



Strong, Prosperous, and Resilient Communities Challenge

An initiative of Enterprise Community Partners, the Federal Reserve Bank of San Francisco, the Low Income Investment Fund, and the Natural Resources Defense Council

Connecting Communities to Opportunity

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Strong, Prosperous and Resilient Communities Challenge (SPARCC)



A new initiative created to capture the opportunity of catalytic regional investments, so that people of all races and incomes benefit.

Financial Support - \$90 million.

- Core Operating Grants - \$20 million
 - Capital - \$70 million
- Supplemental and Innovation pools – included above

Other Resources

- Policy
- Technical assistance
- Data access and tools
- Learning Community

AN INITIATIVE OF



SUPPORTED BY



We all benefit when everyone thrives...



SPARCC Theory of Change & Approaches

SPARCC is working to make sure that when we invest in places, people of all races and incomes benefit.



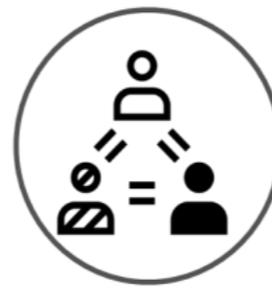
SPARCC's Values & Components



Catalytic moment



Diverse, cross-sector tables



Systems change



Data-informed decision making

What Does SPARCC Hope to Achieve?

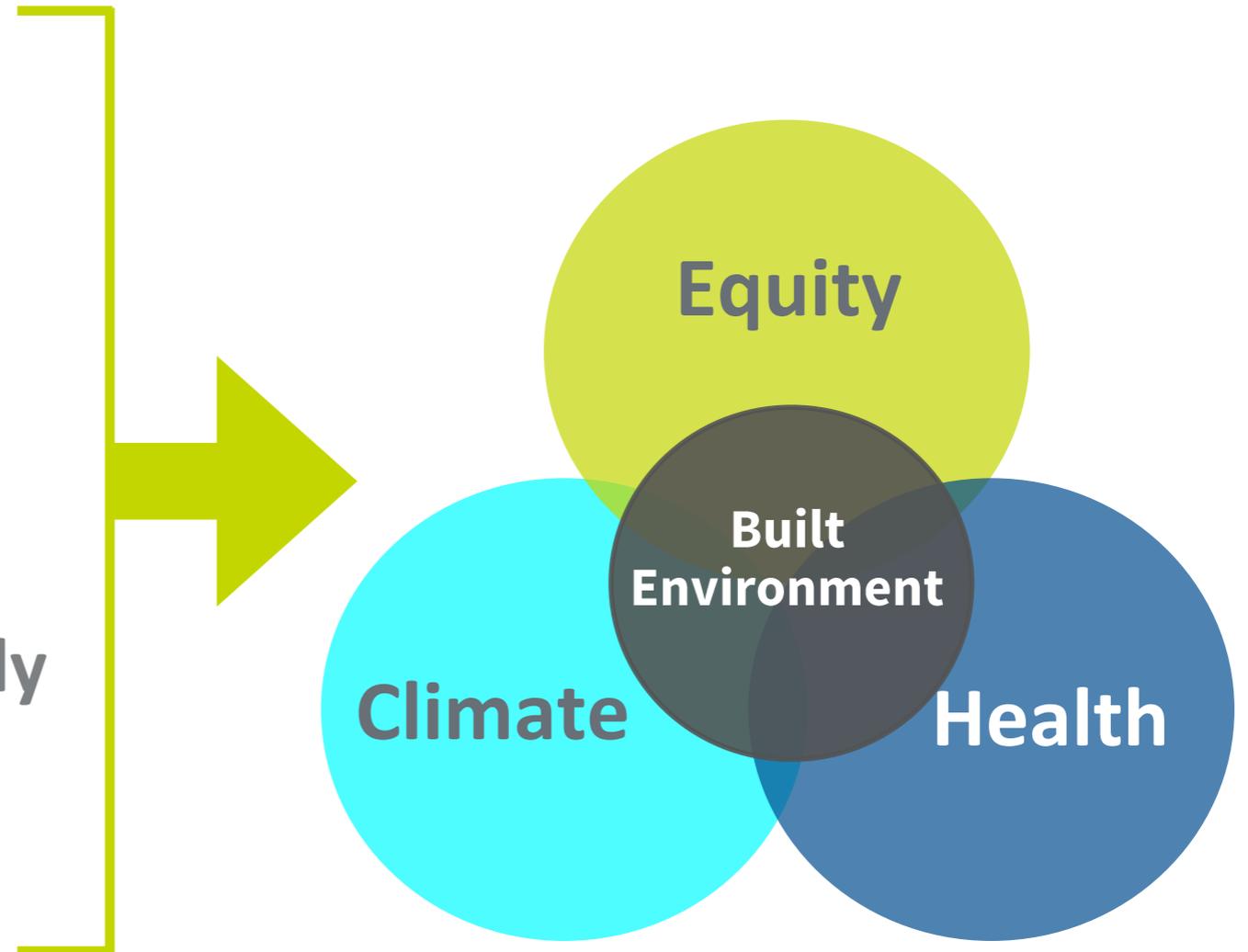
Build regional capacity
to impact systems

Influence local, state and
federal policy

Change national narrative

Advance data-informed, locally
driven, replicable methods

Use capital to catalyze
project innovation





Our infrastructure is aging. Many parts of it were built **NEARLY 60 YEARS AGO**

With 70 million more people

65% more trucks on the road

and 45% more freight in the next 30 years

WE HAVE *NO CHOICE* BUT TO BUILD NEW

Equity Lynchpin: Transit

“We must rethink how we invest in communities so we don’t perpetuate poverty and barriers to opportunity.”



Bridging the Divide

Community Highlights



Investing in our communities, so we all thrive!

ATLANTA: Connecting the Region



**3.4% of jobs
are accessible
by public
transit
commute of
45-minutes or
less**

Metro Atlanta has a rare opportunity to **transform itself in the coming years.**

- **\$3 billion will be spent on transit and infrastructure, fueling investments and driving changes in housing, health, and the built environment.**

DENVER: Greater Housing Choice



41% vs. 16%
Average increase
in rent vs.
household income
since 2007

Over the next decade, billions of dollars of public and private sector funding will fuel new investments in transit infrastructure in the Denver Region.

- City officials and housing advocates have worked to ensure that the low-income residents who need transit access the most can afford to stay amid the rising rents and property taxes.
- Transit-oriented development fund established to subsidize the preservation and creation of affordable housing units near transit stations.

LOS ANGELES: *Community Led-Investment*



**57% Average
Housing +
Transportation
Costs as % of
Income**

- Los Angeles is leading the nation as an example of how to deliver infrastructure investments that communities need.
- In elections from 2008 through 2016, Angelenos called for over \$200 billion for transportation, housing, and parks. Landmark state climate legislation passed in 2008 created a powerful statewide framework for reducing greenhouse gas emissions.

Main Street America

- **Create transit hubs** to bring together regional transit services, making them more convenient and easier to access.
- **Using creative funding strategies to invest** in projects that help to catalyze private investment in Main Street areas.
- **Consider a circulator system** as a transit line that connects downtown destinations and helps foster reinvestment and vitality in the city center.

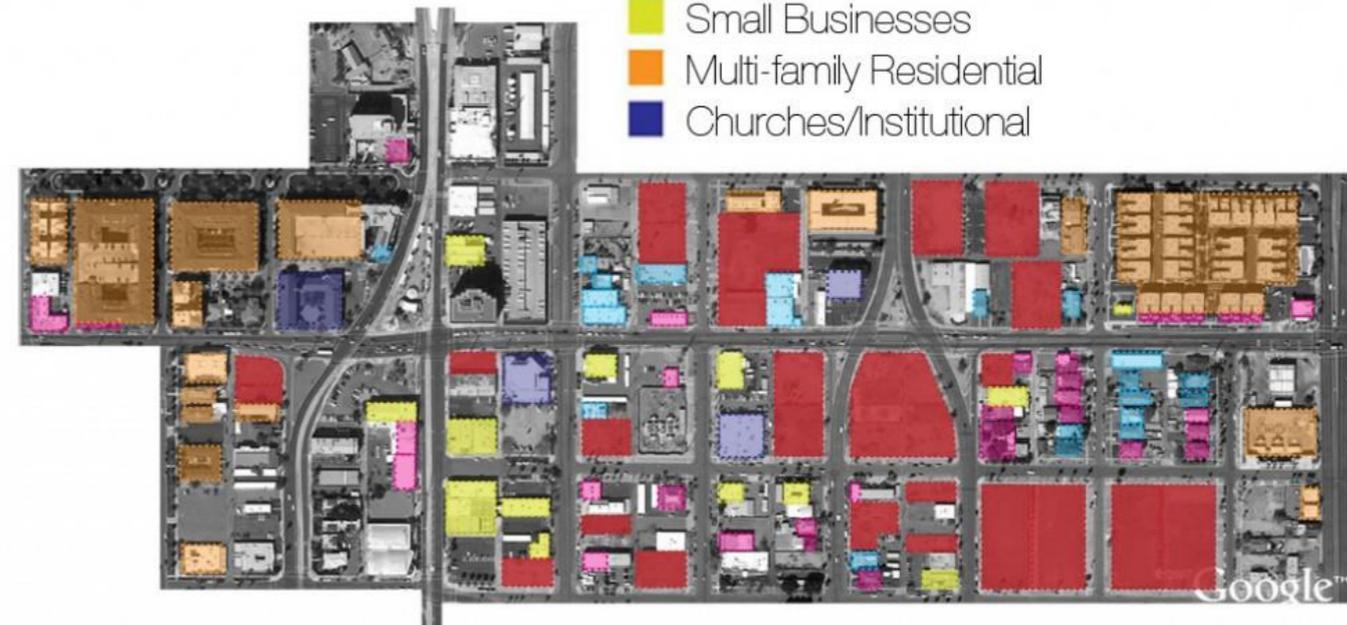


Engaging in partnerships with a range of stakeholders

Places for People: Reimagining the Possibilities



- Vacant Lots
- Local Businesses
- Local Art Galleries
- Small Businesses
- Multi-family Residential
- Churches/Institutional



Federal Spotlight: FHWA EDC- 4 Community Connections



- Performance management approaches for planning, designing and building transportation projects that promote connectivity, revitalize communities and improve public health and safety.
 - **Informed Decision-Making.** Measurable data provides for planning, designing and building transportation projects that support community revitalization.
 - **Increased Connectivity.** Performance-based design provides communities options for overcoming the barriers created by highways.
 - **Enhanced Health and Safety.** Targeted resources provide for safer crossings and for parks and other facilities that contribute to public health.
- The Federal Highway Administration (FHWA) has also adopted new policies to improve highway design standards that encourage greater flexibility to achieve designs that best suit the desires of the community while satisfying the purpose for the project and needs of its users.

Innovative Finance for the 21st Century

A New Formula for Infrastructure Investment

The Bureau's mission is to:



CONTACT: Build America Bureau

BuildAmerica@dot.gov

Phone: 202-366-2300

<https://www.transportation.gov/buildamerica/>



Build America Bureau

is ready to work with communities

EXPAND

the use of federal transportation credit programs such as TIFIA and RRIF

The Build America Bureau

serves as the single point of contact and coordination for states, municipalities and project sponsors looking to:

INNOVATE

new approaches to project development processes and funding challenges and institutionalize technology and best practices across credit programs and modal teams



DELIVER

streamlined technical and financial assistance to accelerate project delivery

UTILIZE federal transportation expertise,

APPLY for federal transportation credit programs

and **EXPLORE** ways to access private capital and expertise in public private partnerships.

FAST Act Changes:

Transit Oriented Development Projects

Transit-Oriented Development (TOD) – The FAST Act expands the TIFIA program by allowing TOD Projects to be eligible to apply for TIFIA credit assistance

Eligibility – TIFIA must ascertain the TOD Project's relationship to a transportation facility, including:

- The TOD Project's distance from the transportation facility
- The nexus between the TOD Project and the transportation facility

Eligible Project Elements – Subject to TOD project-specific review, a variety of elements could be eligible including the following, among others:

- Property acquisition
- Site preparation
- Walkways
- Pedestrian and bicycle access to a public transportation facility
- Demolition of existing structures

Research Spotlight: Legacy of Place





Questions?

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Learn more at
www.SPARCCHub.org
Twitter: @SPARCCHub
#WeAllThrive