

Racial Equity Pocket Questions – Request for Authorization to Enter into a Comprehensive Participation Agreement for Orange County Transit Funds

What are the racial impacts?

This funding builds the Town's capacity to match federal and state grant funding opportunities that expand and improve bicycle-pedestrian transit projects. Additionally, this frees up local funding that can be used elsewhere, either to supplement additional transportation planning work or other priorities identified in *Carrboro Connects* and by the Council. Authorization to enter into the Participation Agreement benefits all Carrboro residents by expanding the Town's access to funding opportunities. While there may be some more specific racial impacts associated with projects selected, entering this agreement in of itself does not preclude the Town from using the funding to further racial equity goals, and it frees up local funding to continue racial equity work.

Who is or will experience burden?

Burdens have not been identified in relation to the authorization to enter into this agreement.

Who is or will experience benefit?

Residents town-wide stand to benefit from the expanded funding opportunities by entering this agreement and continuing to receive transit funding for town infrastructure projects. This funding has helped fund projects such as the Morgan Creek Greenway, Estes Drive bike & pedestrian improvements, the South Greensboro Street sidewalk, and others. These projects support residents' ability to make alternative transportation choices, further climate goals of the town, and connect residential areas to other parts of town.

What are the root causes of inequity?

Root causes of inequity related to governmental actions, like funding allocation, include the traditional bidding/competitive process that can overlook the interests of historically Black communities, communities of color, and BIPOC-owned/operated firms. Inequities in planning decisions include lack of BIPOC representation amongst decision makers, as well as barriers to participation in planning processes, such as access to meeting scheduling and content and transportation limitations to meeting locations.

What might be the unintended consequences of this action or strategy?

The town does not anticipate unintended consequences from the authorization to enter into the agreement with Orange County, GoTriangle, and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. One subsequent unintended consequence could be that once funding is allocated for a transportation project it cannot be redirected towards something else—however, this funding frees local funds that could be applied to an urgent or emerging issue with inequitable impacts.