

Unless our communities are equitable they cannot be sustainable

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ClimatePlan Quarterly Meeting

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History shows us that **climate change**, **sprawl**, and **social equity** issues share common origins

Brown v. Board of Education



White Flight to Suburbs

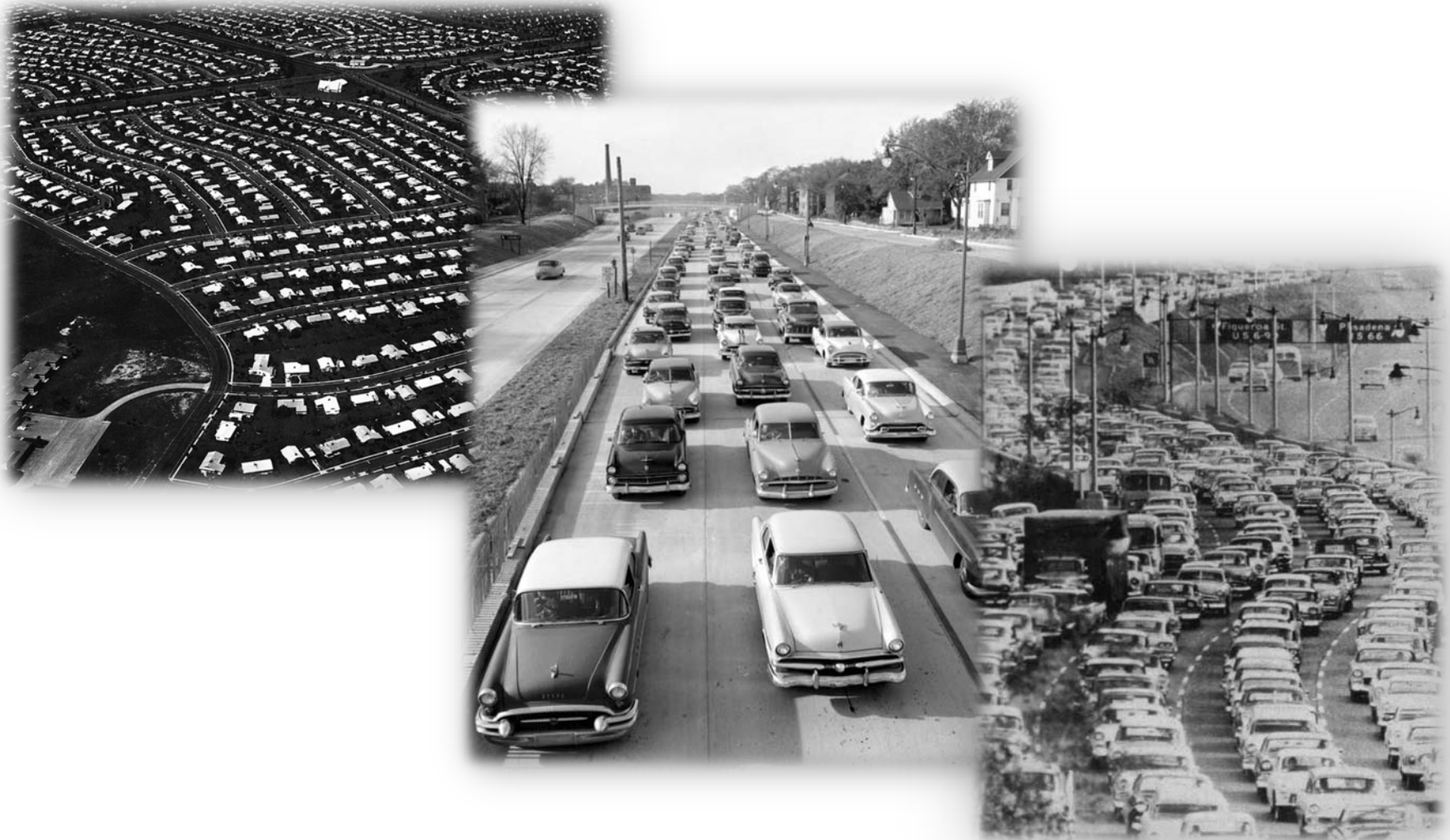


Ribbon-cutting ceremony along the first portion of Interstate highway to be completed in Wisconsin on September 4, 1958—I-94 in the Waukesha area. (Photo courtesy Wisconsin Historical Society Archive)



1. The restriction that no part of said premises shall in any manner be used or occupied directly or indirectly by any negro or negroes, provided that this restriction shall not prevent the occupation, during the period of their employment, of janitors' or chauffeurs' quarters in the basement or in a barn or garage in the rear, or of servants' quarters by negro janitors, chauffeurs or house servants, respectively, actually employed as such for service in and about the premises by the rightful owner or occupant of said premises.
2. The restriction that no part of said premises shall be sold, given, conveyed or leased to any negro or negroes, and no permission or license to use or occupy any part thereof shall be given to any negro except house servants or janitors or chauffeurs employed thereon as aforesaid.

Sparked Unsustainable Patterns



That Persist Today

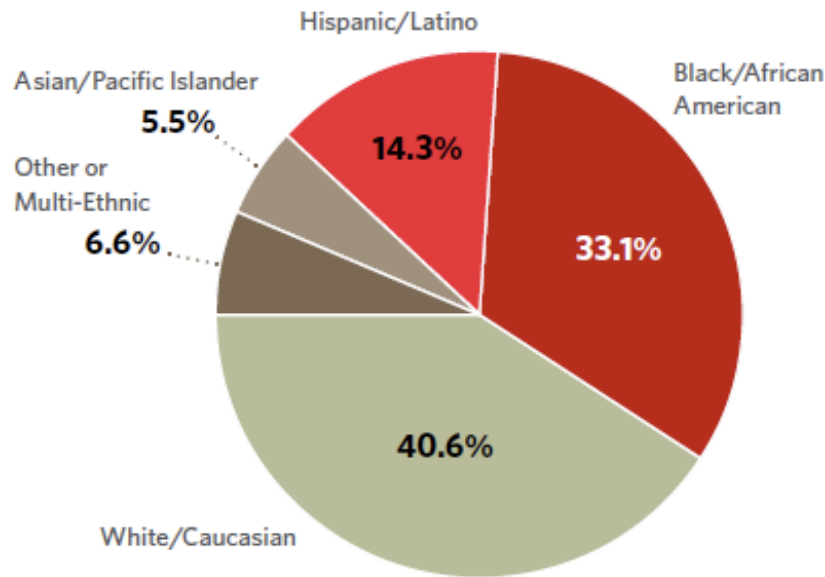


Today:

People of color and low-income households are more likely to use transit, more likely to live near transit, and less likely to own a car.

FIGURE 1.7

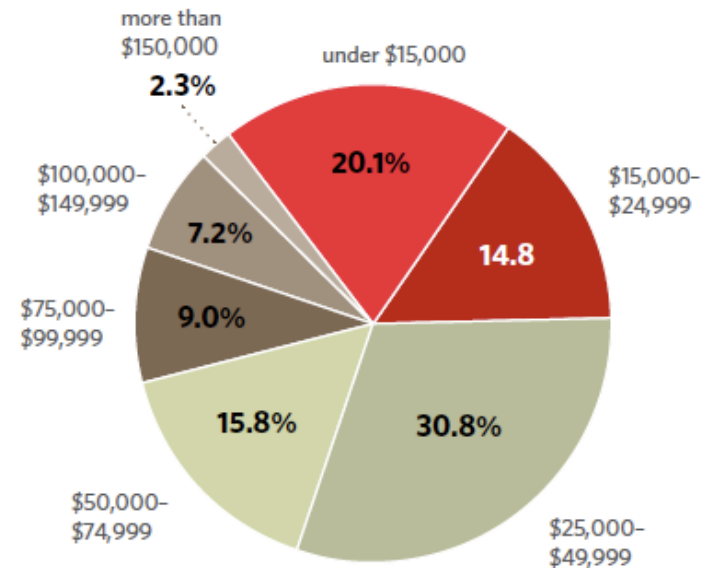
Ethnicity of Transit Passengers



Source: APTA, 2007

FIGURE 1.8

Household Income of Transit Passengers



Source: APTA, 2007

But...

...Trends showing risks for equity and VMT goals

- **Increased transit investment and TOD** can change neighborhoods
 - Housing becomes more expensive
 - **Core transit riders** (renters and low-income residents) **priced out in favor of higher-income, car-owning residents** who are less likely to use public transit ¹
- **Displacement and outmigration:** low-income residents and communities of color are increasingly leaving the urban core
 - San Francisco's African-American population in 1970: 13.4%, in 2005: 6.5% ²
- Disconnected from transit, **vehicle ownership and vehicle use among low-income households is on the rise**
 - In 2000: 73% of low-income households had at least one automobile
 - In 2006: this figure increased to 76%
 - Greatest share (57%) of weekday trips made by low-income residents are by car, only 14% of trips via public transit ³

For sources, click on comment box in top left corner.

What's at Stake in a Region's RTP/SCS?

- **Affordable housing:** Will the affordable housing stock grow? Will it be located near transit, with access to jobs, good schools, healthy food, and other keys to opportunity?
- **Equitable transit:** How will the region invest funding for transportation and transit? Will it provide more reliable and affordable local service for low-income communities?
- **Public health:** Will all communities have access to healthy choices? Will air quality improve in the areas where the most vulnerable populations live?
- **Economic opportunity:** Will the housing and transit networks provide access to jobs, schools, and services?

6 Big Wins for the Bay Area SCS/RTP

1. Community Power
2. Investment without Displacement
3. Affordable Housing
4. Robust & Affordable Local Transit Service
5. Healthy & Safe Communities
6. Economic Opportunity

6 Big Wins for the Bay Area SCS/RTP

- Coordinating Committee:
 - Breakthrough Communities
 - Genesis
 - Non Profit Housing Association of Northern California (NPH)
 - Public Advocates
 - Public Health Law & Policy
 - Urban Habitat
- Summer 2010 Planning
- October 2010 retreat: 30+ organizations
- Identification of on-the-ground wins
- Win Networks – the following slides reflect their work

6 Big Wins for the Bay Area SCS/RTP

- The following slides contain additional information about each of the 6 Wins and include 1-3 policy levers identified by the Win Networks.
- These are snapshots. Some of the policy recommendations are already being pursued while others are still under consideration by Win Networks.
- Each Win Network is currently working to develop additional policy levers and recommendations for the RTP/SCS process.

Community Power

- **Win:** Greater low income and minority community power in local and regional decision-making
- **Policy Lever:** MPO Public Participation Plan (PPP)
 - 50 groups signed on to comment letter calling for changes to PPP:
 - Start with the needs
 - Get specific about key decision points
 - Ensure transparency and civil rights compliance by counties, CMAs
 - Evaluate equity impacts of every alternative at each decision point
- These policy demands benefit all stakeholders

Win Network Contact: Stephen Moore, Genesis: smmoore28@gmail.com

Investment Without Displacement

- **Win:** Investments and incentives strengthen and stabilize communities vulnerable to gentrification and displacement
- **Policy Lever:** Pursue establishment of conditions on regional funding
 - Example: Local jurisdictions only get regional infrastructure money if they have adequate anti-displacement policies, affordable housing
- **Policy Lever:** Protecting against displacement in the RTP/SCS performance measures
 - MTC/ABAG Performance Target #2: House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) **without displacing current low-income residents**
 - Continue monitoring displacement in MTC/ABAG's performance indicators
- Local policy levers are critical to this Win

Win Network Contact: Sam Tepperman-Gelfant, Public Advocates: stepperman-gelfant@publicadvocates.org

Affordable Housing

- **Win:** More affordable housing near jobs, reliable public transit, good schools, parks and recreation, and healthy neighborhoods
- **Policy Lever:** RHNA distribution is equitably distributed
 - Fair and realistic RHNA that takes advantage of jobs, transit and community infrastructure like great schools across the region, recognizing the need to produce affordable housing in the suburban jurisdictions as well as the urban centers.
- **Other Policy Levers:** Dedicated regional funding source & incentives
 - SCS should incorporate plans for a dedicated regional funding source that is sufficient to invest in producing RHNA at all income levels, but especially for the most vulnerable
 - Link increased transit and other infrastructure funds to zoning for or production of affordable housing
 - Link CEQA relief to meeting affordable housing needs

Housing Action Network Contact: Evelyn Stivers, NPH: evelyn@nonproflthousing.org

Robust & affordable local transit service

- **Win:** Service that includes more frequent, reliable, and affordable bus service, and an Eco Bus Pass
- **Policy Lever:** RTP funds transit operations
 - Prioritize the maintenance, and operation at full capacity, of the existing transit system over expansion. Ensure transit operating and capital shortfalls are filled before allowing expansion.
- **Other Policy Levers:**
 - Address the local transit needs of low-income and people of color communities, including those identified in **the Community Based Transportation Plans**, by providing the operating funding needed to restore service cuts, reduce fare, and close gaps in Lifeline.
 - Youth Bus Pass: RTP provides funding to ensure that low-income youth receive a free bus pass.
 - Reform “committed” funds policy

Transportation Justice Working Group Contact: Bob Allen, Urban Habitat: bob@urbanhabitat.org

Healthy & Safe Communities

- **Win:** Healthy communities that have clean air, safe streets that are bikeable, walkable, with good access to jobs, opportunities, amenities
- **Policy Lever:** RTP/SCS performance measures include health indicators
 - Reduce premature deaths from exposure to particulate emissions
 - Reduce by 50% the number of injuries and fatalities from all collisions
 - Increase the average time walking or biking per person per day for transportation by 60% (to an avg of 15 minutes per day)

And going beyond:

- Focus on most impacted communities
- Use Environmental Justice Screening Methodologies
- Finding balance between CEQA thresholds/guidelines and infill development

Win Network Contact: Robin Salsburg, Public Health Law & Policy: rsalsburg@phlpnet.org

Access to Economic Opportunity and Jobs

- **Win:** More quality green jobs and access to economic opportunity
- **Policy Levers:**
 - More transit operations funding in RTP = more jobs
 - Ensure transit networks provide access to jobs for communities that need it most
 - Preservation of existing jobs via
 - Zoning for industrial lands
 - Protection against displacement of local businesses
- More framing and policy recommendations around this issue are under development

Win Network Contacts: Carl Anthony and Dr. Paloma Pavel, Breakthrough Communities: Connect@EarthHouseCenter.org

Progress and where to go from here

- Process wins so far include:
 - Equity analysis up-front, rather than only at the end of RTP process
 - Revision of “committed” funds is under consideration
 - Regional guidance to counties, CMAs on Title VI civil rights obligations
 - Displacement and affordable housing measures included in performance targets
- From here:
 - Win Networks to identify and develop more specific steps and policies to accomplish each Win
 - Capacity building, more engagement by most impacted communities
 - Blueprint
 - Power, political influence

Contact Information

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