Equity Considerations for California's Transportation

Monday, August 23, 2021
10:30am – 12:00pm

Thank You for Joining!

Webinar Host & Moderator

Karalee Browne
Assistant Executive Director
Institute for Local Government

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Today's Agenda

Welcome & Logistics

Introduction to Climate Smart Transportation and Communities Consortium

Presentations by:

- Dahlia Garas, UC Davis
- Gen Guiliano, USC School of Public Policy
- Caroline Rodier, UC Davis Institute for Transportation Studies
- Abigail Solis, Self-Help Enterprises
- Alexandra Pan, University of California Berkeley
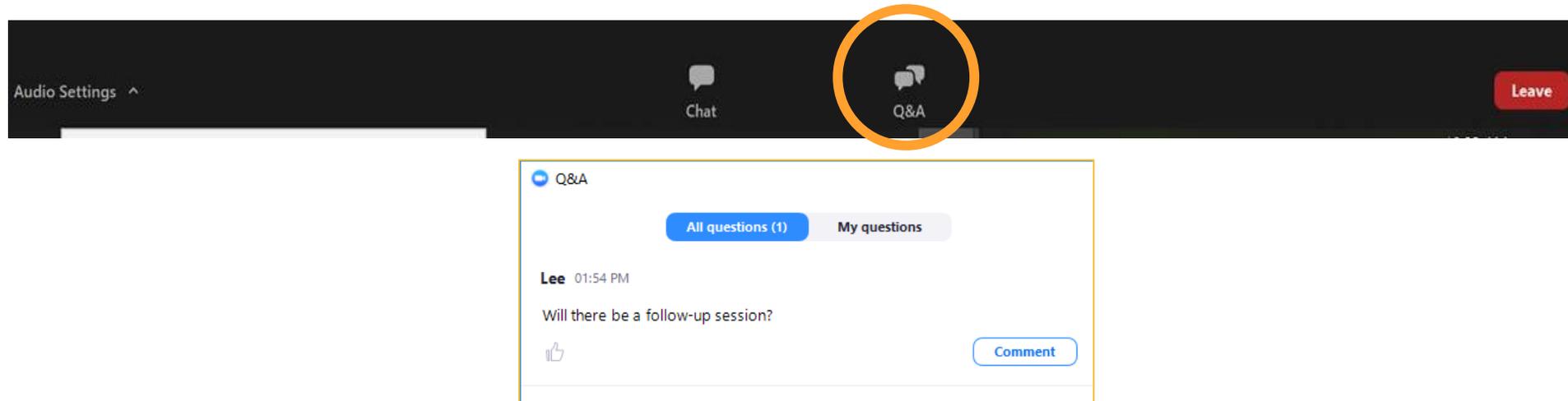- Hana Creger, Greenlining Institute

Panel Discussion

Q&A

Wrap Up & Additional Resources

How to Ask a Question During the Webinar

To ask a question, select the Q&A button on your Zoom tool bar.

- Please TYPE any technology and content questions into the **Q & A** box at any time during the meeting.
- The moderator will read some of your programmatic questions during the Q&A period at the end of the meeting.

Non-Profit, Non-Partisan & Here to Help

ILG is the non-profit training and education affiliate of…

We provide practical and easy-to-use resources so local agencies can effectively implement policies on the ground.

ILG's Programs & Services

Program Areas
- Leadership & Governance
- Civics Education & Workforce
- Public Engagement
- Sustainable Communities

Services
- Education & Training
- Technical Assistance
- Capacity Building
- Convening

Our mission is to help local government leaders navigate complexity, increase capacity & build trust in their communities

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Today's Presenters

Genevieve Giuliano,
Professor, Margaret and John Ferraro Chair in Effective Local Government, Director, METRANS Transportation Center.
USC School of Public Policy

Caroline Rodier,
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Institute of Transportation Studies,
UC Davis

Alexandra Pan,
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Transportation Sustainability Research Center,
UC Berkeley

Dahlia Garas,
Research Program Director,
PH&EV Research Center,
Institute of Transportation Studies,
UC Davis

Abigail Solis,
Sustainable Energy Solutions Manger,
Self-Help Enterprises

Hana Creger,
Senior Program Climate Equity Manager,
Greenlining Institute

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The CSTACC's research program is organized around 5 areas with equity and policy engagement serving as cross-cutting themes throughout

1. **Innovative Mobility** – including car-sharing, ride-sharing, microtransit, and automation - How many travelers will be willing to share rides? How will new transportation services and innovations impact individual car ownership? How can these transportation innovations provide more reliable, affordable, and convenient options for disadvantaged travelers?

2. **Electrification** - What policies are needed to accelerate electrification of cars, buses, and trucks? What policy modifications are needed to ensure low income households receive a direct benefit from the transition to electric vehicles?

3. **Public Transit** - What changes are needed to reverse the decrease in transit ridership? What are new models for providing public transportation in ways that leverage new transportation technologies and services? 3) What changes in transportation finance are needed to support these changes, especially to serve low income riders?

4. **Land Use and Active Transportation** - What infrastructure investments and policies are needed to induce more travelers to bike and walk, especially in disadvantaged communities? What land use changes in urban, suburban, and rural contexts are most effective in reducing vehicle travel?

5. **Goods Movement** – What policies, technologies and strategies work for increasing freight efficiency? What is the extent of truck-related pollution exposure in disadvantaged communities, and what are effective strategies for reducing this exposure?

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3 Statewide Initiatives

▶ **Leveraging the Three Revolutions to Create Equitable and Sustainable Communities**

  ▶ Three Revolutions Fleet Modeling (UCB)

  ▶ Low-Income On-Demand Transportation Pilot Program (UCB)

  ▶ On-Demand Transportation Electrification Policy Analysis (UCLA)

  ▶ Policy Development and Stakeholder Engagement (UCD)

▶ **Accelerating the Transitions to Zero-Emission Vehicles**

  ▶ Designing Low-Income Vehicle Incentive Policies to Accelerate Clean Mobility (UCLA)

  ▶ Designing Policies to Support Electrification of Ridesharing Fleets (UCLA)

  ▶ Charging Infrastructure Planning Tools for Communities and Regions (UCD)

▶ **Statewide Transportation Modeling Initiative**

  ▶ Will work with state agencies to integrate and align statewide models and address the challenges of inconsistency and insensitivity to local and regional contexts (UCI)

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3 Regional Initiatives

- **Southeast Los Angeles (SELA) Initiative (USC)**
  - Access to Public Transit and Clean Transportation
  - Impacts of Heavy-Duty Trucks

- **Inland Empire Regional Initiative (UCR)**
  - Shared, Electric, Connected, and Automated Transportation in the City of Riverside
  - Reducing Impacts of Goods Movement

- **Central Valley Regional Initiative (UCD)**
  - Improving Mobility in Rural, Disadvantaged communities
  - Developing work plans for evaluating shared mobility pilots

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TEEJAG – Transportation Equity and Environmental Justice Advisory Group

▶ The TEEJAG advised the consortium as a whole on the challenges, concerns and needs of underserved communities and opportunities to use new developments to better serve those communities

▶ Each research project also has a Project Advisory Group

▶ TEEJAG outreach lead by the Center for Regional Change at UC Davis

Thank you!

- Our website is under development but reports will be added as they become available: https://cstacc.ucdavis.edu

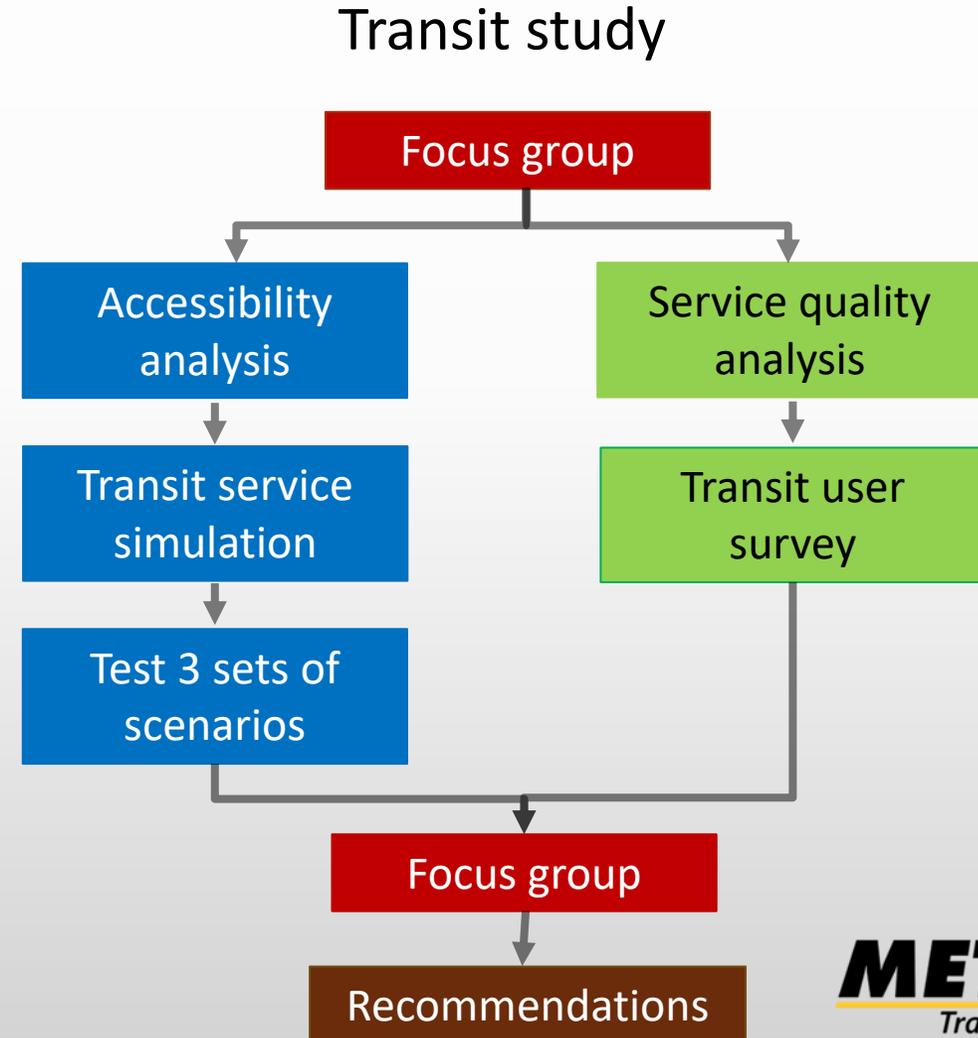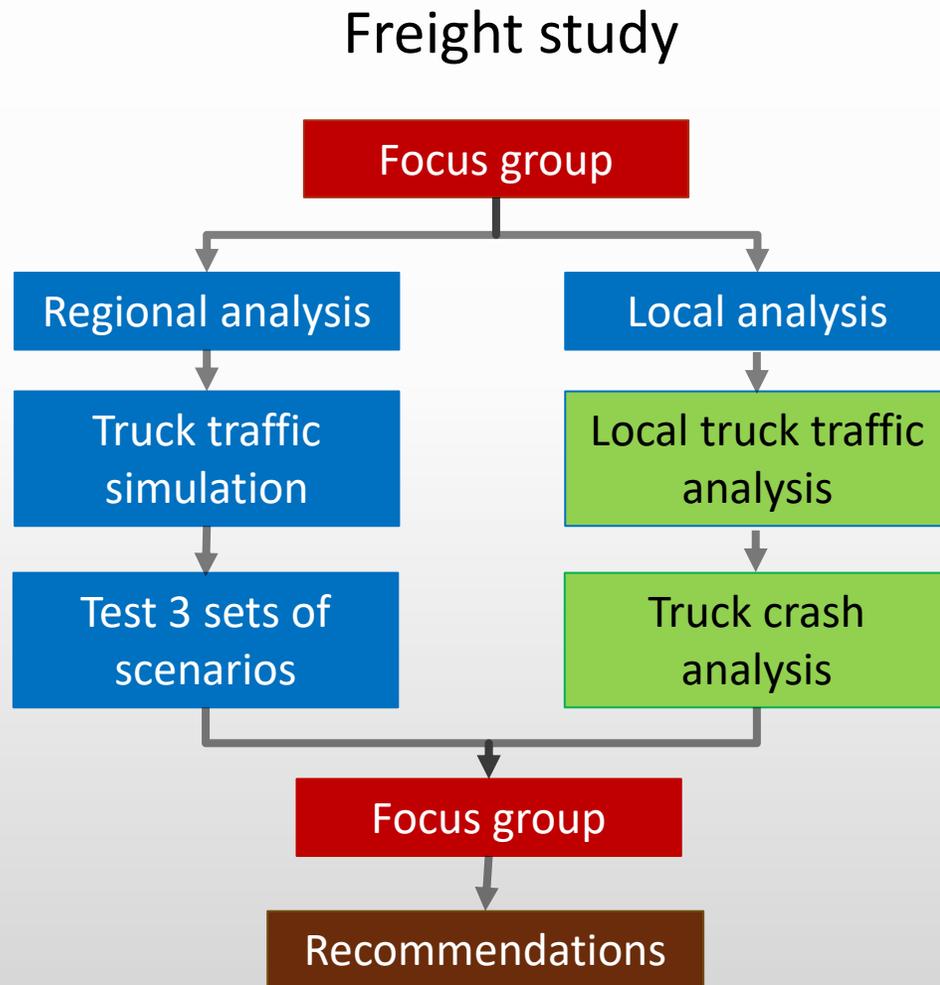- Questions or comments? dmgaras@ucdavis.edu

Project overview

- SELA area
  - 750,000 population, 62 mi^2
  - 8 cities + unincorporated areas
  - Majority Hispanic
  - CalEnviroScreen high pollution and high population burden
- Project purpose
  - Reduce environmental impacts of freight traffic
  - Improve transit mobility and job access
- Partners
  - USC + SELA Collaborative + UCD + CSULA Pat Brown Institute + public agencies + other community stakeholders

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Methods and processes

Freight study

Focus group

Regional analysis → Truck traffic simulation → Test 3 sets of scenarios

Local analysis → Local truck traffic analysis → Truck crash analysis

Focus group

Recommendations

Transit study

Focus group

Accessibility analysis → Transit service simulation → Test 3 sets of scenarios

Service quality analysis → Transit user survey

Focus group

Recommendations
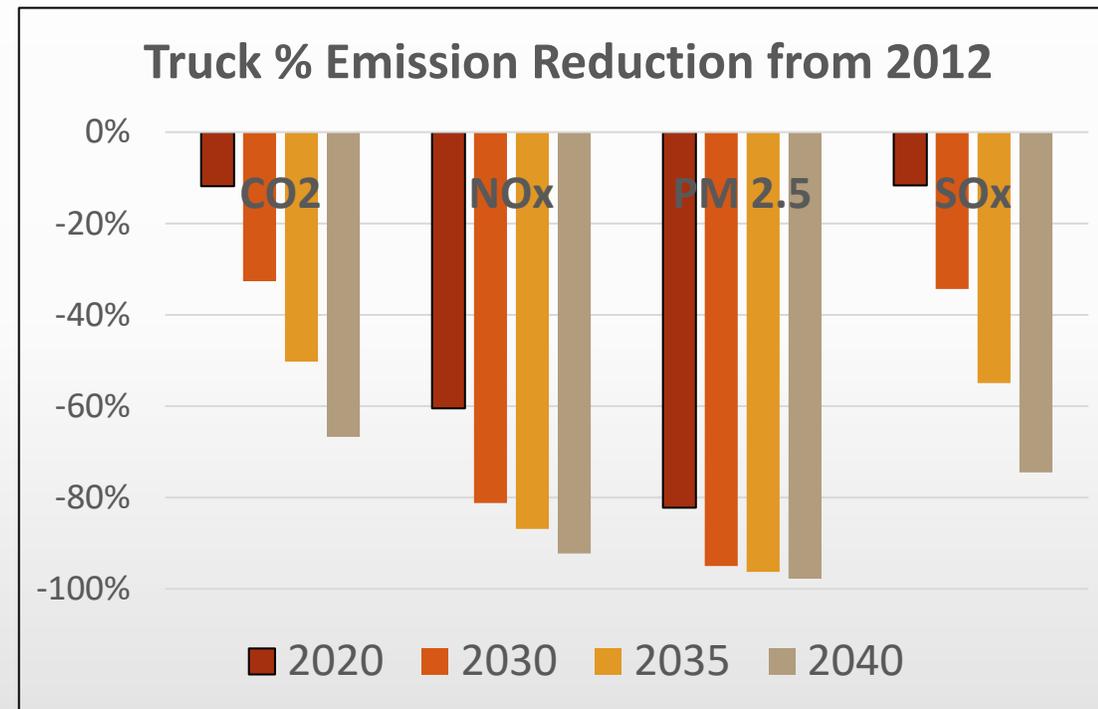
Key Findings: Regional freight

- Most truck traffic is through traffic
  - Clear truck traffic "hot spots" in industrial areas
  - Some truck traffic around or near residential areas
- Scenarios
  - 1: all regulations to 2020 fully implemented
  - 2: Scenario 1 + all current and planned regulations fully implemented
  - 3: shifting trucks to other routes, time periods
- Results
  - Scenario 2 leads to greatest CO2 and other emissions reductions
- Caveats
 - Estimates based on forecasted traffic at link level

Scenario 2: "Zero emission vehicles"

Truck % Emission Reduction from 2012

Based on full implementation of all current and planned federal, state and local regulations

Key Findings: local freight

- Truck crashes per capita are higher in SELA than region as whole
  - 55% on local street, rest on highways and ramps
  - Clear hot spots near BNSF terminal, west border of SELA, Rancho Dominguez
  - Top collision factors: unsafe speed, improper turning, auto right of way
- Selected 5 locations for further safety analysis
  - Locations based on crash data, HDT traffic, land use and presence of schools
  - Used simulation modeling to generate specific recommendations for 3 locations
  - Recommendations include geometry, traffic flow, and geo-fencing
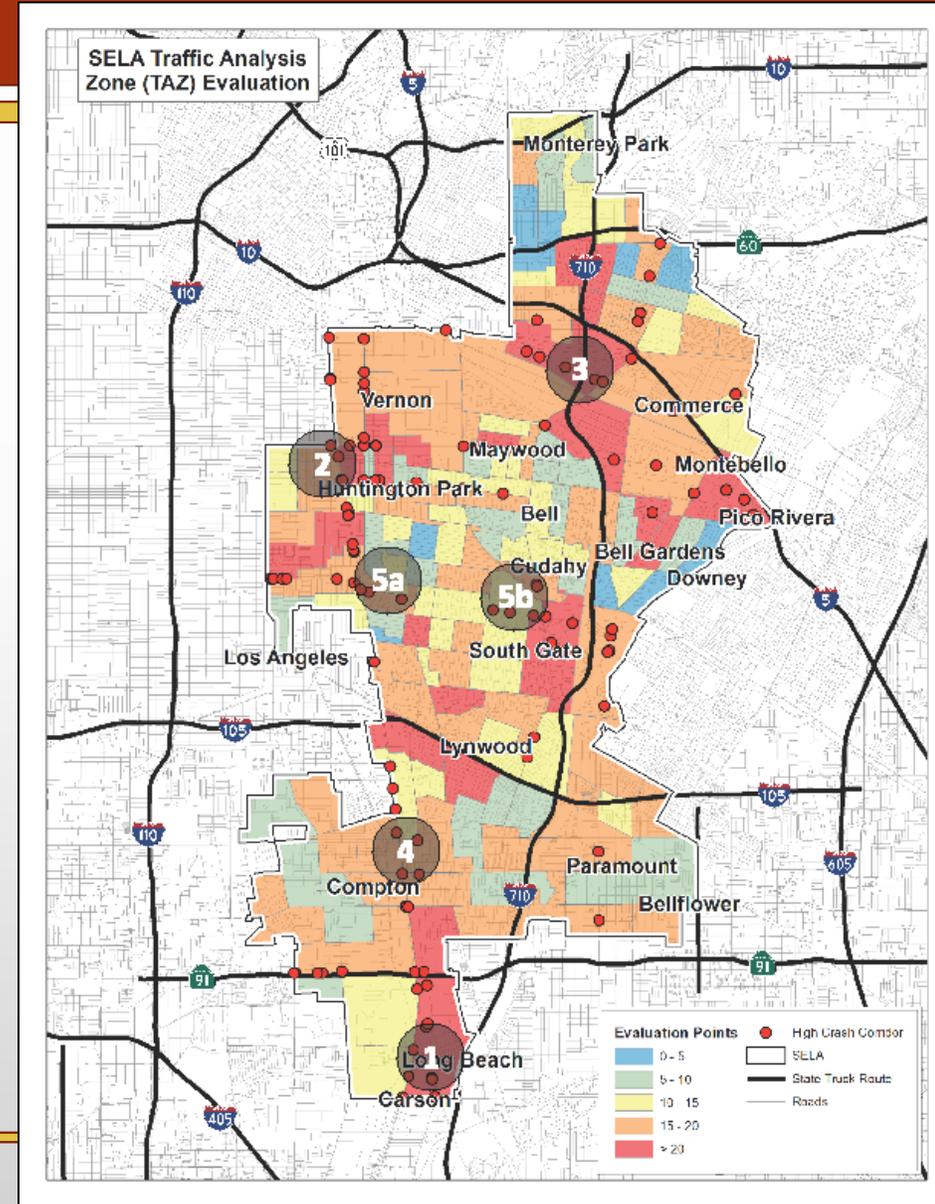
Key findings on accessibility

- Access to jobs by transit is much lower than access by car

- Simulations:
  - 10 minute headways in SELA
  - 10 min headways systemwide for SELA lines
  - Bicycle or shuttle for first and last mile

- Using bicycle for first and last mile increases access about twice as much as reducing headways
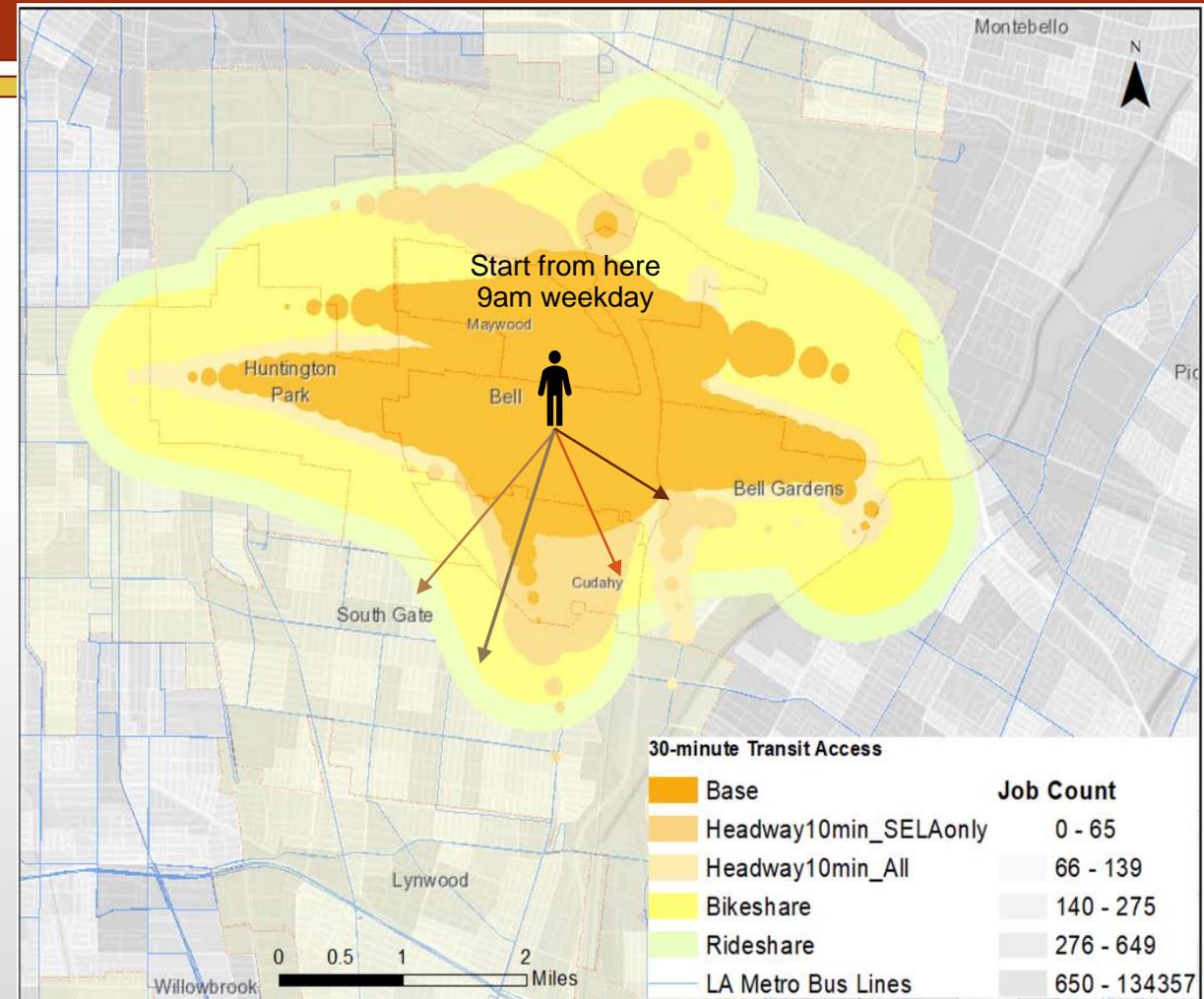
Key findings on safety, reliability, service

From SELA area bus user survey

- 59% (35) respondents have seen bus drive by without stopping
  - 45% (14) of those said there was still room on the bus, but the bus did not stop
- Major reasons that respondents don't use bus services:
  - Low frequency
  - don't feel safe
  - bus is slow

Reasons for buses driving by without stopping (LA Metro):

- An operator did not see passengers waiting
- Multiple bus lines that serve the same stop may be miscommunicating
- Buses are "Not In Service" but does not have an updated destination sign

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Recommendations for implementation

- *Communicate study results* to the larger SELA community through a community open meetings, social media and print communications

- *Promote clean HDT pilot programs and demos* in the SELA region, as well as EV infrastructure investment

- *Work with cities* to promote specific intersection improvements, other operational strategies including addressing bicycle facility and pedestrian sidewalk gaps to improve traffic, pedestrian and bicyclist safety

- *Work with LA Metro* to further explore transit service issues and first and last mile needs for bicyclists and pedestrians who access transit

- Explore Metro Micro on-demand service and bikeshare solutions as opportunities for further study.
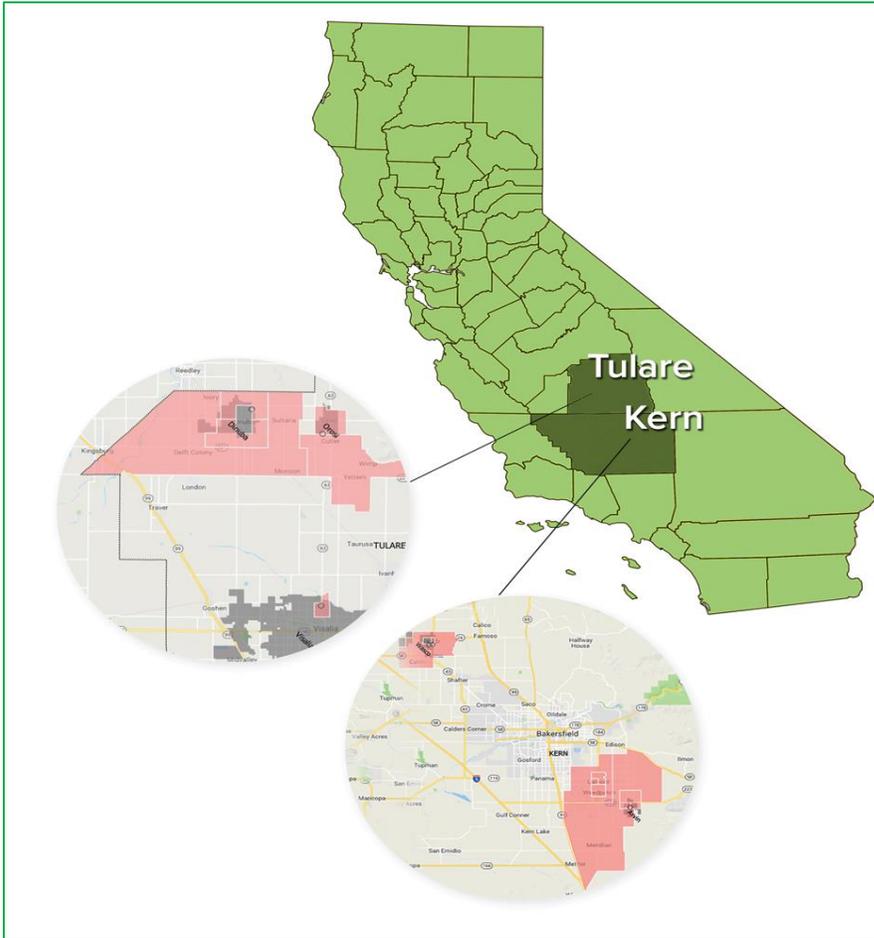
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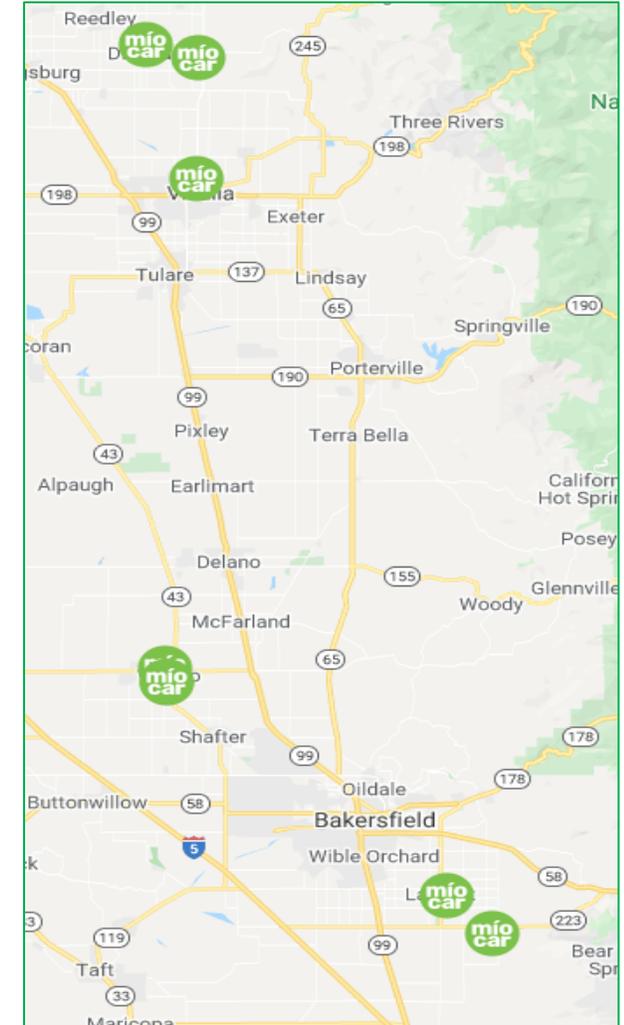USC | CSULB

About Míocar

- Electric car-sharing at affordable housing
- In rural low-income communities of color
- Round-trip service
- Non-profit operations
- Government funded (California Air Resources Board)

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Míocar FAQs

- Locations:
  - Southern Central Valley counties (Tulare and Kern)
  - 6 communities
  - 8 hubs with charged parking spaces
- Electric Vehicles (27 EVs):
  - Chevy Bolt
  - BMW I3
  - Chrysler Pacifica (3 hybrid)
- Pricing (cost all inclusive):
  - $4/hour
  - $35/day
  - $45/weekend day
- Member requirements:
  - 21 years old
  - Debit, credit, and prepaid cards
  - "Clean" driver's license

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About the San Joaquin Valley

Legend:
- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Farmland of Local Importance
- Grazing Land
- Confined Animal Agriculture
- NonAgricultural and Natural Vegetation
- Semi-Agricultural and Rural Commercial Land
- Vacant or Disturbed Land
- Rural Residential Land
- Urban and Built-Up Land
- Water
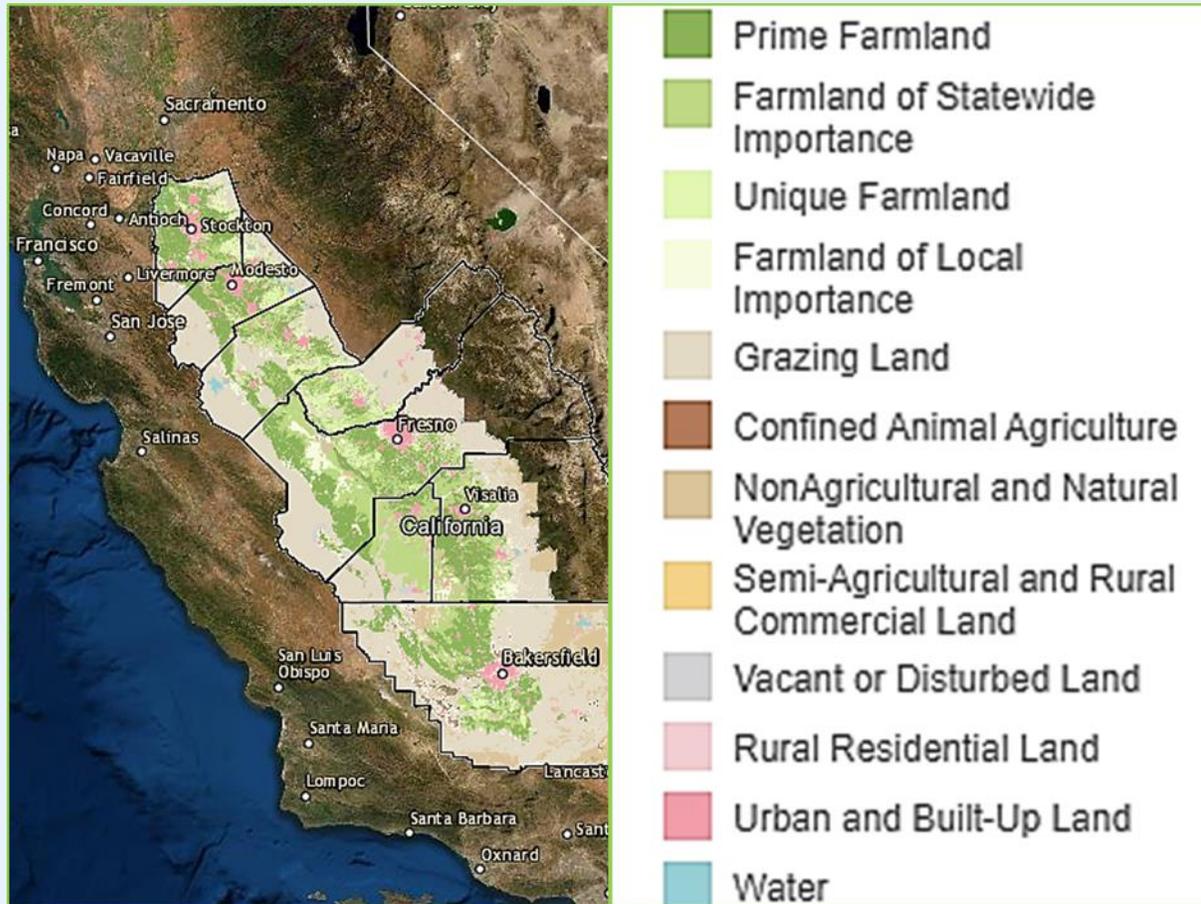
"The food basket of the world."

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California's Economically and Environmentally Disadvantaged Communities

Origin Story

- Challenge faced by San Joaquin Valley transportation agencies (MPOs and transit):
  - How to reduce greenhouse gas emissions and increase access in rural areas where
    - It is difficult to provide high quality fixed-route transit (low density and dispersed development patterns)
    - Thus, personal vehicles are often essential to accessing most destinations but beyond the financial reach of many very low-income households
- Community-based planning study to explore shared mobility alternatives
  - MPOs partnered with UC Davis researchers (funded by California Department of Transportation)
  - Included stakeholder outreach, data collection, and analysis to
    - Identify transport-disadvantaged communities who wanted and could benefit from new services,
    - Compare shared mobility service concepts, and
    - Develop community partners, Self-Help Enterprises critical CBO partner for Miocar.
  - Culminated in a consensus on three promising pilot options, one of which was Míocar
  - The pilots were ultimately funded by a grant from the California Air Resources Board

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Data Collection: Member Use and Surveys

Use by Reservation
- Date and time
- Revenue
- Duration
- VMT
- Access to complete dataset by member

Initial Survey
- Personal vehicles
- Socio-economic
- Reason for joining
- Expected use

Post-Use Survey
- Purpose
- Passengers
- Access mode
- Counterfactual travel

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Member Socio-Demographic Attributes

Larger Household Sizes

Median size is 4. Most members live in a household larger than the median values for pilot census block groups and home counties.

Lower Median Incomes

68% of members have a household income less than $50K. Median income is below the median for pilot census block groups and home counties.
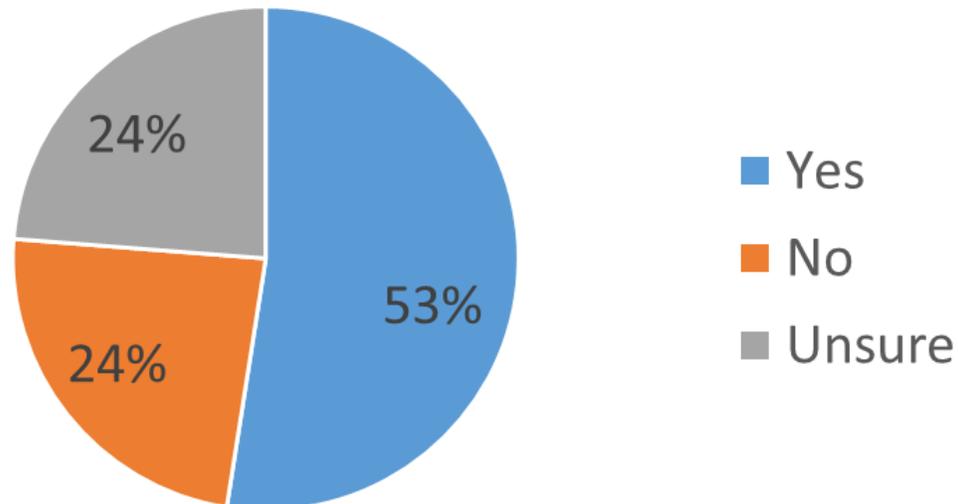
Lower Vehicle Availability

Member households have an average of 1.7 vehicles and a median of 2 vehicles, which is fewer than typical average member home CBGs and home counties.

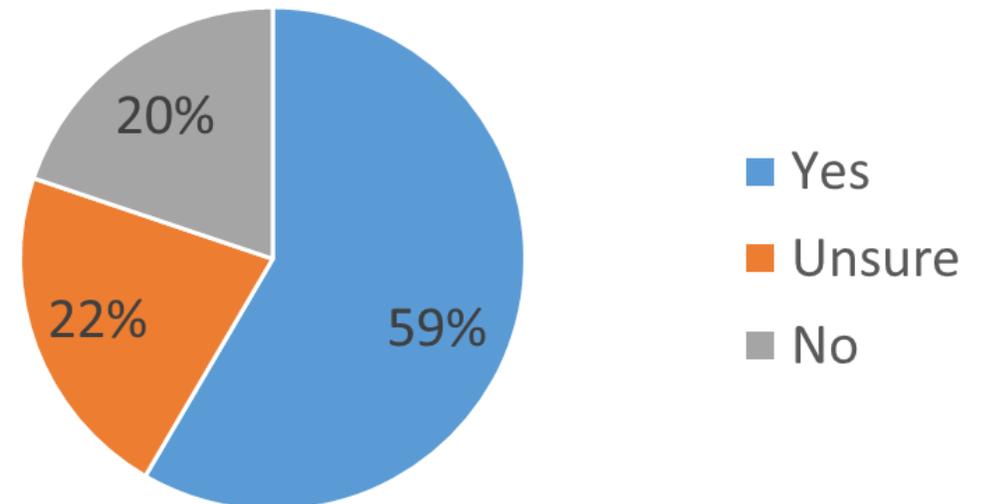National Center for
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User Profiles

- Socio-economic data integrated with member's usage data enabled some insight into potential factors that predict the frequency of using Míocar.

  - 3+ adults in households

  - Lack access to vehicles

  - Household adults each earned less that $15,000 per year

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Where do Míocar members live?

- Míocar hubs and share of members by community.
- Many members do not live in hub communities.

New Travel Possible with Míocar

Expected (initial survey)

- Yes 53%
- No 24%
- Unsure 24%

Stated (post-reservation survey)

- Yes 59%
- Unsure 22%
- No 20%

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Travel Made without Míocar

How would you have traveled without Míocar?

- Different mode — 95%
- Unsure — 5%
- Different location — 5%
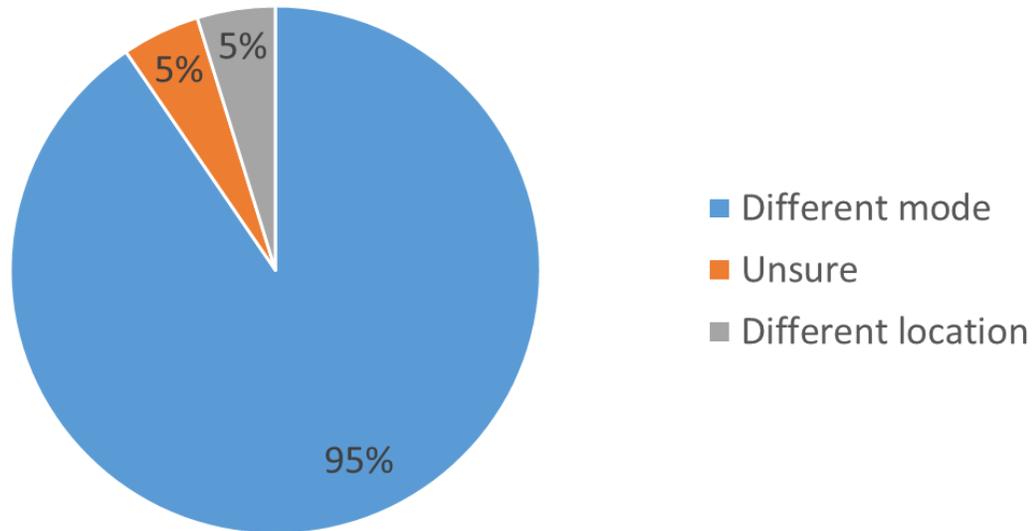
If different mode, then what travel mode would you have used?

- Driven my own car — 78%
- Rented a car — 17%

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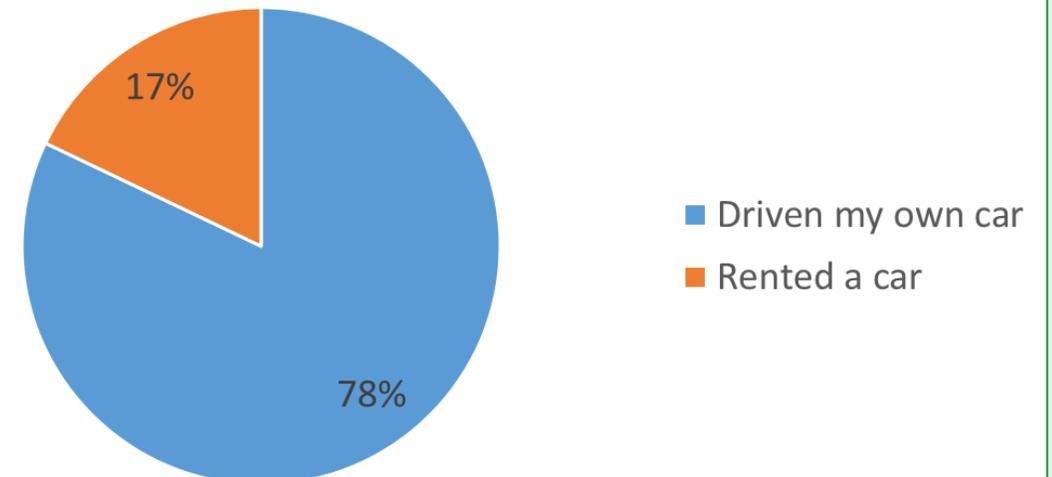
Change in Conventional and EV VMT

- The "counterfactual" data from the post-reservation surveys (in two previous slides) were applied to member user data, and the results suggest:
  - 15% replacement rate of conventional VMT with electric VMT
  - 75% generation rate of new electric VMT

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Preliminary Observations

- Early results are exploratory
- Appears to address some transport-inequities in the community
  - Members belong to households with lower incomes and fewer personal vehicles
  - Frequency of use is inversely related to income and personal vehicle access
  - Members largely make trips they could not make without the service

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Thoughts…

- Pre-pilot evaluation showed that there is no easy way to expand access to low-income rural populations
  - Car-sharing and volunteer ride-sharing most promising solutions in the study area
  - However, we needed to work with community partners to launch a non-profit carsharing organization because for-profit organizations were not interested in the pilot
- Social Justice eVMT
  - Increasing access to address needs of underserved communities may increase vehicle travel
  - But use of electric vehicles can mitigate and even reduce GHGs
  - More research is needed, as just described
- Programs may require ongoing public support
  - In the meantime, exploring approaches to increase revenues
  - Interested in testing hubs in more central urban areas to help off-set costs from the rural hubs
  - Group memberships for organizations that need to help their clients travel (e.g., community health clinics, HMOs, affordable housing developments, transitional housing programs)

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Acknowledgment

- Co-Authors
  - Brian Harold, ITS-Davis
  - Yunwan Zhang, ITS-Davis
- Gloria Huerta, General Manager, Míocar

**National Center for
Sustainable Transportation**

Project Partners!

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Community Engagement, Transportation & Equity

Abigail Solis
Sustainable Energy Solutions
Self-Help Enterprises

Self-Help Enterprises

- Self-Help Enterprises is a nationally recognized community development and affordable housing organization.

- Our service area is comprised of eight counties in the San Joaquin Valley, the world's most productive agricultural area.

- Our mission is to work together with low-income families to build and sustain healthy homes and communities.

- Miocar EV's available at SHE's multifamily affordable housing sites in Tulare and Kern County

Since 1965, Self-Help Enterprises' efforts have touched the lives of over 55,000 families

Sierra Village
1375 N. Crawford Ave.
559-591-6000 Self-Help Enterprises

Community Needs

San Joaquin Valley Disadvantaged Communities are dealing with various equity issues

- High Energy Costs
- Contaminated Drinking Water
- Negative Health Impacts
- Air pollution
- High rates of COVID

SJV rural areas experience unique transportation challenges

- Longer commutes to work, school, doctor appointments, grocery store
- Few transportation options usually bus, taxi and rides.
- Transportation options are more expensive and inconvenient
- Limited or no access to EV chargers

Miocar

- For many, provides the first EV experience

- Addresses transportation gaps and reducing greenhouse gas emission

- Provides real transportation costs savings

- Firsthand experience increases the chances of continued EV use and consideration of purchasing an EV in the future

Education and Capacity Building is Critical to Success

Electric Vehicles are new to most users

For many this is was the first time driving an EV

We provide training and technical assistance

Create a safe space to ask questions and become familiar with new technologies

Present information that is easy to understand in the appropriate language

Community Engagement and Partnerships

Strategic partnerships

- Miocar partnered with schools, clinics, cities, counties

- Local partners share information with parents, clients, residents.

- Partners became members and used the service

- Local CBO's are trusted messengers

# Vulnerable Communities Are Often Overlooked

CA plans to significantly reduce greenhouse gas emissions by 2030 and 2050

We can not reach our clean energy goals without including the most impacted communities

Vulnerable communities should be prioritized and not overlooked

Programs like Miocar are valuable to rural communities and should be scaled up

Policy and Funding
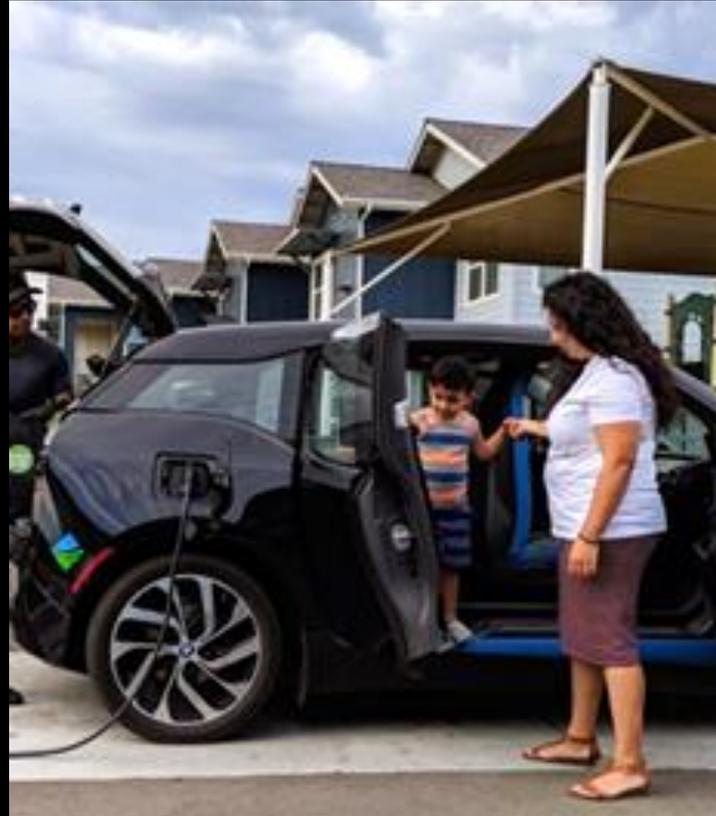
- Prioritize Funding for Pilots in Underserved Communities

- Install Electric Vehicles Charging Stations now to encourage future EV use

- Provide ongoing public support for programs like Miocar

- Offer incentives for partnerships with low-income housing

- Include funding for CBO Technical Assistance

- Include funding for Community Engagement & Education

Thank you!

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LEVERAGING THE THREE REVOLUTIONS TO CREATE EQUITABLE AND SUSTAINABLE COMMUNITIES

Key Findings and Policy Priorities

August 23, 2021

UC Berkeley, in partnership with TransForm and Lyft

Alexandra Pan

Jessica Lazarus

Gordon Bauer, Ph.D

Jeffery Greenblatt, Ph.D

Susan Shaheen, Ph.D

CSTACC
Climate Smart Transportation and
Communities Consortium

University of California Berkeley
Transportation Sustainability
RESEARCH CENTER
tsrc

# MOTIVATION AND RESEARCH QUESTIONS

- Shared mobility has the potential to fill accessibility gaps of low-income individuals. However, adoption and use of shared mobility by low-income individuals lags behind other demographic groups

- What are the transportation needs of low-income people?

- How can low-income people use shared mobility to meet their unique transportation needs?

- What strategies can private operators, public agencies, and non-profit organizations use to facilitate access, awareness, and use of shared mobility by low-income people?

Photo: Greg Linhares, City of Oakland

STUDY SITE: OAKLAND, CALIFORNIA

- Largest city in the East Bay region of the San Francisco Bay Area

- **64% of Oakland residents live in "Communities of Concern**," census tracts designated by the Metropolitan Transportation Commission to evaluate social equity impacts of planning projects

- In this research, we define our study population of low-income individuals as "rent burdened residents" or **residents who spend more than 30% of their income on rent**

Communities of Concern
- High
- Higher
- Highest
- NA
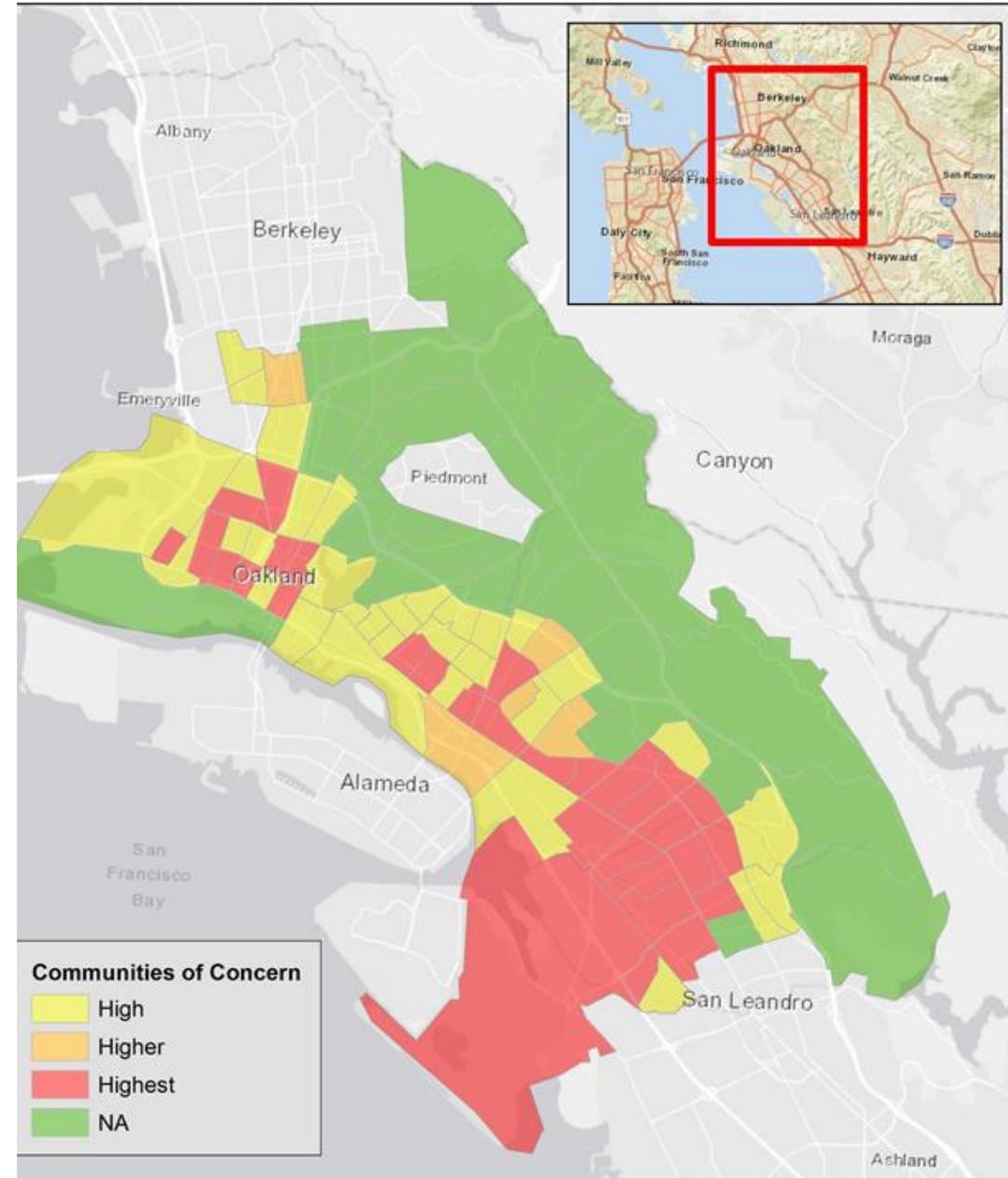
METHODOLOGY

- Mixed methods approach using quantitative and qualitative analyses

- **Focus groups with rent burdened East Oakland residents (n=24)**, conducted in English and Spanish from Nov 2019 to Dec 2019

- **Online survey with rent burdened Oakland residents (n=177)**, conducted from Aug 2020 to Dec 2020

- **Longitudinal, in-depth phone/video interviews with rent burdened Oakland residents (n=31)**, conducted from Sept 2020 to Feb 2021

- **Agent-based simulation modeling** on sensitivity of regional travel behavior to policy initiatives that expand access to pooling for low-income groups

Photo: Greg Linhares, City of Oakland

KEY FINDINGS: GENERAL TRANSPORTATION USE

- Rent burdened residents, particularly those without a personal vehicle, use a **diverse mix of transportation modes to meet travel needs**

- **Majority of rent burdened non-car owners use TNCs when they need car access** (54%), followed by carsharing (26%)

- Public transit costs, particularly BART fare, were cited as a major financial barrier and **constrained the ability of interviewees to look for jobs**

- Perceptions of public transit depend on **geographic location, reason for use (e.g., commuting), and temporal trip characteristics**

KEY FINDINGS: SHARED MOBILITY

- High awareness of shared mobility (i.e., **majority of research participants had heard of shared modes or seen vehicles/devices in street**)

- For some modes (e.g., scooter sharing), presence of scooters on sidewalk encouraged residents to try scooters for the first time

- For other modes (e.g., carsharing, bikesharing), residents may need **more hands-on education and training** to adopt
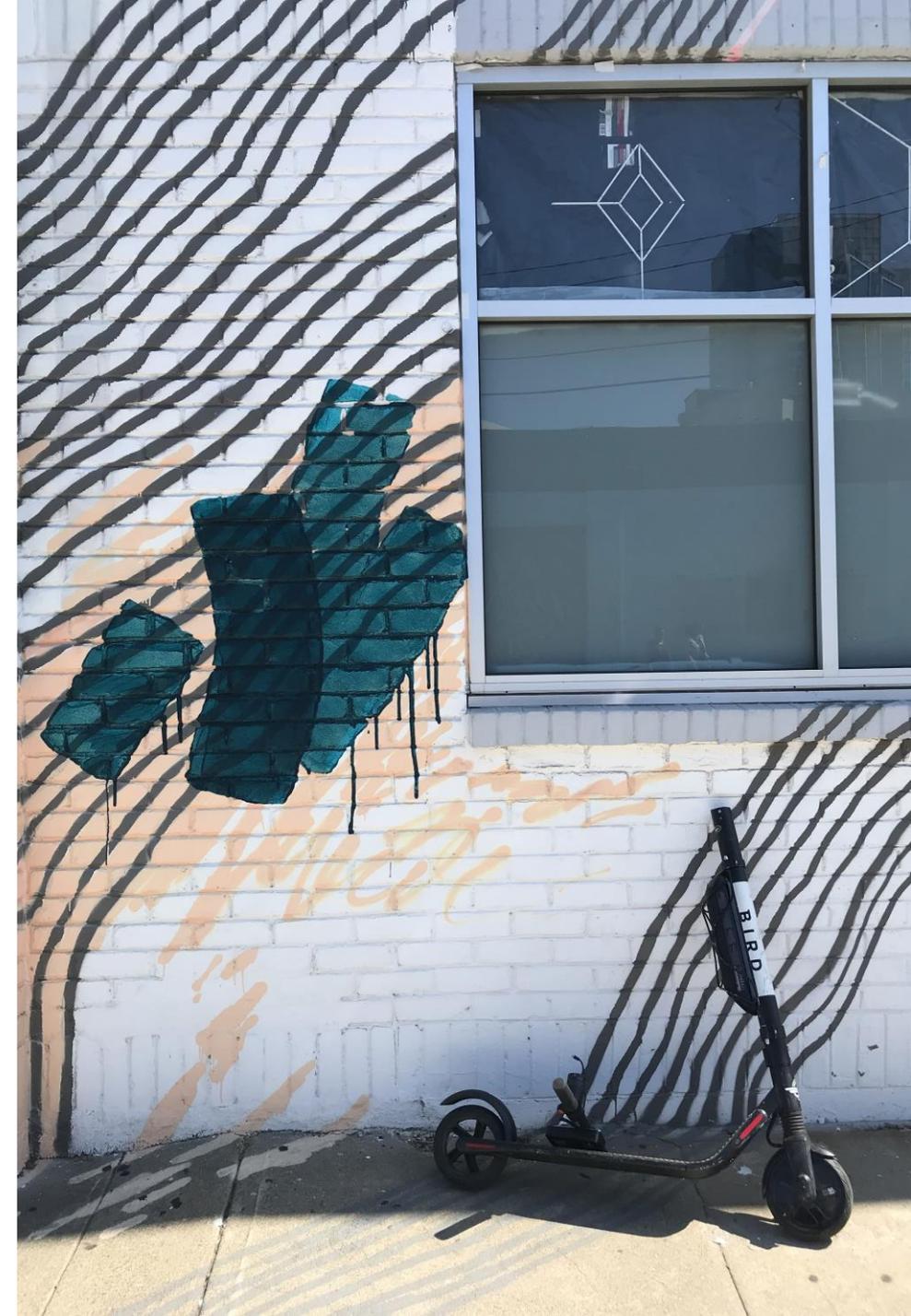
KEY FINDINGS: AGENT-BASED SIMULATION

- **When subsidizing all TNC trips, majority of new trips were shifted away from public transit and active modes**, resulting in little additional environmental benefits beyond those achieved by SAV or SAEV technology itself.

- Subsidies for pooled TNC rides doubled overall mode share for pooled TNCs in response to a $1.25 subsidy, while at the $5 subsidy level, the portion of ride alone TNCs fell to almost zero across income levels.

- **Targeted subsidies for low-income pooled TNC riders resulted in smaller increases in the pooled match rate and PMT to VMT ratios**, reducing the likelihood that requested pooled rides were matched, thus limiting the potential benefits of offering such a subsidy.
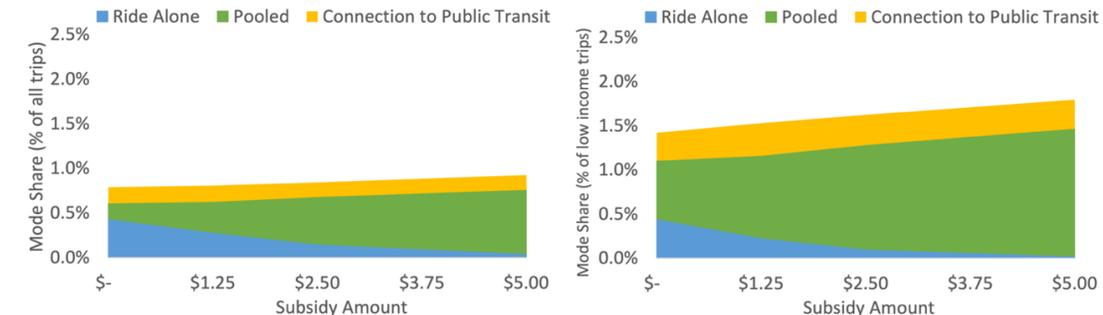
Sensitivity to subsidies for all TNCs, all incomes
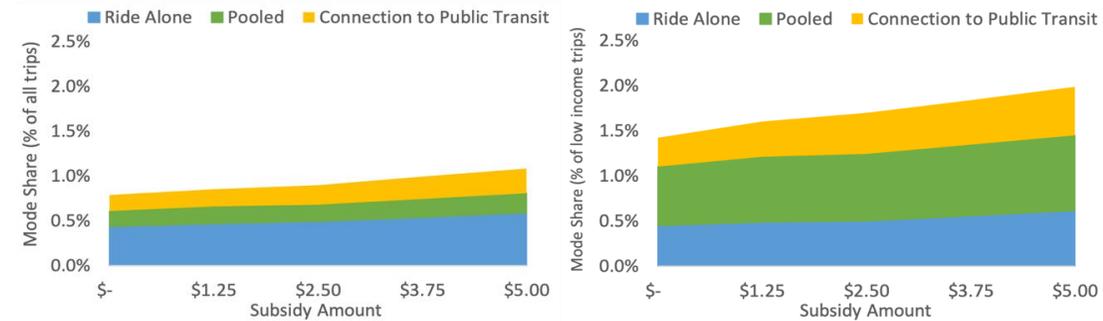
a) Overall TNC mode share   b) Low-income TNC mode share

Sensitivity to subsidies for pooled TNCs, all incomes

a) Overall TNC mode share   b) Low-income TNC mode share

POLICY PRIORITIES

- **Consider using "rent burdened" as a proxy for "low-income"**: our analysis of rent burdened households revealed that many households do not qualify for low-income programs (e.g., CalFresh, Bike Share for All) but still struggle to make ends meet. Expanding scope of low-income programs to a wider population of rent burdened households could increase transportation accessibility for these households.
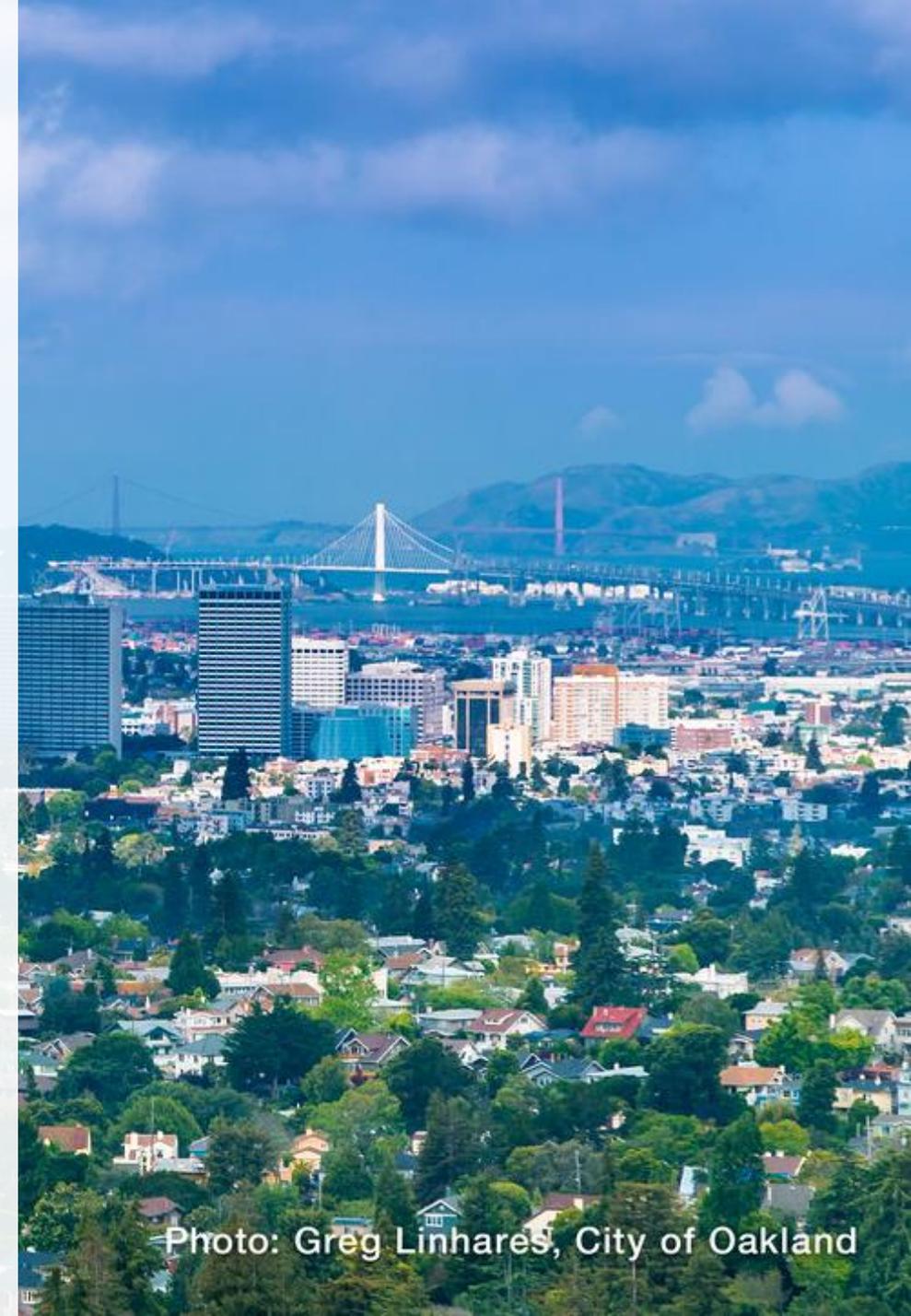
Photo: Greg Linhares, City of Oakland

POLICY PRIORITIES

- **Consider developing integrated mobility wallets or MOD/MaaS platforms, which build on existing regional public transit passes and integrate many different transportation options:** the majority of research participants use a combination of transportation modes, including public transit and shared mobility, to meet their unique travel needs. Integrated mobility wallets or MOD/MaaS platforms would make it easier for trip planning and budgeting for users to compare travel times and costs more easily across modes.

Photo: Greg Linhares, City of Oakland

POLICY PRIORITIES

- Consider adopting a **feebate structure for transportation pricing**—in which fees are applied to ride-alone service to cover the costs of pooling subsidies for particular populations. This may be particularly effective for incentivizing all travelers to pool while supporting underserved communities in overcoming financial barriers of on-demand mobility.

Photo: Greg Linhares, City of Oakland

FURTHER READING

- "Strategies to Overcome Transportation Barriers for Rent Burdened Oakland Residents." (Pan and Shaheen, 2021)

  - https://bit.ly/sgc-oakland-report

- "Bridging the Income and Digital Divide with Shared Automated Electric Vehicles." (Lazarus et al., 2021)

  - https://bit.ly/oakland-modeling

ACKNOWLEDGMENTS

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- Jessica Lazarus: jlaz@berkeley.edu

- Susan Shaheen, Principal Investigator: sshaheen@berkeley.edu

- Jeffery Greenblatt: Emerging Futures: jeff@emerging-futures.com

BACKUP SLIDES

FOCUS GROUP DEMOGRAPHICS

Demographic	Participants (n=24)	Oakland population	Demographic	Participants (n=24)	Oakland Population
Gender			**Race**		
Male	42%	**48%**	Asian	4%	**16%**
Female	58%	**52%**	White/Caucasian	50%	**37%**
			Black/African American	38%	**23%**
Age			Mixed race	8%	**7%**
18-24	4%	**6%**			
25-34	46%	**20%**	**Ethnicity**		
35-44	26%	**16%**	Not Hispanic/Latino	46%	**74%**
45-54	16%	**13%**	Hispanic/Latino	54%	**26%**
55-64	4%	**11%**			
65 or older	0%	**13%**	**Income**		
Prefer not to answer	4%	**0%**	Less than $10,000	17%	**6%**
			$10,000 to $14,999	13%	**7%**
			$15,000 to $24,999	21%	**8%**
			$25,000 to $34,999	17%	**8%**
			$35,000 to $49,999	17%	**10%**
			$50,000 to $74,999	4%	**15%**
			$75,000 to $99,999	0%	**11%**
			More than $100,000	8%	**37%**
			Prefer not to answer	4%	**0%**

SURVEY AND INTERVIEW DEMOGRAPHICS

	Survey (n=177)	Interviews (n=31)	**Oakland population**		Survey (n=177)	Interviews (n=31)	**Oakland population**
Gender				**Race**			
Male	46%	32%	**48%**	Asian	17%	16%	**16%**
Female	52%	65%	**52%**	Caucasian/White	44%	35%	**37%**
Non-binary	2%	3%	**0%**	Black/African American	13%	39%	**23%**
				Mixed race	21%	10%	**7%**
Age							
18 - 24	17%	6%	**6%**	**Ethnicity**			
25 - 34	45%	39%	**20%**	Not Hispanic/Latino	79%	77%	**74%**
35 - 44	26%	13%	**16%**	Hispanic/Latino	21%	23%	**26%**
45 - 54	2%	29%	**13%**				
55 - 64	7%	13%	**11%**	**Income**			
65 or older	2%	0%	**13%**	< $10,000	11%	16%	**6%**
				$10,000 - $14,999	12%	0%	**7%**
Car Ownership				$15,000 - $24,999	7%	16%	**8%**
No vehicle	26%	35%	**16%**	$25,000 - $34,999	21%	19%	**8%**
1+ vehicle	74%	65%	**84%**	$35,000 - $49,999	40%	19%	**10%**
				$50,000 - $74,999	40%	23%	**15%**
				$75,000 - $99,999	18%	6%	**11%**
				> $100,000	19%	0%	**37%**

GEOGRAPHIC DISTRIBUTION OF SURVEY AND INTERVIEW RESPONDENTS

Home zip code of survey respondents (n=177)
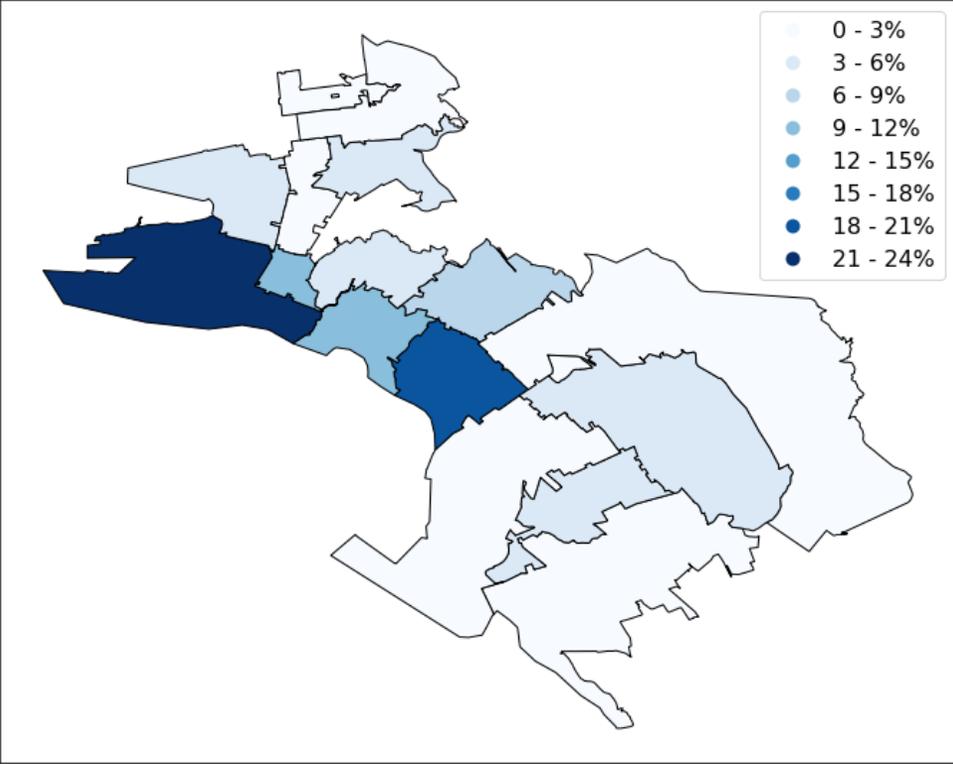
Home zip code of interview respondents (n=31)
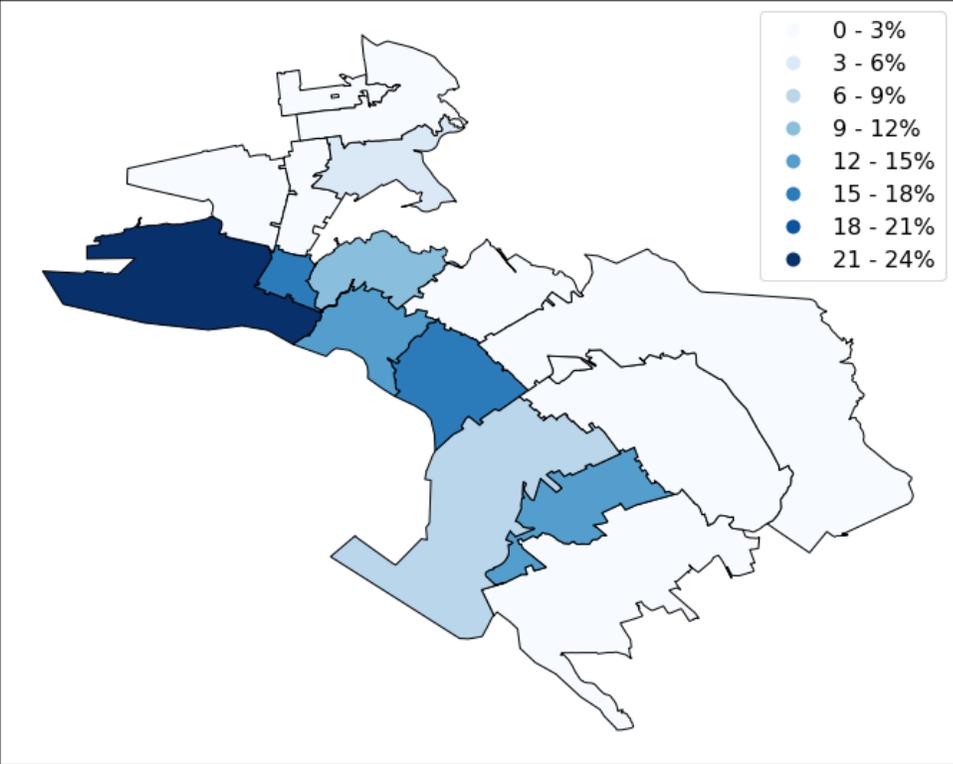
Making Racial Equity Real in Research

Hana Creger

Senior Program Manager, Climate Equity

Problem

- Despite more funding for research related to equity, the research field needs more equity training and expertise

- Research practices can be nonreciprocal, tokenizing, extractive, and culturally insensitive

- Community partners are often uncompensated as advisors and power dynamics do not allow them meaningfully shape the research

- Lack of capacity of community partners to participate

This report offers five key steps to creating partnership-based research

1

Understand
the context
of racism in
research in
the past
and present

2

Review
the challenges,
best practices,
and opportunities
available for
centering racial
equity in research

3

Conduct
an internal equity
assessment of
your research
institution,
department,
or team

4

Partner
with and pay
a community
partner

5

Co-create
the research
questions
and scope
of work with
a community
partner

Step 2: Review the challenges & best practices for centering racial equity in research

- **Research institutions and funders** should understand how funding structures can undercut community engagement and involvement, and how lack of diversity and cultural competency can create blinders.

- **Researchers** should establish long-term trust with the communities they wish to study rather than seeking a superficial "equity stamp of approval." They should give community partners a meaningful role in the design and conduct of the research.

- **Community partners** need their capacity and expertise built up in order to lead their own research, collaborate on research partnerships, and to hold researchers accountable and monitor for inequitable practices.

Step 3: Conduct an equity assessment of your research institution, department, or team

- What is your team or organization's understanding of institutional racism, power and systems change?

- What is the unique role of your organization in the larger equity field, and how can your position advance, rather than duplicate, the work of others?

- Does your team have existing relationships with community partners? If so, which partners and whom do they represent?

- Does your team or organization sufficiently budget for engagement activities, such as ability to pay interviewees for their time and expertise?

Step 4: Partner with and pay a community partner

- Develop a Memorandum of Understanding that describes the:

  - Roles and responsibilities

  - Transparent decision making process

  - Financial relationships of all of the partners

Step 5: Co-create the research questions and scope of work with a community partner

- How will your research align with and support existing community priorities?

- How will you design a process to collaborate with the target populations that engages and empowers them in a meaningful way?

- How will you work to bring an equity lens to data analysis?

- How will you share as much decision-making power as feasible?

Implementation

- Adapted into the California Air Resources Board's Framework for Equity in Research

- UC Berkeley

- University of Oregon

In Practice: UC Berkeley & University of Oregon

- Co-developed a scope a work

- Greenlinining and other community partners brought on as paid equity advisors

- Greenlining conducted an internal equity assessment of the research team

- Coordination with existing Greenlining research

- Co-defining "equity" in the context of the research project.

This report offers five key steps to creating partnership-based research

1 **2** **3** **4** **5**

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