Equitable Public Engagement

Participatory Budgeting for Transportation Funds

Jennifer Godzeno MSUP | MPH | AICP
Deputy Director
@healthy_planner

PARTICIPATORY BUDGETING PROJECT
www.participatorybudgeting.org
Big Infrastructure Money in Participatory Budgeting
Sunday, April 14, 2019 from 8:30 a.m. - 9:45 a.m.

Fostering Equity in Transportation Planning
Monday, April 15, 2019 from 10:15 a.m. - 11:30 a.m.
“Just 19% [of Americans] say the government is run for the benefit of all.”

–PEW RESEARCH CENTER NOVEMBER, 2015
BUDGETS ARE POLICY WITHOUT THE RHETORIC
Who We Are

MISSION
To empower people to decide together how to spend public money.

HISTORY
Founded in 2009, we have led, supported, or inspired almost every PB process in North America.

WHERE WE WORK
Across the US and Canada, with staff in New York City, Oakland.
THE PROBLEMS WITH PARTICIPATION

UNEQUAL
THE PROBLEMS WITH PARTICIPATION

I participate
You participate
He participates
We participate
You all participate
They decide

(French student poster)
A LADDER OF BUDGET PARTICIPATION

- Participatory Budgeting
  - Full Participation
  - Limited Participation
  - Consultation
  - Informing
  - Listening
- Citizen Boards Or Councils
  - Focus Groups & Town Halls
- Online Games
- Hearings & Deputations

@PBProject | www.participatorybudgeting.org
WHAT IS PARTICIPATORY BUDGETING?

A democratic process in which community members directly decide how to spend part of a public budget.
How PB Works

Design the Process

Brainstorm Ideas

Develop Proposals

Fund Winning Projects

Cast a Vote
WHERE HAS PARTICIPATORY BUDGETING WORKED?

3000+ PB processes around the world

✓ Cities
✓ States
✓ Counties
✓ Public Housing
✓ Schools
✓ Community Organizations
DEMOCRATIZE CAPITAL AND EXPENSE PLANNING

Locally administered federal discretionary grants
Community Development Block Grants, Surface Transportation Block Grants

Citywide and District Budgets

School and School District Budgets

State and Regional Budgets

Couple with Master Planning and/or Visioning

@PBProject | www.participatorybudgeting.org
Special Districts and Assessments - Tax Increment Financing, Business Improvement Districts, Economic Development Corporations

Public Benefit Funds - Community Benefits Agreements, PILOT payments, Anchor Institution (e.g., Hospitals Universities)

Business & Workforce Development Programs - Small business loans, Incubators, Education & Training

Low Income and Workforce Housing - Subsidies, Credits, Fee en lieu (of construction) funds

@PBProject | www.participatorybudgeting.org
Your Voice, Your Choice: Parks & Streets is a participatory budgeting initiative in which Seattle residents democratically decide how to spend a portion of the City's budget on small-scale park and street improvements.

A total of $3 million has been allocated in the 2018 budget and residents can participate in the district where they live, work, go to school, receive services, or volunteer.
$37 million reaching over 4.5 million residents in over half of city districts
164,000 TENANTS

As many as 6,000 tenants per year have allocated up to $9 million in capital funds per year.
In NYC, funds are more likely to go to projects in low-income areas in PB than through other discretionary funds.
20% of PB voters were ineligible to vote in regular elections.

Higher percentage of low-income residents voted in PB (40%) compared to full population (34%) & local elections (29%).
HOW TO ENSURE EQUITY AND INCLUSION?

✓ Money that matters
✓ Grassroots leadership
✓ Inclusive design
✓ Targeted outreach
✓ Equity criteria
Why do PB?

In a time of rising civic disengagement, many city leaders are using an innovative tool to reconnect with the people they serve: Participatory budgeting, known as “PB.”

Our report “Next Generation Democracy” lays out the impacts of PB, and features the voices of civic leaders including elected officials and PB participants.

DOWNLOAD THE WHITE PAPER

www.participatorybudgeting.org
Sustainable Communities

• State Legislation
• Grant Guide Development Process
• Grant Summary
Senate Bill 1 – The Road Repair and Accountability Act of 2017

• SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements.

• SB 1 allocates [$25 million annually to] local planning grants to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the regional transportation plan guidelines adopted by the California Transportation Commission.

• SB 1 requires any “guidelines” that implement SB 1 to be developed through a stakeholder and public engagement process.
Grant Guide Development Process

• May 2018 – Kick-off with State Agency Coordination Workgroup consultation and coordination

• June 2018 – Two Public Workshops

• Early July 2018 – Discussion Drafts released and comments were received from Metropolitan Planning Organizations (MPOs), a local government, and several public and environmental organizations

• Late July 2018 – Final Drafts released and comments were received from MPOs, Regional Transportation Planning Agencies, several public and environmental advocacy organizations

• Summer 2018 – Meetings with stakeholders to discuss comments
## Grant Summary

<table>
<thead>
<tr>
<th>Grant</th>
<th>Fund Source</th>
<th>Purpose</th>
<th>Who May Apply</th>
<th>Local Match</th>
</tr>
</thead>
</table>
| Sustainable Communities | Road Maintenance and Rehabilitation Account (RMRA – SB 1)                  | Funds local and regional multimodal transportation and land use planning projects that further the region’s Regional Transportation Plan/Sustainable Communities Strategy (where applicable), contribute to the State’s greenhouse gas reduction targets, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Social Equity | The following are eligible to apply as a primary applicant:  
  - MPOs with sub-applicants  
  - RTPAs  
  - Transit Agencies;  
  - Cities and Counties;  
  - Native American Tribal Governments  
  - Other Public Transportation Planning Entities  

The following are eligible to apply as a sub-applicant:  
  - MPOs/RTPAs  
  - Transit Agencies  
  - Universities and Community Colleges  
  - Native American Tribal Governments  
  - Cities and Counties  
  - Community-Based Organizations  
  - Non-Profit Organizations (501.C.3)  
  - Other Public Entities**  | 11.47 percent minimum (in cash or an in-kind* contribution). The entire minimum 11.47 percent local match may be in the form of an eligible in-kind contribution. Staff time from the primary applicant counts as cash match. |
| Competitive            | State Highway Account (SHA)                                                  |                                                                                                                                           |                                                                                                                                             |                                                                                                                                             |
|                        | State funds                                                                 |                                                                                                                                           |                                                                                                                                             |                                                                                                                                             |
|                        | Budget Approx. $17 million                                                   |                                                                                                                                           |                                                                                                                                             |                                                                                                                                             |
|                        | Grant Min. $50,000 for Disadvantaged Communities; $100,000 for All Others   |                                                                                                                                           |                                                                                                                                             |                                                                                                                                             |
|                        | Grant Max. $1,000,000                                                       |                                                                                                                                           |                                                                                                                                             |                                                                                                                                             |
Caltrans Transportation Planning Grants Website

http://www.dot.ca.gov/hq/tpp/grants.html
Jennifer Godzeno MSUP | MPH | AICP
Deputy Director
jennifer@participatorybudgeting.org
TW: @PBProject | @healthy_planner
www.participatorybudgeting.org

Priscilla Martinez-Velez
Senior Transportation Planner
Priscilla.Martinez-Velez@dot.ca.gov
(916) 651-8196

Chelsea Tu
Senior Attorney
ctu@crpe-ej.org