

ELECTRIC TRANSPORTATION IN THE VALLEY

# Equity Roadmap

MSUS APPLIED PROJECT SPRING 2022



This document is a summation of the Electric Transportation Equity Report. To see an overview of the listening session questions, see the Community Listening Script. For a quick look at our Recommendations, see the Report Brief.

## PROJECT OVERVIEW

The TE Activator is looking to collaboratively create a strategy for ET that brings inclusive solutions to the Valley with the mission to “electrify transportation in a manner that optimizes community benefits, maximizes investment efficiency, and achieves transformative results...[with a focus] on cross-industry collaborative action aimed towards a region with clean air, accessible electric transportation options, and robust electric vehicle infrastructure” (TE Activator, 2021). Within this mission, they have asked Team TEA to focus on how to make this transition equitable and inclusive.

## COMMUNITY LISTENING PILOT PROJECT

This is a year-long process to collaborate with and hear from residents of underrepresented communities. While this project's main focus is on transportation electrification, it is also important to speak with residents about their neighborhoods, understand the assets, and what can be improved. The TE Activator must build relationships with these communities and the organizations working with them before pursuing an electric transportation agenda. This is not a linear process, ongoing collaboration with these community members and organizations is vital in order to make the transition to electric transportation equitable.

## PURPOSE

With the TE Activator’s intention of continuing this community engagement well into the future, the listening process developed can be used to continually revisit the problem framing as they transition to electric transportation. Thorough collaboration, centered around empathy and listening, is the only feasible route to develop transportation equity solutions that serve historically underrepresented communities (Livingstong, 2020).

# CURRENT STATE

The electric transportation (ET) and electric vehicle (EV) landscape is currently inequitable and inaccessible for many living in the Phoenix area.

This is especially true for people without single-occupancy vehicles (SOVs), who are reliant on public transit or do not live in the Metropolitan center. Transit is intricately related to the environment and, due to societal and political structures, most of these environmental injustices are concentrated in low-income and minority communities. The lack of political representation within these communities has led to increased exposure to a variety of issues.

Equitable transportation has also suffered due to a significant gap in addressing the needs of these underserved communities (Bolin, et al., 2005). The concentration of inequities and environmental injustices is a direct result of the lack of representation. Therefore, equitable and inclusive collaboration on solutions is required in order to maintain fairness and access (Clement, 2020), considering the legacy of institutional harm within historically marginalized communities.



## DETERMINING SUCCESS

Success for this project will look like a safe, brave space that allows for open and collaborative engagement with a diverse group of community members and organizations that continue to provide feedback and insights. There will also be a growing number of people involved as the process continues. The TE Activator should finish this pilot project with a better understanding of these communities' assets and areas of opportunity, which will inform a process of working together to achieve an equitable ET landscape.

Further, financial, social, and governance structures should shift towards community power, rather than institutional power. Increasing community decision-making could begin with a grant program, then move to creating a community-insitutional network (See Timeline & Strategy section in Report).

# [POTENTIAL] ACTORS



- Transportation Electrification Activator & its members
- CHISPA Arizona
- Tempe Community Action Agency
- Unlimited Potential
- Space of Opportunity
- Tiger Mountain Foundations
- Phoenix Metropolitan cities
- Phoenix Metropolitan residents / community members

# TIMELINE



\*See Timeline & Strategy Section of report for details

# HONORARIUM

As part of this work, it is important to provide an honorarium for community members that participate in the listening process.

The amount for the honorarium should be based on the amount of time and effort the action would require. For example, compensation for facilitation of an hour long panel discussion will be more than asking to send an email to connect with community partners.

# RESOURCES

To gain understanding and perspectives, we can look:

- National
  - NRDC work
  - Xcel's Transportation Electrification Plan
  - California Public Utilities Commission
- Regional
  - Municipality Policy & Programs
- Local
  - Community leaders and organizations
- Frameworks for Equity Work (see report Appendix for details)

# ACCESSIBILITY

## Each Community Listening Session

- Spanish Translation
- ASL Interpretation
  - Other language translations as needed for community
- Time scheduled before or after work hours during weekdays

## If on Zoom or another video platform

- Closed Captions (English and Spanish)
- Ensuring devices/internet is accessible for community
  - Providing these mediums as needed
- Record event and posting free-access online afterward
- Clear and accessible to find necessary videos or documents on TE Activator website

## If in-person

- Location is close to public transit
- If security presence is required for an event, ensure they are plainclothes officers
- Recommendations as highlighted by community interviews



# HIGHLIGHT RECOMMENDATIONS

Below are tiered recommendations with phases - from how to continue public engagement to systemic policy changes. These recommendations are based on our own research and listening, however, community priorities and input need to be heard and understood prior to moving forward with institutional actions (see Report for details).

## Utilize Frameworks

- Process
  - Asset-Based Community Development
  - Mobility Equity
  - Love-Based Aid
- Strategy
  - Equity and Empowerment Lens
  - USDN's Spectrum from Community Engagement to Ownership

## Systemic Policy Adaptations

- Grant Funding for Community-based Organizations
- First-Last Mile Transportation Options
- Increase Options of Ride-Share
- Shade at Transit Stops and Corridors
- Hold Inclusive Listening Sessions
- Offer Educational Programs
- Campaign for Public Transit

## Systemic Policy for Long-term Resilience


- Offer free, accessible public transit
- Fund Avenues for Multi-Modal ET Network
- Fund Private EV Ownership
- Frequency of Transportation Modes
- Development Considerations
- Fund Community Security
- Roadmap for EV Charging Stations
- Recycling Supply Chain of EV batteries
- Regional Collaboration

## Public Engagement to Community Ownership

- Defer to Community Knowledge
- Take an Intersectional Approach
- Be Slow and Intentional

This document is a summation of the Electric Transportation Equity Report. To see an overview of the listening session questions, see the Community Listening Script. For a quick look at our Recommendations, see the Report Brief.

# BEST PRACTICES



Based on the pilot process above, we have outlined considerations when crafting guiding principles for a shared culture of cooperation. As the Equity and Empowerment Lens that outlines the “5 P’s” of equity work suggests (See Report Appendix), there is a need for self-reflection as well as community conversations while engaging in equity work. This is because frameworks cannot be the be-all-end-all of committing to this work, it is a dedication to a non-linear learning process and restructuring of deeply-rooted assumptions.

As this team consistently comes back to, engaging in authentic equity approaches that are not performative accentuates process over outcomes, allows for changes in course as determined by a community, shifts decision-making power and the structures necessary to do so, and is slow and intentional about where these shifts must occur.

See the Project Processes and Emerging Conversations section of the Report for more information.



## REFERENCES

- Bolin, B, et al. (2005). The Geography of despair: Environmental racism and the making of south phoenix. Research in Human Ecology. <https://www.humanecologyreview.org/pastissues/her122/bolingrineskicollins.pdf?links=false>
- Clement, V. (2020). Equity in action report. City of Tempe. <https://docs.google.com/document/d/1jVTTPeabsUWKvW5f6uYXern1O16RBISXSzrKyr5GaFs/edit?usp=sharing>.
- Livingston, R. (2020). How to promote racial equity in the workplace. Harvard Business Review. <https://hbr.org/2020/09/how-to-promote-racial-equity-in-the-workplace>.
- Lohan, T. (2021). Will the race for electric vehicles endanger the earth’s most sensitive ecosystem? The Revelator. <https://therevelator.org/ev-batteries-seabed-mining/>.
- TE Activator. (2021). Activating Transportation Electrification in Arizona. TE Activator Playbook 2021. Retrieved from <https://sustainabilityactivator.com/>

