, multi-sector, dynamic collaborative of over 100 participants working together since 2015 to increase the deployment of electric vehicles and related infrastructure across the Sacramento Region. SacPEV prioritizes racial equity, health, and disadvantaged communities as key initiatives and established the Disadvantaged Community (DAC) & Racial Equity Subcommittee (referred to as “Subcommittee”). The Subcommittee is a diverse group of representatives from government, non-profits, private sector, higher education, and community members. The Subcommittee focuses on communities that have been historically underserved and underrepresented by all levels of government, including banking. These communities have been particularly subject to discrimination by federal, state, and local policies and programs, for example, redlining. SacPEV and the Subcommittee hold monthly meetings engaging with community-based organizations along with private and public sector entities. Together, providing a roundtable of experts and community voices to assist with needs identification, project development, planning design, resources, and ultimately implementation of these community resilience efforts.

With community power-building, grassroots leadership, and agency partnership, the Subcommittee has increased efforts to address crucial community needs and respond to emerging challenges. The Subcommittee shares a common goal with numerous local initiatives: the opportunity to do a broader and deeper collaboration to improve health and reduce climate change impacts. This includes improving air quality and residents’ health by advancing clean transportation, including increasing access and e-mobility solutions. SacPEV promotes a bottom-up approach, ensuring an equitable, connected, and sustainable region which is the first of its kind in the region.

The diverse and collaborative Subcommittee works with the community to help identify issues and challenges and then designs, implements, and manages programs and projects that help resolve the issue. These projects and programs utilize grants and climate-related funding and resources to improve the community's quality of life, health, and the environment. An example is utilizing Our Community Car Share to help residents get to and from the doctor, pharmacy, school, and grocery store. Most of these programs/projects are centered on transportation by reducing greenhouse gas emissions and increasing access to electric vehicles and other clean technologies. Doing so increases equity within transit access, resource access, and public health. Many members of these communities often struggle with getting to and from places (doctor appointments, grocery stores, etc.) in reliable and safe transportation. Transit can be non-existent, or it takes several hours to reach their destination. Many resort to walking/biking part of or the entire distance. In surveys, participants say that if they do not have access to reliable transportation, they typically will not make the trip at all. By focusing on transportation and increasing access to cleaner technology solutions, daily living is more effortless, and lives are being changed because barriers have been removed, and people can thrive and succeed.

## **1.1 Engagement with Local Organizations and Communities**

Our success comes from engaging with and listening to our resident's needs within the local communities throughout the Sacramento Region. For example, residents in affordable housing communities need reliable, inexpensive, and flexible transportation. In 2017, Our Community Car Share (OCCS) program launched with funding from the Greenhouse Gas Reduction Fund and proceeds from State's Cap-and-Trade Program[1]. This program makes electric vehicles available for use by low-income residents in several affordable housing communities to get to a doctor's appointment, job interview, grocery store, and take children to school – essential life-supporting needs. One of the many lessons learned during the early launch is that many residents do not have a driver's license, or licenses have been suspended. Once this issue was identified, this program successfully assisted residents in getting their driver's licenses reinstated.

Many residents who can drive help their neighbors who cannot drive by taking them shopping, to the pharmacy and doctor appointments, and to other errands. These transportation and access issues are barriers to a healthy lifestyle, which are now being addressed through this creative program. There is significant improvement in people's lives when they can get to their doctor's appointment, get the prescription they need, and avoid feeling ill or being hospitalized because of the instability of their life situation. Folks can tend to their families, work, and have a quality life when they can access the services they need by utilizing clean and reliable transportation. One of the critical elements of our Subcommittee work is to improve lives through clean mobility solutions. These are some of the many challenges, needs, and opportunities community residents have identified that we are addressing. With transportation as one of the highest contributors to carbon and Greenhouse Gas Emissions in the Region, these programs are also improving air quality for our residents SacPEV works to bring equity and clean and healthy solutions to our communities in need[2].

We work with organizations to prepare projects for competitive grant funding and implementation. Our relationships and experience with developing community-driven programs, doing community needs mapping with equity-driven evaluation, and leveraging our network to support community opportunity and asset mapping have led to successful projects and programs being funded and implemented. Equity and justice are at the core of all our projects, particularly racial equity. SacPEV projects require an Equity Implementation Plan (EIP) that specifies the project's comprehensive steps to include/benefit diverse and at-risk communities. To facilitate this, we created a toolkit to ensure that racial equity is meaningfully addressed in every program and project before being funded. This toolkit is referred to as the Grant Application Preparedness Plan (GAPP). The SacPEV definition of racial equity aligns with the City of Sacramento as adapted from the Government Alliance on Race and Equity's definition:

“Regardless of one's identity, equity is when all people have just treatment, access to opportunities necessary to satisfy their essential needs, advance their well-being and achieve their full potential while identifying and eliminating barriers that have prevented the full participation of some groups.”[3]

Lastly, we are using electric vehicles and charging infrastructure as tools and resources to deeply address community disparities by providing workforce development, job training, and jobs. Our partners include SMUD (our local utility), non-profits, and colleges. Through virtual reality in workforce training, the need for actual vehicles is reduced and is also done in language to accommodate Sacramento's diverse population.

Sacramento has many cultures and is home to one of the largest Afghan Refugee communities in the nation. Stories, testimonials, and examples share how authentic community engagement, and the use of electric vehicle/e-mobility resources and grants, can address community-identified needs and issues. These programs are designed to diminish barriers, improve individual and community livelihoods, and further access to clean alternative technologies and transportation. Backed by evidence from the public health department and census data, we prove that providing DACs with reliable transportation access and bringing resources to the community will improve equity and public health outcomes while decreasing transportation gaps[4].

## 2 DAC Commitment

The essence of the Subcommittee is improving equity in public health and transportation for the most sensitive and vulnerable populations who have been historically underrepresented and under-resourced due to inequitable policies and programs. Our goal as a collective is community-based and community informed. Many Subcommittee projects use clean energy and zero-emission transportation grants, funding, and resources to address critical needs through successful, sustainable e-mobility solutions. The Subcommittee is committed to advancing equity in transportation within Sacramento County and the City of Sacramento. There is importance in learning from others and sharing our lessons learned, best practices, and experiences to continue to make progress in addressing transportation-related equity issues. The Emerald Cities Collaborative stated in *The Building Electrification Equity* Project case study that “There is a need to create a platform where community stakeholders, EJ/CJ advocates, technical experts, and regulatory experts can come together to ask questions and provide feedback around building electrification pilots and policies happening within their community.”[5] The Subcommittee is a small working group with dedicated volunteers who understand the vital role that grassroots organizations and a bottom-up approach can play in building trust and relationships. This is crucial to the success of many grant opportunities and grant-funded programs. Equity is an ongoing effort – community voices and needs must be continually heard and carefully considered.

### 2.1 The GAPP

To ensure that all projects and programs promote diversity, equity, and inclusion, the Subcommittee has created a powerful racial equity toolkit, the Grant Application Preparedness Plan (GAPP). This toolkit features 7-point criteria that must be met. These criteria points were drafted using the Government's Alliance on Race and Equity recommendations, Justice 40, and the City of Sacramento's workforce development plan for racial equity.

Proposed projects considered must meet the following criteria:

- 1) The organization and proposed project are in Sacramento County.
- 2) Low-income residents are the primary beneficiaries.
- 3) Proposed project meets important need of blighted communities by reducing disparities and/or increasing opportunities.
  - a) Workforce opportunity exists.
  - b) Is the benefit a significant one, rather than incidental to other primary benefits?
- 4) Proposed project reduces vehicle emissions and contributes to improving air quality.
- 5) Proposed project addresses public health issues through meaningful metrics without unmitigated consequences.
  - a) Partner with public health professional (public, private, community-based)
- 6) Collaboration with SacPEV DAC committee.
- 7) Proposed project identifies measures for producing/influencing a sustainable racial equity plan.

By adopting this toolkit, the Subcommittee demonstrates a deep commitment to equity and ensuring that its initiatives are designed and implemented with a rigorous equity lens. The Subcommittee also provides boots-on-the-ground support through a roundtable of experts who volunteer their time to assist community-based organizations, non-profits, and public agencies with grant application processes, implementation, and resource access. This type of support is critical in helping organizations successfully implement climate-related programs and projects.

## 2.2 Successes

Through these efforts, the Subcommittee has successfully implemented seven programs, which it continues to support through monthly meetings. New programs and projects are continually introduced and guided through the GAPP, which includes obtaining funding. This ongoing commitment to equity and collaboration demonstrates the Subcommittee's dedication to the well-being of underserved communities. The impact of this work is genuinely inspiring and serves as a model for other communities looking to address historical disparities and promote equity.

## 3 The DAC Subcommittee Projects

The Subcommittee has successfully implemented and assisted with seven programs/projects. The Subcommittee dedicates time to each monthly meeting to provide support. As projects get completed, the executive committee welcomes new programs and projects vetted through the GAPP. Many of the projects are inter-connected with one another – a benefit developed from each of these projects being part of the Subcommittee.

The projects the Subcommittee has implemented and oversees include:

- 1) Zero Emissions Mobility Hub in Del Paso Heights
- 2) Micromobility Pilot at the Zero Emissions Mobility Hub
- 3) Our Community CarShare Sacramento
- 4) Clean Cars 4 All
- 5) Electric Bookmobiles with Sac Public Library
- 6) Medium-Heavy Duty City Blueprint
- 7) Community Resource Project Micro Mobility Hub & Workforce Training Center

### 3.1 Zero Emissions Mobility Hub and Micromobility Pilot

The Zero Emission Mobility Hub, located in the Del Paso Heights Neighborhood and categorized as a disadvantaged community by CalEnviroScreen 4.0[6], is a central location for residents of this community to have walkable/bikeable access to zero-emission vehicles, workforce development, EV chargers, and other services to supplement their transportation and access needs. Many community members have little to no access to reliable, clean transportation and are also burdened with chronic health issues, including asthma and heart disease. Clean transportation options are essential if we are to clean the air and help improve health outcomes. Two services are offered at this location:

- Our Community CarShare
- Toyota Mirai Micromobility Pilot

Mobility hubs are places where various zero-emission modes of travel connect and converge – walking, biking, car share, Uber-Lyft-Taxi, and transit. The mobility hub is equipped with clean energy vehicles (hydrogen fuel cell and battery-powered electric vehicles), a battery-powered electric shuttle bus, EV & phone charging stations, and free Wi-Fi services. It also has benches and place-making spaces for people to meet and socialize.

The Microtransit community services offered at the hub include rides to and from necessary destinations in hydrogen fuel cell vehicles and allow citizens to borrow plug-in electric vehicles. These services reduce the need to own and maintain a personal vehicle which can average \$10,700/annually to maintain and operate. Instead, limited-income households can redirect their funds to food, rent, and other essential needs. These services not only reduce transportation costs and associated burdens, but they also reduce travel time and increased access to clean, safe, reliable, and high-quality transportation. These programs were designed to accommodate the lifestyles, needs, gaps, and preferences as vocalized by the residents. This is true community empowerment.

#### 3.1.1 Impact on the Community

The Mobility Hub is a healthy solution to improving air quality and reducing climate impacts by removing the need for gas-fueled vehicles. Replacing internal combustion gas-powered cars is essential in decreasing

excessive carbon and toxic particulates from our atmosphere and reducing greenhouse gas emissions. These toxic emitting vehicles contribute to poor health conditions, damage lung capacity, contribute to cancer, heart disease and additional respiratory complications – public health data shows that African Americans living in working-class communities have disproportionately higher rates of chronic disease. Poor air quality due to toxic emissions contributes to these preventable diseases.



Figure 1. Before and After Images of the Green Tech Mobility Hub location (3-D images are courtesy of Aura Planning).

This Mobility Hub enhances the movement of people and goods while helping the region meet greenhouse gas emission reduction mandates. Studies have shown that increasing the concentration of homes and jobs near transit increases ridership, improves health, and that employment density is more strongly associated with transit ridership than residential density. Census tracts that will be served in this area fall within the Cal Enviroscreen 4.0 SB 535 Disadvantaged Communities criteria.

Numerous partners, including Green Tech Education, support the Mobility Hub. Green Tech strives to improve living conditions for people most affected by poor air quality and most challenged with getting to work, school, social services, and doctors' visits, and the Mobility Hub is a key element in fulfilling this goal.

### 3.1.2 Covid and Workforce Empowerment

The services and programs offered at the Mobility Hub have significantly improved the well-being of many families, particularly those displaced from work and lost jobs due to COVID-19. Not only are community members receiving assistance and supplemental transportation now meeting their needs, but there are also more opportunities from increased workforce development efforts and funding resulting in improved livelihoods. The Microtransit program is bringing new jobs to the community through various avenues. For example, the Microtransit service requires drivers, administrative personnel, maintenance for vehicles and chargers, security, and on-call representatives.

Drivers take residents to and from appointments, getting groceries, and other needed trips. Drivers are changing people's lives for the better, and this is invaluable. A case in point is that a single mom could not get her sons to school and be to work on time. As a result, they were missing school and failing classes. They started using the ride program, the Driver has engaged as a supportive community member, and these students have improved their grades and are thriving. In addition, being a driver offers a flexible job that allows the employed individual to earn extra money, attend to childcare, and other family needs with work schedules that work in their lives.

The Mobility Hub is also supported by Sacramento Library Services, which includes an electric bookmobile and can provide job search, coaching, online training, and other workforce assistance. Having these and more services provided in the community is the optimal location for residents. Other non-profits also offer various types of training and are using virtual reality as an effective way to introduce car and equipment repair and maintenance.

Even during the height of the Pandemic, this pilot has been showcasing the benefits of a Microtransit service and related programs that are helping meet the community's needs.

In the case of the Mobility Hub, the Subcommittee connected program management with various contacts that could facilitate the progression of this program. That progression included connection with other public

and utility agencies to prevent necessary steps in completion from being delayed. One instance was the need for acquiring permits. Program management was able to be connected directly with an individual in the City of Sacramento's planning division who could place a high priority on assisting them in this matter. More programs and projects need this level of assistance because often there is significant delay and resources, or funding can be exhausted. Not only is there a need for connecting resources and contacts, but also the value of providing lessons learned by having ongoing discussions with other projects or members within a community is insurmountable.

### 3.2 Our Community CarShare

Our Community CarShare Sacramento (OCCS) is a pilot program at several low-income housing communities within Sacramento County. Ten communities have access to at least one ZEV in their housing complex to supplement their transportation needs. There are three sub-programs within this program include:

- Community CarShare Representatives: volunteer members who offer rides in a ZEV to fellow community members. Trips vary from going to get groceries, going to doctor appointments, job interview, etc.
- Transit Incentive Card: a pre-loaded VISA card that members can use for verified transportation services including Regional Transit, Lyft or Uber, Zipcar, electric bikeshares, etc.
- Driver's License Reinstatement: a free legal help service that helps community members get their driver's license reinstated by helping to pay off various fines or fees that have accumulated over time.

The OCCS program was designed to make transportation more accessible for disadvantaged communities in low-income housing. Each OCCS community has access to zero or near-zero-emission vehicles and ridesharing with the Transit Incentive Card program (TIC). OCCS makes reliable transportation available to members of the OCCS communities. Initially funded through the California Climate Investments statewide initiative, OCCS is proving that cap-and-trade dollars are working to reduce greenhouse gas emissions (GGE), strengthen the economy by enabling members to get to and from work or school more quickly and conveniently, and improve public and environmental health, especially within disadvantaged communities (DACs) as defined by CalEnviroScreen.

OCCS has been awarded funds through the California Air Resources Board to implement four phases. Phase 1 provided carsharing services in four communities launching in May of 2017. Phase 2 funds launched three additional communities, and the project incorporated TIC. In Phases 1 and 2, OCCS staff focused on signing members up for the program, providing educational materials and outreach to the communities, and introducing Sacramento low-income residents to additional transportation options. Phases 3 & 4 added three more communities, each piloting a different approach:

- All electric fleet with free-floating model
- Vehicles in a public access location
- Zero Emission Mobility Hub piloted with local non-profit Green Tech Education and Employment. Services offered include OCCS, Micro-transit, Electric Shuttle Bus, and a safe, reliable network for community empowerment and workforce development.

Each housing location has two dedicated parking spots with Level 2 chargers. There are eighteen vehicles in the fleet and twenty chargers available. Chargers are dedicated to OCCS-branded vehicles. The vehicles used are Chevy Bolt EVs and Chrysler Pacifica Plug-In Hybrid minivans. One minivan is equipped with a wheelchair lift. The minivans are essential for moving large groups, members with disabilities, and those who need to transport medical devices, including but not limited to wheelchairs, walkers, oxygen tanks, etc.

OCCS was initially offered at no cost to members. As a measure of program sustainability, a Cost-Share of \$4 per hour was implemented for vehicle use in February 2022. Since starting Cost-Share, the OCCS program has continued to increase in ridership. Most trips are near members' homes, providing clean, safe, reliable, and affordable transportation.

### 3.2.1 OCCS Sub-Programs

The Transit Incentive Card (TIC), Microtransit, and Community CarShare Representative (CCR) are three sub-programs developed to improve resident access to mobility.

TIC provides OCCS members a grant-funded VISA credit card, refilled monthly, limited to transportation merchant codes such as ride-hail and public transportation. TIC helps us to understand OCCS members' needs, destinations, preferred travel modes, and other transportation insights (i.e., trends for ridesharing and transit use).

Microtransit is an OCCS ridesharing service providing pre-planned trips to and from areas of need: doctor appointments, school, stores, etc. This service:

- Reduces transportation costs and associated burdens
- Reduces travel time
- Increases access to clean, reliable, and high-quality transportation

The CCR program consists of OCCS member volunteers that provide program assistance and ridesharing opportunities for other members who prefer not to drive, are unable to drive, or want to carpool. Volunteers receive compensation (i.e., gift cards) and one of the initial workforce development pilots the OCCS program facilitated.

This program enhances the movement of people and goods and helps the region meet GHG reduction mandates. Members have confirmed in surveys that access to low-cost vehicles improved their well-being by providing point-to-point transportation and filling first-mile-last-mile transit gaps. Most individuals who do not have access to these vehicles/services would either not make the trip or would have to allow numerous hours to get to doctor appointments, job interviews, and training because of transit and transit-route limitations.

Sacramento residents speak more different languages per capita than any other city in California. Sacramento is exceptionally diverse, and having a language justice approach to communicating with our community members is critical. Residents need to be able to communicate, understand, and be understood in the language they prefer and feel most comfortable with. The Subcommittee prioritized this and placed significant effort into using translation services for flyer materials, online communications, and in-classroom training. OCCS program staff worked with the Subcommittee for language contacts who could translate into Spanish, Vietnamese, Farsi, and Russian, to name a few languages. Communicating with one another builds relationships and trust, and everyone benefits. Groups once separated by language are now working together and building capacity across what once was a language barrier.

### 3.3 Clean Cars 4 All

Clean Cars 4 All (CC4A) is an incentive program for income-qualified residents in Sacramento County to buy zero or near-zero emissions vehicles.[7] The Sacramento Metropolitan Air Quality Management District (District) oversees the program for drivers to scrap their older, high-polluting vehicles and replace them with cleaner, more efficient ones. The program aims to reduce emissions by accelerating the replacement of old vehicles with cleaner vehicles to meet the State's 2030 climate change goals. As stated through the California Air Resources Board goals for Enhanced Fleet Modernization Program (EFMP), "Clean Cars 4 All is part of a larger suite of incentive programs funded by Cap-and-Trade auction proceeds, called the Low Carbon Transportation Investments and Air Quality Improvement Program (LCTI Incentives). The Legislature sets the budget for LCTI Incentives each year, and CARB allocates funding to the individual programs (including Clean Cars 4 All) each year through the Funding Plan." [8]

Most of the successful outreach for CC4A occurs through word of mouth. Collaborating with the Sac PEV group and within the Subcommittee working group facilitates rapid information sharing about the program, funding application openings and deadlines, website links, and contact information community members can utilize and take advantage of. This spreading of information is an integral component of engagement and empowerment. This method of sharing information with our many community partners has been particularly successful with local non-profits, such as Mutual Assistance Network (MAN). MAN works directly with single mothers that struggle with affording reliable transportation or cannot keep up with the maintenance of

their older vehicles. MAN has been a valuable partner in spreading the word and assisting their clients with affordable solutions and more. When information discussed within the Subcommittee can be relayed throughout the community, significant improvement in quality of lives will be achieved.

### **3.4 Sacramento Public Library Electric Bookmobiles**

The Bookmobile brings the library and other resources to doorsteps and community events. This program provides services to patrons who do not have access to a community library due to disability, disadvantages, or distance. The Bookmobiles has scheduled visits to retirement communities, senior/family apartment complexes, assisted living facilities, convalescent and skilled nursing facilities, housing projects, and outlying communities.[9] Additional services are also provided by the bookmobile as needed. They help with workforce development, job search, job mentoring, and more. The Subcommittee worked closely with a Sacramento Public Library representative in applying for and obtaining needed funding to purchase and modify an electric bookmobile along with charging that has facilitated its deployment. These new electric vehicles are also helping educate communities about the importance and benefits of zero-emission vehicles.

### **3.5 Medium to Heavy Duty ZEV Blueprint**

The Subcommittee assisted the local public utility organization, Sacramento Municipal Utility District (SMUD), with their City of Sacramento Blueprint, which details optimization and potential routes for electric medium to heavy-duty vehicles. SMUD reached out to the Subcommittee to assist in offering insight and perspective on the impact medium-heavy duty fleet charging may have on the overall electricity demand and to support SMUDs ZEV transition. This effort by SMUD considers identifying optimal locations for depot and shared charging and hydrogen stations, along with technologies and approaches that can mitigate grid impacts. When planning where to place depot and public charging, SMUD looked to the Subcommittee on optimal locations within disadvantaged communities as well as best practices for outreach and engagement with these communities.

### **3.6 Community Resource Project**

Community Resource Project (CRP) is a local non-profit in the Sacramento Region. Their mission statement states, “CRP improves opportunities for people in need throughout the Greater Sacramento Region through energy efficiency, health education, and career development.”[10] A few projects managed by CRP have been part of the monthly meeting project discussions for the Subcommittee. CRP purchased several Motiv E-450 box trucks for use in their construction/energy efficiency programs. Upon use, CRP found that Motiv E would not meet their load capacity needs and needed to sell them. The Subcommittee helped CRP by connecting them with potential buyers or points of contact. CRP successfully sold these trucks and purchased Ford E-Lightning transit vans that met the needs of their operations.

In its completion stage, CRP and the Subcommittee are building a small-scale mobility hub at the Louise Perez Community Center in South Sacramento (a DAC) that will provide electric vehicle charging, transformer upgrades, and new pavement. In collaboration with Aura Planning, CRP is also doing extensive EV Workforce Training and is the first site to use virtual reality tools as part of its training and language access programs.

Another example of collaboration with a working group lends lessons learned through grant application outcomes. For one grant, paying attention to specific wording on proposing using existing programs operated by a lead applicant within a new service could be limited in being awarded or denied. This specific case showed that either the lead applicant would need to be a grantee or sub-grantee of the existing service to apply for the grant. The benefit to the Subcommittee was that others can use this as an example to learn from so they do not succumb to the same issue.

## **4 Equitable Implementation Plan**

Along with the GAPP, an Equitable Implementation Plan (EIP) is fundamental for residents and community-based organizations because it ensures that equity and justice are present in their projects and programs. Community-based organizations work directly with the most vulnerable and marginalized communities, such



as low-income households, communities of color, and communities facing systemic discrimination and environmental injustice. These communities are disproportionately impacted by issues related to climate change, pollution, and lack of access to resources and services. The Subcommittee recognizes that without an EIP, there is a risk that community-based organizations may inadvertently perpetuate existing inequalities and exacerbate disparities rather than address them.

An EIP helps ensure that projects and programs are designed and implemented in a way that is inclusive, equitable, and responsive to the needs and priorities of all community members, particularly those historically marginalized or underserved. The plan requires community-based organizations to engage in meaningful community outreach, identify and address potential barriers to participation, and establish clear and measurable goals for equity and inclusion.[11] An EIP also promotes transparency and accountability, requiring organizations to document their equity-focused planning, decision-making, and implementation processes. Follow-up through project completion is essential to ensure everything was noticed.

In summary, an EIP is fundamental for community-based organizations because it helps to ensure that their projects and programs are designed and implemented in a way that is equitable, inclusive, and responsive to the needs and priorities of all community members. These efforts can help to mitigate the risk of perpetuating existing inequalities and disparities and promote greater access to benefits and opportunities for historically marginalized and underserved communities.

## **5 Collaboration Is Essential**

Working group collaboration is necessary for helping grassroots and community-based organizations because this allows for the pooling of resources and knowledge. Thus, leading to more effective and efficient outcomes. Working groups bring together individuals and organizations with a shared interest or goal to exchange ideas, share best practices, and develop collaborative strategies.

For grassroots and community-based organizations, working groups provide a space for collective problem-solving, capacity-building, and networking. These organizations often have limited resources, both in terms of funding and staffing, and working groups provide an opportunity to access additional resources and expertise. By collaborating with other organizations, they can learn from each other's experiences and build on each other's strengths, resulting in better outcomes for their communities. This has been particularly significant as the Subcommittee works together to help organizations write and receive grants. There are many nuances in writing grants and being funded. We are helping each other by bringing our unique assets together to create the best applications. Working groups also offer a way to build solidarity and advocacy across different sectors, such as environmental justice and transportation. By working together, grassroots and community-based organizations can create a unified voice and advocate for policy changes that benefit their communities.

In summary, a working group collaborative is necessary for helping grassroots and community-based organizations because it promotes collaboration, resource sharing, and collective problem-solving, resulting in more effective outcomes and a stronger collective voice for advocacy.

The Subcommittee recognizes the importance and vitality of providing equitable and affordable clean transportation in low-income and under-resourced neighborhoods for several reasons:

1. Access to transportation: Many low-income residents, refugees, and special populations need access to private vehicles. Public transportation options may not be readily available in their neighborhoods. Subsidized clean transportation programs can provide affordable and reliable transportation options for these residents, enabling them to access job opportunities, education, and other essential services.
2. Reducing transportation costs: Transportation costs can be a significant burden for low-income households, as they often spend a substantial proportion of their income on transportation than wealthier households. Subsidized transportation programs can help reduce transportation's financial burden, freeing up funds for other essential needs.
3. Addressing environmental concerns: Transportation significantly contributes to carbon, particulates, and greenhouse gas emissions, which contribute to poor air quality and climate change. Subsidized transportation programs that prioritize clean and low-emission modes of

transportation, such as electric buses or bicycles, can help to reduce emissions and address environmental concerns.

4. Equity and social justice: Subsidized transportation programs can help to address transportation inequities and promote social justice. By providing affordable and accessible transportation options to low-income residents, these programs can help to level the playing field and reduce transportation-related disparities.
5. Mental & Physical Health-Quality of Life: When effective transportation programs are available more mobility options are available, such as walking and biking. Health data shows people meet the Surgeon General's recommended twenty-two minutes of daily walking when they walk to/from transit. Similar health benefits can apply for walking to/from mobility hubs. As we design and re-design our roadways to accommodate all modalities, people engage more with each other and their environment. Mental and physical health improves, as does a person's quality of life. CARB dedicated an entire chapter to Health in the 2022 Final Scoping Plan and cited \$200 billion in health savings due to active transportation and e-mobility.[12]

## Acknowledgments

We would like to thank the Sacramento Plug-In Electric Vehicle Collaborative and their Chairperson, Judy Robinson for assisting in facilitating meetings, leading initiatives, and identifying key goals for many of the programs and projects. We extend this appreciation to many of our partners and partnerships, including Sacramento Metropolitan Air Quality Management District, Sacramento Municipal Utility District, Sacramento Public Library, City of Sacramento, Sacramento Clean Cities Coalition, Sacramento EV Owner's Association, U C Davis Institute of Transportation Studies, and Sacramento Area Council of Governments. Our programs and projects would not be viable without the assistance from many local community-based organizations, businesses, and agencies, including but not limited to Bruns Auri, Inc., Green Technical Education and Employment, Aura Planning, Frontier Energy, Valley Vision, Civic Thread, Mutual Assistance Network, Mutual Housing of California, Black Child Legacy, and Neighborhood Wellness Foundation.

## References

- [1] *Our CarShare*, <http://www.OurCarShare.org>, accessed on 2022-11-03
- [2] *CalEPA*, <https://calepa.ca.gov/climate-dashboard/#Transportation>, accessed on 2022-11-05
- [3] *City of Sacramento*, <https://www.cityofsacramento.org/HR/Divisions/Diversity-Equity>, accessed on 2022-11-01
- [4] *Census Data Sacramento County*, <https://www.census.gov/quickfacts/sacramentocountycalifornia>, accessed on 2022-11-05
- [5] *The Building Electrification Equity Project*, [https://emeraldcities.org/wpcontent/uploads/2021/04/BEE\\_Report\\_Final.pdf](https://emeraldcities.org/wpcontent/uploads/2021/04/BEE_Report_Final.pdf), accessed on 2023-02-01
- [6] *CalEnviroscreen 4.0*, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>, accessed on 2022-11-05
- [7] *Clean Cars 4 All*, <https://www.airquality.org/SacCleanCars4All/Pages/default.aspx>, accessed on 2023-02-11
- [8] *Electric Fleet Modernization Plan*. <https://ww2.arb.ca.gov/our-work/programs/enhanced-fleet-modernization-program>, accessed on 2023-02-11
- [9] *Sacramento Public Library Mobile Services*, <https://www.saclibrary.org/Community/Accessibility-Services/MobileService>, accessed on 2023-01-15
- [10] *Community Resource Project*, <https://www.communityresourceproject.org/About/Mission-Values-and-History>, accessed on 2023-02-10
- [11] *CEA Equity Plan*, <https://www.whitehouse.gov/wp-content/uploads/2022/04/CEA-Equity-Action-Plan-4.14.pdf>, accessed on 2023-02-08
- [12] *Scoping Plan*, <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf>, accessed on 2023-03-01

## Presenter Biography



Nicole Bruns has been co-chair for the Disadvantaged Communities Subcommittee since June 2019. Nicole leads and presents during monthly meetings for the subcommittee and the collaborative. In this position, Nicole assists with program developments and implementation as well as connecting organizations with one another for better program integration and influence. Nicole also founded Bruns Auri, Inc., a 501(c)3 non-profit in August 2019. Bruns Auri, Inc. offers environmental education to help California meet and maintain carbon neutrality, find sustainable and equitable solutions, and teach about various environmental topics.