



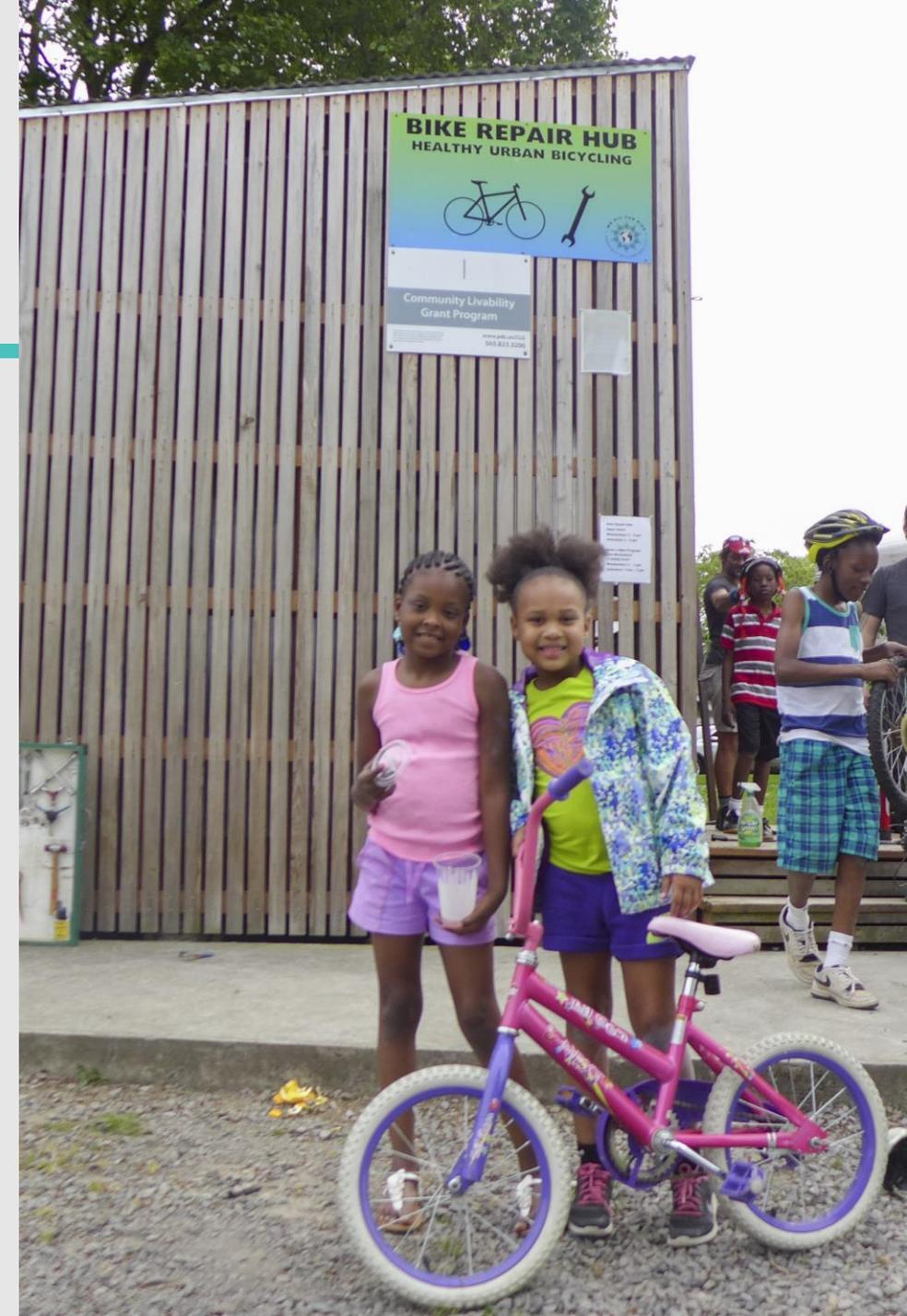
Innovative Mobility Program

WSDOT Presentation

Nov 2022

Innovative Mobility Program: Overview

- Created in May 2022
- \$20M (federal and state funds)
- Federal funds expire in 2025, state funds expire in 2027
- Community orgs as service delivery partners
- Will include grants, contracts, and technical assistance
- \$5,000 micro-grants available now



Projects could include...

- Pedal and electric bike lending libraries and bike shares
- Electric scooter shares and lending libraries
- Subsidized transit fares
- Carpools and vanpools
- Equipment (e.g., bike locks and helmets)
- Infrastructure (e.g., bike racks, safety signage)
- Culturally/demographically specific outreach
- Information on existing services
- Safety training
- Other innovations that support program goals

Engagement Principles

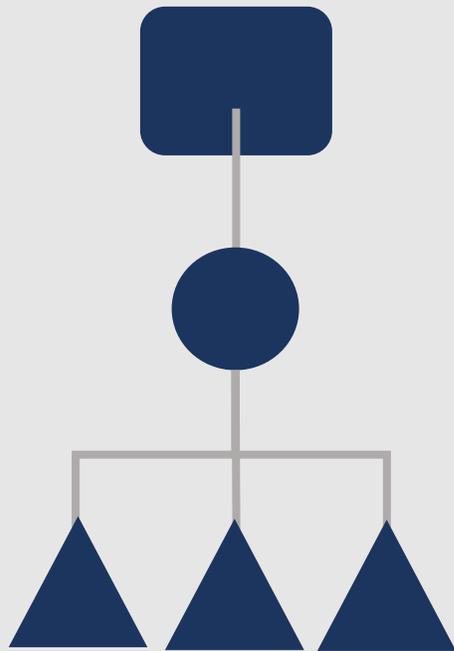
- Meet people where they are
- Honor existing networks and work with partners that are trusted in communities where ODOT is not
- Respect those who give feedback by clearly demonstrating how it has impacted decision-making.

Engagement Methods

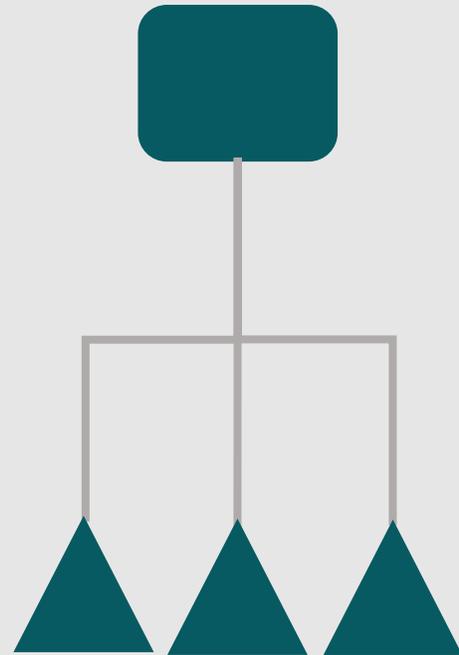
- “Cascade model” – ask people we engage to make introductions to others we should engage
- Make use of existing networks
- Combination of broadcast and targeted engagement
- Bilingual survey and publicity materials
- Survey questions focus on end-user experience, not policy/technical aspects
- Offer engagement opportunities on multiple platforms
- Micro-grants as a “hook”
- Consultants to engage transit providers and local/regional governments

Potential Delivery Models

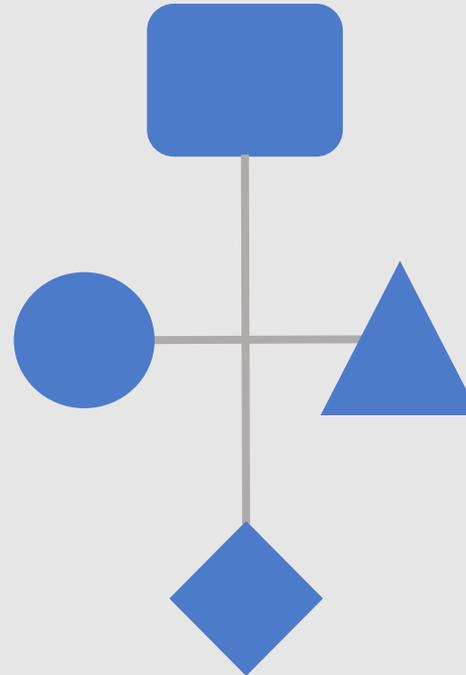
Recipient/Sub-recipient



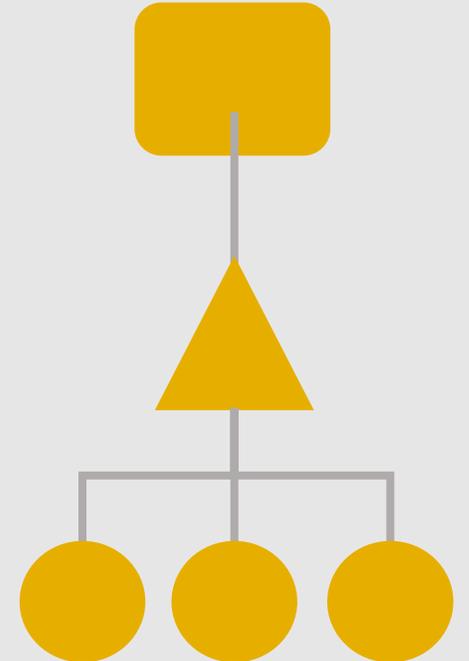
Direct-from-Provider



Partnership



CBO-Led



Legend



Transportation Options
Providers/Jurisdictions



Community-Based Organizations



New/High-Potential Entities



Process and Schedule

Engagement	Program Design	Solicitation and Awards	Program Delivery
Summer 2022	Fall/Winter 2022	2023	2024-27
<p>Outreach to CBOs, local jurisdictions, state agencies</p> <p>Open \$5,000 micro-grant applications</p> <p>Request for information: Equity, technical assistance and program development consultants</p>	<p>Request for proposals: Equity consultants, technical assistance, and program development</p> <p>Develop IMP with community involvement</p> <p>Vanpool RFP</p>	<p>Call for proposals: IMP grants and contracts.</p> <p>Technical assistance to support applications underway</p> <p>First transportation grants and contracts awarded</p>	<p>Project delivery underway</p>

Example language: (Draft) Micro-Grant Guidance

2.2.6 Equity and reducing the climate impact of travel

The ideal micro-grant application will meet the twin goals of increasing equity and decreasing the climate impact of travel (as measured by any of the following metrics: reductions in single occupancy vehicle use, vehicle miles traveled, or greenhouse gas emissions from transportation).

ODOT recognizes that members of historically excluded groups are disproportionately impacted by the effects of climate change and disproportionately burdened by the costs of climate change mitigation measures.

In cases where a micro-grant application meets the equity goals of the IMP but does not meet its climate goals, achievement of the equity goal will be prioritized. In cases where a micro-grant application meets the climate goals of the IMP, but does not meet its equity goal, ODOT staff will work with the applicant through the process outlined in section 5 “Revisions Process” of the guidance document to identify changes to the proposal that would enable it to meet the equity goal.