



2022 Transportation Justice Grants 2019, 2020, and 2021 Funded Grant Summaries

Summary of 2019 Transportation Justice/TCI Grants

Arise, Inc.: Created an anti-idling campaign that was staffed and led by paid youth organizers from local schools. The youth organizers educated both their parents and their communities about the adverse impacts to air quality by idling engines from buses and private vehicles. Springfield, where Arise headquartered and the site of the anti-idling campaign, is considered to be the asthma capital of both Massachusetts and the U.S.

Berkshire Interfaith Organizing: Developed a volunteer driving program called Wheels for Wellness that is supplemental to existing programs that are often hyper targeted (such as People with disabilities only, Seniors over 65+ only, Hospital visits only) for Berkshire County. Wheels for Wellness is scheduled to be available for rides as early as April 1, 2020, and was created in conjunction with local organizations such as the Retired Senior Volunteer Program (RSVP) and Berkshire Regional Action Council.

Boston Center for Independent Living: Developed a survey to assess the accessibility of bus stops and facilities for MBTA bus riders living along Boston's most racially diverse bus lines, within Roxbury and Dorchester. BCIL also used their funding to build capacity, which led to the hire of a full-time Organizer to carry out the survey and subsequent research.

Central Maryland Transportation Alliance: Built capacity within the organization with the expansion of their Organizer's role and duties. The Get Maryland Moving coalition and campaign became a more effective voice in educating residents, policymakers, and agencies about the potential benefits of TCI, despite their Governor's opposition to the program. They are one of two out of state organizations who were awarded funding for TCI-focused advocacy.

Community Health Network Alliance for North Central Massachusetts (CHNA 9): Laid groundwork for a student-ran volunteer driving program for Mt. Wachusett Community College. Community colleges across Massachusetts, aside from within Metro Boston, continue to cite transportation as a barrier for student retention. Through this process, CHNA9 broadened its transportation partnerships to include MART, the Montachusett Regional Transit Authority, and Uber, who has expressed interest in serving as the sole provider for ride-hailing in the region. This project is ongoing.

Coalition for Social Justice: Created and hosted a series of Transit Tours in regions around the Commonwealth to engage every day riders of Regional Transit Authority and the MBTA Commuter Rail. During the grant year, CSJ undertook the process of reviving Bus Riders United, which was a stand-alone advocacy effort that married the needs of labor, bus riders, and community residents.

Greater Four Corners Action Coalition: Deepened their engagement and advocacy around the Fairmount/Indigo Line, which runs through the heart of Boston's communities of color, and the calls for better integration between the Indigo Line and the rest of the local MBTA system.



They also hosted two events aimed at current major transportation issues, such as Automated Fare Collection 2.0, within their community.

Greenhill Neighborhood Association: Led by volunteers of the Association, GHNA focused on creating a safer, more accessible Lincoln St, the main thoroughfare of the neighborhood. These volunteer advocates drew upon both their community as well as students from both nearby colleges, such as Worcester Polytechnic Institute, and Metro Boston, such as Harvard, to design and create community meetings and interactive charrettes to help envision a more walkable and bikeable Lincoln St.

Green Justice Coalition: Helped to form the Massachusetts TCI Table with Transportation for Massachusetts and Acadia Center, which has become a model of cross-sector engagement for the TCI states. The Green Justice Coalition led work across the state in providing information about TCI to environmental justice communities, as well as stepping in to provide guidance to the state agencies during their community engagement process. The TCI Table continues to meet every six weeks and has led to an offshoot, the Equitable Investment Subcommittee, also staffed by the Green Justice Coalition.

GreenRoots: Expanded a series of on-going projects that aimed at expanding affordable public transportation access for youth (16-25) and seniors, educating riders about low-income fares, and activated residents around the Chelsea Street Bridge.

Quaboag Valley Community Development Corporation: Worked on developing transportation coordination between nine Council on Aging transit services to the existing Quaboag Connector, which is coordinated by the Quaboag Valley Community Development Corporation. The Quaboag Connector is a volunteer-driven transportation service that serves residents of rural Quaboag Valley, where there is a dearth of public transportation options. This project is on-going.

Vermont Natural Resources Council: Became a leader in TCI advocacy for Vermont. VNRC managed to leverage opportunities to educate residents and policy leaders about TCI through various channels, such as Vermonters for Transportation, which they lead, the Vermont Energy and Climate Conference, and through the coordination of an in-state Climate Coalition. The organization has become an active member of Our Transportation Future, a multi-state TCI advocacy coalition staffed by Transportation for Massachusetts.



Summary of 2020 Transportation Justice Grants

Bikes Not Bombs: The grant helped fund the Bicyclists Organizing for Community Action (BOCA) program, in which youth acquire experience with and skills for community organizing and advocacy, and a campaign to build a Bike Pump Track and other critical bicycle infrastructure improvement projects.

Coalition for Social Justice: supported advocacy for RTA funding in partnership with from Community Labor United, Toxic Action Center and Mass Power Forward on behalf of public transit needs and funding priorities in regions across Massachusetts.

Four Corners Main Street: distributed neighborhood-specific information in multiple languages to residents and businesses to support our education campaign, and highlight transportation resources, specifically those provided by the Fairmount Commuter Rail Line.

Green Energy Commuters Alliance: engaged consumers in advocacy, including webinars, blogs, editorials and op-eds, video conference calls and online workshops, sign-on letters, social media, and email communications; supported the Latino Policy Institute and George Wiley Center, in community engagement by providing technical and legislative resources on Transportation and Climate Initiative (TCI); and supported transportation advocacy on TCI in Rhode Island.

GreenRoots: supported administration of the City of Chelsea's Youth Pass Program to serve youth who are traditionally hard-to-reach, and to serve as a resource for other communities and community-based organizations, and leveraged this experience as a model to expand the Senior Pass and expand access to public transit for seniors in Chelsea.

Madison Park Development Corporation: continued a multi-level approach to address the health needs of residents while working to build the capacity to advocate for sustainable change, with workshops among a multi-generational group of MPDC/Roxbury resident leaders that included transportation justice, Complete Streets and Active Transportation principles; RFPs and development and best practices for engaging with key public agencies.

Make it! Springfield: supported the Everybody Bikes campaign that empowered youth to contribute to critical path bike repair and distribution tasks including troubleshooting, shop organization, and communication with donors and clients.

Mattapan Food and Fitness: Funding helped create the Transportation Conversation Series to engage more residents in regards to transportation projects that are happening in the Mattapan, Dorchester, + Roxbury area in collaboration with Roxbury Rides and Powerful Pathways (women of color led organizations), including discussions on the impact of current transportation and emission trends have on communities of color, compounding their climate vulnerability.

Pittsburghers for Public Transit: built capacity Philly TRU to jointly tackle statewide transit policy work, and advance the conversation around TCI in PA; distributed cloth masks at bus stops to support riders who are taking transit during COVID-19, create and distribute materials,



and provided stipends for organizers in support of clean transportation and frontline EJ communities.

The Welcome Project: supported organizing around air pollution, transportation inequity, environmental injustice and racism affecting immigrants in Somerville, MA. TWP partners with the Somerville Transportation Equity Partnership (STEP), Tufts University, and the Metropolitan Area Planning Council to conduct a Health Lens Analysis, and provide ongoing recommendations to MassDOT and the City of Somerville for a zoning ordinance addressing indoor air quality.

Transportation Advocacy Coalition: researched U.S. bus systems that are lauded for their approach to equity, and presented findings to WRTA and the public around best practices for rider empowerment on-demand services and fare equity.

Way Finders: continued capacity building and community engagement activities with Healthy Hill and Climate Change and Health Equity programs (CCHE), and policy and systems change advocacy training workshops (Civic Muscle: Empowering Residents for Action Workshop). The goals included increased support for health and safety of all residents, increase the walkability and bikeability in previously red-lined neighborhoods, increase use of public transit, increase public understanding of green energy and to advocate for it, and to move toward resolution of the inequities in resource allocation.

ZeroFare WRTA Coalition: funding helped stabilize the advocacy presence and strengthen our relationships as we rebuild a pathway to securing funding for a multi-year no-fare WRTA pilot program. with the financial compensation of two Lead Coordinators of the coalition to guide our group on a day-to-day and strategic basis, and funding the leadership of and outreach to our diverse and broad partner network and support base.



Summary of 2021 Transportation Justice Grants

Bikes Not Bombs: The grant to Bikes Not Bombs (BNB) supported the Youth Pathways program, which provides development, leadership, and job opportunities for youth from Boston's most underresourced neighborhoods. Young people start their BNB journey in Bike School, a series of programs that foster young people's ability to build-up bikes and safely navigate the streets of Boston. Graduates of Bike School may progress on to paid Youth Apprenticeships, where they gain vital workplace experience — co-instructing Bike School, working in BNB's full-service mission-driven bike shop, and organizing for change through Bicyclists Organizing for Community Action (BOCA). As youth build critical workplace skills and advance transportation equity in Boston's most disenfranchised communities, they acquire a sense of themselves—individually as well as collectively—as formidable, active citizens.

Funding to **Coalition for Social Justice** engaged southeastern Massachusetts communities in regional transit advocacy through their Bus Riders United initiative to expand and improve public transportation across the region. CSJ worked with statewide members and partners to seek transportation revenue options and strategize progressive tax reform and equitable distribution. This includes leading regional work to engage groups and their members in legislative delegation meetings, with local government leaders, and with other advocates.

The **Community Economic Development Center (CEDC)** used funds to engage the immigrant communities of New Bedford and Southeastern MA in ongoing statewide regional transit authority advocacy. Their advocacy has supported initiatives to secure stable funding for regional transit authorities across the commonwealth and expand transit service hours and routes in the region, gathering public input from riders that engage with the center's various support programs.

Funding for **GreenRoots** assisted the community partner group with ongoing transportation justice efforts, including administering Chelsea's MBTA youth pass program, engaging and empowering multi-generational and multilingual transit dependent riders, continuing to support the Chelsea Public Transit Task Force, and advocating for bus electrification and other environmental justice-focused policies. GreenRoots, Inc., is a resident-led organization with over 25 years of significant environmental and public health accomplishments in Chelsea and neighboring communities.

The grant to **Ride for Black Lives Matter Boston** was used to cover the costs associated with their direct action bike ride event. In 2020, R4BL built awareness around issues of race as a whole, and specifically in the biking/transportation realm. R4BL has worked to continue changing the culture in Boston's bike community to become more open and inclusive, educating Bostonians about racism and intersectionality, and engaging many more people in the work of transportation and climate justice.

The Welcome Project used funding to support intersectional environmental justice work for the BIPOC immigrant community. The two focus areas involved increased bus service for Mystic Public Housing residents and cleaner air quality for Somerville residents living closest to I-93 and Routes 38 and 28. The Welcome Project provides resources and support to the BIPOC immigrant community in Somerville.



The grant for **Make It Springfield** supports an expanded edition of last year's successful "Everybody Bikes" campaign which mentors local youth as they repair, recycle, and ride their own bikes. The grant allowed for increased enrollment this year and built additional youth mentor capacity. The 6-week program utilized a "Bikes Not Bombs" model which emphasized "hands-on" learning in a safe environment, that builds trust and confidence among BIPOC and other traditionally marginalized and low-income youth populations and mentors.

NE United 4 Justice worked directly with *Alternatives for Community Environment (ACE)* and *Right to the City Boston* in building a public education campaign that will engage, educate, and empower residents to take action by weaving together the connections from transition, health, our environment, housing, community leadership and governance. NEU4J facilitated a city-wide collection of community surveys to share the experiences of residents within the transportation system with policymakers and conducted joint trainings and workshops on local, community-led transit solutions.

Grant funding supported **Neighbor to Neighbor** in deploying a deep canvassing organizing strategy to launch housing and transportation justice campaigns in our four chapters of Springfield, Holyoke, Worcester, and Lynn. The goal of this community engagement technique is to move organizing from a transactional way of base building, to rooting organizing in deep and long-lasting connection. Funding will also build members and staff capacity with respect to housing and transportation justice organizing and policy, facilitating "Train the Trainer" sessions.

Worcester Zero Fare Coalition used grant funding to renew the capacity of their organization which has kept Worcester's bus system zero fare for over a year. The coalition contracted with a consultant to bolster their grassroots organizing efforts and has worked to support legislation that would continue bus system funding.

Through the leadership of Alternatives for Community Environment, **Right to the City** built a public education campaign that will highlight the link between poor development practices, market speculation, lack of affordable housing, resident displacement and access to public transit. This grant supported their goal of promoting responsible, inclusive transit improvements.

Funding for **Massachusetts Communities Action Network (MCAN)** has supported on the ground organizing efforts and the facilitation of youth and voter engagement public actions through their Springfield and Greater Boston organizations. The network organization aimed to engage people around the Fair Share Amendment ballot question, and specifically the ways it could bring transportation justice to our neighborhoods. MCAN's statewide youth organization, I Have a Future, collected testimonies from youth about how important public transportation is in their lives - both to influence policymakers and to share with the media.