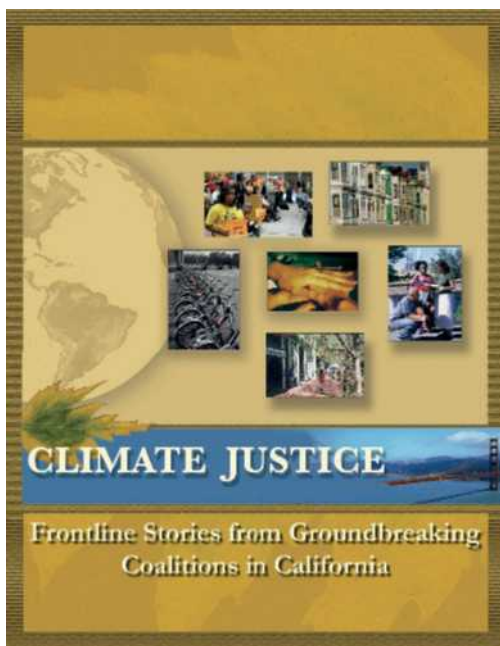


CLIMATE JUSTICE

Frontline Stories from Groundbreaking Coalitions In California



Edited by

M. Paloma Pavel PhD

With Breakthrough Communities Team

Foreword by Carl Anthony

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Breakthrough Communities Learning Action Project
Earth House Center
Oakland CA

Mission

Breakthrough Communities builds multi-racial and multi-class leadership for sustainable metropolitan communities in California, the United States and globally. We provide education, training and multimedia communication tools.

Breakthrough Communities demonstrates that a viable economy, a healthy environment and social equity are mutually reinforcing and provide the framework for planning and resource allocation to achieve healthy, just and sustainable communities.

Support

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Material produced in this manuscript includes original contributions by coalition partners, as well as original work by Breakthrough Communities team. This draft manuscript has been compiled in preparation for future distribution across a variety of platforms for the intention of strengthening the work of the coalition partners featured here.

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Dedication

“History is governed by those overarching movements that give shape and meaning to life by relating the human venture to the larger destinies of the universe... The Great Work of a people or era is the creating of such an overarching movement... This generation’s Great Work is the transformative effort to change human-Earth relations from disruptive and destructive to mutually enhancing and beneficial.”

— Thomas Berry, *The Great Work: Our Way into the Future*, 1999

This work is dedicated to civil rights and transportation justice advocates of the past on whose shoulders we stand, to climate justice advocates today in all regions of California and throughout the world, and to future generations of the human-Earth community who will benefit from our work.

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Appendix A

Acknowledgments

We're all making the soup
we're all eating.

We're all weaving the cloth
we're all wearing.

— Dr. Paloma Pavel, Random Kindness

The people and organizations included in this Acknowledgment section are on the frontlines—working collaboratively to find and implement solutions that advance the agenda of climate change mitigation as well as social justice. We are deeply grateful to the many resources that have been created already and humbled by the abundant creativity and generativity of our movement. What you have here in this volume is simply a harvest, an arrangement, of their careful work and dedication.

Included In This Acknowledgement Section

Contributing Authors and Interviewees

These groundbreaking Climate Justice leaders contributed articles and interviews for this volume of Climate Justice.

University Community Network Groups

University Community Network groups—whether California Region or External/National—worked directly with the Breakthrough Communities team to advance much of the research included in this project.

Foundational Support

These foundations or funds provided support at various stages for the Climate Justice project.

Policy Experts

Experts featured here interviewed and contributed material to support the creation of this volume.

Signatories and Signatory Organizations

Signatories and signatory organizations acknowledged actively contributed to sign-on letters to advance the SB 375 agenda.

Notable Events and Film Events

Our different conferences and film events contributed to our research regarding climate justice included in this project.

Climate Justice Allies

Different supporters of climate justice who deserve recognition and show support for Breakthrough Communities' research.

Breakthrough Communities Team

Here we have listed the Breakthrough Communities team that collaborated for the creation of this body of work.

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 Bay Localize
 Breakthrough Communities
 Center for Progressive Action
 Ella Baker Center
 Genesis
 Grassroots Leadership Network of Marin
 Green Youth Alliance

Housing Committee: Peninsula Interfaith Action (PIA)
PolicyLink
Public Advocates
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Designing Healthy Communities Film Event	Richard Jackson
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Economics of Happiness Film Event	Helena Norberg Hodge
Tango 73: A Busrider's Diary Film Event	Gabriela Quiros
The New Metropolis Film Event	

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from M. Paloma Pavel

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tionships within our community throughout this process that have greatly enhanced our rootedness and the comprehensive vision. It has been one of the great joys of my life to work with Esther over the last six months, and as this work evolves, it is my deepest hope that we may continue our collaboration.

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I am personally grateful to all our Climate Justice coalitions and colleagues, regionally, statewide, and nationally who have provided extraordinary.

Esther Mealy • Editor

Esther Mealy graduated Summa Cum Laude from the University of California at Irvine in 2013, with a Bachelor's degree in Anthropology, the Anthropology Department's "Most Outstanding Undergraduate" Award, Honors from the Anthropology Department, and a certificate in Gender Studies. She received an Undergraduate Research Opportunities Program (UROP) Fellowship for her year-long ethnographic research on online communities and stigmatized labor, and subsequently presented her findings at the UROP symposium. As a Breakthrough Communities Intern, Esther spent six months as Project Coordinator, Project Lead, and Co-Editor of this Climate Justice volume, and she is proud to have been deeply involved with this groundbreaking project. Under the mentorship of Dr. Paloma Pavel, Esther has refined her researching, writing, interviewing, and editing abilities, and has gained a host of new skills in project management and media creation. Esther is optimistic about applying these new capabilities to the field of Urban Anthropology and Applied Anthropology in service of social and environmental justice, through future graduate work. She is immeasurably grateful to Dr. Paloma Pavel and Carl Anthony for their brilliance and leadership..



M. Paloma Pavel PhD • Editor



M. Paloma Pavel, PhD, is President of Earth House Center. She is co-founder of the Breakthrough Communities Project and served as Director of Strategic Communications for the Sustainable Metropolitan Communities Initiative at the Ford Foundation. Pavel's academic background includes graduate study at the London School of Economics (LSE) and Harvard University. Her research at LSE addresses South African Economics in the pre- and post-Apartheid eras. Her dissertation (Organizational Culture and Leadership Development) was part of a five-year study by the Carnegie Foundation on the workplace in America, which culminated in the publication *Good Work*. Pavel is a frequent lecturer and keynote presenter nationally and internationally on the theory of living systems and urban sustainability. Dr. Pavel is a visiting faculty at the University of California-Davis, where she also serves on the Regional Advisory Council for the Center for Regional Change. At MIT Press, she co-edits the Sustainable Metropolitan Communities Books series with Robert Gottlieb. Dr. Pavel is editor of the nationally recognized book entitled, *Breakthrough Communities: Sustainability and Justice in the Next American Metropolis* (MIT Press 2009). Her current work is entitled *Climate Justice: Frontline Stories of Groundbreaking Coalitions in California*. Paloma's publication of *Random Kindness and Senseless Acts of Beauty* (co-authored

with Anne Herbert) is coming out in an anniversary multi-lingual edition with New Village Press dedicated to Fukushima survivors and Climate refugees throughout the world. For over three decades the life of Thomas Berry has been a primary inspiration to Dr. Pavel's work as an eco psychologist and activist.

Appendix B

Media Assets

Audio

Interviews: 30 Audio recordings; full transcripts completed, edited, reviewed and signed off by interviewees with releases

Video

20 Video interviews in high definition; full transcripts completed, edited, reviewed, with releases by subjects. Each of these videos have been edited for strong segments.

Text

15 original articles, by authors representing 13 universities or organizations, with releases.

25 chapters about climate justice heroes

Additional Media Assets

- Highlights video of selected interviewees (rough draft video completed)
- Youth Video: *New Voices are Rising* Youth Salon on Climate change (six individual portrait interviews in English, Spanish and Chinese; youth speaking to their communities on Climate Change and SB 375)
- Video of *Climate Justice* Story Gathering Charrette (mapping)
- Video of 3 *Climate Justice* Workshops in 3 regions; San Diego, Sacramento, Sonoma County (video)
- Video of Film Series events and Community (dialog with photos)

New Metropolis 2012

Rising Waters 2013

Designing Healthy Communities 2014 (scheduled)

- Webcasting of International Women's Earth and Climate Institute Summit (100 participants, 30 sessions)
- *The Earth, the City and the Hidden Narrative of Race* (8 minute video)
- Health in All Policies—Highlights Video for Dr. Linda Rudolph and California State Agencies
- Plenaries and Workshops at Bioneers

Carl Anthony 2011

Paloma Pavel with Dr. Tony Iton and Dr. Vijaya Nagarajan 2012

Mary Gonzales 2012

John Powell 2011

-
- *“Land Use Transportation and Climate Change in California”* for feature film (Torrice Productions)
 - Five minute trailer featuring Carl Anthony, John Gioia and others (broadcast quality)

Appendix C

Credits

Photo

We are grateful to all of our contributors for providing the many photos that bring Climate Justice to life. In most cases, the bio pictures, graphics and action shots herein are sourced from the contributor's organization's website. Exceptions are listed below.

- Amana Harris, Oakland Mural Project
- Kearey Smith
Metropolitan Transportation Commission
- Beth Steckler, Move LA:
- Amy Williams
- www.oaklandmuralproject.org
- Earl Koteen, Unitarian Universalists
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- Gloria Bruce, East Bay Housing Organizations
<https://www.facebook.com/media/set/?set=a.133279661536.110212.103191676536&type=3>
- Guillermo Mayer, Public Advocates
<https://www.facebook.com/photo.php?fbid=381157271908873&set=a.372105639480703.94566.107986649225938&type=1>
- Richard Marcantonio, Public Advocates
- <http://urbanhabitat.org/node/5105>
- <http://urbanhabitat.org/node/5109>
- Manuel Pastor
<http://weap.org/building-a-movement-to-end-health-disparities-and-poverty.htm>
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- <http://www.whitehouse.gov/champions/public-health-and-climate/dr.-linda-rudolph>
- Artistic Multimedia Interventions

-
- Sweet Honey in the Rock
<http://sweethoneyintherock.org/>
 - Designing Healthy Communities & Dr. Richard Jackson
<http://designinghealthycommunities.org/>

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- The Public Advocates Blog: www.publicadvocates.org/blog
- The Gamaliel Foundation
- East Bay Housing Organizations
- MTC and ABAG: www.onebayarea.org/plan_bay_area/
- SANDAG: <http://www.sandag.org/> and <http://www.sdforward.com/>
- SCAG: www.scag.ca.gov/
- SACOG: www.sacog.ca.gov/
- The California Coalition for Just and Sustainable Communities
- And all collaborative productions by The Six Wins Coalition for Regional Equity

Appendix D

Arts and Culture ♦ SB 375 Projects

Table of Contents

The important social movements throughout history have interwoven deeply and been deeply imbedded in the language of art, music, song and dance, which are traditional language systems. Breakthrough Communities acknowledged and built on a long tradition of social movements throughout the world with the inclusion of artistic multimedia interventions. Art is the language that speaks to people's passions. Breakthrough Communities utilized arts and culture as a tool throughout the process of completing work for Climate Justice. Artistic interventions offered a guide to display what the work of SB 375 is all about - the community.

- 1 Oakland Mural Project Collaboration**
- 2 Climate Justice Toolkit, Planning Healthy and Just Communities for all in the Age of Global Warming (2012)**
- 3 Eco-Justice Film Series Events**
 - a The New Metropolis (2012)**
 - b Rising Waters (2013)**
 - c Designing Healthy Communities (2014)**
- 4 Keba Konte, Guest Artist**
 - a Breakthrough Communities (2009) book**
 - b Collaboration Breakthrough Communities Climate Justice bilingual flyer**
- 5 Random Kindness & Senseless Acts of Beauty Upcoming Multilingual Re-Release (2014)**
- 6 Sweet Honey in the Rock Collaboration**

Oakland Mural Project



The mission of the Oakland Super Heroes Mural Project is to “cultivate, educate and engage youth in community issues and solutions through the power of public art.” The overall impact and aim of the AHC Super Hero Mural Project is to enhance youth empowerment, reduce blight, reduce crime/increase security, lift community morale, sustain youth engagement, provide youth training/or sustain local job creation, build community empowerment, and enhance the community. The social nature of the process allows each young person to grow, to be valued and to define himself or herself as a member of the larger community. Youth can gain self-respect by learning to respect public space, the art-making process, and each other.

Support the Oakland Mural Project

We encourage your investment in the Oakland Mural Project. Invest in art and culture, invest in sustainability and justice coalitions, invest in the Oakland Mural Project. Donate to the Oakland Mural Project and be a part of our community-building revitalization. Join us in our dream to transform Oakland and regain its history, beauty and vitality! Continue on to their website at www.oaklandmuralproject.com and donate today to support this beautiful opportunity to enhance the community and lives of the youth and our city.

Climate Justice Toolkit

Planning Healthy and Just Communities for all in the Age of Global Warming



planning _____
HEALTHY and JUST COMMUNITIES
_____ for all in the age of global warming

A toolkit was created in collaboration with the curriculum and agenda for the SB 375 series in communities of concern in three metropolitan regions of California.

Eco-Justice Film Series Events

- 1 The New Metropolis (2012)**
- 2 Rising Waters (2013)**
- 3 Designing Healthy Communities (2014)**

This Eco-Justice Film Series, which Dr. Paloma Pavel of Breakthrough Communities started, featured and developed a unique civic engagement regional strategy using film. Over 150 participants were present including policy experts and community leaders, who provided panel remarks at each event. Musicians, spoken word artists, and visual artists were also part of this lively, rave-review program. At each event, the filmmakers were also present and participated.

Notably, nearly a dozen elected officials and representatives of each of the Six Big Wins Networks attended. After each film, one elected official and one Six Big Wins Network member co-facilitated group dialogue and gathered data for the SB 375 process. Members from the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) were also present to receive the feedback generated from the participants in order to integrate their comments into the formal civic engagement process for the Strategic Communications Strategy (SCS).



EL CERRITO
green community



The City of El Cerrito
Environmental Quality Committee Presents:

The New Metropolis

Building a Sustainable and Healthy Bay Area in
the Age of Global Warming

Saturday, February 4
10 a.m. to 2:00 p.m.

Program starts at
Rialto Cinemas Cerrito
10070 San Pablo Avenue
Doors open at 9:30 a.m.

Come to a **FREE SHOWING** of this
documentary about America's first suburbs
and join in the community dialog.

The New Metropolis illustrates how many of America's
original suburbs are now facing crisis: a dwindling tax base,
population and business loss, decaying infrastructure,
increased demographic tensions and middle class flight.

Hear from film-maker Andrea Torrice, local political
leaders and other guest speakers in a discussion about
local responses to the topics raised in the film. Following
the screening join the community discussion at Nong
Thon restaurant at 10086 San Pablo Avenue.

Please RSVP to 510-215-4350 or green@ci.el-cerrito.ca.us

Hosted by:



Supported by:



This event is made possible in part through the generous
support of the Ford and Surdna Foundations.



EL CERRITO
green community



The City of El Cerrito
Environmental Quality Committee Presents:

Rising Waters

Global Warming and the Fate of the Pacific Islands

with new Super Storm Sandy footage and commentary

Saturday, March 23
10:30 a.m. to 2:30 p.m.

Rialto Cinemas Cerrito
10070 San Pablo Avenue
Doors open at 10:15 a.m.

Come to a **FREE SHOWING** of this
documentary about the physical and cultural
impacts of global climate change.

In this special screening of *Rising Waters* with new footage
from Super Storm Sandy, producer Andrea Torrice tells the
personal stories of those communities that have already
begun to feel the effects of global climate change.

Hear from the producer, local leaders and other guest speakers,
and contribute your voice to a regional community dialog.
Following the screening, join the conversation at Nong Thon
restaurant at 10086 San Pablo Avenue where refreshments
will be served. *There is a \$10 suggested donation for food.*

**Limited Seating. Advance tickets are required and will be available at the
El Cerrito Recycling + Environmental Resource Center, 7501 Schmidt Lane.**
510-215-4350 or green@ci.el-cerrito.ca.us

Hosted by:



Supported by:



For more information on the EQC Film Series visit www.el-cerrito.org/eqc/films.

Designing Healthy Communities



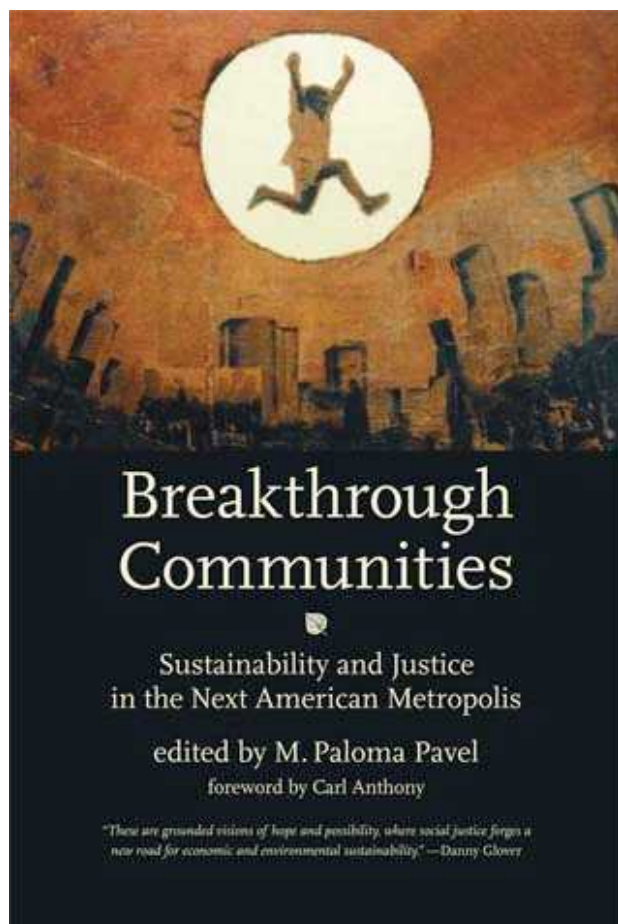
The Designing Healthy Communities Project produced its first Town Hall Meeting at WNET Studios on April 30, 2013 for broadcast on three PBS tri-state stations in May.

This first major community engagement activity is derived from its four-hour public television series, *Designing Healthy Communities*, which is now being distributed to stations nationally.

Dr. Richard Jackson and Designing Healthy Communities

Breakthrough Communities is proposing a film event with Dr. Richard Jackson for 2014, following the precedence and success of the *The New Metropolis* and *Rising Waters* community film showings and subsequent dialogue. The format of this film event has the capacity to scale up and replicate throughout various regions of California.

Collaboration with Guest Artist Keba Konte

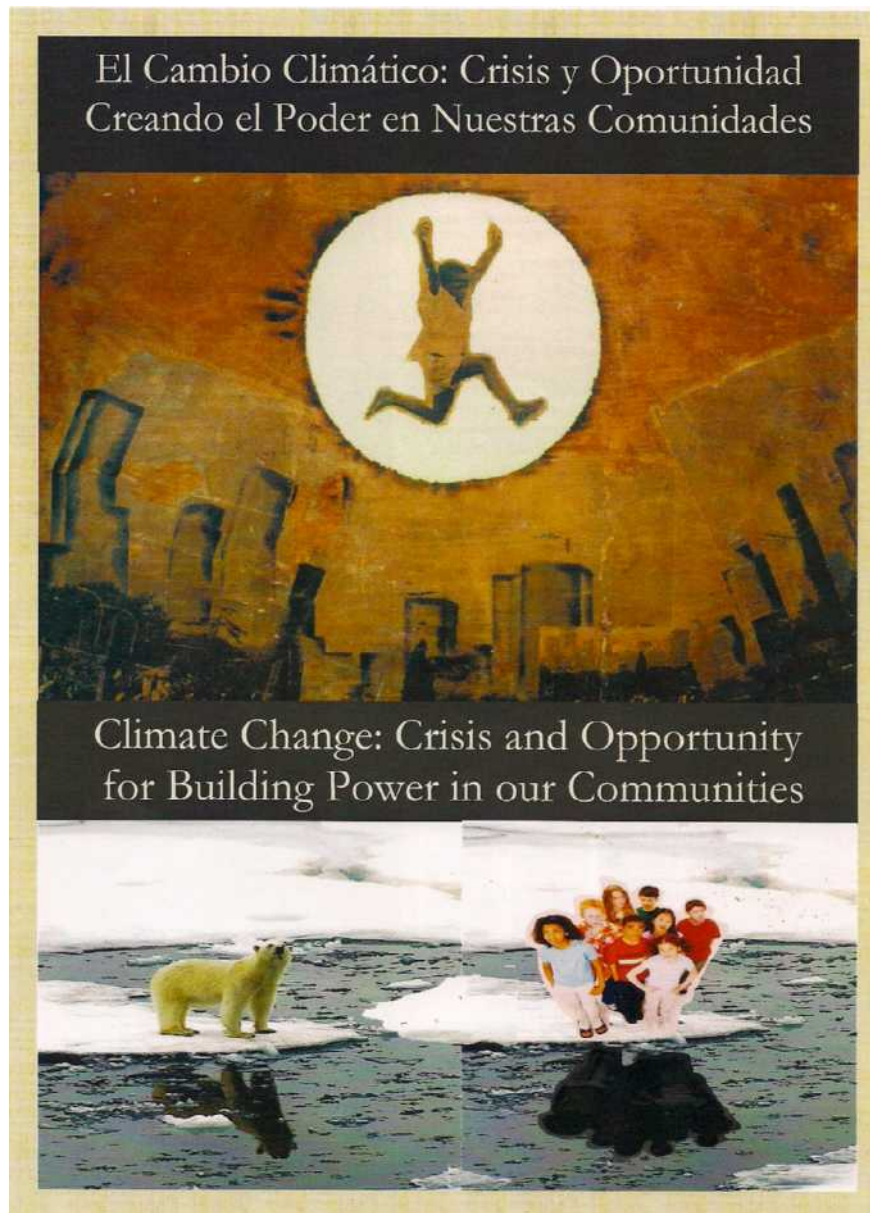


Keba Konte was the artist in residence for the artwork featured on the cover of *Breakthrough Communities: Sustainability and Justice in the Next American Metropolis* (2009). His creative collaboration with Breakthrough Communities led to the creation of the memorable imagery included in this book.

Our other climate justice collaborations include demonstration of an urban agriculture aquaponic food project supporting community resilience in the face of climate change for the Alameda County Office of Education 19 school districts. .



Breakthrough Communities Climate Justice Bilingual Flyer



This flyer, featuring Artist Keba Konte's work, graced the cover of a Breakthrough Communities-produced brochure in English, as well as Spanish, that provided information regarding different climate change initiatives including the Climate Change Toolkit for the Gamaliel National Leadership Training, information regarding SB 375 for communities, and the compass points featured throughout this book.

Random Kindness Upcoming Multilingual Re-Release



Dr. Paloma Pavel is working alongside Japanese-American artist Mayumi Oda to re-release their book *Random Kindness* in multilanguage formats, including Japanese. *Random Kindness* tells the story of empowering ourselves, as a community, to become leaders in the face of challenging circumstances. This is an inspiring allegory that connects to the ideas and motivations behind the implementation of SB 375. The book will be dedicated to global climate justice advocates, global climate change refugees, and the community resiliency project of Fukushima survivors in solidarity.

Sweet Honey in the Rock Collaboration



Musical sensation Sweet Honey in the Rock have agreed to a musical collaboration with Breakthrough Communities. We plan to work together to create songs that accompany each of the Compass Points described in *Climate Justice*.

Appendix E

Climate Justice Key Terms

We identified key terms, acronyms, and phrases that are crucial to the Climate Justice movement and SB 375. These will be defined in a future version of this volume.

AB32	GHG
ABAG	Green Planning
Advocacy Planning	High opportunity Neighborhoods
BART	Just Growth
BRT (Bus Rapid Transit)	Low income communities
Brundtland Report	Mapping Our Future
Cap-and-Trade	Marginalized populations
Cap-and-Dividend	Measure B
CCJSC (California Coalition for Just and Sustainable Communities)	Mount Pleasanton Case & Landmark Settlement
CEQA (pronounced "sequa")	MPO
Civic Engagement	MTC
Civil Rights Act of 1964	Oakland Airport Connector
Climate Change	One Bay Area Plan/Plan Bay Area
Climate Change, Sustainable Community Strategies, and Health Equity toolkit	One-on-Ones (Gamaliel term)
Communities of Concern	Power Analysis
Community resilience	Proposition 23
Community Resilience movement (White house announcement Fall '13)	Report Card
Climate Justice	REWG & RAWG
Displacement	Regional Equity
Economic Opportunity	Regional Equity Summit
EEJ	RHNA: Regional Housing Needs Allocation
EIR	RTP (transit plan)
Equity Analysis	SB 375
Environmental Justice	SB535
Food Security	SCS
	Six Big WIns
	Smart Growth

Social Justice	MTC-metro transit comm
Sustainability	MPO
Sustainable Metropolitan Communities Initiative	REWG / RAWG
Snapshot Modeling	Six Big Wins Coalition
Strategic planning	MPO Key Terms
Structural Racism	MTC
Sustainable Development	ABAG
Three E's / Triple bottom line	JPC—Joint Policy Commission
TIF (mechanism of benefit aggregation)	SACOG
Title 6 (Pleasanton and OAC in violation)	SANDAG
Transportation Modeling	SCAG
TOD	GHG
Urban Sim	GHG Targets for SCS process
VMT: Vehicle Miles Travelled	SCS DEADLINES
Organization Key Terms	San Diego (first in the group)
ABAG	Sacramento
BART	Los Angeles
CCJSC	San Joaquin Valley
California Air Resources Board (CARB/ARB)	SF Bay Area
FTA	

Appendix F

References

CCJSC Partner Organizations

Biographies for Writers & Organizations

See Statewide Section

Southern California Region

Community: Physicians for Social Responsibility and Martha Dina Argüello

University: USC PERE and Manuel Pastor

CCJSC: Public Advocates

Physicians for Social Responsibility—Los Angeles

PSR-LA is a physician and health advocate membership organization working to protect public health from nuclear threats and environmental toxins. Representing over 5,000 physicians, health professionals, and concerned residents in Southern California, we inform the medical community and policymakers about toxic threats, promote safer practices, and strengthen local community organizations to engage in meaningful public health and environmental advocacy.

We share a responsibility with other physicians, health advocates and policymakers to create solutions that improve the health and environment for all Californians. We combine our commitment to science, public health, advocacy and social justice to accomplish this.

Physicians for Social Responsibility-Los Angeles works to protect public health from nuclear threats and environmental toxins.

Martha Dina Argüello, Executive Director of PSR-LA

For the past 32 years, Martha has served in the non-profit sector as an advocate, community organizer, and coalition builder. She joined PSR-LA in 1998 to launch the environmental health programs, and became Executive Director in November 2007. She is committed to making the credible voice of physicians a powerful instrument for transforming California and our planet into a more peaceful and healthy place.

Martha grew up in the Pico-Union area of Los Angeles. At the young age of 14, she made a lifelong commitment to effect social change after seeing her friend killed by a school security guard. While working as a health educator in the 1990s, Martha had an epiphany — she realized that although early detection can prevent death from breast cancer, it does not prevent breast cancer, which has been increasingly linked to the exposure of environmental toxicants. Since that realization, Martha has dedicated her career to the environmental justice movement, and has lectured nationwide on the use of precautionary principle policies.

As a coalition builder, Martha has emphasized the need for local grassroots advocacy working in partnership with statewide policy actions. She is an active board member of numerous organizations, including Californians for Pesticide Reform, the California Environmental Rights Alliance, and Californians for a Healthy and Green Economy. She also co-founded the Los Angeles County Asthma Coalition and the Coalition for Environmental Health and Justice, and was appointed to Cal/EPA's Environmental Justice Committee and the California Air Resources Board's Global Warming Environmental Justice Advisory Committee.

USC Program for Environmental and Regional Equity (PERE)

Established in 2007, the USC Program for Environmental and Regional Equity (PERE) is a research unit situated within the USC College of Letters, Arts & Sciences.

PERE conducts research and facilitates discussions on issues of environmental justice, regional inclusion, and social movement building. PERE's work is rooted in the new three R's: rigor, relevance, and reach. We conduct high-quality research in our focus areas that is relevant to public policy concerns and that reaches to those directly affected communities that most need to be engaged in the discussion. In general, we seek and support direct collaborations with community-based organizations in research and other activities, trying to forge a new model of how university and community can work together for the common good.

PERE's main project areas are: [Environmental Justice](#), [Regional Equity](#), [Social Movements](#) and [Rapid Response](#).

Dr. Manuel Pastor, Director of USC PERE

Dr. Manuel Pastor is Professor of Sociology and American Studies & Ethnicity at the University of Southern California, Director of the Program for Environmental and Regional Equity at USC and Co-Director of [USC's Center for the Study of Immigrant Integration](#). He holds an economics Ph.D. from the University of Massachusetts, Amherst, and has received fellowships from the Danforth, Guggenheim, and Kellogg foundations and grants from the Irvine Foundation, the Rockefeller Foundation, the Ford Foundation, the National Science Foundation, the Hewlett Foundation, the MacArthur Foundation, the California Environmental Protection Agency, the W.T. Grant Foundation, The California Endowment, the California Air Resources Board, and many others.

Pastor's research has generally focused on issues of the economic, environmental and social conditions facing low-income urban communities – and the social movements seeking to change those realities. His most recent book, [Just Growth: Inclusion and Prosperity in America's Metropolitan Regions](#), co-authored with Chris Benner (Routledge 2012), argues that growth and equity can and should be linked, offering a new path for a U.S. economy seeking to recover from economic crisis and distributional distress.

Public Advocates

Public Advocates Inc. is a nonprofit law firm and advocacy organization that challenges the systemic causes of poverty and racial discrimination by strengthening community voices in public policy and achieving tangible legal victories advancing education, housing and transit equity.

We've been called "the small but noisy law firm." We take that as a compliment, as long as noisy means standing up for our clients, being willing to ruffle a few feathers and achieving results out of all proportion to the size of our staff or budget.

Public Advocates has been on the front lines of the struggle for social justice for 42 years, focusing our distinctive blend of policy, legal advocacy and community partnership on the root causes and effects of poverty and discrimination and expanding rights and opportunities for low-income people, people of color and immigrants.

We make a difference by holding public officials accountable, influencing policy, shaping public discourse and transforming legal rights into everyday realities.

Sacramento Region

Community: Capital Region Organizing Project

University: UC Davis Center for Regional Change and Chris Benner

CCJSC: Urban Habitat

The Capital Region Organizing Project (CROP)

The Capital Region Organizing Project (CROP) is a regional, institution-based community organization headquartered in Sacramento County. The primary agenda of CROP, a year-old organization, is to create community-based power and mobilizing that power to achieve lasting and systemic justice. Member institutions include congregations, labor unions, and community-based organizations and associations.

UC Davis Center for Regional Change

The UC Davis Center for Regional Change (CRC) produces innovative research to create healthy, sustainable, prosperous, and equitable regional change in California's Central Valley and Sierra Nevada and beyond.

Organized within and with core support from the UC Davis College of Agricultural and Environmental Sciences, the CRC is a resource for faculty and students across the campus and partners throughout California and the world.

The UC Davis Center for Regional Change (CRC) is dedicated to producing "research that matters for regions."

To accomplish this, the CRC builds two kinds of bridges.

Campus-based bridges link faculty and students from different disciplines and departments in innovative, interdisciplinary and solutions-oriented research. University-Community bridges connect faculty and students with diverse leaders from government, business, non-profit, and philanthropic sectors to apply research to solve real-world problems.

The CRC approach emphasizes community participatory methods, cutting-edge socio-spatial analysis and a translational research orientation.

Dr. Chris Benner, Executive Committee and Chair of the Community Development Group at UC Davis

Dr. Chris Benner is an Associate Professor of Community and Regional Development, and Chair of the Geography Graduate Group at the University of California, Davis. His research focuses on the relationships between technological change, regional development, and the structure of economic opportunity, focusing on regional labor markets and the transformation of work and employment patterns. His applied policy work focuses on workforce development policy, the structure, dynamics and evaluation of workforce intermediaries, and strategies for promoting regional equity. Dr. Benner's recent book, co-authored with Manuel Pastor, is *Just Growth: Inclusion and Prosperity in America's Metropolitan Regions*, which helps uncover the subtle and detailed processes, policies and institutional arrangement that might help explain how certain regions around the country have been able to consistently link prosperity and inclusion. He has written or co-authored three other books: *This Could Be The Start of Something Big* (2009) which examines new regional movements around community development, policy initiatives, and social movement organizing, and their potential for promoting greater economic opportunity for disadvantaged residents in metropolitan areas; *Staircases or Treadmills* (2007), the first comprehensive study documenting the prevalence of all types of labor market intermediaries and investigating what intermediary approaches are most effective in helping workers to secure jobs with decent

wages, benefits and long term employment opportunities; and *Work in the New Economy* (2002), an examination of the transformation of work and employment in the information economy, providing an original and insightful analysis of growing volatility in work demands and increasingly tenuous employment relations.

Prior to joining UC Davis, Dr. Benner was an Assistant Professor of Geography at Pennsylvania State University. Prior to that, he was a research associate at Working Partnerships USA, a dynamic non-profit advocacy organization in Silicon Valley working to rebuild links between economic policy and community well-being. Dr. Benner's work has also included providing technical assistance to a range of public, private and non-profit agencies, ranging from the Sacramento Area Council of Governments to the Congress of South African Trade Unions (COSATU), analyzing regional development strategies for the Organization of Economic Cooperation and Development (OECD), evaluating workforce development programs for the Keystone Research Center, the Pennsylvania Department of Labor & Industry and the National Fund for Workforce Solutions, and serving on technical advisory boards for the Urban Habitat Program (San Francisco), the Center for Policy Initiatives (San Diego) and the California Economic Strategy Panel, among others. He received his Ph.D. in City and Regional Planning from the University of California, Berkeley.

Urban Habitat

Urban Habitat builds power in low-income communities and communities of color by combining education, advocacy, research and coalition building to advance environmental, economic and social justice in the Bay Area.

We envision a society where all people live in economically and environmentally healthy neighborhoods. Clean air, land and water are recognized as fundamental human rights. Meaningful employment honors a worker's right to dignity and a living wage with benefits. Effective public transportation and land-use planning connect people to the resources, opportunities and services to thrive. Affordable housing provides a healthy and safe home for all. And quality education prepares visionary leaders to strengthen our democracy with new ideas, energy and commitment

Founded in 1989, Urban Habitat builds bridges between environmentalists, social justice advocates, government leaders, and the business community. Our work has helped to broaden and frame the agenda on toxic pollution, transportation, tax and fiscal reform, brownfields, and the nexus between inner-city disinvestments and urban sprawl.

San Diego Region

Community: Justice Overcoming Boundaries and Christina Gonzales

University: University of San Diego, Center for Urban Economics and Design with Barry Schultz

CCJSC: Breakthrough Communities

Justice Overcoming Boundaries (JOB)

JOB: Justice Overcoming Boundaries is building a powerful network of Faith, Community, Educational, Business and Labor partners that work to advance social justice in the San Diego region. We aim to foster leaders who can develop solutions and identify opportunities, and we are intentional about developing grass-roots leaders who have the knowledge and skill to help their communities be heard and to take action in the public arena.

Our Mission is to nurture and develop grass roots community leaders, empowering them with the tools, skills and support they need to shape public policies that affect them, their families and their communities.

Christina Gonzales, Lead Organizer and Director, Justice Overcoming Boundaries (JOB)

Christina grew up in a south side community of Chicago called Pilsen. She was raised in an environment of community organizing where she witnessed her grandmother and close family members organize to improve the lives of people with disabilities. Her childhood experiences lead her to work with non-profit organizations after she completed her undergraduate work at Columbia College Chicago. Her diverse non-profit background allowed her to focus on areas of program development, project management, strategic planning, financial planning, and fundraising. Throughout her career Christina used several organizing tools and techniques with proven success.

Christina accepted several key roles with Pilsen Neighbors Community Council throughout her career. She volunteered, led, and worked with the organization's annual fundraiser, Fiesta del Sol. This festival brings 1.4 million people to the Pilsen community for a four-day event that is nearly a mile long and has over 200 volunteers participating to make it successful. She helped to raise nearly half a million dollars for the organization.

In 2008, Christina attended National-Louis University and obtained a masters degree in business management two years later. After receiving her degree, Christina traveled to Manchester, United Kingdom to organize tenant & resident associations addressing the substandard living conditions within the communities. Upon completing her term in Manchester she went to Maryland to work with inter-faith groups addressing issues of foreclosures, transit equity, and jobs.

Christina looks forward to using her skills and ambitions to continue to build J.O.B. into a powerful organization in San Diego and the Southern California region.

The Center for Urban Economics and Design (CUED)

The Center for Urban Economics and Design is a nonprofit organization working in partnership with the University of California San Diego and Woodbury Architectural School to bridge the gaps between academic disciplines, business, community and public policy in an effort to address strategic urban issues on a local, regional, state and national level, all by utilizing a multidisciplinary approach that aims to create a synergistic convergence of urban design and economic sustainability.

Barry Schultz, Center for Urban Economics and Design (CUED)

Barry J. Schultz has over 25 years experience in the community development field. Most recently, he served as chief executive officer to the San Diego Capital Collaborative, a non-profit community investment corporation. He was responsible for developing and implementing the socially responsible investment strategy for the San Diego Smart Growth Fund, a \$90 million real estate equity fund targeting workforce and mixed use projects in San Diego's urban communities.

Barry is a former shareholder with the law firm of Sullivan Wertz McDade and Wallace. His law practice focused on community development, real estate, land use, and government relations. He provided legal counsel to non-profit and for-profit developers of affordable housing and has extensive experience with affordable housing finance including tax credit and bond financing.

Prior to joining Sullivan Wertz McDade and Wallace, Barry served as senior policy advisor and chief of staff to San Diego City Councilman William D. Jones. In this capacity he advised the councilman on housing, land use, and redevelopment issues.

Barry served as a City of San Diego Planning Commissioner for 8 years. He is a member of the Urban Land Institute and has been appointed as the Urban Community Advisor at both the local and national levels. He currently serves on the Community Reinvestment Advisory Board for Torrey Pines Bank, C-3 San Diego, Wakeland Housing development Corporation and the San Diego Community Land Trust Foundation. He is a member of

the San Diego Housing Federation and a member of Lambda Alpha International San Diego Land Economics Society.

Breakthrough Communities

The emerging metropolitan regional equity movement promotes innovative policies to ensure that all communities in a metropolitan region share resources and opportunities equally. Too often, low-income communities and communities of color bear a disproportionate burden of pollution and lack access to basic infrastructure and job opportunities. The metropolitan regional equity movement—sometimes referred to as a new civil rights movement—works for solutions to these problems that take into account entire metropolitan regions: the inner city core, the suburbs, and exurban areas. Breakthrough Communities, as a nonprofit, and the MIT published book of the same title: *Breakthrough Communities: Sustainability and Justice in the Next American Metropolis* (2009). This book describes current efforts to create sustainable communities with attention to the “triple bottom line”: economy, environment, and equity and argues that these three interests are mutually reinforcing.

San Joaquin Valley Region

Community: Leadership Counsel for Justice and Accountability with Veronica Garibay

University: UC Davis, Center for Regional Change with Jonathan London

CCJSC: PolicyLink

Leadership Counsel for Justice and Accountability

Leadership Counsel for Justice and Accountability will fundamentally shift the dynamics that have created the stark inequality that impacts California’s low income, rural regions. Based in the agriculturally rich San Joaquin and East Coachella Valleys we will work alongside the most impacted communities to advocate for sound policy and eradicate injustice to secure equal access to opportunity regardless of wealth, race, income, and place.

Our experience in rural California has taught us that as long as the most vulnerable populations remain silent and sidelined environmental degradation will continue, infrastructure will crumble, and the most basic of services and amenities will remain beyond the reach for those in need. And, municipal, regional and state-wide policies will continue to further disadvantage low income, rural communities through programs, funding formulas and eligibility criteria that favor wealthier regions.

Through community organizing, research, legal representation and policy advocacy we will impact land use and transportation planning, shift public investment priorities, guide environmental policy, and promote the provision of basic infrastructure and services. In collaboration with local and statewide advocates, Leadership Counsel for Justice and Accountability will reverse trends that have reigned throughout our history and confront the inequality and deficiencies that continue to plague this state.

Veronica Garibay, Co-Founder and Co-Director of Leadership Counsel for Justice and Accountability

Veronica Garibay immigrated from Michoacan, Mexico at a young age along with her parents and four siblings to the City of Parlier in Fresno County. Veronica grew up in this small farmworker town and graduated from Parlier Unified District Schools. As a first generation student, Veronica attended the University of California, Santa Barbara where she earned a Bachelor of Arts in Psychology and Law and Society in 2008. Upon graduation, Veronica joined the California Rural Legal Assistance, Inc Community Equity Initiative (CEI) as the programs first Community Worker. While at CRLA Veronica earned a Master of Public Administration from Fresno State.

Contact Veronica at vgaribay@leadershipcouncil.org

UC Davis, Center for Regional Change (CRC)

The UC Davis Center for Regional Change (CRC) produces innovative research to create healthy, sustainable, prosperous, and equitable regional change in California's Central Valley and Sierra Nevada and beyond.

Organized within and with core support from the UC Davis College of Agricultural and Environmental Sciences, the CRC is a resource for faculty and students across the campus and partners throughout California and the world.

The UC Davis Center for Regional Change (CRC) is dedicated to producing "research that matters for regions."

To accomplish this, the CRC builds two kinds of bridges.

Campus-based bridges link faculty and students from different disciplines and departments in innovative, interdisciplinary and solutions-oriented research. University-Community bridges connect faculty and students with diverse leaders from government, business, non-profit, and philanthropic sectors to apply research to solve real-world problems.

The CRC approach emphasizes community participatory methods, cutting-edge socio-spatial analysis and a translational research orientation.

Jonathan K. London, UC Davis Center for Regional Change

Jonathan K. London is the director of the Center for Regional Change and an Assistant Professor in the Department of Human and Community Development. Jonathan conducts research on rural community development and environmental justice. He has extensive leadership experience in non-profit management, participatory research, and community engagement. He holds a Masters of City and Regional Planning and a Ph.D. in Environmental Science, Policy and Management from UC Berkeley.

PolicyLink

PolicyLink is a national research and action institute advancing economic and social equity by Lifting Up What Works®.

Founded in 1999, PolicyLink connects the work of people on the ground to the creation of sustainable communities of opportunity that allow everyone to participate and prosper. Such communities offer access to quality jobs, affordable housing, good schools, transportation, and the benefits of healthy food and physical activity.

Guided by the belief that those closest to the nation's challenges are central to finding solutions, PolicyLink relies on the wisdom, voice, and experience of local residents and organizations. Lifting Up What Works is our way of focusing attention on how people are working successfully to use local, state, and federal policy to create conditions that benefit everyone, especially people in low-income communities and communities of color. We share our findings and analysis through our publications, website and online tools, convenings, national summits, and in briefings with national and local policymakers.

Our work is grounded in the conviction that equity—just, fair, and green inclusion—must drive all policy decisions.

Appendix G

Web Resources

Noteworthy Articles & Organizations

“Protecting Health in a Changing Climate”

Dr. Linda Rudolph

Climate Change and Public Health Project at Public Health Institute

White House Blog: Champions of Change

July 17 2013

<http://www.whitehouse.gov/blog/2013/07/17/protecting-health-changing-climate>

“Collective Impact”

Foundation Strategy Group (FSG)

Collective Impact occurs when organizations from different sectors agree to solve a specific social problem using a common agenda, aligning their efforts, and using common measures of success.

<http://www.fsg.org/OurApproach/WhatIsCollectiveImpact.aspx>

http://www.ssireview.org/articles/entry/collective_impact/

Movement Strategy Center (MSC)

MSC is dedicated to transformative movement building. MSC seeks to create a movement ecosystem of deeply connected groups that share values and rely on each other to respond to the needs of impacted communities, advance policy solutions, and transform the lives of people on the frontlines of change.

<http://movementbuilding.movementstrategy.org/>

Six Wins Blogs

Six Big Wins Network “Mic Checks” MTC, ABAG on Flawed Bay Area Plan

Marcy Rein and Parisa Fatehi-Weeks

Urban Habitat: Transportation Justice Update

May 18 2013

<http://urbanhabitat.org/tj/update/05-18>

MTC Denies Free Youth Pass, the Fight for Free Muni for Youth Continues

Urban Habitat: Transportation Justice Update

July 27 2013

<http://urbanhabitat.org/tj/update/07-27>

Social Justice Groups Give MTC, ABAG “D” on Long-Term Regional Plan

Marcy Rein

Urban Habitat: Transportation Justice Update

May 11 2012

<http://urbanhabitat.org/tj/05-11-12>

EEJ Supporters Celebrate Plan Bay Area Victory

By: Wynn Hausser

July 19 2013

<http://www.publicadvocates.org/press-releases/eej-supporters-celebrate-plan-bay-area-victory>

We're In Good Company On The Equity, Environment And Jobs Scenario

Richard A. Marcantonio

Public Advocates' blog

May 22 2013

<http://www.publicadvocates.org/2013-05-22/we-re-in-good-company-on-the-equity-environment-and-jobs-scenario>

A Better Bay Area, By The Numbers

By: Richard A. Marcantonio

May 2 2013

<http://www.publicadvocates.org/2013-05-02/a-better-bay-area-by-the-numbers>

Equity, Environment And Jobs Scenario Leads The Plan Bay Area Pack

By: Parisa Fatehi-Weeks, Richard A. Marcantonio

April 8 2013

<http://www.publicadvocates.org/2013-04-08/equity-environment-and-jobs-scenario-leads-the-plan-bay-area-pack>

A Short-Term Victory For Community Advocates

By: Parisa Fatehi-Weeks

June 13 2011

<http://www.publicadvocates.org/2011-06-13/a-short-term-victory-for-community-advocates>

UpLast Week's 'Equity Scenario' At Risk

By: Parisa Fatehi-Weeks

June 17 2011

<http://www.publicadvocates.org/2011-06-17/update-last-week-s-equity-scenario-proposal-at-risk>

Dispatch From The June 22 Mtc And Abag Meeting: Community Advocates Undeterred

By: Parisa Fatehi-Weeks

June 24 2011

<http://www.publicadvocates.org/2011-06-24/dispatch-from-the-latest-mtc-and-abag-meeting-community-advocates-undeterred>

July 21 Marks Key Affordable Housing Victory For Six Big Wins Network

By: Parisa Fatehi-Weeks

July 25 2011

<http://www.publicadvocates.org/2011-07-25/july-21-marks-key-affordable-housing-victory-for-6-wins-network>

July 27 Mtc Meeting: Another Step Forward For The Six Big Wins Network

By: Parisa Fatehi-Weeks

July 28 2011

<http://www.publicadvocates.org/2011-07-28/july-27-mtc-meeting-another-step-forward-for-the-6-wins-network>

"Investment Or Injustice? Safeguarding Against The Displacement Of Low-Income Communities"

Samuel P. Tepperman-Gelfant

December 7 2011

<http://www.publicadvocates.org/2011-12-07/investment-or-injustice-safeguarding-against-the-displacement-of-low-income-communities>

Our Message To Mtc: Reward Local Governments That Promote Equity And Sustainability

By: Parisa Fatehi-Weeks

January 18 2012

<http://www.publicadvocates.org/2012-01-18/our-message-to-mtc-reward-local-governments-that-promote-equity-and-sustainability>

“Acce Spearheads Refund Transit Campaign”

Parisa Fatehi-Weeks

March 6 2012

<http://www.publicadvocates.org/2012-03-06/acce-spearheads-refund-transit-campaign>

“Riders For Transit Justice Want Banks To Pay Back Transportation Commission”

Janice Wright

CBS Local, SF Bay Area

February 20 2012

<http://sanfrancisco.cbslocal.com/2012/02/20/riders-for-transit-justice-want-banks-to-pay-back-transportation-commission/>

“The losing bets: How interest rate swap deals are causing local government agencies to pay millions of dollars to the biggest banks”

Darwin BondGraham

San Francisco Bay Guardian Online

February 28 2012

<http://www.sfbg.com/2012/02/28/losing-bets>

“Plan Bay Area receives final approval, local elected officials defend effort to address global warming”

Richard Halstead

Marin Independent Journal

July 19 2013

<http://www.sfbg.com/2012/02/28/losing-bets>

Events

Affordable Housing 101: A Cross-Training For Transportation Professionals & Advocates

Thursday, October 04 2012, 12:00pm—02:30pm

East Bay Housing Associations' Calendar

<http://www.ebho.org/eventslist/view-calendar/icalrepeat.detail/2012/10/04/62/23/affordable-housing-101-a-cross-training-for-transportation-professionals-advocates>

Transportation 101: A Training For Affordable Housing Professionals & Advocates

Monday, October 01 2012, 12:00pm—02:30pm

East Bay Housing Associations' Calendar

<http://www.ebho.org/eventslist/view-calendar/icalrepeat.detail/2012/10/01/64/23/transportation-101-a-training-for-affordable-housing-professionals-advocates>

Six Big Wins Network “Mic Checks” MTC, ABAG on Flawed Bay Area Plan (May 17 2012)

Urban Habitat Vimeo channel

<https://vimeo.com/42438606>

ABAG-MTC Public Comments (May 17 2012)

Urban Habitat Vimeo channel

<https://vimeo.com/63415115>

MTC Free Youth Pass Vote (July 27 2012)

Urban Habitat Vimeo channel

<https://vimeo.com/48409088>

Plan Bay Area: Final Environmental Impact Report

Prepared for Metropolitan Transportation Commission and Association of Bay Area Governments by Dyett & Bhatia urban and regional planners, in association with Environmental Science Associates and AECOM,

Advised by Thomas Law Group

July 2013

<http://onebayarea.org/regional-initiatives/plan-bay-area/plan-elements/environmental-impact-report.html>

Appendix H

SB 375 Key Documents

- 1 **"Protecting Health in a Changing Climate"**
July 2013 White House post on occasion of Dr. Rudolph's national award
By Dr. Linda Rudolph
- 2 **"Organizing for Regional Equity"**
Six Big Wins Coalition Founding Document
June 7 2010
By Breakthrough Communities
- 3 **"Six Big Wins for Social Equity in SB 375"**
One-page flyer outlining the Six Win Networks
2011
By Breakthrough Communities, Genesis, Nonprofit Housing Association of Northern California, Public Advocates, Public Health Law and Policy and Urban Habitat
- 4 **"Why Does the One Bay Area Plan Matter?"**
Policy translation flyer for community organizing
2011
By Six Big Wins for Social Equity Coalition
- 5 **"A Bay Area Agenda for Investment Without Displacement"**
September 2011
By Asian Pacific Environmental Network (APEN), Causa Justa::Just Cause, Council of Community Housing Organizations (CCHO), PolicyLink, Public Advocates, and Urban Habitat
- 6 **"Interim Report Card"**
Flyer grading the proposed One Bay Area Plan
May 2012
By Six Big Wins for Social Equity Coalition
- 7 **"Six Big Wins For Social Equity Brochure"**
2012
By Six Big Wins for Social Equity Coalition
- 8 **Excerpt from "Plan Bay Area Draft Environmental Impact Report"**
Equity analysis and GHG reduction target analysis, p 114-118
April 2013
By MTC and ABAG

-
- 9 **"Who We Are And What We've Accomplished"**
September 2013
By Carl Anthony
 - 10 **"Invitation to Six Big Wins 'Gathering Our Stories' Charette"**
Event invitation to be interviewed in this Climate Justice
November 2013
By Breakthrough Communities
 - 11 **"Invitation To Climate Justice Coalitions: Share Your Story!"**
Final call for contributions to Climate Justice
December 2013
By Breakthrough Communities
 - 12 **"Disadvantaged Communities Teach Regional Planners a Lesson in Equitable and Sustainable Development"**
In Poverty & Race, published by Poverty & Race Research Action Council
January 2014
By Richard A. Marcantonio and Alex Karner

Protecting Health in a Changing Climate

Posted by [Dr. Linda Rudolph](#) on July 17, 2013 at 02:26 PM EST



Dr. Linda Rudolph is being honored as a Champion of Change for her work on the front lines to protect public health in a changing climate.

In 2004, I was the local health officer and public health director in Berkeley, California. We worked to improve children's health by making it easier for kids to walk or bike to school, promoting better access to healthy foods through community gardens and local farmers markets, and reducing exposures to chemicals and pollutants that trigger asthma. Do you see the connections to climate change? I didn't, at first.

But as California began tackling climate change, two things quickly became apparent to me. First, the impacts of climate change exacerbate many of our most serious health problems – the very chronic diseases I was seeing in all of the communities I served, and which were (and continue to be) especially prevalent in low income communities with limited resources for health care. Second, many of the strategies that reduce greenhouse gas emissions and strengthen community resilience in the face of climate change are the very same strategies that help us to reduce obesity and chronic illness.

I now believe that climate change itself is the greatest health threat we face in the 21st century. I focus on climate change in my professional work, because if we don't act urgently and comprehensively, climate change will undermine all our other public health efforts. I've also started advocating for climate action as a private citizen, in my personal time, because to truly move the needle (or thermometer) on climate change, we must also engage the passion, activism and voice of every American.

People everywhere care about their health and about the health and well-being of their children and grandchildren. But health workers have a critically important role to play in addressing climate change. We can connect the dots: warmer temperatures can mean higher ozone levels, longer pollen seasons, and more asthma and allergies. More droughts can mean higher food prices, greater food insecurity, and more obesity and diabetes.

Public health professionals can engage with community partners to identify assets and solutions that build community resilience and fight climate change at the same time. For example, parks and tree canopies soak up carbon and other pollutants, create safe places for kids to play and provide shade to help prevent heat illness. A healthy community design offers transportation options that increase physical activity, decrease air pollution and preserve nearby farmlands and open space.

We can find win-win solutions that fight carbon pollution and climate change, reduce health inequities, and improve the health of everyone in our communities, but it will take a different kind of public health work. It will require that we collaborate closely with those who work in transportation, housing, agriculture, and many other sectors, and that we engage deeply with people in the most vulnerable communities. All of us need to let our policy makers and leaders know that we need to act vigorously on climate change right now, to protect the health of our children, ourselves, our neighbors, and our communities.

My work has shown me that climate action can make our communities more vibrant, attractive and livable. It can make our food systems more diverse and sustainable, our air and water cleaner, and our communities greener and more walkable, all of which will have huge health benefits. In California, we've already begun to accomplish some of this, thanks to state climate change legislation championed across party lines and supported and strengthened by the involvement of public health professionals, community advocates and organizations, and residents of communities throughout the state. As a nation, we must do the same – work together to take climate change action that benefits our health now, and protects our health into the future.

About Dr. Linda Rudolph -

Linda Rudolph, MD, MPH, leads the Center for Climate Change and Health at the Public Health Institute. She works with people across a broad spectrum of public health activities to incorporate health considerations into climate change action, and climate change considerations into work to promote healthy communities and health equity. In her former role as deputy director for chronic disease prevention and health promotion at the California Department of Public Health, Dr. Rudolph was the first chair of the Health in All Policies Task Force, a multi-agency cross-sectoral collaboration to find win-win solutions that simultaneously address health, equity, and sustainability. She also chaired the California Climate Action Team Public Health Work Group.



Organizing for Regional Equity

June 7, 2010

Are you interested in how SB 375 and the Sustainable Communities Strategies will include concerns about equity and affect your community?

LET'S WORK TOGETHER PLANNING AND ORGANIZING FOR REGIONAL EQUITY IN THE SAN FRANCISCO BAY AREA

Prepared by Carl Anthony Breakthrough Communities (510) 652-2425
BreakthroughCommunities@gmail.com

1. PLANNING AND ORGANIZING FOR REGIONAL EQUITY - to build leadership, mobilize communities, and strengthen institutional capacity to achieve community benefits, fairness, and democratic engagement in regional decision-making. Regional equity includes:

- All residents in a region have access to opportunities such as good jobs, real transportation choices, safe and stable housing, a good education, a range of parks and natural areas, vibrant public spaces, and healthful living choices including regionally produced healthy foods.
- The benefits and burdens of growth and change are equitably shared across our communities.
- All residents and communities are involved as full and equal partners in public decision-making.

2. WHY SHOULD ADVOCATES FROM COMMUNITIES OF

COLOR AND OTHER DISENFRANCHISED COMMUNITIES BE ENGAGED IN THE SB375/ SCS PROCESS?

Progressive outcomes will be most likely if a large cross section of the population is in substantial agreement about a relatively small menu of outcomes. There are two major challenges that communities of color and other low-income communities face in responding to the SB375 process. First we have to respond to important and urgent opportunities opening up in the formal SCS process. We have to monitor and manage our relationships to local government, technical milestones and regional policy board actions. This formal process also includes the US Department of Housing and Urban Development intention to offer a limited number of Sustainable Communities planning grants to well organized regions through out the nation.

The second challenge we face is getting clear on the regional equity outcomes our communities seek to achieve by 2012. Public priorities and investment commitments will be incorporated in the Regional Transportation Plan, and the Housing Needs Allocation adoption at the end of the SCS process. Citizen engagement in the Sustainable Communities Strategies will be time consuming. To be effective communities groups must be clear about what each of our organizations are trying to accomplish.

Let's begin our process by developing a clear picture about why representatives of community-based organizations should engage in the SB375 process. It is part of our job, as advocates of their participation, to understand our own self-interest, and to spell out as clearly as we can what we can deliver to them, why we believe they should participate in this process.

- Specific benefits to communities
- Making sure the process is fair
- Building power through participation

3. HOW TO ORGANIZE. To avoid wasting precious time and resources, our proposed process can build on what is already working. As we grow our understanding we can translate the ground rules and potential outcomes of the SB375/ SCS process into language that communities of color and other marginalized communities can understand, use and act on. We have an opportunity now to collaborate and coordinate our work to build on the strengths of participating organizations. SB 375 and the SCS process offer an opportunity to secure tangible benefits for our communities, to achieve fairness, and to build regional power for our organizations. The following is some of our thinking about a way to proceed. We welcome your ideas and feedback as we build this movement together:

- Convene 7 multi jurisdictional Working Groups based on key issues
- Each Working Group led by a cluster of NGOs
- Each Working Group has at least 3 to 5 members, but open to all

- Each Working Group has specific parallel tasks. o Each Working Group may have a funding partner.
- Each Working Group addresses structural racism.
- Implement a 9 county living network to coordinate Working Groups.

4. WORKING GROUPS BASED ON ISSUES ALREADY

UNDERSTOOD BY COMMUNITIES. We can organize regional Working Groups into functional categories that already have a shared identity, **standards** of practice, knowledge base, leadership and grassroots support, philanthropic interest and public policy support within communities at local, county, state wide, and/or federal levels. At this stage, based upon interviews we have conducted, comments at numerous public meetings, a preliminary scan of relevant literature we think the following seven Working Groups might be a way to begin:

- Climate change, air quality and environmental justice
- Public transportation
- Housing and neighborhoods
- Jobs and economic opportunity
- Public health
- Rural counties
- Regional self reliance and resilience
- Nine county living network to coordinate Working groups.

5. TASKS FOR EACH WORKING GROUP. Background for this proposal is based in part on our understanding of social movements. Historically successful social movements have three elements: 1) tangible political opportunities for their principal constituents, 2) capacity to engage autonomous institutional resources and mobilizing structures within constituent communities, and 3) the ability to frame issues in ways that are culturally relevant for constituencies who seek benefit. Informed by this approach our Bay Area SB 375 / SCS working groups might undertake the following initial tasks:

- Opportunities: Identify short and long-range opportunities and outcomes for communities from SCS process (transportation investment plan; regional housing needs allocation, environmental review process, and co-benefits that might be included in the RTP. The most successful outcomes will be based on best management practices to reduce CO2 emissions).
- Organizing Structures: Identify key organized and unorganized constituencies to engage in the process. (e.g. environmental justice

groups, transportation equity networks, housing and tenant organizing groups, labor, local governments, public agencies, community colleges, foundations, faith based organizations, organizing networks, etc.) Build relationships and organizing structures. Identify institutional resources needed to build effective participation and realize goals: research needs, policy experts, mapping resources, etc.

- Framing the Issues: Each Working Group to frame issues, develop communication strategies, to link organized constituencies to opportunities and outcomes.

7. CREATING A 9 COUNTY REGIONAL EQUITY LEARNING / ACTION PROCESS.

Having completed the above tasks, we propose creation of a learning/action SCS process for sustainability and justice at the metropolitan regional scale. We could have a coordinating core group, which represents the broad cross-section of social equity constituencies. We could also bring in resource people in various areas- We want to learn together as we go, so we are a living-learning network for action. As part of that process we could continue to strengthen our strategic thinking, participate in scenario building processes, explore art and culture as powerful tools, as well as social networking and emerging technologies to build power in our communities.

THIS IS A GREAT MOMENT TO WORK TOGETHER IN NEW WAYS

6 Big Wins for Social Equity in SB 375

1. Clean Air & Healthy Communities [CAFC]

- What?** Better air quality in impacted and underserved communities; increased opportunities to use physically active, safe transportation modes such as biking and walking to jobs, schools, and services.
- How?** SB 375 requires planning to reduce Greenhouse Gas emissions; and presents an opportunity to develop land use and transportation patterns to reduce reliance on cars, facilitate active modes of transport, and improve air quality.

2. Investment without Displacement [IWD]

- What?** Investment that serves low-income communities without displacing them.
- How?** SB 375 governs the allocation of massive public investment in transportation, aligns the regional housing planning process with the Regional Transportation Plan, and enhances local housing element law. We must make sure that this investment does not force vulnerable communities out of their homes.

3. Affordable Housing [AH]

- What?** More affordable housing near entry-level jobs, reliable public transit, good schools, parks and recreation, healthy neighborhoods, and other opportunities.
- How?** SB 375 alters regional housing and land use planning as well as local housing policy, requiring consideration of how to house the entire population of the region at all income levels.

4. Reliable Public Transit [RPT]

- What?** More frequent, reliable and affordable bus service, and a free Eco Youth Bus Pass.
- How?** SB 375 affects the allocation of massive public investment in transportation by linking it to land-use planning. Local bus service promotes higher-density, sustainable development in line with the environmental goals of SB 375 and the needs of low-income, transit-dependent communities.

5. Economic Opportunity [EO]

- What?** Lowering GHG emissions can and should result in access to healthy living wage jobs for all, especially those in historically disenfranchised communities
- How?** SB 375 presents the possibility to both create more transit operations jobs, as well as provide isolated low-income communities with better transit access to high-quality jobs.

6. Community Power [CP]

- What?** Greater community power in local and regional decision making and community mobilization for low income people, working families and communities of color.
- How?** SB 375 provides for robust public participation. Because a new Sustainable Communities Strategy (SCS) will be adopted every four years, it is important to build power for each successive SCS.

Host Committee Organizations: Breakthrough Communities, Genesis, Nonprofit Housing Association of Northern California, Public Advocates, Public Health Law and Policy and Urban Habitat

WHY DOES THE ONE BAY AREA PLAN MATTER?

Bay Area Residents Speak Out

The One Bay Area plan has the potential to shape our communities for decades to come — and can make a very real difference in people's lives today. MTC and ABAG need to make some key changes to ensure that the plans are fair and meet the needs of *all* residents, including low-income working families. Only then can we meet the region's equity, environment, and economic goals.

Residents from all over the Bay Area say the plan needs to change so people can:

☐ **Stay in their homes and not be displaced by development and high rent**

"Some of my relatives had to move to, like Fairfield, because the cost of renting, like three/four bedroom houses or apartments [in SF] are so high."

"My best friend moved out of San Francisco because her family couldn't afford living here any more. Now we no longer talk. That's why we should have affordable housing." — *SF youths testifying before the Board of Supervisors with friends from the Bernal Heights Neighborhood Center*

"Affordable housing is important for low-income earning people. My children who have immigrated here just a couple years ago are struggling. My daughter is going to school to find better jobs while my son-in-law does not have steady employment because it depends on when jobs are available." — *Kyu Ming Fong, member of APEN (Asian Pacific Environmental Network)*

☐ **Afford to live closer to jobs**

"I became homeless in 2006, and stayed at a shelter in my church. All of us in the shelter applied for Section 8 housing. Three years later, I got the housing. I was blessed.

"Once I had a home, I was able to go back to school to improve my skills. I studied to get a job in the solar industry, but haven't found any. For now I am sustaining myself cleaning houses and working part-time at the church. When I get to the church early in the morning sometimes I see families sleeping in their cars in the parking lot. Low-income people who need to stay in San Jose can't find any housing now." — *Monika Kessling, member of PACT (People Acting in Community Together), San Jose*

☐ **Have transportation to take care of necessities and take advantage of opportunities**

"I am a student living in Oakland, CA commuting to San Francisco to school. There is a bus that stops near my house that I never get to use. The service cuts made that line almost non-existent! It only runs from 6:30 am to 9 am and 3 pm to 7 pm. Even with the cuts to the service they are still rarely on time. Therefore I have to walk half a mile to another bus line to get across town to catch the BART. My 15-minute bus ride just turned into about an hour overnight from the service cuts. It's very upsetting that the simplest trip is a hassle every day! We need more money for our buses so my service can be restored to all day with more frequent runs." — *Andrea Bell, ACCE Riders for Transit Justice*

“I’m a Bay Area native, now living in Santa Rosa. I’ve used Golden Gate Transit since I was nine years old. Eleven years ago I was diagnosed with adult onset Type 2 diabetes, and I lost vision in my left eye. I’m totally dependent on transit. To get to my classes at College of Marin, it takes me two-and-a-half hours on two buses. Driving would take 40 minutes, 80 in heavy traffic.

Sometimes I stay with my elderly mother who lives on the east side of Petaluma. Petaluma Transit doesn’t operate after 5 p.m. or on Sundays. If I have to transfer between buses run by different agencies, I can wait an hour because I miss a connection by a half a minute. The agencies don’t work together.”

— *Jesse Shepherd, Transportation Equity Alliance of Marin intern*

❑ Live healthier lives

“People shouldn’t have to choose between breathing clean air and living in affordable housing, or between breathing clean air and being able to walk to a bus stop to get to work and school. These are basic rights that everybody should have.”— *Azibuike Akaba, Regional Asthma Management & Prevention*

The planning decisions MTC and ABAG make will determine whether we will be One Bay Area *for all*, with equality in economic opportunity and health—or continue as many Bay Areas, segregated by unequal access to transit and housing and bearing unequal environmental and health burdens.

A Bay Area Agenda for INVESTMENT WITHOUT DISPLACEMENT

*Asian Pacific Environmental Network (APEN), Causa Justa: Just Cause,
Council of Community Housing Organizations (CCHO), PolicyLink, Public Advocates, Urban Habitat*

Regional planning in the Bay Area must promote **investments and incentives to strengthen and stabilize communities vulnerable to gentrification and displacement**. Investment without displacement is not only vital to the survival of low-income communities and communities of color, but essential to reducing greenhouse gas emissions and increasing economic vitality. In many neighborhoods, the low-income communities at risk of displacement are already leading environmentally sustainable lives: using public transit frequently, living in dense neighborhoods with compact homes, and living near where they work, shop, learn, worship, and socialize. Regional and local plans should build upon and strengthen this strong foundation, rather than ignoring or undermining it.

Achieving investment without displacement will require coordinated local and regional actions. These actions must be grounded in the localized neighborhood needs of low-income communities as identified by those communities, because they are the experts on what they need to thrive. **Well-funded neighborhood engagement and community assets mapping should inform all stages of regional and local plans for low-income communities, from development through implementation**. Local government policies play a critical role in preventing gentrification and displacement, and it is essential that the regional government bodies use their money and influence to promote strong local policies. **Regional agencies should fully leverage the funding they distribute, data and mapping they provide, and priorities they set, to incentivize local government policies that promote investment without displacement**.

To achieve development that benefits vulnerable communities, while bringing economic and environmental gains, regional and local governments should work together to:

Ensure Meaningful Resident Leadership and Influence in Planning Processes and Outcomes

1. Base regional and local planning in vulnerable communities on well-resourced neighborhood processes that place decision-making power about core development issues into the hands of the community – particularly residents who are low-income, immigrants, and people of color – in a way that directly influences outcomes.
2. Guarantee that all planning processes are linguistically accessible, transparent, and understandable to local residents.
3. Demonstrate that resident priorities and recommendations have been incorporated meaningfully into planning outcomes in low-income neighborhoods.
4. Condition any streamlining of California Environmental Quality Act (CEQA) requirements in low-income communities vulnerable to displacement on full preservation of the notice, transparency, and public participation benefits of environmental impact review so that these communities retain these important opportunities to shape new development.

Invest in Community Assets to Meet the Needs of Low-Income Families

1. Plan and implement new investment and development in low-income communities in a way that promotes cultural and community cohesion, recognizes and strengthens existing community assets, and privileges localized needs, community benefits, and priorities identified through inclusive neighborhood-based planning.
2. Create “complete communities” in areas that currently lack access to essential resources (such as healthy food, banks, and pharmacies) and infrastructure (such as street lights, sidewalks, bus shelters, and playgrounds) through targeted economic and physical development strategies driven by a community-based identification of local needs, rather than top-down planning. Such development strategies must be coupled with protections for tenants and affordable housing, as detailed below.

Protect Tenants and Preserve Existing Affordable Housing

1. Maintain existing homes that are affordable to low-income households by preserving deed restricted housing, increasing the stock of permanently affordable housing through acquisition and rehab of market rate units, enforcing health and building codes that ensure long term building habitability, and limiting the conversion of rental apartments into condominiums.
2. Safeguard the rights of tenants to remain in their homes through enacting and enforcing just cause/fair rent laws, strong relocation assistance requirements, enforcement of tenant protections in foreclosed properties, and right of first refusal policies that provide current tenants an opportunity to buy a property before it is sold to a third party.
3. Protect tenants and homeowners from direct displacement caused by construction of infrastructure, transportation, or other demolition of existing homes. In exceptional instances where temporary relocation is unavoidable, tenants should be fully protected by safeguards including adequate notice, the right to return, sufficient financial compensation to meet 100% of all out-of-pocket and intangible expenses, and an affordable temporary unit within the same neighborhood.
4. Ensure greater housing security for low-income tenants and homeowners by funding tenant counseling services, rental and utility assistance programs, no-interest loans for property maintenance, and counseling and assistance to help low-income homeowners at risk of foreclosure secure fair and affordable loan modifications.
5. Direct first time home buyer programs to residents who are purchasing homes in neighborhoods where they have lived for 5 – 10 years and to individuals who are buying homes from family members.

Promote New Affordable Housing to Meet Existing and Future Needs

(See the “Affordable Housing Agenda for the SCS” for more information)

1. Tie affordability levels of new housing to the existing needs of local residents and workers, with particular attention on the availability of housing for those who are extremely-low and very-low-income.
2. Maximize the use of tools to ensure that expensive market-rate development supports affordable housing, such as inclusionary housing, impact fees, and affordable housing overlays.
3. Require the inclusion of affordable housing in any development that receives CEQA streamlining benefits.
4. Accommodate the Bay Area’s full housing need at affordable levels so that workers are not forced to move into neighboring rural counties, which can displace existing low-income communities there.

Tailor Economic Investments to Local Workforce and Community Needs

1. Guarantee that employers in lower-income neighborhoods implement local hire and job training programs to improve economic opportunities for existing residents and maximize the potential of the existing workforce.
2. Preserve local businesses, especially those owned and operated by community residents, so that public and private investments do not displace or drive them out of business in favor of companies that are not based or invested in the community over the long-term.
3. Promote economic development that supports environmental sustainability and includes green job training and placement opportunities.

Improve Transportation Access

(See the “Transportation Justice Working Group RTP Equity Platform” for more information.)

1. Prioritize transportation investments to provide frequent, affordable, and reliable local-serving transit to support neighborhood social networks for those low-income communities who most depend on transit to access jobs, schools, services, retail, healthcare, and other essential destinations.

Without Housing for All, ABAG is Not Planning One Bay Area for All

Selected Problems with the Plan's Proposed Housing Distribution

- ❑ A number of cities with lots of jobs and good transit access are being allowed to say “no” to housing:
 - Pleasanton, a city with 2 BART stations, 40,000 people commuting in every day, and a history of saying “no” to housing, is projected to grow at just *one sixth* the rate of neighboring Dublin.
 - A similar pattern can be seen along the Caltrain corridor, with Redwood City and Palo Alto growing at nearly twice the rate of Menlo Park, which is sandwiched between them.
 - Novato, which is going to get two new SMART Train stations (a huge investment of regional money) and which has more than 21,000 jobs, is slated to get just 890 *total* new homes over the next 30 years.
- ❑ Planned affordable housing units are being over-concentrated in the big cities, while wealthy cities see their affordable housing allocations slashed. Every city needs to plan for their **fair share**.
 - San Jose, San Francisco, and Oakland are being asked to plan for more than **40%** of the region's very-low and low income housing.
 - In contrast, just **1%** of the low and very-low income housing in the region is going to Marin, the wealthiest county in the region – this cuts its share of the region's affordable housing in half compared to current plans. Marin County has about 3.5% of the current regional population, and more than 27,000 very-low wage workers commuting in from outside the county. To put this in context, the City of Fairfield, which has well under half the population of Marin and a median household income \$30k lower than in Marin, is getting 50% *more* affordable housing than the entire county of Marin.



Why do we need One Bay Area FOR ALL? Residents say...

So people can have the reliable, accessible transportation they need

"I'm a Bay Area native, now living in Santa Rosa. Eleven years ago I was diagnosed with adult onset Type 2 diabetes, and I lost vision in my left eye. I'm totally dependent on transit. To get to my classes at College of Marin, it takes me two-and-a-half hours on two buses, one way... Sometimes I stay with my elderly mother who lives on the east side of Petaluma, and Petaluma Transit doesn't operate after 5 p.m. or on Sundays."—Jesse Shepherd, Transportation Equity Alliance of Marin, Intern

So people can afford to live closer to jobs

"I became homeless in 2006; three years later, I got Section 8 housing. Once I had a home, I was able to go back to school to improve my skills, but for now I am sustaining myself cleaning houses and working part-time at my church. When I got to the church early in the morning sometimes I see families sleeping in their cars in the parking lot. Low-income people who need to stay in San Jose can't find any housing now."—Monika Kessling, member of PACT (People Acting in Community Together), San Jose

So people can lead healthier lives

"People shouldn't have to choose between breathing clean air and living in affordable housing, or between breathing clean air and being able to walk to a bus stop to get to work and school. These are basic rights that everybody should have."—Azibuke Akaba, Regional Asthma Management & Prevention

So people aren't displaced by development and high rent

"Affordable housing is important for low-income earning people. My children who have immigrated here just a couple years ago are struggling. My daughter is going to school to find better jobs while my son-in-law does not have steady employment because it depends on when jobs are available."—Kyu Ming Fong, member of APEN (Asian Pacific Environmental Network)

Photo Credits: Joe Faria-Galicia, imbayarea.org • Design by: Clarissa Cabansagan, 2012

6 WINS FOR SOCIAL EQUITY NETWORK MEMBERS INCLUDE:

Alliance of Californians for Community Empowerment, Asian Pacific Environmental Network, Bay Localize, Breakthrough Communities, Causa Justa:Just Cause, California WALKS, East Bay Housing Organizations, Genesis, Green Youth Alliance, PolicyLink, Public Advocates, Regional Asthma Prevention & Management, and Urban Habitat. To join us in our fight for justice, contact Parisa Fotehi-Weeks at pfotehi@publicadvocates.org or Lindsay Imai at lindsay@urbanhabitat.org. For more information, see <http://bit.ly/PublicAdvocates6Wins>.

INTERIM REPORT CARD

6 Wins For Social Equity Network

DO MTC & ABAG MAKE THE GRADE?

FOR: Metropolitan Transportation Commission & Association of Bay Area Governments

SUBJECT: One Bay Area FOR ALL



OVERALL GRADE:

Economic Opportunity	D
Transportation	D
Affordable Housing	D
Investment without Displacement	F
Health	C
Equity Analysis	B

COMMENTS: You can do better. There is still time to improve the One Bay Area Plan to meet the needs of ALL Bay Area residents! The plans will shape our communities for decades to come—and can make a very real difference in people's lives today.

6 WINS	One Bay Area FOR ALL: Do MTC & ABAG Make the Grade?			
	OBJECTIVE	GRADE	EVALUATION OF CURRENT PLAN	HOW TO GET AN "A"
ECONOMIC OPPORTUNITY	Increase economic opportunity for all.	D	Inadequate housing will reduce job growth by 10% over the next 30 years. There is not enough funding dedicated to transit operations, which creates 40% more jobs than spending on capital projects.	<ul style="list-style-type: none"> Plan more workforce housing in ALL job-rich cities to revitalize the economy. Shift more funds to transit operations to maximize job creation per dollar spent.
	Reduce housing and transportation costs.	D	By 2040, low-income households will be forced to spend 75% of their budgets on housing and transportation, leaving little money for other necessities like food and healthcare.	<ul style="list-style-type: none"> Plan more workforce housing near jobs so that people aren't forced to choose between unaffordable homes and unaffordable commutes. Provide more affordable transit options, including discount and free youth passes.
TRANSPORTATION	Maintain existing levels of transit.	C	Transit Operations funding assumptions include funds from yet-to-be-passed sales tax measures and unidentified "anticipatory" sources. MTC is also assuming that transit operators will find \$4.7 Billion in operations savings. Failure to secure these funds and cost savings will result in further service cuts and fare increases. Infrastructure funds to improve transit performance in major corridors are insufficient.	<ul style="list-style-type: none"> Identify, swap and shift available funds such as STIP, STP & CMAQ, Gas Tax revenues, and New Bridge Tolls to maximize available operations funds and maintain baseline service.
	Restore cuts in bus service.	F	The current scenario fails to restore baseline transit service necessary to meet the region's needs. Since 2006, Bay Area bus operators have cut hundreds of thousands of hours of bus service, resulting in 20 million fewer transit trips every year. This has left many bus riders stranded and has also increased car trips.	<ul style="list-style-type: none"> Commit an additional \$70 million per year from funding sources listed above to restore cuts in transit service since 2006.
AFFORDABLE HOUSING	Decrease racial and economic segregation in affluent areas.	F	ABAG and MTC are letting wealthy cities say "no" to affordable housing. For example, Marin County is getting just 1% of the region's new affordable housing even though it has 3.5% of the region's population and 27,000 low-wage workers who have to commute in from outside the county.	<ul style="list-style-type: none"> Ensure that every affluent city plans its fair share of affordable housing—at least as much of the region's affordable housing need in the future as it planned for the 2007-2014 period.
	Meet existing and future workforce housing needs in all job-rich, transit-connected cities.	D	Most of the region's job centers have volunteered for substantial housing growth, but some mid-sized cities say "no" to housing even though they have lots of jobs and good transit connections.	<ul style="list-style-type: none"> Balance growth among ALL of the mid-sized city job centers around the Bay—there is no reason we should be slowing housing growth in job-rich, transit-accessible cities like Pleasanton, Santa Clara, and Novato.
	Promote affordable housing and reward cities that build it with transit and infrastructure funding (One Bay Area Grant—OBAG).	D	While MTC is using affordable housing as a factor to allocate One Bay Area Grant infrastructure money to each county, there is no guarantee that this money will flow to the cities that actually build that housing.	<ul style="list-style-type: none"> Require county transit agencies (CMAs) to use local affordable housing production as a major factor in allocating OBAG funds to individual cities.
INVESTMENT WITHOUT DISPLACEMENT	Ensure that anti-displacement policies are in place to protect the vulnerable communities that are taking on substantial housing growth.	F	With the vast majority of growth and development planned for lower-income neighborhoods, vulnerable families face a huge risk of gentrification and displacement. MTC/ABAG analysis shows that 1 out of 3 households in low-income communities of color will be at a high risk of displacement over the life of the plan. Poor residents, especially those that are Black, have already had to move from urban centers to the suburbs at alarmingly high rates.	<ul style="list-style-type: none"> Require a city to have anti-displacement and/or affordable housing policies before receiving OBAG funds. Raise this grade to a C by requiring such policies be in place for the next cycle, 2015-16, rather than the current OBAG funding cycle.
	Measure potential health impacts of Plan Bay Area.	B	Health performance measures were added for the first time, including premature deaths due to PM 2.5 (particulate matter emissions).	<ul style="list-style-type: none"> Add measures for noise, vibration, and other disturbances that impact health.
HEALTH	Equalize health outcomes across incomes and races.	D	Investments in unhealthy projects such as Express Lanes, which lead to more driving, show that health impacts are not guiding MTC's decisions on funding.	<ul style="list-style-type: none"> Monitor conditions at a neighborhood level so that mitigations are possible.
	Analyze impacts on vulnerable communities early in the planning process to inform decisions and investments.	B	An equity analysis was done early on to measure impacts of the plan, and it revealed major inequities for low-income communities of color. Unfortunately, this information was not used to reshape the plan or inform investment decisions.	<ul style="list-style-type: none"> Only projects that show health benefits, especially for vulnerable communities, should be funded.
EQUITY ANALYSIS		B		<ul style="list-style-type: none"> Revise One Bay Area plans to address key findings of the analysis. For example, the plan should include more affordable transit and housing options so that poor working families are not spending a whopping 75% of their incomes on housing and transportation (while all other families spend 42%).

6 WINS FOR SOCIAL EQUITY



Photo Credit: Paloma Pavel/2012 Breakthrough Communities

WHO WE ARE

The **6 WINS FOR SOCIAL EQUITY NETWORK** works to ensure that the Bay Area's transit, housing, jobs, and sustainability policies break the patterns of segregation, sprawl, and pollution that have plagued our communities for generations.

We are a group of more than 30 social justice, faith, public health, and environmental organizations that came together in 2010 to advance:

- (1) **Affordable Housing,**
- (2) **Robust and Affordable Local Transit Service,**
- (3) **Investment Without Displacement,**
- (4) **Healthy and Safe Communities,**
- (5) **Economic Opportunity and**
- (6) **Community Power.**

We believe that by working together, we can build a stronger and more equitable future for everyone.

Our voices are many and our perspectives diverse. But we are of one mind on this: The Bay Area's future transportation and housing plan, called "One Bay Area," must serve residents of ALL races and incomes equally. It must address current systemic inequities and avoid creating new ones. [See text box inside.]

WHAT'S AT STAKE

Decades of unjust public policies have systematically excluded low-income communities of color from opportunity while fueling sprawl, car dependence, and all of the environmental and economic problems that come with them — from global warming to the suburban housing bubble.

Today, instead of a transit system that provides a leg up to good jobs and schools, we have a separate and unequal system that leads to inequality of opportunity. Most low-income people and people of color lack reliable and affordable transit to get where they need to go every day. That's in part because the Bay Area has invested hundreds of billions of dollars in highway expansion and commuter rail at the expense of local bus service.

At the same time, homes in both urban and suburban areas that have good access to jobs, such as San Francisco, Silicon Valley, Oakland, and the Tri-Valley, are increasingly unaffordable for people with an average household income. Working families face an impossible choice: Live close to work in overcrowded or unsafe conditions, or struggle through a long and expensive commute to live in a more affordable home far away.

The same policies that drove segregation and disinvestment in communities of color also generated suburban sprawl, excess driving, and air pollution that threaten our health and contribute to the climate crisis. Because social inequality and environmental decline share common roots, they must be tackled together to find shared solutions.



Photo Credit: Joe Feria-Galicia/2012 Urban Habitat

THE OPPORTUNITY: ONE BAY AREA

A new law has arrived to help California reduce greenhouse gas (GHG) emissions from driving. Senate Bill 375 (SB 375) requires regional agencies to plan future housing, job growth, and transit investments together, rather than separately, to decrease driving—what some people call “smart growth.” In the Bay Area, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are responsible for the planning required by SB 375. Their plan, dubbed “One Bay Area,” includes a Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). We are focusing our efforts on advocating in front of these bodies to make sure they address equity issues in their planning.

One Bay Area planning decisions under way now will determine how \$240 billion of public transportation money is spent over 30 years. The process will also influence where the region's new housing, including affordable homes, will be built. Taken together, One Bay Area plans have the potential to shape our lives and determine whether we will indeed be *One* Bay Area—equal in opportunity and health—or continue as *many* Bay Areas, segregated by unequal access to transit and housing options and subjected to unequal environmental and health burdens like air pollution and hazardous traffic levels.

ONE BAY AREA

One Bay Area is the name of the regional planning effort to achieve the GHG reduction goals mandated by SB 375. It has three main parts.

RTP: REGIONAL TRANSPORTATION PLAN—Determines how the Bay Area will spend \$200+ billion in transportation funds over 25 years. Adopted by MTC.

SCS: SUSTAINABLE COMMUNITIES STRATEGY—Plans for land use and housing that mesh with the RTP. It must demonstrate how the Bay Area will house its entire population at all income levels, and reduce vehicle miles traveled to decrease greenhouse gasses. Adopted by MTC and ABAG jointly.

RHNA: REGIONAL HOUSING NEED ALLOCATION—Quantifies the amount of new housing, including homes affordable to low-income families, that each city must plan for over the next 8 years to meet existing and future housing needs. Adopted by ABAG.



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WHAT WE'RE FIGHTING FOR: 6 WINS FOR BAY AREA COMMUNITIES

AFFORDABLE HOUSING: More affordable housing near jobs, reliable public transit, good schools, parks and recreation within healthy neighborhoods. (Contact: Parisa Fatehi-Weeks, Public Advocates Inc., pfatehi@publicadvocates.org)

ROBUST AND AFFORDABLE LOCAL TRANSIT SERVICE: Local bus service that is frequent, reliable, and affordable, connecting people to opportunity, and Free Youth Bus Passes in communities where students depend on public transit to get to school. (Contact: Lindsay Imai, Urban Habitat, lindsay@urbanhabitat.org, and Alia Phelps, ACCE, aphelps@calorganize.org)

INVESTMENT WITHOUT DISPLACEMENT: Investments and incentives that strengthen and stabilize communities vulnerable to gentrification and displacement. (Contact: Sam Tepperman-Gelfant, Public Advocates Inc., stepperman-gelfant@publicadvocates.org)

HEALTHY AND SAFE COMMUNITIES: Healthy and safe communities have clean air, are connected by robust public transit, and provide safe walking and bicycling access between housing, economic opportunities, and essential destinations. (Contact: Azibuike Akaba, RAMP, azibuike@rampasthma.org, and Wendy Alfsen, wendy@californiawalks.org)

ECONOMIC OPPORTUNITY: More quality green jobs, transit-related jobs, and access to economic opportunity for marginalized populations within communities of concern and throughout the region. (Contact: Carl Anthony and Dr. Paloma Pavel, Breakthrough Communities, breakthroughcommunities@gmail.com)

COMMUNITY POWER: Greater power for working-class people of color in local and regional decision-making. (Contact: Mary Lim Lampe, Genesis, maryL2@genesisca.org)

WE NEED YOUR HELP—GET INVOLVED!



Photo Credit: Joe Feria-Galicia/2012 Urban Habitat

Creating systemic change requires the strength and diversity of many voices. A lot is at stake, so let's work together to get this right. As the Bay Area tackles regional planning and climate change, we invite you to work with us to win healthy communities, with good housing and transportation choices, for everyone.

Join us in our fight for justice in sustainable community planning by contacting Parisa Fatehi-Weeks at pfatehi@publicadvocates.org, or Lindsay Imai at lindsay@urbanhabitat.org. For more information, see <http://bit.ly/PublicAdvocates6Wins>.



Plan Bay Area Draft Environmental Impact Report

Under the California Environmental Air Quality Act (CEQA), ABAG and MTC must conduct an Environmental Impact Report (EIR) to inform decision makers, responsible and trustee agencies, and the general public of the range of potential environmental impacts that could result from the implementation of Plan Bay Area. The EIR analyzes a range of alternatives to Plan Bay Area adopted by ABAG and MTC in July 2012 that achieve the main objectives of the plan while testing different options to do so.

In addition to the draft Plan Bay Area (the “Project” or “Preferred Alternative” in EIR terminology), the other alternatives that were analyzed in the EIR include:

- A **No Project** alternative which includes the continuation of existing policies with some expansion of urban growth boundaries and only transportation projects that were fully funded and had environmental clearance prior to beginning the Plan Bay Area process. This alternative is required by CEQA.
- A **Transit Priority Focus** alternative which seeks to maximize the benefits of environmental streamlining permitted under SB 375 in high-quality transit areas. As such, these high quality transit areas were upzoned, irrespective of local support for growth. To complement this, a development fee would be instituted in high VMT (vehicle miles traveled) areas and the proceeds would be used to underwrite growth in lower VMT areas. This alternative includes higher Bay Bridge tolls, increased funding for transit, and decreased funding for the Regional Express Lane Network.
- An **Enhanced Network of Communities** alternative was developed in coordination with a coalition of Bay Area business representatives. It envisions a land use development pattern less intense than the draft Plan Bay Area but also less dispersed than the No Project alternative. It too includes subsidies to achieve the desired growth pattern, as well as an increased Bay Bridge toll. Its transportation investments are almost identical to those in the draft Plan Bay Area. This alternative also assumes higher population, housing and employment totals.
- An **Environment, Equity, and Jobs** alternative was developed with various equity and environmental stakeholders. It emphasizes increasing opportunities for low-income housing development in jobs-rich communities through zoning changes and even larger subsidies than the other alternatives. All roadway expansion projects included in the draft Plan Bay Area were eliminated. Additional funding, such as an increased Bay Bridge toll and a VMT tax for miles driven (exempting low-income households), was assumed. The new revenue would fund additional transit service.

The complete EIR providing detailed information on the alternatives as well as the environmental impacts of the draft Plan Bay Area can be found in the *Draft Environmental Impact Report*, listed in Appendix 1.

Target Assessment of the EIR Alternatives

In addition to the legally required assessment of the EIR alternatives, MTC and ABAG also analyzed the EIR transportation and land use alternatives for their performance against the adopted Plan Bay Area targets and equity metrics in order to inform the final phase of the decision-making process for Plan Bay Area. The targets analysis of these scenarios provides a final assessment of the draft Plan Bay Area. The target results can be found in Table 4. As can be seen, the EIR alternatives perform relatively similarly across almost all the targets, even though the results may be reached by different paths – with a few notable exceptions. For example, due to its more dispersed land use pattern, the No Project alternative lags the other alternatives when it comes to reducing GHGs (Target 1) or protecting open space (Target 6). The Network of Communities scenario, due to higher jobs and housing totals, does not achieve the particulate target (Target 3c), while it does improve state highway conditions (Target 10b) by shifting funds to maintain these roads.

The Equity, Environment and Jobs (EEJ) scenario does best on a number of targets related to reducing auto use (Targets 3b, 4, 5 and 9a) by implementing a VMT tax and eliminating road projects, while shifting funds to transit operations and local road repair (Target 10a). Overall, the Preferred land use pattern and transportation investment strategy embodied in the draft Plan Bay Area holds up well in this assessment, with the greatest decrease in GHGs per capita (Target 1) and similar or equal results for many of the remaining targets.



North Berger

The small differences across the alternatives for many of the targets should be interpreted carefully. The target estimates are derived from analytical tools that attempt to represent very complex patterns of travel and land development behavior. Further, these representations of behavior rely on a host of assumptions about the prevailing economic, political and technological conditions expected in 2040. When these factors are combined, the resulting un-

certainty prevents identifying clear-cut differences across the range of alternatives presented here. However, these tools do provide a consistent framework in which expected (and rational) responses to policies can be assessed and the careful interpretation of results can lead to the insights noted above.

Table 4 Target Analysis: Plan Bay Area EIR Alternatives for Year 2040

Target	Goal	No Project	Preferred	Transit Priority Focus	Network of Communities	Equity, Environment & Jobs
1 Reduce per-capita CO ₂ emissions from cars and light-duty trucks	-15%	-8%	-18%	-16%	-16%	-17%
2 House the region's projected growth	100%	100%	100%	100%	118%	100%
3a Reduce premature deaths from exposure to fine particulates (PM _{2.5})	-10%	-71%	-71%	-72%	-69%	-72%
3b Reduce coarse particulate emissions (PM ₁₀)	-30%	-16%	-17%	-17%	-14%	-18%
3c Achieve greater particulate emission reductions in highly impacted areas	Yes	Yes	Yes	Yes	No	Yes
4 Reduce the number of injuries and fatalities from all collisions	-50%	+18%	+18%	+17%	+23%	+16%
5 Increase the average daily time walking or biking per person for transportation	+70%	+12%	+17%	+18%	+13%	+20%
6 Direct all non-agricultural development within the year 2010 urban footprint	100%	53%	100%	100%	100%	100%
7 Decrease the share of low-income and lower-middle income residents' household income consumed by transportation and housing	-10%	+8%	+3%	+5%	+3%	+2%
8 Increase gross regional product (GRP)	+110%	+118%	+119%	+118%	+123%	+118%
9a Increase non-auto mode share	26%	19%	20%	20%	19%	21%
9b Decrease automobile vehicle miles traveled (VMT) per capita	-10%	-5%	-9%	-8%	-9%	-9%
10a Increase local road pavement condition index (PCI)	75	50	68	68	68	71
10b Decrease share of distressed lane-miles of state highways	10%	44%	44%	44%	30%	41%
10c Reduce share of transit assets exceeding useful life	0%	36%	24%	24%	24%	24%

achieves or exceeds performance target
 falls short of performance target
 moving in the wrong direction

Equity Analysis of the EIR Alternatives

Alongside the final target assessment is the equity analysis of this final set of scenarios. As has been the case throughout the equity analysis process, most of the results for the scenarios are quite similar, especially for vehicle miles traveled (VMT) density and travel time. All of the scenarios struggle to address chronic high housing and transportation costs, though the Equity, Environment and Jobs (EEJ) scenario shows slight improvement in housing costs thanks to increased affordable housing production, while the draft Plan Bay Area offers lower transporta-

Table 5 Results of Plan Bay Area Equity Analysis for EIR Alternatives, 2010-2040

1 Housing and Transportation Affordability % of household income spent on housing and transportation costs			2010 Base Year	1 No Project	2 Project	3 Transit Priority	4 Network of Communities	5 Equity, Environment and Jobs
	Households <\$38,000/year	H+T %	72%	80%	74%	77%	74%	73%
2 Potential for Displacement Share of today's overburdened-renter households located in high-growth areas	Households >\$38,000/year	H+T %	41%	44%	43%	43%	42%	43%
3 VMT Density Average vehicle-miles of travel per per square kilometer of residential and commercial land within 1000 feet of major roadways.	Communities of Concern		n/a	21%	36%	25%	31%	21%
	Remainder of Region		n/a	5%	8%	7%	9%	6%
4 Commute Time Average time in minutes for commute trips	Regional Average		n/a	12%	18%	13%	17%	12%
5 Non-commute Travel Time Average time in minutes for trips not involving the workplace, including shopping, visiting, recreation, etc.	Communities of Concern		9,737	11,447	11,693	11,536	12,123	11,259
	Remainder of Region		9,861	11,717	11,895	11,804	12,261	11,626
	Regional Average		9,836	11,664	11,855	11,751	12,234	11,554
	Communities of Concern		25	26	26	25	26	25
	Remainder of Region		27	29	27	26	27	27
	Regional Average		26	28	27	26	27	27
	Communities of Concern		12	13	13	13	13	13
	Remainder of Region		13	13	13	13	13	13
	Regional Average		13	13	13	13	13	13

tion costs by locating more housing and jobs near the region's most robust transit service (see Table 5). In addition, increased vehicle traffic in communities of concern across the scenarios raises safety concerns for those areas where walking and biking are more common modes of travel.

The target showing the biggest variance from the Project Alternative is the Potential for Displacement measure; this is due to the concentrated growth patterns in the draft plan as the region strives to meet its GHG reduction target. More of today's rent-burdened households in the Communities of Concern could be at risk for displacement than under the baseline forecast scenario, while both the No Project trend and EEJ scenario distribute growth more widely. This result, consistent with past rounds of analysis, led MTC and ABAG to bolster the plan's investment in the Transit Oriented Affordable Housing fund, add requirements for housing element adoption and affordable housing production considerations to the One Bay Area Grant program, and build into the region's Prosperity Plan (outlined in Chapter 6) a study of displacement risk and tools to offset it. In addition, this displacement risk could be mitigated in cities such as San Francisco with rent control and other tenant protections in place.

More information and detailed results are included in the *Plan Bay Area Equity Analysis Report*, in Appendix 1.



FORD FOUNDATION

Six Big Wins: Who We Are and What We've Accomplished Carl Anthony, Breakthrough Communities

1. Who we are. We are a coalition of 45 social justice advocacy groups led by a Coordinating Committee, including the following members: the Alliance of Californians for Community Empowerment (ACCE); Breakthrough Communities; California Walks; Genesis- an affiliate of the Gamaliel Foundation; the Regional Ashma Management Project (RAMP); Public Advocates; and Urban Habitat

2. Our Work is a practical application of a theory of change. First came the recognition of a **major political opportunity**. Second we acknowledged the existence of **organizing structures** within the affected disenfranchised constituencies. Third, we were able to **frame the issues** so that organized networks could mobilize their constituencies to connect with the opportunity.

3. Applying the theory of change

The **political opportunity** was the enactment in 2008 of SB 375 (Steinberg), a bill that aims to reduce driving and greenhouse gas (GHG) emissions by putting new housing closer to jobs and transit. Implementation of this bill would reorganize all transportation and housing investment throughout the region and the state. It was both a threat to our communities and major opportunity to realized goals that would not have otherwise been possible.

There were organizing structures within the community that had a ten or twenty year history or more. The anti displacement movement had been in place since the fights against redevelopment in the 1960s and gentrification during the dot com years. Transportation justice movement emerged in the 1990s. The "fair share" housing movements had been place even longer, and more recently been organizing under the rubric of "moving to opportunity," to neighborhoods that had good schools, jobs, recreational facilities and a strong tax base. The environmental justice dated from the 1980s, was merging with the public health agenda that included not only public safety, but active living and food security. Economic development movement (now focused on a separate process under a HUD grant) had been around at least since the military base closures in the 1990s. And organizing efforts to build community power had also been in place for many years.

We were able to **frame the new issues** based on continuity with these valuable community resource. Groups joining the win networks were encouraged "to build on what you know, work together across silos,

scale up to the regional level, set goals the three year process and stick with them.” Framing the issues in these ways enable us to build trust, establish connections between policy groups and organizing efforts and sustain a collaboration through a three year process.

4. What We Accomplished. Our October 2010 comment letter on MTC’s federally-required Public Participation Plan created a vision of an inclusive planning process in which alternatives were proposed and analyzed at each key decision point. We succeeded in getting ABAG and MTC:

- to adopt targets and performance measures for preventing displacement and reducing the Housing and Transportation cost burden on low-income families;
- to adopt a new “committed funds” policy that acknowledged the potential to shift \$5.9 billion from capital uses to transit operations improvements;
- to adopt a new “committed projects” policy that prevented some poor-performing projects from being “grandfathered” into the new plan; and
- to replace an after-the-fact equity analysis with an ongoing analysis of the equity impacts of scenarios and plan alternatives throughout the planning process.

5. The Equity, Environment, and Jobs Scenario was a Major Accomplishment. In June 2011, after an intensive community driven process, the 6 Wins introduced its alternative, the “Equity, Environment and Jobs” or EEJ scenario, into the regional debate. The EEJ scenario called for:

- Greater investment in operating local transit service,
- An increased allocation of affordable housing to transit-connected suburban communities of opportunity, and
- A regional grant program to incentivize local cities to zone for affordable housing and implement protections against displacement.

That advocacy, over the course of a year, culminated in the decision by MTC and ABAG to include the EEJ scenario as an alternative in the Environmental Impact Report (EIR) for the draft Plan.

The release of the draft Plan and EIR in March 2013 demonstrated, by the agencies’ own analysis, that the EEJ alternative would best achieve the region’s adopted performance measures relating to public health, air quality, displacement, traffic, and more. The EIR identified the EEJ as the “environmentally-superior alternative.”

In short, the agencies' analysis demonstrated that a community-generated plan that leads with the most pressing needs of disadvantaged communities better serves the entire region.

- putting \$600 million in AB 32 cap-and-trade revenues into affordable TOD housing,
- “provid[ing] a menu of affordable housing and anti-displacement policies for
- consideration in the next round of One Bay Area Grant funding,” and
- putting up to \$2.5 billion more funding (again from Cap and Trade revenues) into transit operations and maintenance.

6. What We Won: The anti-displacement protections would be incentivized through a program of \$14.6 billion in regional grants to local governments like the one the 6 Wins originally called for in the EEJ scenario – a program that requires cities to adopt state-certified affordable housing plans.

In the end, the regional plan was modified to include three amendments that 6 Wins members drafted and brought to board champions. Those amendments set up processes that will provide strategic opportunities to win additional operating revenue for local transit service, funding for affordable TOD housing, and local anti-displacement protections over the next 2 years. The anti-displacement protections would be incentivized through a program of \$14.6 billion in regional grants to local governments like the one the 6 Wins originally called for in the EEJ scenario – a program that requires cities to adopt state-certified affordable housing plans.

Just as important as the final outcome is how it was achieved and what it portends for the future. In 2011, we could not even win a vote to study the EEJ scenario, and even our equity champions on the boards of MTC and ABAG were cautious about making motions they knew could not attract a majority of votes. In July 2013, by contrast, our champions unhesitatingly introduced significant last-minute amendments, and all three of those amendments passed with overwhelming support.



INVITATION

GATHERING OUR STORIES

6 BIG WINS



MONDAY, NOVEMBER 25th 1:00pm- 4:00pm

RSVP (510) 469-7777

LOCATION: California Endowment Center, 1111 Broadway, Oakland. CA
7th Floor Conference Center - BART 12th Street Downtown

CALL-IN NUMBER: If you are unable to attend, we invite you to call in to participate using our (510) 271-4361 direct line.

GROUP STORY JAM

We are gathering stories from the 6 Big Wins coalition for a collection of Climate Justice Case Studies. Bringing together the many voices of key participants in the 6 Big Wins coalition, we will present strategic details as well as the personal stories of individual leaders and organizations. The case studies reveal how personal experiences underlying and inspiring social action make that action meaningful and possible, and likewise, how strategic processes bring these inspired dreams and desires into reality.

The Case Studies will also include brief policy analyses to ensure lessons learned, and that effectiveness is measured in terms of identifying future solutions to problems related to health and social justice. The final product will be formatted in a guidebook that can be easily used by community groups, planners, health professionals, and

1/27/2014

INVITATION TODAY: GATHERING OUR STORIES - 6 BIG WINS

others. Each case study will be placed in its historical, racial, environmental, and class context, thus providing information about what led to the conditions and outcomes of each successful story in point.

The purpose of today is to invite you to share your story and unique point of view as an essential part of this larger project. The interactive agenda will include telling your story, a status report on the project to date, a dynamic timeline and history mural, and video clips from interviews. Please join us.

INDIVIDUAL INTERVIEWS:

Available prior to the event and after the event - Video Kiosk



6 Big Wins Coalition advocates EEJ scenario at MetroCenter

(Photo credit: Paloma Pavel 2012/Breakthrough Communities)

Hosted by Carl Anthony & Paloma Pavel of Breakthrough Communities

QUESTIONS/RSVP

to

BreakthroughCommunities@gmail.com or call (510) 469-7777

Breakthrough Communities

Growing healthy, just and sustainable communities through leadership development, strategic communications, education and media tools.

Ask me about the Earth House publication out now from MIT Press:

[Breakthrough Communities: Sustainability and Justice in the Next American Metropolis](#)

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2/3

Climate Justice

Groundbreaking Coalitions In California

Telling Our Stories



Photo Credit: Paloma Pavel/2012 Breakthrough Communities

Dear 6 Wins members, California Climate Justice Coalitions, and Allies

This week is our last big roundup of success stories from the 6 Wins coalition in the Bay Area and other groundbreaking climate justice coalitions in California. We want to thank all of you who have already sent us your stories. This is an important moment to make your voice heard. Whether you have been working from the beginning of SB 375 and the Sustainable Communities Strategy process, or are recently joining - all are welcome! We want your organization's hard work, lessons learned, and future planning represented in the Climate Justice Case Studies.

As soon as possible, but by **January 6th** at the latest, please send us a brief description of the role your organization is playing as part of the SB375 Six Big Wins Coalition (or your network in other regions of California). Some starting points- Tell us about your Win Network, the experience of working as a coalition to effect regional change, and about transformative impacts (inside game or outside game) you have experienced in the SB375 process. Feel free to include your future plans too! How is the regional equity vision igniting you?

1/27/2014

Invitation to Climate Justice Coalitions- Share your story!

Ready to go? Please send your story to BreakthroughWriters@gmail.com. In the Subject line state your name, organization and the words Our Climate Justice Story.

Additionally, please include:

1. A profile photo of you, preferably 1MB, but at least 500k.
2. A brief bio, 50 words or less
3. A photo of your organization in action
4. Links to any blog posts, calls to action, invitations, news articles, or any other archival materials documenting your Climate Justice SB375 work.

Call if you have questions -

We look forward to working together in this new year, and thank you for your dedication and great work.

Breakthrough Communities
Paloma Pavel and Carl Anthony (Founders)
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"It always seems impossible until it's done." -Nelson Mandela

[Click Here for Invitation as Attachment](#)

Climate Justice Coalitions in California: Case Studies

Gathering Stories and Strategies on SB-375

An explosion of groundbreaking practices and sustainable strategies is taking place in California, many unknown to a wider audience. In response to global warming and the SB375 (Sustainable Communities and Climate Protection Act of 2008) process, bold new efforts of regional organizing and advocacy are emerging, as well as innovative partnerships and policy reforms. These provide models for what is working in our region, including inner cities, suburbs, and rural areas across California.

We are gathering stories and strategies of successful coalition-building for a collection of Climate Justice Case Studies, and bringing together the many regional equity voices shaping the Sustainable Community Strategies- in five California regions-Sacramento, San Joaquin Valley, San Diego, the San Francisco Bay Area and Los Angeles.

Using a social equity lens, The Case Studies feature personal narratives from the perspective of groups doing the work, as well as strategies and policy analyses. We are particularly interested in moments of transformative leadership which increase our shared knowledge and capacity to build power and community resilience. The final product is written in accessible language that can be easily used by community groups, planners, health professionals, and others. Each case study is placed in its historical, racial, environmental, and class context, thus providing information about what led to the

https://ui.constantcontact.com/visualeditor/visual_editor_preview.jsp?agent.uid=1116124381233&format=html&print=true

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conditions and outcomes of success in each region.

The goal of The Climate Justice Case Studies writing project is to feature many of the key thinkers and practitioners from the growing "Regional-Equity" movement, as well as new voices responding to the global crisis of climate change, in the context of our regions. The project will showcase the successes of metropolitan regional equity advocacy groups, and the strategic partners who are forging powerful alliances with them.

Brief Description of the Overall Structure

- Part One provides an introduction/overview of the concepts and historical context underlying the Regional Equity movement, Global Warming, developing leadership for community resiliency movements, and the historic context for historic Climate change legislation in California.
- Part Two offers regional case studies of Climate Justice coalitions with stories and strategies: Sacramento, San Joaquin Valley, Los Angeles, San Diego, and the Bay Area.
- Part Three chronicles the Bay Area's Six Big Wins Campaign.
- Part Four summarizes cross-cutting themes and opportunities for Climate Justice Coalitions and community resilience going forward.
- Part Five provides resources including glossary of terms, author biographies, and organizations.
- Appendix includes transcripts, glossary, and archival documents.

While incorporating the language of activists, the Climate Justice Case Studies project will also draw on the analytical perspective of policy experts and researchers. Where applicable, it will also include the voices of elected officials who have participated in important urban planning decisions. From this project, the reader will be able to draw on the best theory and praxis of the new Regional Equity movement, with its vibrant range of vision and voice - a counter to the national, and increasingly global, story of suburban sprawl.

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Disadvantaged Communities Teach Regional Planners a Lesson in Equitable and Sustainable Development

Richard A. Marcantonio & Alex Karner

California's Senate Bill 375 (SB 375) tasks the state's metropolitan planning organizations with reducing greenhouse gas (GHG) emissions by better coordinating land-use planning and regional transportation investments. In this article, we describe how San Francisco Bay Area advocates for affordable housing, public transit, public health and other social equity outcomes came together to show that a more equitable plan is better for the climate *and* for low-income communities.

Advocates were motivated, in part, by the opportunities and risks associated with one of SB 375's primary policy tools for achieving GHG reductions—transit-oriented development (TOD). TOD theory holds that infill development linking high-density housing, jobs and high-quality transit will increase accessibility, shorten trip distances and encourage more travelers to ride transit, walk and bike. If theory is borne out in practice, this will mean reducing vehicle miles traveled (VMT) and therefore GHGs. Decisively shifting housing and population growth toward TODs, however, can mean gentrification as housing values skyrocket in low-income communities of color. At the same time, TOD strategies that direct growth to denser urban areas can fuel the exclusion of low-income families from high-opportunity suburbs by providing an environmental justification for exclusionary zoning practices.

Richard A. Marcantonio (rmarcantonio@publicadvocates.org) is Managing Attorney, Public Advocates Inc., San Francisco.

Alex Karner (alex.karner@gmail.com) is a Postdoctoral Research Fellow, Global Institute of Sustainability, Arizona State University.

Economic displacement in the San Francisco Bay Area's transit-connected urban communities is already at high levels, and the risk that a long-term regional plan for concentrated development could dramatically fuel displacement while encouraging suburban exclusion was not lost on community residents. In fact, the risk of unleashing "urban renewal 2.0" in their neighborhoods helped draw community organizing and policy advocacy groups with a focus on social, racial and environmental justice into a complex three-year, nine-county planning process to implement SB 375.

A social justice vision and coalition.

Community groups were drawn in not only by these risks, but also the promise of SB 375: If reducing GHGs meant undoing one of the effects of white flight—sprawl—then their region might also reverse the neglect and racialized exclusion of urban core communities that decades of suburban-focused policy and investment left in its wake. A social justice vision of a plan for the region's future could include policy and investment that helps people stay and thrive in their communities by building affordable housing, putting more local bus service on the street, and promoting the health of its residents, while also promoting fair housing opportunities in suburban job centers.

For community activists and their partners, this social justice vision served both as a campaign roadmap and a coalition structure. The social justice coalition that would carry that vision was born in mid-2010. Bringing together the goals of winning better local transit, more affordable housing,

investment without displacement, healthy communities and quality jobs, this formation was known simply as the 6 Wins Network. The sixth "win" expressed their hope that, as they engaged in this campaign, low-income communities and communities of color across the region would build collective power and voice.

By the time the process ended in the adoption of a regional plan by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), the 6 Wins Network had demonstrated that a community-developed plan that leads with the critical needs of disadvantaged communities can better meet the goals and aspirations of the entire region. Their plan, the "Equity, Environment and Jobs" (EEJ) alternative, held out the promise not only of delivering much-needed benefits to vulnerable communities, but also of reducing GHG emissions and environmental toxics more than the agencies' proposed plan. That confluence of environmental and public health values with social justice values helped spur unexpected levels of support for the EEJ alternative among members of the agencies' policy boards. In the course of engaging in this campaign, the 6 Wins Network has raised important concerns about the equity implications associated with SB 375 implementation and transit-oriented development more broadly.

The Multiple Faces of the Problem

The 6 Wins Network appeared on the scene of a Bay Area facing major challenges, ranging from inequitable and inadequate public transit, to ram-

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pant displacement and insufficient affordable housing, all with consequences for public health disparities.

Public Transit Inequities

The Bay Area is home to dozens of independent transit operators which cater to specific demographics. Alameda-Contra Costa Transit (AC Transit), for example, operates local bus service mostly used by people of color and low-income people in the East Bay. Caltrain, on the other hand, operates commuter rail connecting Silicon Valley and San Francisco and carries relatively wealthier and whiter passengers. MTC enjoys some discretion in allocating funds between the region's transit agencies. A 2005 class action lawsuit, *Darensburg v. Metropolitan Transportation Commission*, alleged that MTC's regional transit expansion plan that invested substantial sums in regional rail while short-changing local bus service violated state and federal civil rights law. Plaintiffs claimed that MTC's facially neutral funding policies discriminated against people of color, who comprise 80% of AC Transit's bus riders.

Bay Area equity advocates have also challenged individual projects on civil rights grounds. A 2009 administrative Title VI complaint filed with the Federal Transit Administration alleged that a proposed Oakland Airport Connector project proposed by Bay Area Rapid Transit (BART)—a rail extension that would link East Oakland to the nearby airport—would not benefit the communities of color through which it passed. That complaint led FTA to revoke \$70 million that MTC had programmed for the project.

In the absence of more comprehensive reform, however, the performance of AC Transit has recently suffered. According to the National Transit Database, AC Transit's busses traveled 8% fewer miles in 2011 than in 2008. Over the same period, ridership declined by 12% while the average fare paid per trip increased by 11%. Transportation planners refer to this pattern as a "vicious cycle" in which decreased

ridership leads to service cuts and fare increases, leading to further drops in ridership. This cycle was poised to continue, to the detriment of the region's low-income and people of color populations that rely on local bus service to meet their essential needs.

Affordable Housing and Displacement

The Bay Area's wealthiest suburbs have long successfully excluded low-income people of color. For example, the Bay Area county with the highest median income, Marin, is 80% non-Hispanic white, compared to just 52% in the region overall. In the South Bay, a significant number of the jobs on which the economic engine of Silicon Valley depends pay low wages but af-

Displacement pressures continue to mount.

fordable housing is generally lacking; for instance, 40% of those expected to be employed at Facebook's new headquarters in Menlo Park, where the median home value is over \$1 million, will be low-wage workers. The struggle for affordable housing in suburban communities of opportunity like Menlo Park has always been difficult. For example, protracted litigation was necessary to put an end to the City of Pleasanton's "housing cap," requiring it to zone land for higher-density multi-family housing.

Research has shown that the pursuit of otherwise laudable environmental goals can dramatically affect neighborhood demographics. Investments in public transit have been associated with increasing property values, neighborhood income, educational attainment and decreasing proportions of people of color. Not only do these changes bode ill for existing low-income residents, whom they tend to price out, they also work against robust transit ridership and reductions in GHG emissions, as wealthier newcomers are less likely to use transit than those they displace. Of particular concern in the regional planning process was the indication early on that "priority develop-

ment areas"—identified voluntarily by cities as prime locations for high-quality transit—would receive the lion's share of planned new housing growth. Not surprisingly, the existing residents of those areas, who would be placed at a high risk of displacement, were overwhelmingly low-income families of color.

Recent demographic trends in the Bay Area depict the very real phenomenon of economic displacement. Figures from the decennial US Census show that cities with historically large proportions of African-American residents lost significant numbers of black residents from 2000 to 2010. Both Richmond and Oakland saw their total black population decline by 23%, while East Palo Alto had 31% fewer black residents in 2010 than it did in 2000. Over the same time period, many outer-ring suburban and exurban cities saw their number of black residents grow at high rates, including Antioch (100%), Tracy (91%) and Stockton (30%).

The trend that sees many lower-income families, especially African-American families, pushed out to the region's exurban fringes is particularly troubling in light of the difficulties they face in those places, which have been hard hit by the foreclosure crisis and offer little economic opportunity.

Public Health

Geographic location and socioeconomic status have long been known to influence health outcomes. Movements for *health equity* regard differences in health outcomes based on income, race and residential location as both avoidable and unfair. Inequities are pervasive. The gap in life expectancy between African-American and white residents in Alameda County is widening, even as both groups see improvements in overall longevity. Efforts to plan for more climate-friendly cities in California intersect crucially with public health and health equity in the areas of air quality and physical activity.

One cause of health inequities is differential exposure to air pollution. Although overall regional air quality in

the Bay Area has improved substantially over the past two decades, recent research has highlighted the importance of heavily traveled roadways as emissions sources. In California, poor school-aged children of color disproportionately reside near these air pollution hotspots, suffering from attendant health problems, including high rates of emergency hospital visits due to asthma attacks.

SB 375 again offers an opportunity to undo the patterns that led to health inequity. Ensuring access to high-quality transit and walking and bicycling infrastructure across the Bay Area can facilitate physical activity, reducing the incidence of diabetes, depression and some types of heart disease. Reducing automobile trips can improve air quality near roads, ensuring that the region's most vulnerable residents can breathe easier.

The 6 Wins Network Develops a Community-Based Alternative Plan

In the Spring of 2010, as MTC and ABAG geared up their planning process, community groups across the nine-county region saw the potential perils and opportunities that SB 375 posed for low-income families of color. These varied groups also recognized the daunting nature of the challenge they faced. Disadvantaged communities had struggled, to little avail, to have their needs recognized in past regional transportation planning cycles, as documented by Prof. Thomas Sanchez and others. Like most metropolitan planning organizations nationally, the regional agencies charged with adopting a plan were dominated by suburban votes that under-represented minority residents.

In that context, policy advocates came together with community groups to create a regional policy and investment platform that would put the needs of disadvantaged communities first. At an October 2010 retreat, some 40 participants launched the 6 Wins Network, and the campaign began in earnest. The Network developed a framework both for an initial, community-centered

agenda for the complex SB 375 planning process, and for a structure in which coalitions working in different issue silos could come together as a unified regional equity formation.

A great deal of time was spent simply keeping up with the numerous public meetings at each stage of the agencies' process. For instance, the 6 Wins Network asked the agencies to conduct an assessment and prioritization of transportation and related needs at the outset of the planning process; won the inclusion of plan performance measures around displacement and housing-plus-transportation cost burden early on; succeeded in eliminating poor-performing "legacy" projects from the plan; and prevailed on the agencies to conduct equity analyses on an ongoing basis, rather than only at the end. The Network also demon-

A community-based alternative.

strated, with data showing large numbers of in-commuting low-wage workers, that many cities—typically, suburban communities of opportunity—needed far more housing growth than they were volunteering for.

While keeping its eye on the public process, the 6 Wins Network made it a priority to move forward its internal deliberations over the particular outcomes it would seek. Discussions about specific priorities first worked their way through issue-silo working groups organized around individual "wins," with policy advocates and community members at the table together. These meetings were followed by a series of discussions at which the 6 Wins Network came together across issue silos to see if it would be possible to reach consensus on key outcomes.

Months of deliberation paid off, and just in time. In June 2011, when the agencies released five staff-developed alternative regional plans, the 6 Wins Network immediately issued its EEJ alternative. The EEJ was designed to protect families in disadvantaged communities by providing improved local transit service, affordable homes near jobs (especially in high-opportu-

nity suburbs), and protections from rampant displacement pressures in the urban core. The EEJ proposed to achieve displacement protection by requiring local governments to produce affordable housing and to put effective community-stabilization measures in place, as conditions for receiving a share of regional infrastructure funding.

The introduction of a community-developed scenario immediately sparked intense debate at the agencies, bringing the needs of disadvantaged communities to the fore in a planning process that had mostly sidelined them. At first, the agencies refused to analyze the EEJ alternative against those developed by staff, and their final "preferred alternative" included no elements from the 6 Wins Network plan. Ongoing 6 Wins Network advocacy, including analyses, comment letters, one-on-one outreach with elected officials, and mobilizing community members to attend important meetings, led the agencies to analyze the EEJ as one of the alternatives in the required environmental review of the plan.

That March 2013 environmental impact report concluded that the EEJ was the "environmentally superior alternative." More than that, it concluded that the EEJ outperformed the "preferred alternative" substantially on a wide range of performance measures, including those relating to air quality, public health and transportation system effectiveness. For instance, MTC and ABAG found that the EEJ would result in 83,500 fewer cars on the roads and 165,000 more people riding transit each day than the preferred alternative. They also found that the EEJ would place 15,800 fewer families at risk of displacement.

The community plan, by leading with equity, produced a better future for the entire region, and the agencies' own demonstration of its superiority had a big impact in the final weeks of the three-year planning process. By the close of the public comment period, the agencies had heard more than 40 organizations—including groups focusing on public health, the environment, business and good government—call for the incorporation of key elements

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(HUMAN RIGHTS: Cont. from page 11)

(2012), the Center for Constitutional Rights alleged that “prolonged solitary confinement violates Eighth Amendment prohibitions against cruel and unusual punishment, and that the absence of meaningful review for SHU [Pelican Bay’s Security Housing Unit] placement violates the prisoners’ right to due process.” In addition, and as a consequence of the Supreme Court’s failure to significantly curb the use of solitary confinement in the past, U.S.-based organizations are increasingly referring to international human rights laws to mount pressure on the administration. At a first-ever hearing on solitary confinement in the Americas in March 2013 the ACLU called on the Inter-American Commission on Human Rights (IACHR) to investigate the practice of solitary confinement in the United States, calling it “an extreme form of punishment.” In a reaction to the grievances of prisoners at Pelican Bay State Prison, the United Nations Special Rapporteur on torture, Juan E. Méndez, released a statement, arguing that solitary confinement in many cases amounts to torture, urging the U.S. Government “to adopt concrete measures to eliminate the use of prolonged or indefinite solitary confinement under all circumstances, including an absolute ban of solitary confinement of any duration for juveniles, persons with psychosocial disabilities or other disabilities or health conditions, pregnant women, women with infants and breastfeeding moth-

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ers of the EEJ scenario into the final plan.

The 6 Wins Network demonstrated that a regional plan that leads with the needs of disadvantaged communities can better promote the general welfare. In doing so, the Network also won some tangible victories. For one, the agencies adopted a regional One Bay Area Grant (OBAG) program that conditions grants to local jurisdictions for planning activities and infrastructure on the completion of state-certified af-

ers as well as those serving a life sentence and prisoners on death row.”

Conclusion

Culling data from civil and human rights organizations, the US Human Rights Network’s report seeks to provide a snapshot of human rights in America by looking at the connections and intersections between various policies, particularly at the crossroads of individuals’ various identities. For example, housing and segregation can have a direct bearing on the quality of

fordable housing plans.

Moreover, at the final hearing before the Plan’s adoption, the 6 Wins Network achieved three eleventh-hour amendments that hold out the promise of real change in the future. Among them are a commitment to adopt a strategy to fund improved levels of transit service, the integration of anti-displacement protections into the OBAG program, and the allocation of \$3 billion in anticipated “cap and trade” revenues in the region, with at least 25% to be spent to benefit disad-

vantaged communities.

The fight is far from over. Displacement pressures continue to mount as the housing share allocated to many suburban job centers falls far short of the real need. Yet the 6 Wins Network proved that a multi-issue, region-wide coalition could successfully change the discourse and priorities of a regional planning process, and bring legitimacy to community concerns and solutions. □

PRRAC Update

● We are pleased to welcome **Rachel Godsil** to PRRAC’s Board of Directors. She is a law professor at Seton Hall Law School, with research interests in civil rights, housing, education, and environmental justice. Professor Godsil is also the co-founder and research director for the American Values Institute, a national consortium of social scientists, advocates and law professors focusing on the role of implicit bias in law and policy.

● PRRAC Board member **Damon Hewitt**, has joined the Open Society Foundations as a Senior Adviser, working on a variety of policy issues in U.S. Programs. His transition to OSF ends a twelve-

year stint at the NAACP Legal Defense Fund, where he served as Director of the Education Practice Group for the past four years.

● PRRAC Board member **Craig Flournoy** has received a National Endowment for the Humanities fellowship to work on his book project, *The New York Times, the Black Press, and the Epic Battle to Report the Civil Rights Movement in the U.S.*

Appendix I

Plan Bay Area Sign-On and Comment Letters

- 1 Principles for Implementing Plan Bay Area's Amendment on Regional Cap and Trade Revenue Allocation
Sign-On Letter, November 19 2013
- 2 Alternative Scenarios Letter
Sign-On Letter, June 9 2011
- 3 Devilla Ervin
Plan Bay Area Comments
- 4 Comments on Draft Plan Bay Area by Members and Supporters of The Six Wins Network
May 16 2013
- 5 Brenda Barron
College Student Comment Letter
- 6 One Bay Area Grant Program
Comment Letter with signatories, November 18 2011
- 7 Pamela Tapia
Student Comment Letter
- 8 Public Participation Plan
Comment Letter, August 23 2010
- 9 Stephen Vance
High School Student Comment Letter, January 11 2012

November 1, 2013, with updated list of signatories as of November 19, 2013

Amy Worth, Chair, and Members
Metropolitan Transportation Commission
Mark Luce, President, and Members
Association of Bay Area Governments

**Re: Principles for Implementing Plan Bay Area's Amendment on
Regional Cap and Trade Revenue Allocation**

Dear MTC Chair Worth, ABAG President Luce and Members:

As you prepare to launch the Bay Area's process for setting priorities for any Cap and Trade revenue it may receive, we write to provide background on the close connection of AB 32 revenues with the needs of disadvantaged communities, and to offer a social and economic justice framework for a Cap and Trade process that will benefit our entire region. Dozens of organizations from around the Bay, including 6 Wins members and allies, stand eager to participate in the process by which the region will determine how best to spend this important new source of funds.

We applaud MTC and ABAG for adopting the amendment proposed by Supervisor John Gioia to ensure transparency and equity in the allocation of any Cap and Trade funds received in the Bay Area. Plan Bay Area commits MTC and ABAG to conducting "a transparent and inclusive regional public process" for the allocation of AB 32 Cap and Trade revenues in the region and guarantees that "at least 25 percent of these revenues will be spent to benefit disadvantaged communities in the Bay Area."¹ These regional commitments are in line with AB 32's goal of "direct[ing] public and private investment toward the most disadvantaged communities in California and providing opportunities for "community institutions to participate in and benefit from statewide efforts to reduce greenhouse gas emissions. "Plan Bay Area also builds on SB 535's requirement that at least 25 percent of Cap and Trade revenues be targeted to "projects that provide benefits to [disadvantaged] communities," with at least 10 percent to projects "located within" these communities.²

Any Cap and Trade revenues allocated to our region provide an important opportunity to distribute funds to a variety of projects that reduce GHG emissions and improve public transit, land use patterns, public health, protection of open space, and quality of life.

To meet the objectives of both state law and regional policy – and to achieve a better Bay Area for *all* our residents – any Cap and Trade revenue allocation at the regional level should be governed by the following principles:

1. **Ensure Full Transparency and Accountability in Decision Making.** It is critical that MTC and ABAG stay true to Plan Bay Area's commitment to "a transparent and inclusive"

¹ See "Summary of Major Revisions to Draft Plan Bay Area," amendment 48, available at http://www.mtc.ca.gov/planning/plan_bay_area/.

² Health & Saf. Code §§ 38501 (h), 38565, 39713.

regional public process for prioritizing Cap and Trade expenditures. A timeline for decision making and public participation should be developed promptly in consultation with membership groups and their community members from around the region. Key decision points should be identified, and opportunities for local and regional input should be provided for. Any MTC and ABAG consultations with Congestion Management Agencies, and the outcomes of those meetings, should be made public. Finally, all agencies responsible for carrying out projects funded with Cap and Trade dollars should be held accountable to ensure that promised benefits are delivered, measured and reported.

2. Prioritize the Needs of Communities Suffering the Greatest Toxic Exposures. A significant portion of any Cap and Trade revenues that go to the region should be dedicated to reduce emissions and cumulative health risks *in* the communities suffering the greatest exposure to air and other toxic contaminants. The needs of disadvantaged communities should be the first ones addressed in the Cap and Trade revenue expenditures since they are the most heavily and disproportionately burdened by the health impacts of GHGs and co-pollutants, and potentially at risk of further localized burdens as a result of the Cap and Trade system itself. In 2000, diesel PM alone contributed to 2,900 premature deaths compared to 2,000 deaths by homicide.³ Co-pollutants emitted with GHGs, such as PM 2.5, are responsible for more annual deaths in California than caused by car accidents, murders and AIDS combined.⁴ Investing in these communities maximizes the environmental and economic co-benefits, as required by AB 32, by reducing the most hazardous emissions with the greatest human health impact first.

These heavily-burdened communities should play a central role in determining the regional and localized priorities that guide expenditure of this first tier of funds. Expenditures to address these needs should be subject to strict requirements. The funds should be: (a) spent in accordance with a clear plan to address priority community needs (such as a Community Risk Reduction Plan or an updated Community Based Transportation Plan); (b) maximize jobs and other co-benefits for community residents, and (c) ensure that residents are not displaced by the rising land values that are likely to accompany the clean-up of their communities.

3. Ensure that *all* Cap and Trade Revenue Benefits Low-Income Families Across the Region. The Cap-and-Trade dollars not-specifically designated for meeting the SB 535 requirements should be allocated region-wide with a focus on ensuring benefits to low-income communities and residents throughout the Bay Area by focusing on community-stabilizing investments such as improved local transit service, reduced fares, and affordable housing. The Investment Plan for Cap and Trade revenues that CARB and the Department of Finance adopted last spring⁵ includes funding transit operations and affordable TOD housing as important and appropriate expenditures to implement SB 375. Your analysis of the Equity, Environment and Jobs (EEJ) alternative showed that these investments deliver benefits to *all* Bay Area residents. Building on the OBAG program, these investments should also require local jurisdictions to put in place effective anti-displacement and affordable housing measures as a

³ Air Resources Board, "Facts about Reducing Pollution from California's Trash Trucks," available at <http://www.arb.ca.gov/msprog/swcv/consumerfactsheet3.pdf>.

⁴ Environmental Working Group, "Particle Civics", available at <http://static.ewg.org/reports/2002/ParticleCivics.pdf>.

⁵ Available at http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/final_investment_plan.pdf.

condition of receiving funds, to ensure that people of all income levels are able to benefit from neighborhood improvements from public investments.

4. Leverage All Funding to Create Quality Jobs and Economic Opportunity for Those Who Need it Most. Finally, each dollar of Cap and Trade money spent for any use should carry appropriate policies to ensure that it creates quality jobs and economic opportunities. These policies include: hiring of disadvantaged or underrepresented Bay Area residents; collaboration with local Workforce Investment Boards and community-based workforce programs; where appropriate, utilization of state-certified apprentices on building and construction projects, and paid interns in other industries where feasible; prevailing wages on construction jobs; and living wages with health coverage on permanent jobs.

These policies would not only comply with the mandate of state law that the funds achieve economic co-benefits, but would also advance Plan Bay Area's commitment that MTC and ABAG will "identify job creation and career pathway strategies including local best practices on apprenticeship programs, and local hire and standard wage guidelines," and will utilize these strategies "in the implementation of the current Plan Bay Area."⁶ These economic standards should apply as broadly as possible, whether the dollars are spent on direct hiring or are distributed to contractors or subcontractors, to consultants, on marketing and outreach, as incentive payments or through other avenues.

Thank you for this opportunity to offer a principled framework for the upcoming discussion of Cap and Trade priorities.

Sincerely,

Dr. Muntu Davis, Director and Health Officer
Alameda County Public Health Department

Miya Yoshitani, Associate Director
Asian Pacific Environmental Network

Kirsten Schwind, Program Director
Bay Localize

Carl Anthony and Paloma Pavel
Breakthrough Communities

Michael Rawson, Director
California Affordable Housing Law Project

Matt Schwartz, Executive Director
California Housing Partnership

⁶ See "Summary of Major Revisions to Draft Plan Bay Area," amendment 69, available at http://www.mtc.ca.gov/planning/plan_bay_area/.

Wendy Alfsen, Executive Director
California WALKS

Dawn Phillips, Co-Director of Program
Causa Justa :: Just Cause

Tim Frank, Director
Center for Sustainable Neighborhoods

Marice Ashe, JD, MPH, Founder and CEO
ChangeLab Solutions

Gen Fujioka, Policy Director
Chinatown Community Development Center

Bill Magavern, Policy Director
Coalition for Clean Air

Gail Theller, Executive Director
Community Action Marin

Steering Committee
Ditching Dirty Diesel Collaborative

Nikki Fortunato Bas, Executive Director
East Bay Alliance for a Sustainable Economy (EBASE)

Gloria Bruce, Deputy Director
East Bay Housing Organizations

John Claassen, Chair, Leadership Council
Genesis

Kevin Danaher, Co-Founder
Global Exchange and Green Festivals

Jeremy Madsen, Executive Director
Greenbelt Alliance

Vien Truong, Director, Environmental Equity
Greenlining Institute

Felicity Gasser, Sustainable Communities Coordinator
Housing California

Melissa A. Morris, Senior Attorney
Public Interest Law Firm
Law Foundation of Silicon Valley

Marion Taylor, President
League of Women Voters of the Bay Area

John Young, Executive Director
Marin Grassroots

Myesha Williams, Co-Director
New Voices Are Rising Project

Dianne J. Spaulding, Executive Director
The Non-Profit Housing Association of Northern California

Lisa Maldonado, Executive Director
North Bay Labor Council, AFL-CIO

Housing Committee
Peninsula Interfaith Action (PIA)

Jane Martin, Political Director
People Organized to Win Employment Rights (POWER)

Judith Bell, President
PolicyLink

Richard Marcantonio, Managing Attorney
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Azibuike Akaba, Environmental Policy Analyst
Regional Asthma Management and Prevention

Jill Ratner, President
Rose Foundation for Communities & the Environment

Marty Martinez, Northern California Regional Policy Manager
Safe Routes to School National Partnership

Bill Nack, Business Manager
San Mateo County Building Trades Council

Belén Seara, Director of Community Relations
San Mateo County Union Community Alliance

Neil Struthers, Chief Executive Officer
Santa Clara & San Benito Counties Building & Construction Trades Council

Peter Cohen, Co-Director
SF Council of Community Housing Organizations

Bob Planthold, Chair
SF Bay Walks

Bruce Word, President/Business Manager
Sheet Metal Workers' Local Union No. 104

Ben Field, Executive Officer
South Bay AFL-CIO Labor Council

Liz O'Donoghue, Director of Land Use and Infrastructure
The Nature Conservancy

Jeff Hobson, Deputy Director
TransForm

Denise Solis, Vice President for Northern California
United Service Workers West, SEIU

Bob Allen, Acting Executive Director
Urban Habitat

Nancy Holland, Founder
Walk & Roll Berkeley

Margaret Gordon, Co-Director
West Oakland Environmental Indicators Project

Derecka Mehrens, Executive Director
Working Partnerships USA

Annie Loya, Executive Director
Youth United for Community Action

Cc: Steve Heminger, MTC
Ezra Rapport, ABAG
Sup. John Gioia, CARB and BAAQMD

June 9, 2011

Mark Green, Chair, and Members
ABAG Administrative Committee

James P. Spering, Chair, and Members
MTC Planning Committee

Dear Chairs and Members:

We join two of your advisory bodies – MTC’s Policy Advisory Council and the RTP/SCS Equity Working Group – in urging you to add a scenario that maximizes social equity to the set of alternatives that MTC and ABAG will develop and analyze this summer. The list of scenarios before you today, which was only released to the public in the past week, will be incomplete without such a scenario. Including one in the analysis is critical to your informed decision making and the public’s meaningful participation.

Instead of voting to accept the set of five alternatives before you today, we ask that you **direct staff to include for analysis an additional scenario that maximizes social equity — the Equity, Environment, and Jobs Scenario (see attached) — and to ensure that *all* of the scenarios advance social equity outcomes.** Staff should then present you with an updated slate of alternatives at your July meeting.

The best Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) will be the one that most strongly promotes all of the “three Es”: equity for low-income communities and communities of color, economic vitality, and environmental health. None of the five proposed Alternative Scenarios before you today offers that choice.

Key components of an Equity, Environment, and Jobs Scenario are summarized on the **attached sheet** and include maximizing the funds needed to operate local transit service while providing affordable housing in job-rich suburban communities as well as in the urban core. We believe that this scenario will outperform the five currently before you, not only in terms of social equity performance measures, but in terms of GHG reduction, local job creation, and other important regional goals. Hard facts support our view: research shows that transit operating expenditures create 40% more jobs than spending on capital projects, and that affordable housing near entry-level jobs improves access to economic opportunity. Similarly, investing in robust local transit operations is the most cost-effective way to maximize GHG reductions, and affordable housing near jobs directly reduces driving.

The failure to include and analyze an equity scenario will not only deprive the public and decision makers of important information about the range of choices available, but will also shut out the meaningful input of advisory groups whose work is not yet completed. The work of your Housing Methodology Committee and Equity Working Group, bodies you created to advise you on the Sustainable Communities Strategy, is ongoing and not reflected in the five scenarios now before you. These bodies should have a meaningful opportunity to inform the scenarios. Rather than voting on an incomplete set of alternatives today, we request that staff be directed to present an updated set of scenarios, including an equity-focused scenario, at your meeting next month.

We look forward to working with staff to develop the specific details of the Equity, Environment and Jobs Scenario, and of the other staff-outlined scenarios.

Sincerely,

ACCE Riders for Transit Justice

Albany Rollers & Strollers

Bay Area Regional Health Inequities Initiative (BARHII)

Bay Localize

Breakthrough Communities

Center for Progressive Action

Ella Baker Center

Genesis

Grassroots Leadership Network of Marin

Green Youth Alliance

PolicyLink

Public Advocates

Public Interest Law Firm, a project of the Law Foundation of Silicon Valley

Regional Asthma Management and Prevention (RAMP), A Project of the Public Health Institute

SF Bay Walks

SF Council of Community Housing Organizations (CCHO)

SF Walks & Rolls

United Seniors of Oakland & Alameda County

Urban Habitat

Walk&Roll Berkeley

Enclosure: Equity, Environment and Jobs Scenario features

cc: MTC Commissioners and ABAG Board Members
MTC and ABAG staff

Equity, Environment and Jobs Scenario

MTC and ABAG should put an “Equity, Environment, and Jobs” scenario on the table for consideration. We recommend the scenario include the following key features.

Land Use Components of the Scenario:

- Distribute a substantial proportion of the region’s overall housing growth to high-opportunity communities based on the presence of jobs, high-performing schools, transit service levels, and other indicators of opportunity.
- Allocate to cities with disproportionately low numbers of lower-income residents a proportionately higher percentage of extremely-low, very-low, and low income housing units.

Transportation Components of the Scenario:

- Maximize existing and new funding for local transit operations, and prioritize operating assistance for those communities in which lower-income populations are concentrated or for job centers which commit to more lower-income housing growth, with a goal of increasing transit operating funding substantially.
- Prioritize capital funds that cannot be shifted or swapped to transit operations for maintenance of the existing transit system rather than capital expansion.
- Include only the most cost-effective transit expansion projects, including those prioritized in CBTPs (Community Based Transportation Plans), in communities that protect existing low-income residents from displacement.
- Prioritize capital projects that will improve health and safety, especially in Communities of Concern, that equalize mortality rates by race and income.
- Set aside a portion of Local Streets & Roads (LSR) and other funds to reward local jurisdictions that accommodate, and provide local funding to build, a significant portion of the region’s lower-income housing need and/or enact strong policies to protect existing extremely-low, very-low, and low income residents from displacement.

We look forward to working with staff to develop the specific details of the Equity, Environment and Jobs Scenario, and of the other staff-outlined scenarios.

Devilla Ervin
1018 24th Street
Oakland 94607
Devilla.ervin@gmail.com



My name is Devilla Ervin and I have been working with New Voices are Rising, for a more sustainable and resilient Oakland, since I was 14 years old. I am now 23.

As a young man looking to live on his own I am deeply troubled by the threat of displacement in my community and other areas slated as Priority Development Areas. By underestimating the impact of displacement I feel we are doing a disservice to the entire purpose of the Plan Bay Area. Displacement needs to be at the forefront of this conversation not swept under the table, because we cannot cut down VMT and/or Green House Gas Emissions without dealing with this threat.

Living in Oakland I have known many people who find themselves being forced to leave their homes and communities that holds a sense of

history and family to find housing that is less expensive.

One example of this is my foster mother. My junior year of High School she found a place that was affordable but it was in Sacramento. She was still working in Hayward. She was commuting up to 5 hours a day just to get to and from work.

This is what I fear for thousands of other low-income families with the adoption of this proposed plan in the absence of additional mitigation. The Equity Environment and Jobs Alternative (Alternative 5) will go a long way towards addressing these concerns and mitigating the impacts of displacement.

Without careful, conscious, and deliberate planning, more low-income residents will be pushed out to less attractive and more polluted parts of the city while attracting persons who have not historically found these areas attractive. Plan Bay Area should not add to the list of issues residents already have to deal with. Plan Bay Area should be providing solutions and incorporating the strategies in Alternative 5 that makes it the Environmentally Superior Alternative, thus leading to a more sustainable and Resilient Bay Area

May 16, 2013

Amy Worth, Chair, and Members
Metropolitan Transportation Commission
Mark Luce, President, and Members
Association of Bay Area Governments

**Re: Comments on Draft Plan Bay Area by Members and Supporters of
The 6 Wins Network**

Dear MTC Chair Worth, ABAG President Luce and Members:

Members and partners of the 6 Wins Network are pleased to submit the attached comments on the draft Plan Bay Area.

Two years ago, we brought forward for your consideration the Equity, Environment and Jobs (EEJ) scenario, which MTC/ABAG have now studied as Alternative 5 in the draft EIR. Based on MTC/ABAG's own analysis, the EEJ outperforms the draft Plan across the board - from public health to the environment to social equity to potholes filled. **Now is the time to make critical adjustments to the draft Plan based on the EEJ.**

EEJ proposes three adjustments to the draft Plan Bay Area that will make all of us, and our children, healthier and more prosperous: (1) improving local transit service levels, (2) distributing more housing growth to suburban job and transit hubs, and (3) protecting vulnerable families from displacement. Specifically:

- The draft Plan directs \$220 billion to transit operations. The EEJ alternative would increase that sum by only 5%.
- The draft Plan puts 95% of the housing growth into fifteen cities with Priority Development Areas (PDAs), and concentrates 70% of the RHNA in PDAs. A modest reduction in that concentration would allow us to plan for an adequate number of new affordable homes in all transit-connected suburban job-centers, where they are desperately needed. These are the "PDA-like places" which ABAG's executive board agreed to emphasize in its unanimous July 2011 vote.
- The draft Plan dedicates \$320 million to the region's innovative One Bay Area Grant program (OBAG), which has already incentivized local affordable housing action consistent with the region's goals. EEJ would incorporate into OBAG specific requirements to ensure strong local action to meet the region's target of zero displacement.

These three modest changes are necessary to ensure that Plan Bay Area delivers an environmentally sound and prosperous future for all current and future Bay Area residents. The draft EIR identifies the EEJ as the "environmentally superior alternative," and for good reason: it performs far better than the draft Plan on a whole host of performance measures tied to the targets and goals our region has chosen to pursue. For example, the EEJ outperforms the draft Plan on critical public health Performance

Measures (3a-c, 4 and 5) essential to reaching Plan Bay Area's modest climate action targets and public health goals. By removing 83,000 cars from our congested roads, and increasing transit boardings by 165,000 per day, the EEJ alternative reduces daily VMT by 3.5 million miles, and annual emissions by over half a million tons a year more than the draft Plan. It puts tens of thousands fewer families at risk of flooding from sea-level rise and billions of dollars more into filling potholes on local streets and roads.

It does all this while also providing the greatest benefits to disadvantaged families and protecting them the most from displacement.

The EEJ alternative is not only superior in its benefits, but hard-headed in its design. For instance, unlike some alternatives that MTC analyzed in the past, it plays by exactly the same rules as the draft Plan. It puts only eligible funding sources toward transit operating purposes. And it includes all of the draft Plan's "committed" projects.

We can reap the bulk of those benefits without a VMT fee. In fact, staff has several options by which to add \$3 billion more in transit operating funds to the final Plan without a VMT fee.

In sum, the crucial elements of the EEJ alternative can readily be incorporated into the final Plan Bay Area. Three specific changes that build on the strengths of the draft Plan in relatively modest ways will yield outsized benefits in meeting the goals and targets we identified as a region at the outset of the planning process, as follows:

- **Transit operations:** Provide \$3 billion in additional operating revenue for local transit service in the final Plan, and commit to adopt a long-range, high-priority "Regional Transit Operating Program" to boost transit operating subsidies by another \$9 billion over the coming years, as new operating-eligible sources of funds become available.
- **SCS and RHNA housing distribution:** Shift 25,000 RHNA units from PDAs to "PDA-like places," with a corresponding shift in the SCS.
- **Displacement protections:** Develop and incorporate into the SCS/RTP strong anti-displacement policies that future OBAG grant recipients will be required to adopt and implement, and provide substantial regional funding for community stabilization measures, such as land banking and preservation of affordable housing in at-risk neighborhoods.

You should direct staff to work with the 6 Wins and other stakeholders to develop these proposals for your consideration and adoption. Together, these three modifications, along with strong performance measure implementation and monitoring, will transform an inadequate draft Plan into a final Plan that will pay dividends to this generation and our children's.

We ask that you direct staff to bring these three proposed amendments forward for your consideration and adoption at your June 14 meeting.

Enclosure: Detailed Comments on the draft Plan Bay Area

Sincerely,

ACCE Riders for Transit Justice

Roger Kim, Executive Director
Asian Pacific Environmental Network

Kirsten Schwind, Program Director
Bay Localize

Carl Anthony and Paloma Pavel, Co-founders
Breakthrough Communities

Michael Rawson, Director
California Affordable Housing Law Project

Ilene Jacobs, Director of Litigation, Advocacy & Training
California Rural Legal Assistance

Wendy Alfsen, Executive Director
California WALKS

Dawn Phillips, Co-Director of Program
Causa Justa :: Just Cause

Tim Frank, Director
Center for Sustainable Neighborhoods

Nile Malloy, Northern California Program Director
Communities for a Better Environment

Amie Fishman, Executive Director
East Bay Housing Organizations

Genesis

Gladwyn d'Souza, Project Director
Green Youth Alliance

Stephanie Reyes, Program Director
Greenbelt Alliance

Joshua Hugg, Program Manager
Housing Leadership Council of San Mateo County

Melissa A. Morris, Senior Attorney
Law Foundation of Silicon Valley

John Young, Executive Director
Marin Grassroots/Marin County Action Coalition for Equity

Justin Horner, Policy Analyst
Natural Resources Defense Council

Myesha Williams, Co-Director
New Voices Are Rising

Dianne J. Spaulding, Executive Director
The Non-Profit Housing Association of Northern California

Karyl Eldridge, Housing Committee Chairperson
Peninsula Interfaith Action (PIA)

Judith Bell, President
PolicyLink

Richard Marcantonio, Managing Attorney
Sam Tepperman-Gelfant, Senior Staff Attorney
Public Advocates Inc.

Anne Kelsey Lamb, Director
Regional Asthma Management and Prevention

Jill Ratner, President
Rose Foundation for Communities & the Environment

Allen Fernandez Smith, President & CEO
Urban Habitat

Brian Darrow, Director of Land Use and Urban Policy
Working Partnerships USA

Cc: Steve Heminger, MTC
Ezra Rapport, ABAG
info@OneBayArea.org

Comments on draft Plan Bay Area

A. Comments on the Process

To reflect on what worked well in the planning process, and to ensure that we improve the process in the next planning cycle, we begin with an evaluation of some of the key decision-points in the process:

- ▶ Needs Assessment: In comments on the draft Public Participation Plan, many of us asked MTC/ABAG to conduct a needs assessment and prioritization at the outset. The failure to do so deprived us of the chance to craft the plan best able to meet those needs. **The next planning cycle should “start with the needs.”**
- ▶ Congestion Management Agency Process: Those same comments also asked MTC to “ensure transparency in the CMAs.” While MTC did issue a memo to the CMAs, it was too weak and came far too late in the process. In the next cycle, **the CMAs and any other agencies that will be nominating projects for inclusion in the Plan should be subject to fully transparent and inclusive processes.**
- ▶ Targets and performance measures: We applaud the early adoption of targets and performance measures. In the next cycle, the translation of goals into targets and metrics should better reflect the current state of the research. And, having adopted performance measures and analyzed alternatives against them, we should use them to:
 - **Adopt the final Plan that incorporates the elements that perform best;**
 - **Monitor progress on performance measures in an annual report card;** and
 - **Adopt policy changes needed to meet public health and other targets.**
- ▶ Equity Analysis: It was an improvement over past planning cycles to establish the Regional Equity Working Group and to conduct equity analyses at earlier stages before selecting a preferred alternative. Too often, however, the strong and constructive recommendations of the REWG and other advisory groups were ignored. One key recommendation that should be implemented next time is to **measure equity by first identifying gaps, and then assessing progress toward filling those gaps.**
- ▶ Conducting a Project Performance Assessment was the right decision. Many projects ranked low on benefit-cost ratio and targets promoted, but we have been unable to determine if any project was **eliminated from the Plan due to poor performance.**
- ▶ Scenario development and study: This was a low point in the process. Many of us asked repeatedly to be involved in developing scenarios. Instead, staff developed 5 scenarios without public input. Next time, **the public should be actively engaged from the first in scenario development.**
- ▶ The EEJ scenario was developed by the community and introduced for discussion, reflecting an unusually broad consensus of community and policy groups across the region. **It should have been studied before a “preferred” alternative was selected.**
- ▶ Analyzing the EEJ Alternative: We commend the agencies for their decision to study the EEJ scenario as an alternative under CEQA. While the draft Plan has many strengths, it falls far short in the outcomes it will produce. **With the relatively modest changes outlined in the cover letter, the final Plan can do a far better job in meeting the region’s goals.**
- ▶ The “Trade-Offs” Process: The lengthy process of setting targets and developing scenarios will have been for naught if it does not inform the final Plan. **We urge staff to work with the 6 Wins and other stakeholders to bring forward for public discussion and policy board vote the three modest elements of EEJ for incorporation into the final Plan Bay Area.**

Comments on draft Plan Bay Area

B. The Environmentally-Superior EEJ Alternative Builds a Far Better Future for the Bay Area than the draft Plan.

The EEJ outperforms the draft Plan on most performance measures. The differences are significant both individually and cumulatively, and will compound over time.

By boosting transit operating funding by just 5 percent, the EEJ alternative would dramatically increase transit service levels near housing and jobs, reduce driving and VMT, and increase transit ridership by 165,000 trips each day over the draft Plan.

Dramatically reduced levels of driving, in turn, not only translate into less congestion on our roads than the draft Plan, but also result in dramatic public health and environmental benefits over the draft, including 568,000 fewer tons of GHG emissions per year, large reductions in TACs and criteria pollutants, and significant energy savings.

- ▶ The EEJ alternative will also provide the public health benefits associated with 250 more hours of active transportation (biking and walking) per day than the draft Plan.
- ▶ Public transit is also an essential lifeline for providing access to healthcare providers. As the Affordable Care Act is implemented, and healthcare is recognized as a basic human right in our society, increased local transit service will be an essential link to the accessibility of healthcare services.

By moving about 5 percent of our housing growth and our transportation investment out of areas prone to sea-level rise in PDAs, we would:

- ▶ Put 30,000 fewer residents in neighborhoods subject to flood risk due to sea level rise by 2050, and
- ▶ Leave enough money over to repave more than 3,400 miles of local streets and roads.

Finally, EEJ would also be fairer to the region's most disadvantaged communities and families; it would

- ▶ Put 15,800 fewer struggling families at high risk of displacement, and
- ▶ Save low-income families \$79 million a year in rent.

In short, the EEJ alternative offers the Bay Area substantial benefits in a wide range of areas. Since the 3 adjustments the EEJ alternative proposes will bring our region so much closer to where we want to be, and will do so more fairly than the draft Plan, we should incorporate those changes into the draft Plan.

C. The Final Plan Should Boost Local Transit Service by \$3 Billion, and Commit to a "Regional Transit Operating Program."

Two-thirds of all transit boardings in the Bay Area today occur on local bus lines, which provide a vital lifeline for low-income families, youth and seniors. Yet the history of local bus operations in the Bay Area is a history of service cuts and fare hikes that have reduced service in many parts of the region to levels lower than they were years ago.

Comments on draft Plan Bay Area

The draft Plan will increase transit service levels overall by 27.3% over existing service levels, but 75% of that improvement will benefit the more affluent “choice” riders” of heavy rail, commuter rail and ferry. Only 20% of that increase would benefit local transit riders, who are more likely to be transit-dependent, and more likely to be riders of color.

By contrast, the EEJ alternative not only gives existing transit service levels a much bigger boost – 37% over existing levels – it also does so more fairly. EEJ puts nearly 30% of its much larger service increase into local transit.

Not only does EEJ increase local transit service, MTC’s travel analysis shows that those service increases will boost ridership. Local transit boardings account for 90 percent of the EEJ alternative’s increase in transit boardings over the draft Plan’s. MTC’s analysis shows that investing in local transit service adds far more riders for far less money than any other kind of transit investment.

Finally, a regional youth bus pass will cost-effectively increase ridership, while also improving the access of our youth to opportunity and after-school jobs and activities, and improving the education and health of the next generation.

MTC staff identified over **\$3 billion in operations-eligible funding** that could be shifted from capital to transit operating purposes. Let’s move those funds to boosting local transit service and reducing fares in the final Plan. And let’s commit to adopting a major pro-transit policy, parallel to Res. 3434. This **“Regional Transit Operating Program” should set a target of \$9 billion more for transit operations, as eligible new funding sources**, like Cap and Trade, become available in the future.

D. The Housing Distribution and RHNA Should be Modified to Shift Some Housing Growth from PDAs to Transit-Oriented Suburban Job Centers.

ABAG expects PDAs to accommodate 80% of all new housing in the region by 2040, with 95% of the region’s housing growth in just 15 cities. But there are many other transit-oriented neighborhoods in the Bay Area – neighborhoods that also have many low-wage workers commuting in to jobs – that are equally in need of housing development. They differ from PDAs in only one way: they have not been designated locally for more housing.

Job centers that are served by transit have the same need for housing whether cities plan for it or not. One city’s failure to plan for needed housing has consequences for the entire region. There are also high-opportunity neighborhoods with good schools and other amenities that lack sufficient affordable housing options.

The draft Plan and the RHNA should allocate adequate housing to the PDAs, but should also allocate needed housing to other places in similar need.

In addition, the PDA feasibility study MTC and ABAG commissioned examined a representative sample of PDAs and found they are ready to accommodate only “62 percent of the housing growth allocated to them through 2040 in *Plan Bay Area*.”

Comments on draft Plan Bay Area

Re-allocating just 25,000 RHNA units from the PDA share to eligible non-PDA job centers and communities of opportunity will assure that housing is built where it is needed, and make up for the housing production that is not feasible in the PDAs.

That is also the fair thing to do. HUD noted in an April 9, 2013, letter that ABAG's draft allocation of the Bay Area's regional housing need may violate federal civil rights laws. PDAs are disproportionately home to low-income people of color, and intense development in PDAs will subject them to enormous displacement pressure. Moving some of that growth to suburban cities with jobs and transit, as EEJ does, will result in 42% less risk of displacement, and provide fair housing opportunities for the families of low-wage workers in the high-opportunity communities in which they work.

E. The Final Plan Must Do Much More to Prevent the Displacement of Low-Income Families.

ABAG and MTC adopted zero displacement as one of the performance targets for the SCS, aiming to "House 100% of the region's projected 25-year growth by income level ... without displacing current low-income residents."

The draft Plan falls dramatically short of achieving this goal. In fact, it places **36% of struggling renter families at high risk of displacement** from their neighborhoods. This will continue, and exacerbate, a long-standing problem. For instance, San Francisco's black population declined from a high of 88,000 in the 1970s to an estimated 46,779 by 2005, while Oakland lost a quarter of its black population from 2000 to 2010.

To meet our target, and honor our commitment not to achieve other goals at the expense of our most disadvantaged families, we need to also ensure that OneBayArea Grant (OBAG) investments are tied to strong local anti-displacement measures,

We commend MTC and ABAG for designing the OBAG grant program in a manner that begins to incentivize local planning for affordable housing by requiring HCD-certified Housing Elements. But the current round of the OBAG program fails to provide incentives to local jurisdictions for enacting protections against displacement or producing and preserving affordable housing.

As set forth in our cover letter, OBAG eligibility should be contingent on local adoption of **strong policies that protect tenants, preserve neighborhoods and create and preserve affordable housing**. In addition, substantial **additional regional funds** should be committed to land banking, acquisition and rehab, and affordable housing construction targeted to communities at high risk of displacement.

Brenda Barron
Oakland, California
Brendabarron09@gmail.com



Hi. My name is Brenda Barron.

I urge you to invest in public transit operations to improve transit service.

I am currently a freshman in college at San Francisco State University. I was born and raised in Oakland California.

I've been taking public transportation since I was five years old when I started riding the bus to my mom's work. Public transit has changed a lot since I was five. Bus stops have moved farther from my house. There are fewer buses and I have to wait longer most of the time. Night service has been reduced; the bus I take stops at 10:00 pm. In the last few years, bus lines have been cut and changed, so that people get confused about which lines go to which place.

People want to see more bus routes and more frequent buses.

Many people take buses because they cost less than BART, but BART takes you farther and goes faster. I would like to see the BART and buses be less expensive, especially for young people who go to school. Most younger students don't have jobs, so they can't afford current transit fares, especially for BART.

There are other problems with current service levels. BART does not have enough trains so that people so that people can sit down. I often have to stand when I catch BART to go to school. BART has been having some issues lately with the tracks. I would also like to see cleaner buses and BART cars and stations.

Those are the transportation investments that matter to me, and matter to other younger people just like me.

Thank you.

Signatory List Updated December 19, 2011

November 18, 2011

BY ELECTRONIC MAIL

Alix Bockelman, Director of Programming and Allocations
Doug Kimsey, Director of Planning
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: OneBayArea Grant Program

Dear Ms. Bockelman and Mr. Kimsey:

We strongly support the use of regional funds to encourage equitable transit oriented development through the OneBayArea Grant program. The region's vision for sustainable growth – decreasing greenhouse gases while promoting healthy and affordable neighborhoods for people of all incomes and races – will be realized only if local jurisdictions implement it. Channeling money to the local governments that are working hard to plan for and accommodate housing at all income levels is one of the most important ways that MTC and ABAG can help make the Sustainable Communities Strategy a real action plan rather than a document that gathers dust on a shelf.

Staff's proposed framework for the OneBayArea Grant is a strong start to developing an effective program that could be a model for the rest of the state. It requires most of the funding to go to the places which are slated to take on most of the region's housing growth. It establishes policy-based eligibility criteria for local jurisdictions to qualify for Grant funding, which will help ensure that the money supports truly sustainable growth. In particular, it makes a California Department of Housing and Community Development-certified housing element a prerequisite for funding. And it recognizes the importance of rewarding past housing production in addition to supporting new construction.

As stakeholders deeply vested in the Sustainable Communities Strategies, Regional Housing Needs Allocation, and Regional Transportation Planning processes, we urge staff to make a few key revisions to the OneBayArea Grant program to make sure that the money is spent (1) in the right places, (2) with the right safeguards in place, and (3) on the right projects. Without these changes, the Grant program may do little to change the status quo, or might even undermine the principles of sustainability and equity that it is designed to advance. Specifically, we ask that the OneBayArea Grant program be modified to include the following key principles:

1. Funding should be prioritized for the cities have added the most *affordable* housing in the past, rather than total housing, and are expected to take on the most affordable housing in the future.
2. Anti-displacement policies should be a *requirement* for Grant eligibility rather than part of a menu of options.
3. Projects funded by OneBayArea Grants should be vetted by an inclusive neighborhood planning process that analyzes critical issues including equity, health, and transit accessibility.

These modifications are outlined in more detail below. We offer to meet with staff to discuss these recommendations and technical changes to the OneBayArea Grant proposal that will address our

Signatory List Updated December 19, 2011

November 18, 2011

concerns. We hope that by working together now we can craft a strong OneBayArea Grant proposal that we can all support when it comes before the MTC Commission and ABAG Board next year.

1. Direct Funding to Cities that are Building Affordable Housing

To be effective, OneBayArea Grants must not only be spent in the right counties, but also be directed to the appropriate places within each county. Because the current proposal is for Grant funding to flow to the County Congestion Management Agencies before it is allocated to cities, it is essential that MTC and ABAG establish meaningful guidelines for distribution of the money to local jurisdictions. The current proposal is lacking in this area. The guidelines we recommend will help ensure that the Grant program advances the regional vision of sustainable growth, rather than a patchwork of nine county-level agendas.

The requirement that 70% of Grant funding be spent within PDAs is not enough. The policy should be more specific – Grant money should be directed to the particular PDAs that are taking on the most housing growth. Supporting the PDA framework with financial investments appropriately rewards jurisdictions that have embraced their role in achieving sustainable and equitable growth, and encourages cities that have not opted into the PDA framework (or done so insufficiently) to do better in the future. That said, not all PDAs are created equal. They vary widely in their capacity to accommodate growth because of things such as size, density, transit connectivity, and political support. Since Grant funding is limited, it should be prioritized to the PDAs most able to help the region meet its need, and SB 375's mandate, for sufficient housing at all income levels. This is particularly important as ABAG moves toward approving PDAs with little or no planned housing growth.

Past production of affordable housing should also be taken into account when distributing both the PDA and non-PDA Grant funding. The current regional plan will not be built on a blank slate, so credit should be given to jurisdictions that have already been doing their part to plan for and encourage sustainable and equitable growth. When considering this factor, jurisdictions should be evaluated based on two factors. 1) Consider the absolute number of low and very-low income units produced by a jurisdiction over the past two RHNA cycles, recognizing those jurisdictions that have contributed the most to provide the very-low and low income housing that is the most difficult to produce.¹ Considering total lower-income housing production will also align the OneBayArea Grant program with the draft RHNA methodology being developed by ABAG's Housing Methodology Committee. 2) Evaluate jurisdictions on how well the ratio of lower income housing produced to above moderate housing produced matches the proportional need for housing by income level established by the jurisdiction's RHNA distribution.² This will recognize those jurisdictions that work to keep affordable housing production on-pace with market-rate housing growth, a key way to help the region achieve SB 375's goals of meeting the region's full housing needs at all income levels.

We strongly support staff's proposal that jurisdictions must have an HCD-certified Housing Element adopted for the current planning period to be eligible for Grant funding. Housing

¹ This means that a city would score better if it produced 100 units of affordable housing than if it produced 50 units.

² In other words, a city would score better if it met 50% of its lower income housing need and 50% of its market rate housing need than it would if it met 50% of its lower income housing need and 150% of its market rate housing need.

concerns. We hope that by working together now we can craft a strong OneBayArea Grant proposal that we can all support when it comes before the MTC Commission and ABAG Board

Elements are important tools to plan for and accommodate housing at all income levels, as well as to solicit public engagement about housing needs and barriers to affordable housing. And HCD-certification is the well-established standard for ensuring that Housing Elements meet the basic requirements of state law. Moreover, adoption of an HCD-certified element is already the standard used to determine eligibility for numerous other funding programs.³ Failure to require HCD-certification would completely undermine the purpose of the requirement, which is to ensure that local governments have complied with state laws requiring them to accommodate, zone, and plan for adequate housing at all income levels.

2. Ensure Anti-Displacement Safeguards to Protect Low Income Communities

Recognizing the importance of protecting low income communities at risk of displacement, MTC and ABAG included an anti-displacement goal among the SCS Performance Targets adopted earlier this year. After extensive public input and consideration by Commissioners and Board Members, the agencies committed to develop an SCS that “House[s] 100% of the region’s projected 25-year growth by income level (very-low, low, moderate, above-moderate) *without displacing current low-income residents.*”⁴ Since adopting this target, however, there has been little serious discussion about how to meet it. The OneBayArea Grant program is a critical opportunity to help the region meet its goal of preventing displacement of low income residents, but in order to do this, its anti-displacement provisions must be strengthened.

It has been well established by both local and national studies that transit-related investments are a primary cause of gentrification and displacement.⁵ Time and again, low income communities that have suffered from decades of disinvestment have seen new infrastructure investments lead to “improvements” in their neighborhoods that do not provide established families and local businesses with benefits but, to the contrary, drive them out.

As MTC and ABAG have acknowledged,⁶ the PDA system emphasizes and encourages growth in communities that are predominantly low income and people of color. The OneBayArea Grant program promises to infuse much-needed financial resources into these neighborhoods. If this is not done with the proper safeguards in place, however, the PDA system and supporting Grants will perversely cause massive gentrification and displacement, forcing out existing residents and excluding them from the region’s sustainability plans rather than improving their access to healthy, safe, and opportunity-rich neighborhoods.

³ A list of funding incentives that flow from adoption of a certified housing element is available from HCD at http://www.hcd.ca.gov/hpd/hrc/plan/he/loan_grant_hcompl011708.pdf.

⁴ See “Performance Targets for the Sustainable Communities Strategies/Regional Transportation Plan,” OneBayArea, available at <http://www.onebayarea.org/pdf/PerfTargetsSCS-RTP.pdf>.

⁵ See “Development without Displacement, Development with Diversity,” ABAG, available at www.bayareavision.org/initiatives/dwd-final.pdf; “Mapping Susceptibility to Gentrification: The Early Warning Toolkit,” Karen Chapple, Center for Community Innovation at UC Berkeley, available at www.communityinnovation.berkeley.edu/reports/Gentrification-Report.pdf; “Maintaining Diversity In America’s Transit-Rich Neighborhoods: Tools for Equitable Neighborhood,” Stephanie Pollack, et al., Dukakis Center for Urban and Regional Policy, available at www.northeastern.edu/dukakiscenter/publications/transportation/documents/TRN_Equity_final.pdf.

⁶ See Equity Analysis presentation to October 14, 2011 MTC Planning Committee, Slide 11 – Relationship of Communities of Concern to PDAs/GOAs, available at http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1752/2_Plan_Bay_Area_Equity_Analysis.pdf.

Elements are important tools to plan for and accommodate housing at all income levels, as well as to solicit public engagement about housing needs and barriers to affordable housing. And

In order to blunt the displacement pressures that will increase with the influx of OneBayArea Grant money, all Grant recipients should be required to have strong anti-displacement policies in place. Under the current staff proposal, affordable housing or anti-displacement policies are just one of a menu of options that jurisdictions may choose from in order to qualify for Grant funding. Because gentrification and displacement are a particularly problematic and direct result of investing in low income neighborhoods, we ask that a set of strong anti-displacement policies such as just cause/fair rent laws, condo conversion restrictions, and inclusionary housing programs, be made obligatory rather than optional conditions for funding. While local conditions may vary, it is critical that policies that can help achieve the region's goal of preventing displacement be defined and incentivized at the regional level. We would be happy to meet with staff to discuss the types and details of policies that could render a city eligible under such a requirement, as the details can spell the difference between success and failure.

3. Require Meaningful Engagement of Local Residents and an Analysis of Equity Issues and Alternatives for all Grant Projects

The OneBayArea Grant program will give more money to certain local governments along with more flexibility in spending it. This increased local control must come with local accountability to ensure that investments are being spent wisely on projects that meet the most pressing community needs as well as the regional goals of the SCS. Strong public participation and clear disclosure of project alternatives and impacts are among the best ways to achieve accountability without undermining the goal of local flexibility.

Any projects funded by OneBayArea Grants should be vetted by the local community to ensure that local residents, particularly low income people, communities of color, immigrant communities, seniors, and people with disabilities have the opportunity to help shape investment priorities to meet local needs. To facilitate this process and provide decision makers with full information, projects receiving Grant funding should also undergo an analysis of the relative benefits to and burdens on low-income communities and communities of color as well as an assessment of their impacts on health and the accessibility and affordability of transit.

In many cases, Grant-supported projects may have already undergone sufficient public review and analysis. Projects that are consistent with local plans developed with meaningful public participation and consideration of impacts and alternatives, or that emerged as priorities in Community Based Transportation Plans, for example, might not require any further vetting. Where high quality planning and priority setting have not taken place, however, requiring it of OneBayArea Grant recipients is critical to ensure that regional funds are spent wisely.

This recommendation is in line with MTC's *Station Area Planning Manual*⁷ and ABAG's *Development Without Displacement* report,⁸ both of which emphasize the importance of meaningful community engagement early and often throughout the decision-making. This requires more than just public notice. ABAG's report recommends that public participation in Station Area Planning Grants "be strengthened by incorporating more explicit standards for community participation (for example,

⁷ See "Station Area Planning Manual," November 2007, p. 22, MTC, available at: http://www.mtc.ca.gov/planning/smart_growth/stations/Station_Area_Planning_Manual_Nov07.pdf

⁸ See "Development without Displacement, Development with Diversity," p. 63.

In order to blunt the displacement pressures that will increase with the influx of OneBayArea Grant money, all Grant recipients should be required to have strong anti-displacement policies in

demonstrated involvement of community-based groups in the planning process), and incorporating . . . equity performance measures” such as housing and transportation cost burden, affordable housing development and preservation, community engagement, anti-displacement.⁹ ABAG’s report also recommends that the allocation of planning and capital infrastructure funds be based on the ability of a project or community to make progress on equity goals identified by the community.

Likewise, we recommend that cities undertake an analysis of the equity and health impacts of proposed projects and potential alternatives before selecting one. The analysis should provide a clear picture of potential alternatives’ relative benefits and burdens on low income communities and communities of color, as well as their potential impacts on issues such as affordable transit access, health, safety, air quality, noise, and active transportation. This will not only promote fairness locally, but will also help ensure that key regional priorities are accomplished, including those in the adopted Performance Targets, such as preventing displacement, reducing exposure to particulate emissions, and reducing injuries and fatalities including bike and pedestrian incidents

We appreciate your serious consideration of these comments, and we look forward to meeting with you to discuss in more detail how to integrate them into the OneBayArea Grant program as you revise it in the coming weeks and months. Meaningful incorporation of these suggestions into the OneBayArea Grant proposal will help to secure the active support of affordable housing and equity organizations before the MTC Commission and ABAG Executive Board. By working together, we can create a mechanism to begin realizing the region’s vision for sustainable communities.

Sincerely,

Asian Pacific Environmental Network
Bay Localize
Breakthrough Communities
California WALKS
Causa Justa :: Just Cause
Center for Sustainable Neighborhoods
Chinatown Community Development Center
Council of Community Housing Organizations (CCHO)
East Bay Housing Organizations (EBHO)
Genesis
Green Youth Alliance
Greenbelt Alliance
Housing Leadership Council of San Mateo County (HLC)
The League of Women Voters of the Bay Area
The National Coalition for Asian Pacific American Community Development (National CAPACD)
Public Advocates
Regional Asthma Management and Prevention (RAMP)

⁹ *Id.*

demonstrated involvement of community-based groups in the planning process), and incorporating . . . equity performance measures” such as housing and transportation cost burden,

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Unitarian Universalist Legislative Ministry California
Urban Habitat

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TransForm Unitarian Universalist Legislative Ministry California Urban Habitat

Pamela Tapia
23 Cross Road
Berkeley, CA 94705
Ptapia01@gmail.com



My name is Pamela Tapia.

I'm a student at the Peralta Colleges. I write to urge you to modify the Proposed Plan to increase the level of funding for transit and for affordable housing to levels included in Alternative 5, and to also adopt the other anti-displacement measures in Alternative 5. Without more investment in affordable housing and other anti-displacement policies, displacement will occur, forcing longer, more expensive and more polluting commutes on low-income residents

In September of 2011, my mother lost her minimum-wage job. Her factory decided to pack up and move to South Carolina. As a single parent raising two kids, my mom depended on that \$280 a week to pay the \$700 rent on our apartment on the West Oakland-Emeryville border. She spent most of her check on housing and transportation.

She decided to move our family to the Central Valley where an apartment was half the price of our former home. But there are no jobs in the Central Valley—well, not any place where she was qualified to do the work. She had no option. She had to go back to do the same thing she had always been doing. After almost four months of desperate job-hunting, my mother found a job in a factory in Union City's industrial park.

My mom now lives in Manteca but has to commute to Union City for work. What used to be a 30-minute ride from our apartment near MacArthur BART turned into a 4-hour commute. Since she doesn't have a car, she must take the bus from Manteca to Stockton, from Stockton she must take a \$20 Amtrak train to Richmond, from Richmond must pay \$5 to get on BART to Union City, from Union City BART she must catch another bus to her workplace -- bringing the total to almost \$60 a day to just travel for work.

At a rate of \$8 an hour, working 8 hour shifts, she would make an approximate of \$64 a day, but would spend \$60 just on transportation A DAY.

She literally could not afford to get to work. To avoid spending so much money traveling, she determined that she would have to stop traveling. During weekdays, she would sleep in the BART trains, riding the train until the end of the line, getting off and riding it back on the opposite direction, even sleeping on her job's cafeteria floor or on someone's couch.

I felt awkward when I first wrote this. I am not asking for your pity. That is not my goal but these are the facts. This happens.

The proposed Plan assumes that displacement will not result in increased rates of in commuting from outside the Bay Area or cross commuting between counties. This assumption is not supported by historical trends and does not agree with my own experience.

I urge you to increase funding for affordable housing and transit, and support other anti-displacement measures, to avoid placing more Bay Area residents in my mother's current position.

August 23, 2010, with updated list of signatories as of September 14, 2010

BY ELECTRONIC MAIL

Scott Haggerty, Chair
Jon Rubin, Chair, Legislation Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: Public Participation Plan for the RTP and SCS

Dear Chair Haggerty and Commissioner Rubin:

The adoption of a Public Participation Plan for the process that will culminate in the adoption of the Bay Area's next Regional Transportation Plan (RTP) and its Sustainable Communities Strategy (SCS), is one of many key decisions that MTC and ABAG will make in the course of implementing SB 375 over the next two to three years. The Public Participation Plan will shape the extent to which SB 375 addresses the needs of all Bay Area residents, especially the region's low-income communities and communities of color – its "Environmental Justice" or EJ Communities.

These communities are at greatest risk from the impacts of climate change. They also face the risk – if we do not address the cumulative impacts of past decades of inequality institutionalized at all levels of government – that we will not only perpetuate the existing exclusion of these communities from opportunity, but will re-segregate the Bay Area in frightening new ways. A just and equitable Public Participation Plan that actively empowers low-income communities of color in these important decisions will mark an important step in moving the Bay Area toward greater inclusion.

The undersigned organizations and individuals write not just to comment on shortcomings in MTC's draft Public Participation Plan, but to offer a positive vision and constructive changes that will move the entire process toward greater fairness, transparency and inclusiveness. With the changes we propose, the Plan will facilitate robust public participation in decision making at every key decision point in the process, through the final adoption of the RTP/SCS in 2013. The Plan we envision will begin by prioritizing the critical transportation needs of the region, including those of its most under-served communities. It will make clear the nature and importance of each of the intermediate decisions along the way. It will describe how a full range of alternative choices will be offered up for public comment at each decision point, after having been evaluated against criteria based on how well each alternative meets the critical needs of the region as a whole, and of its most under-served residents. And it will ensure that MTC lives up to its commitment to evaluate the social equity impacts of each alternative.

In short, the Plan we envision will help ensure both **an open and transparent process** that empowers Bay Area residents – especially EJ communities – to shape important regional decisions, and **substantive fairness in the outcomes** of the SB 375 process.

The goal of SB 375 is to reduce greenhouse gas (GHG) emissions through development of a Sustainable Communities Strategy that integrates transportation and land-use planning across the region. Accordingly, much is at stake for the entire Bay Area in how well MTC and ABAG implement SB 375. The decisions ahead will help determine:

- How our region will invest more than \$200 billion in public funds over 25 years;
- Whether that massive investment will **create a world class transit system for all** and reduce vehicle miles traveled in cars and light trucks;
- How much **affordable housing** local governments will accommodate near jobs and transit;
- Whether we will **prevent additional sprawl** and reduce **lengthy commutes**;
- Whether our **air will be clean and healthy** for our children, obesity rates will improve, and communities will have opportunities to walk and lead active lives;
- Whether our investments will **create quality jobs**; and
- Whether **investment will benefit the residents of EJ communities**, rather than result in their displacement to the region's fringes.

While the stakes are high for every resident of our region, they are especially grave for our most under-served communities. These communities are “the ones who are least responsible for climate change,”¹ yet they are at greatest risk of harm from carbon emissions.² Prof. Manuel Pastor, in his recent report, *MINDING THE CLIMATE GAP*, describes the

very real danger that poor neighborhoods and people of color will suffer even worse harms and hazards than the rest of Americans. This “climate gap” is of special concern for California, home to one of the most ethnically and economically diverse populations in the country.³

The climate gap, for instance, “means that communities of color and the poor will suffer more during extreme heat waves, . . . will breathe even dirtier air, . . . will pay more for basic necessities, . . . [and] is likely to mean fewer job opportunities for communities of color and the poor.”⁴

Yet, even as low-income communities of color are at greatest risk from the effects of climate change, they are also at grave risk if the wrong solutions are implemented – solutions that unintentionally exacerbate poverty and segregation. For many decades, low-income communities have been denied a fair share of public investment; when investment finally comes, the principles of Environmental Justice, as embodied in Presidential Executive Order 12898,⁵ dictate that they must benefit from it. They must not be further isolated and displaced by its gentrifying effects,⁶ an outcome which would be tantamount to solving climate change on the backs of the most disadvantaged residents of our region. Preventing displacement begins with a strong community engagement process.⁷

Fortunately, we have ample opportunity to adopt policies that will promote both equity and environmental goals. Among other things, we can prioritize the restoration of lifeline

bus service that suffered draconian cuts ahead of infrastructure expansion projects that will not meet our critical needs; we can plan for more affordable housing near transit and entry-level jobs; we can ensure that investment in the urban core delivers real benefits to disadvantaged residents and protects them from displacement; and we can ensure that any congestion-pricing mechanisms adopted generate funding for local transit service, while mitigating the economic burdens they place on low-income drivers.

Many of the decisions that will determine the success and equity of the RTP and SCS will be made well before MTC votes on the final adoption of the new RTP and its SCS. The important decisions that will be made during earlier stages of the process leading up to final adoption will include:

- Which critical transportation **needs** MTC will prioritize;
- Which RTP **goals and objectives** MTC and ABAG will approve;
- Which **alternative scenarios** MTC and ABAG will develop, and how they will be **evaluated for equity and effectiveness in meeting priority needs**;
- What **jobs and housing target** and other **performance targets** MTC and ABAG will adopt;
- What **transportation investment plan** MTC will draft, what land use scenarios the plan will assume, and whether so-called “**committed**” **projects** will be evaluated against alternatives and included in that plan only if they better meet the region’s priority needs;
- How the **Regional Housing Needs Allocation** will be made; and
- How MTC and ABAG will design and use their modeling tools and other quantitative measures to **ensure that equity impacts are transparent**

The sum total of these decisions will determine whether the RTP/SCS and the Regional Housing Needs Allocation (RHNA) will improve the lives of low-income communities and communities of color who have faced decades of underinvestment, poor planning, inadequate access to services and opportunities, and who have been beset by toxic air.

Each of these key decisions must be **substantively fair** to low-income communities of color, and each must be made in a **fair, inclusive and transparent public process** that results in the robust participation and influence of EJ communities.

MTC does not write on a blank slate with regard to the public participation of low-income communities of color and the analysis of social equity in its decision making. In 2006, at the request of its former Minority Citizens Advisory Committee, the Commission committed to implement two Environmental Justice Principles that are directly relevant to these tasks. Specifically, it committed to:

Principle #1 – Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them.

Principle #2 – Collect accurate and current data essential to understanding the presence and extent of inequities in transportation funding based on race and income.

The draft Plan, regrettably, does nothing to implement these Principles, and only makes passing reference to one of them. In addition to falling short of MTC's own commitments, the draft Plan does not even meet the minimum federal requirements to set forth "explicit procedures, strategies, and desired outcomes" in the Plan: It does not provide explicitly for "public review and comment at key decision points"; does not provide for "reasonable access to information about transportation issues," including information about alternatives and the equity impacts of each; and does not provide for "demonstrating explicit consideration and response to public input." Above all, it does not lay out explicit procedures, strategies and outcomes for "seeking out and considering the needs of those traditionally under-served by existing transportation systems, such as low-income and minority households."⁸

Accordingly, we write to provide recommendations and offer our assistance in addressing these critical gaps. Among the most significant changes that are necessary to achieve our robust vision for public participation are the following, each of which is described in greater detail in the Attachment:

1. Start with the Needs: The draft Plan sets forth no process for identifying the "critical transportation needs"⁹ that MTC will be planning to address. The starting place for assessing the needs of EJ communities is readily at hand: MTC's 2001 Lifeline Transportation Network Report, and the Community-Based Transportation Plans (CBTPs) that MTC has conducted in over 20 disadvantaged communities in the years since then.¹⁰ Yet the role of Lifeline and these CBTPs is not mentioned anywhere in the draft Plan, and there is no discussion of how they will be used in the process of developing alternatives and investment strategies. **The Plan should describe in detail an early process for assessing and prioritizing the critical transportation needs of the region as a whole, and of low-income communities and communities of color in particular.** It should clearly describe how the Lifeline Report and the CBTPs will be used in that process, and how the resulting identified and prioritized critical needs will factor into later analysis and decision making.
2. Get Specific About Key Decision Points: According to MTC's website, the draft plan "[p]rovides specifics on when, how and where interested parties may . . . get involved in MTC's key decisions."¹¹ In fact, however, the draft Plan neither provides specifics on the nature of the key decision points nor sets out a plan for doing so in the future. As a result, it provides at best a plan for allowing the public to participate in a complete vacuum. **The Plan should transparently specify each key decision point in the process, describing the nature and importance of each, including how it will affect future decisions; it should also identify the decision maker, and state the anticipated timeframe for each key decision.**

3. Ensure Transparency in the CMAs and the Partnership Board: In past RTPs, project-selection decisions of the county Congestion Management Agencies (CMAs) have been incorporated into MTC's regional planning process. MTC remains responsible for ensuring the fairness of the planning process, even – and especially – when it delegates authority to others, or adopts decisions made by them. That is equally the case when MTC adopts a “consensus” forged by an elite advisory group such as the Partnership Board.¹² **The Plan should address how MTC will ensure that the regional planning process will, at every level, comply with civil rights laws and be open and transparent to the meaningful participation of low-income communities of color.** That means that it should describe the decision making role that the CMAs will play in connection with the RTP and SCS, explain how MTC will evaluate, review and/or adopt CMA decisions, and specify how MTC will monitor the processes and decisions of the CMAs ensure that they comply with the Civil Rights Act. It should also provide for meaningful representation of low-income and minority voices in the process by which the Partnership Board reaches a consensus, or create a different process altogether.
4. Describe the Development of Policy and Investment Alternatives for each Key Decision Point: The Plan should not only spell out the key decision points, but also explain the process by which each key decision will be made. This applies to the role of both MTC and ABAG in developing the SCS and RTP as a whole. In particular, transparency about the alternatives, including transportation investments and land use scenarios, that will be considered at each key decision point is critical to the public's participation in the decision making process. **The Plan should describe the process by which alternatives will be developed and evaluated in connection with each key decision point; it should also specify which boards, committees and advisory groups will play a role in the development and selection among alternatives at each stage, and what the role of each will be.** And the Plan should indicate which intermediate decisions, if any, will be made by staff.
5. Evaluate the Equity Impacts of Each Alternative: A single “equity analysis” of the draft RTP in 2013 will come too late to ensure that inequities are not built into the key decisions at earlier stages of the process. The draft Plan does not implement MTC's Environmental Justice Principle #2 by explaining how, at each stage, “data essential to understanding the presence and extent of inequities in transportation funding based on race and income” will be gathered, analyzed and made available to the public and to decision makers. **The Plan should provide for an open and transparent public process in which equity criteria and metrics will be developed, should explain how MTC and ABAG will utilize those criteria and metrics in evaluating the equity impacts of each policy or investment alternative at each key decision point, and should provide for making those equity evaluations available to the public in a timely manner at each stage.**
6. Demonstrate Explicit Consideration of Input: The Plan should include specifics that demonstrate the explicit consideration of the input of low-income and minority participants by decision makers. Among other things, **it should ensure that they have**

opportunities to engage directly with Commissioners in their neighborhoods and at convenient times.

In addition, the Plan should set explicit actions and timeframes for outreach efforts (Comment 7), should get specific about linguistic accessibility of limited English proficient residents (Comment 8), and should include a “review of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.”¹³ (Comment 9.)

Conclusion

In view of the importance of the decisions to be made, the unique impact that those decisions will have on low-income communities of color, and the seriousness of MTC’s and ABAG’s commitments and obligations to Environmental Justice communities, a far more robust Public Participation Plan is required.

The Commission should direct staff to respond to the attached comments with appropriate changes to the draft Plan, and to provide a full explanation why any recommendations were rejected. Until an adequate Plan is in place, no actions should be taken to develop, analyze or decide among policy or investment choices. In particular, the development of alternative investment, land use and housing scenarios should not begin until adequate measures are in place to ensure that low-income communities of color can participate in the development of an “Equity, Jobs and Environment” scenario that will meet their pressing needs in a cost-effective manner while also meeting the greenhouse gas reduction goal of our entire region.

We would welcome a public meeting with you and MTC and ABAG staff to discuss our vision for a robust and transparent participation plan that will enable everyone in our region to reap a fair share of the benefits on the new RTP and its SCS.

Sincerely,

Reverend Daniel Buford, Prophetic Justice Ministry
ALLEN TEMPLE BAPTIST CHURCH

Claire Haas, Organizer
**ALLIANCE OF CALIFORNIANS FOR COMMUNITY EMPOWERMENT
(ACCE)**

Claudia Hudson, President
AMALGAMATED TRANSIT UNION, LOCAL 192

Titi Liu, Executive Director
ASIAN LAW CAUCUS

Roger Kim, Executive Director
ASIAN PACIFIC ENVIRONMENTAL NETWORK (APEN)

David Levin, Staff Attorney
BAY AREA LEGAL AID

Bob Prentice, Director
BAY AREA REGIONAL HEALTH INEQUITIES INITIATIVE

Aaron Lehmer, Network Development Director
BAY LOCALIZE

Rhianna Babka, Network Coordinator
BAYWALKS

Carl Anthony and Paloma Pavel, Co-Founders
BREAKTHROUGH COMMUNITIES

Joshua Arce, Executive Director
BRIGHTLINE DEFENSE PROJECT

Martin Martinez, Policy Director
CALIFORNIA PAN-ETHNIC HEALTH NETWORK

Bob Planthold, Chair
Wendy Alfsen, Executive Director
CALIFORNIA WALKS

Jeremy Lahoud, Executive Director
CALIFORNIANS FOR JUSTICE

Dawn Phillips, Program Director
CAUSA JUSTA: JUST CAUSE

Malcolm Yeung, Public Policy Manager
CHINATOWN COMMUNITY DEVELOPMENT CENTER

Nile Malloy, Program Director
COMMUNITIES FOR A BETTER ENVIRONMENT

Aaron Ableman, Co-Founder
COMMUNITREE

Ruth Morgan, Executive Director
COMMUNITY WORKS

Adam Kruggel, Executive Director
CCISCO (CONTRA COSTA INTERFAITH SUPPORTING COMMUNITY ORG.)

Nikki Fortunato-Bas, Executive Director
EAST BAY ALLIANCE FOR A SUSTAINABLE ECONOMY (EBASE)

Emily Kirsch, Lead Organizer, Green-Collar Jobs Campaign
ELLA BAKER CENTER FOR HUMAN RIGHTS

Reginald T. Shuford, Director of Law and Policy
Eva Paterson, President
EQUAL JUSTICE SOCIETY

Victoria Jimenez-Morales, Vice-Chairperson
GENESIS

Stephanie Reyes, Policy Director
GREENBELT ALLIANCE

James Zahradka, Supervising Attorney
LAW FOUNDATION OF SILICON VALLEY

Carmen Rojas, Director of Strategic Grantmaking
MITCHELL KAPOR FOUNDATION

Gen Fujioka, Senior Policy Advocate
NATIONAL COALITION FOR ASIAN PACIFIC AMERICAN COMMUNITY DEVELOPMENT

Amanda Eaken, California Transportation Planning Director
NATURAL RESOURCES DEFENSE COUNCIL (NRDC)

Chione Flegel, Senior Associate
POLICYLINK

Richard A. Marcantonio, Managing Attorney
Parisa Fatehi, Equal Justice Works Fellow
PUBLIC ADVOCATES INC.

Mary A. Pittman, President and CEO
PUBLIC HEALTH INSTITUTE

Robin Salsburg, Senior Staff Attorney
PUBLIC HEALTH LAW & POLICY

Michael Rawson, Co-Director
**PUBLIC INTEREST LAW PROJECT/
CALIFORNIA AFFORDABLE HOUSING LAW PROJECT**

Anne Kelsey Lamb, Director
REGIONAL ASTHMA MANAGEMENT AND PREVENTION (RAMP)

M. Williams
REGIONAL ALLIANCE FOR TRANSIT (RAFT)

David Grant, Executive Director
SF WALKS & ROLLS

John Holtzclaw
SIERRA CLUB

Dave Room
TAKE BACK THE MIC BAY AREA

David Schonbrunn, President
**TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION FUND
(TRANSDEF)**

Jeff Hobson, Deputy Director
TRANSFORM

Juliet Ellis, Executive Director
URBAN HABITAT

Nancy Holland, Coordinator
WALK & ROLL BERKELEY

Brian Beveridge, Co-Director
WEST OAKLAND ENVIRONMENTAL INDICATORS PROJECT

Cindy Chavez, Executive Director
WORKING PARTNERSHIPS USA

Tuere Anderson, LCSW, Director of Health Services, Youth Radio

Jonathan Bair, Chair of Oakland's Bicycle and Pedestrian Advisory Committee

Summer Brenner; Will Dominie; Gaby Miller; Sarah Peters; Roberta Spieckerman

Enclosure: Attachment: Detailed Comments and Recommendations

Cc: MTC Commissioners
Steve Heminger, Executive Director, Metropolitan Transportation Commission
ABAG Board Members
Henry Gardner, Executive Director, Association of Bay Area Governments
MTC Advisory Council Members

Attachment:
Detailed Comments and Recommendations

SUMMARY OF RECOMMENDATIONS

Comment 1: Start with the Needs.

Recommendation 1: Include an early process for assessing the critical transportation needs of the region as a whole, and of low-income communities and communities of color in particular. Describe the needs assessment process and how needs will be prioritized. Describe how the Lifeline Report and the CBTPs will be used and updated in the process, and how the resulting identified critical needs will be used in later analysis and decision making.

Comment 2: Get Specific About Key Decision Points.

Recommendation 2: Specify each key decision point in the process. For each key decision, describe the nature and importance of the decision to be made (including how that decision will affect future decisions), identify the decision maker, describe the process that will be used in reaching that decision (including the role that various boards, committees and task forces will play in that process), and state the anticipated timeframe and sequencing for decisions.

Specify a plan for disseminating the methodology, results, and key assumptions of MTC's travel demand models in a transparent manner that will be useable and understandable to the public.

Comment 3: Ensure Transparency and Inclusiveness in the CMAs and the Partnership Board.

Recommendation 3: Describe the decision making role that the Congestion Management Agencies (CMAs) will play in connection with the RTP and SCS, explain how MTC will evaluate, review and adopt CMA decisions, and specify how MTC will ensure that the process and decisions of the CMAs comply with the Civil Rights Act.

Describe the role that the Partnership Board and other elite advisory groups will play in connection with the RTP and SCS, explain the process for reaching consensus, and provide for meaningful representation of low-income and minority voices in that process.

Comment 4: Describe the Development of Policy and Investment Alternatives for each Key Decision Point.

Recommendation 4: Describe explicitly the process by which alternatives will be developed and evaluated in connection with each key decision point. Specify which boards, committees and advisory groups will play a role in the development and selection among alternatives at each stage, and what the role of each will be.

Comment 5: Evaluate the Equity Impacts of Each Alternative.

Recommendation 5: Provide for an open and transparent public process in which criteria and metrics of equity will be developed based on the expressed priority needs identified by under-served communities. Explain how MTC will utilize those criteria and metrics in evaluating the equity impacts of each alternative policy or investment alternative leading up to each key decision point, and provide for making those equity evaluations available to the public in a timely manner at each stage.

Comment 6: Demonstrate Explicit Consideration of Input.

Recommendation 6: Describe how the public input from each of the varied forums described in the Plan will be used in the development, evaluation and selection among alternatives at each key decision point. Provide specific opportunities for residents of low-income communities of color to meet with decision makers in their communities.

Comment 7: Get Specific about Outreach.

Recommendation 7: Include a program of specific actions for outreach to low-income and minority participants, stating the responsible person(s) and timeframe, and specifying quantified objectives, performance measures and outcomes for each action.

Comment 8: Get Specific About Linguistic Access.

Recommendation 8: Assure meaningful opportunities to participate by Limited English Proficient populations based upon language needs of local communities. Identify the language needs of “communities of concern” where planning and investment decisions may have the greatest impacts. Provide additional assistance reflecting the language needs of the locality in which meetings, hearings, and outreach occurs.

Comment 9: Learn from Past Mistakes.

Recommendation 9: Conduct a review, with full public participation, of the effectiveness of outreach to, participation of, and influence in shaping MTC decisions by minority and low-income residents and their representatives in the development and adoption of the 2009 RTP. Modify the draft Plan to reflect changes to ineffective provisions, address omissions, and build on identified strengths.

BACKGROUND

A. The Regional Legacy of Structural Inequality

The Bay Area is embarking on a planning process that will not only set its transportation policies and allocate its regional housing need (RHNA), but is likely to fundamentally redraw the map of inclusion and equality in our region. This opportunity is coupled with grave risks. It comes against the backdrop of decades of public policy at all levels of government that systematically excluded low-income communities of color from opportunity. National housing and transportation subsidies (like the home mortgage tax deduction and the national highway system), redlining, urban renewal and other public policies infused massive public investment into the suburbs, while uprooting poor and minority communities in order to deliver benefits to relatively more affluent suburbanites.

The cumulative legacy of these decades of inequality and exclusion is today's crisis of concentrated poverty, racial isolation, lack of access to educational and economic opportunity, disparities in access to public services, and weakened institutional capacity in low-income and minority communities.

SB 375 provides a significant opportunity to redraw the regional map of opportunity and exclusion in the Bay Area. The same policies that isolated low-wealth people of color from opportunity also shaped an environment marked by sprawl and a heavy dependence on the automobile. SB 375 now calls upon us to reverse that legacy by bringing transit, housing and jobs closer together, and ensuring they are equally accessible to all economic segments of the population, by means of our planning, development and investment policies.

If we succeed, we will create vibrant mixed-income communities in our urban core, where families of every class and race can live, work, learn and play together in a healthful environment. If we fail, however – if we do not address the cumulative impacts of past decades of institutionalized inequality – there is a grave risk that we will re-segregate the Bay Area in even more exclusive ways, creating a new legacy that we will have to redress for decades to come.¹⁴ Land use changes already threaten to transform American metropolitan regions into a pattern typical of developing countries, where the rich live in the core cities, while the poor live on the periphery of metropolitan regions. A recent report released by the Brookings Institution finds that more impoverished people now live in suburban areas than in the cities they border.

Between 2000 and 2008, the number of poor people living in America rose by 15.4 percent – nearly twice the growth rate in the overall population in the same period. But the growth wasn't even across geographical areas. The poverty rate in American suburbs increased 25 percent during that period – and is growing significantly faster than the national average and urban rate.¹⁵

This re-segregation is, indeed, already well underway in the Bay Area. For example, in the last four decades, the African American population has **fallen** by about the same number in San Francisco – some 40,000 – as it has **grown** in San Joaquin County.

During the same period, San Francisco's poverty rate, which was twice that of Antioch in 1970 (14% vs. 7%), is now almost two percentage points lower (approximately 10% vs. 12%). The region's periphery, where its low-income and minority population is increasingly concentrated, has also been the hardest hit by the foreclosure crisis and lack of jobs.

Unless it is reversed now, the cumulative effects of past inequalities and inadequate participation affecting low-income communities of color will continue to have a spiraling effect. To ensure that it does not result in greater marginalization and fewer benefits to vulnerable communities, we must take this opportunity to put in place a Public Participation Plan that will focus meaningfully on the needs and priorities of those communities that have been left behind, and on overcoming the cumulative impacts of decades of adverse policy.

B. Requirements Governing Public Participation

MTC, as the region's Metropolitan Planning Organization (MPO), is specifically charged by federal law with providing members of the public generally with a full opportunity to participate in shaping regional planning decisions. MTC is also explicitly required to ensure both that residents of low-income communities and communities of color are equal participants in the regional decision-making process, and that the outcomes of that process treat them fairly and equally.

The requirement to adopt a Public Participation Plan is set out in regulations of the U.S. Department of Transportation. Those regulations provide that MTC "shall develop and use a documented participation plan that defines a process for providing citizens . . . and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process."¹⁶ They go on to detail that:

The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points**, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
- (ii) Providing timely notice and reasonable access to information about transportation issues and processes;**
- (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;**
- (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;**

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) **Seeking out and considering the needs of those traditionally under-served by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;**

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically **reviewing the effectiveness** of the procedures and strategies contained in the participation plan to **ensure a full and open participation process**.¹⁷

These requirements, which emphasize the importance of specifically “considering the needs of . . . low-income and minority households,” are rounded out by MTC’s civil rights and Environmental Justice obligations. As the region’s MPO, MTC is required to “**certify . . . that the metropolitan transportation planning process is being carried out in accordance with . . . Title VI of the Civil Rights Act of 1964.**”¹⁸ Title VI prohibits discrimination on the basis of race, color or national origin.

Finally, the Presidential Executive Order on Environmental Justice requires federal agencies, and those who receive funding or approvals from them, to “fully conside[r] environmental justice principles throughout planning and decision-making processes.” MTC must achieve environmental justice

by **identifying and addressing**, as appropriate, disproportionately high and **adverse** human health or environmental **effects** . . . of its programs, policies, and activities on minority populations and low-income populations.¹⁹

The “adverse effects” that MTC must “identify and address” include both a disproportionately high share of the **burdens** of MTC’s decisions, and a disproportionately low share of the **benefits** of its investments.²⁰

The two Environmental Justice Principles that MTC adopted in 2006 flow directly from these requirements of federal law. Principle #1 addresses the voice of EJ participants in shaping decisions by committing MTC to “create an open and transparent public participation process that empowers low-income communities and communities of color

to participate in decision making that affects them.” Transparency, as described by the Global Transparency Initiative, means that decision makers

should clearly describe their decision-making processes. This should include providing a list of upcoming opportunities to provide public input, releasing consultation and communication plans, and identifying decision benchmarks (for example, dates of key meetings in project preparation). The public should be able to anticipate when and how they will be able to access decision-making.²¹

MTC’s Environmental Justice Principle #2 speaks to the requirement to identify and address adverse impacts, committing MTC to “collect accurate and current data essential to understanding the presence and extent of inequities in transportation funding based on race and income.”

SB 375 adds to these federal requirements a new requirement in state law that MTC “adopt a public participation plan, for development of the sustainable communities strategy.”²² That plan is required to include “[o]utreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency’s adopted Federal Public Participation Plan,” and must ensure that MTC will “**provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices.**”²³

Taken as a whole, these requirements mean that MTC must ensure a fair, transparent and inclusive decision making **process**, while also ensuring **substantive** fairness to low-income and minority communities in its decisions. Fairness in the process requires, among other things, that MTC “seek out and consider the needs” of low-income and minority communities,²⁴ while substantive fairness means that it meets the needs of those communities at least as well as it meets the needs of others.

DETAILED COMMENTS AND RECOMMENDATIONS

Comment 1: Start with the Needs.

Federal law requires the Public Participation Plan to provide “explicit procedures, strategies, and desired outcomes for . . . [s]eeking out and considering the needs of those traditionally under-served by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.”²⁵

The draft Plan appropriately describes the important role of needs in the process, calling the RTP the comprehensive blueprint for transportation investment that “identif[ies] how much money is available to address **critical transportation needs** and setting the policy on how projected revenues are to be spent.”²⁶ The Federal Transit Administration (FTA)

also emphasizes this focus on needs, noting that a key step in the transportation planning process is:

Identifying current and projected future transportation problems and needs and analyzing, through detailed planning studies, various transportation improvement strategies to address those needs[.]²⁷

MTC's draft Plan, however, includes no discussion of when or how those "critical transportation needs" will be identified, or how identified needs will be taken into account in the decision making process. Nor, as discussed in Comment 4, below, does it link those needs to the analysis of alternatives through "detailed planning studies."

Identifying needs is critical for a number of reasons. First, setting a regional vision, and goals and objectives, for the RTP and SCS must begin with an assessment of the priority needs to be met.

Second, and of more particular importance to traditionally under-served communities, MTC's commitment to equity for those communities requires it to identify their critical transportation needs. Measuring the equity of alternative investment scenarios and other decisions depends on knowing how well each of those alternatives will meet the needs of these communities. Without identifying those needs early in the process, MTC cannot meaningfully meet the requirement to conduct an equity analysis of the RTP as a whole, nor can it set meaningful criteria, targets, indicators and benchmarks to evaluate the equity impacts of alternative decisions along the way.

In short, to meet the challenge of climate change for all our region's residents, while meeting the needs of the communities in our region that have traditionally been left behind, MTC's Public Participation Plan must begin with a clear assessment of the needs of EJ communities, and must analyze fairness in the allocation of benefits and burdens at each stage of the decision making process.

The draft Plan does not do so. It simply includes the statement that:

To the extent that funding allows, the public participation efforts will include:

...

Seek out and consider the needs of those traditionally under-represented in the planning process, including minority, low-income and limited English proficient communities.²⁸

This is inadequate. The federal requirement that MTC seek out and consider these needs is not contingent on the availability of funding. Moreover, the Plan itself must include "explicit procedures, strategies, and desired outcomes for" considering those needs. The draft Plan includes none.

The failure to meet this basic federal requirement is particularly troubling in light of MTC's long history of delaying full funding of its Lifeline Program while awaiting the results of Community-Based Transportation Plans (CBTPs) in disadvantaged communities. MTC has emphasized the assessment of those needs at the community level for nearly a decade, stating that "[p]roject findings are forwarded to . . . MTC, for consideration in planning, funding and implementation discussions."²⁹ With these needs already having been assessed in many low-income communities and communities of color, the time is now for MTC to explain how it will take action to meet them.

The CBTP studies date back to the 2001 RTP, when MTC asked low-income and minority participants these two questions:

- 1) "What are the most vital lifeline transit services?", and
- 2) "What would be the best way to fund lifeline transit services?"

MTC went on to note that:

The input received from this outreach concerning the importance of transit for those without a car is succinctly summarized in one of the Messages (major themes) described in this report:

Message 4: "Transit is vital to low-income individuals, but it takes too long."

For individuals who depend on transit and paratransit to get to work, school and medical services, transit is not a choice; rather it is an essential part of their daily lives. The number one transit issue for those who depend on transit was that trips on transit take too long, sometimes taking 5 to 10 times longer than driving. Participants also spotlighted infrequent service, lack of evening and weekend services, the high cost of transit buses and trains to areas that are not currently served. Specific suggestions included faster bus service by expanding bus-only lanes on streets and freeways, expanding trains and light rail, providing longer hours for transit at night and during the weekend, and subsidizing transit fares for low-income individuals.³⁰

The current draft Plan makes no mention of MTC's Lifeline Transportation Network Report, however, which in 2001 found that 49% of "Lifeline routes" failed to meet MTC's minimal frequency of service objectives.³¹ The Lifeline Report found that 1.5 million additional hours of transit service would be needed yearly to close the identified "gaps in the existing transit network for low-income communities."³² That study should be updated promptly, so that current urgent needs of low-income communities can be identified early and be made part of the decision making process now underway.

Since 2001, more than 20 CBTPs have been completed, some with significant involvement of EJ community members.³³ Yet, like Lifeline, those CBTPs are not mentioned once in the draft Plan, and there is no discussion of how either will be used in the process of developing alternatives and investment strategies.³⁴

Recommendation 1: Include an early process for assessing the critical transportation needs of the region as a whole, and of low-income communities and communities of color in particular. Describe the needs assessment process and how needs will be prioritized. Describe how the Lifeline Report and the CBTPs will be used and updated in the process, and how the resulting identified critical needs will be used in later analysis and decision making.

Comment 2: Get Specific About Key Decision Points.

Meaningful public participation means much more than outreach and providing opportunities for comment. It requires transparency about the nature and sequence of the decisions that will be made, and what is at stake in each decision. For even the simplest decision that MTC makes, the Brown Act requires it to give the public advance notice of the proposed decision in writing. In the multi-year series of complex decisions that will culminate in the adoption of an RTP and SCS, and that will attempt to interweave the RTP with decisions of other regional and local bodies, transparency about the sequencing and nature of the intermediate decisions to be made is all the more essential.

Without setting this context for participation, few will understand the need to participate, and those who do will have no basis for deciding at which points their participation will be worthwhile. The draft Plan discusses a bewildering array of boards, committees, working groups, and advisory groups,³⁵ but provides no clear sense of the role that each one will play in the development of alternatives, in commenting on those alternatives, and on selecting among those alternatives. The chart on page 48 of Appendix A, moreover, illustrates what appears to be a top-down “partnership” in which the input of citizen stakeholders feeds into Congestion Management Agencies, which in turn feed into local government “County/Corridor Dialogues,” and so on up to the MTC and ABAG boards. The chart gives no indication of how participants can hope to be shape the decisions of MTC and ABAG, nor even what role they can hope to play in shaping the county CMA decisions.

The draft Plan also mentions a host of “other key initiatives,” including the FOCUS program and “MTC’s recently launched Transit Sustainability Project,”³⁶ but provides no practical information as to how these initiatives relate to other key decision points or how they fit into the overall RTP/SCS process.

Federal law requires the Plan to include “explicit procedures, strategies, and desired outcomes” that will provide “adequate public notice of public participation activities and time for public review and comment at **key decision points**.”³⁷ Key decision points in the regional transportation planning process, according to FTA,³⁸ break down into concrete phases, including decisions regarding:

- Vision and Goals
- Alternative operating and capital investment strategies

- Evaluation and prioritization of those strategies, based on criteria that select the ones that best meet the goals
- Program development based on the selected strategies
- Project selection and systems operations

On page 45 of Appendix A, the draft Plan includes a chart, entitled “Workplan,” that lists a variety of items that will be “developed” or “approved” in three broad phases leading to the adoption of the RTP’s SCS.³⁹ This chart includes a range of intermediate key decision points, while it is silent as to others. At a minimum, the key decision points that the Plan should address must include:

- Which transportation needs MTC will prioritize;
- Which RTP goals and objectives MTC will approve (including which SCS goals and objectives ABAG and MTC will approve);
- Which alternative scenarios MTC and ABAG will develop, and how they will be evaluated for equity and effectiveness;
- What jobs and housing target and other performance targets MTC and ABAG will adopt;
- What transportation investment plan MTC will draft, and whether so-called “committed” projects will be evaluated against alternatives before MTC includes them in that plan; and
- How the Regional Housing Needs Allocation will be made.
- How will the Joint Policy Committee fulfill its statutory responsibility under SB 849 (2004) to “coordinate the development and drafting of major planning documents prepared by ABAG, MTC, and the Bay Area Air Quality Management District, including reviewing and commenting on major interim work products and the final draft comments prior to action by ABAG, MTC, and the Bay Area Air Quality Management District”?

For each of these key decision points, the draft Plan should, at the very least, clearly describe its nature and importance, identify the decision maker and anticipated sequence and timing in the overall process, and describe the process that will be used in reaching that decision. Where multiple boards, committees and task forces will play a role in that process, the Plan should explain each group’s role and how each will influence MTC’s and ABAG’s ultimate decisions, so that would-be participants can make an informed decision about which of the multitude of meetings to attend.

The draft Plan also must address the technical complexity and opacity inherent in the modeling processes that will be conducted. SB 375 specifically requires that

A metropolitan planning organization shall disseminate the methodology, results, and key assumptions of whichever travel demand models it uses in a way that would be useable and understandable to the public.⁴⁰

And federal law requires MTC to “[e]mplo[y] visualization techniques to describe metropolitan transportation plans.”⁴¹

“A widely separated family inherits a house in which they have to live together.” This is the great new problem of humankind. We have inherited a big house, a great “world house” in which we have to live together—black and white, Easterners and Westerners, Gentiles and Jews, Catholics and Protestants, Moslem and Hindu—a family unduly separated in ideas, culture, and interests who, because we can never again live without each other, must learn, somehow, in this one big world, to live with each other.

— Martin Luther King Jr.

