



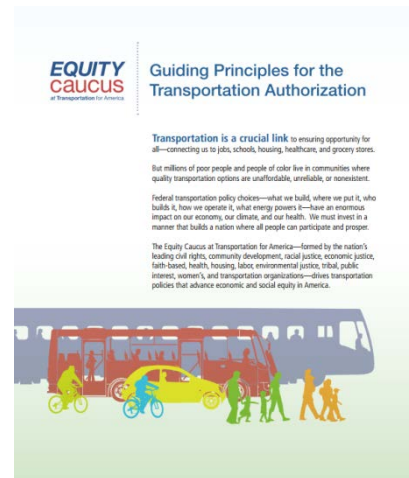
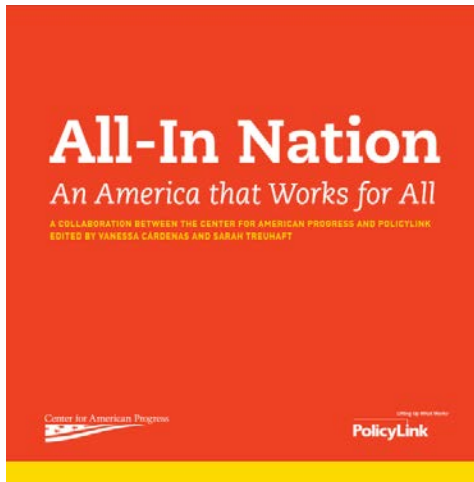
Webinar:
***All Aboard: Making Equity Central
in Transportation Planning***

September 27, 2013

- 20** Percent of African Americans who live in a household where no one owns a car, compared to 14 percent of Latinos, 13 percent of Asian Americans and 5 percent of non-Hispanic whites.
- 2 in 3** Residents of small town have no access or substandard access to transit.
- 7** Percent of a U.S. region's jobs that can be accessed via a one-way, 45-minute transit ride.
- 77** Percent of regional low- and middle-skill jobs that low-income suburban families cannot reach via transit.

Sources: Brookings Institution and UC-Berkeley, "Socioeconomic Differences in Household Automobile Ownership Rates", 2006; American Public Transportation Association, "Mobility for America's Small Urban and Rural Communities"; Brookings Institution, "Missed Opportunity: Transit and Jobs in Metropolitan America", 2011; Ibid.

Tools & Resources



www.policylink.org

The Sustainable Communities Initiative



www.policylink.org/sustainablecommunities

Today's Speakers



Anita Hairston
Associate Director
PolicyLink
(Today's Moderator)



Barbara Stiffarm
Executive Director
Opportunity Link



Beverly Scott, Ph.D.
General Manager
Massachusetts Bay
Transportation
Authority

Today's Speakers



Barbara Major
New Orleans Regional
Transit Authority
Board of
Commissioners



**Sam Tepperman-
Gelfant**
Senior Staff
Attorney
Public Advocates



Jeff Hobson
Deputy Director
TransForm



Barbara Stiffarm
Executive Director
Opportunity Link

VIDEO: We Ride the Line



Innovations in Regional Rural Transportation

Regional Public Transportation System

Facilitated establishment of 6 new rural transit systems in North Central Montana (Northern Transit Interlocal, Fort Belknap Transit System, North Central Montana Transit, Rocky Boy Transit, Toole County Transit, and Glacier County Transit)

Opportunity Link's Homegrown Strategies in Regional Transportation Planning

- Together with communities, developed a regional transportation plan with options for local and/or coordinated implementation
- Facilitated planning, if needed
- Neutral convener to ensure inclusive, multi-jurisdictional participation in planning process
- Horizontal, networked approach for collaboration and leadership
- Provided technical assistance on rural public transportation with local expertise (Western Transportation Institute)



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Vibrant Futures for North Central Montana

www.vibrantfuturesmt.org

North Central Montana Transit

www.ncmtransit.org



EQUITY CHOICES IN TRANSPORTATION

Beverly A. Scott, Ph.D
General Manager and
Rail & Transit Administrator





EQUITY

- Full and equal access to opportunities and amenities, regardless of race, ethnicity, gender, age or wealth.

Legacy
Investments

Environment

Growth

New
investments

Sustainable
Development

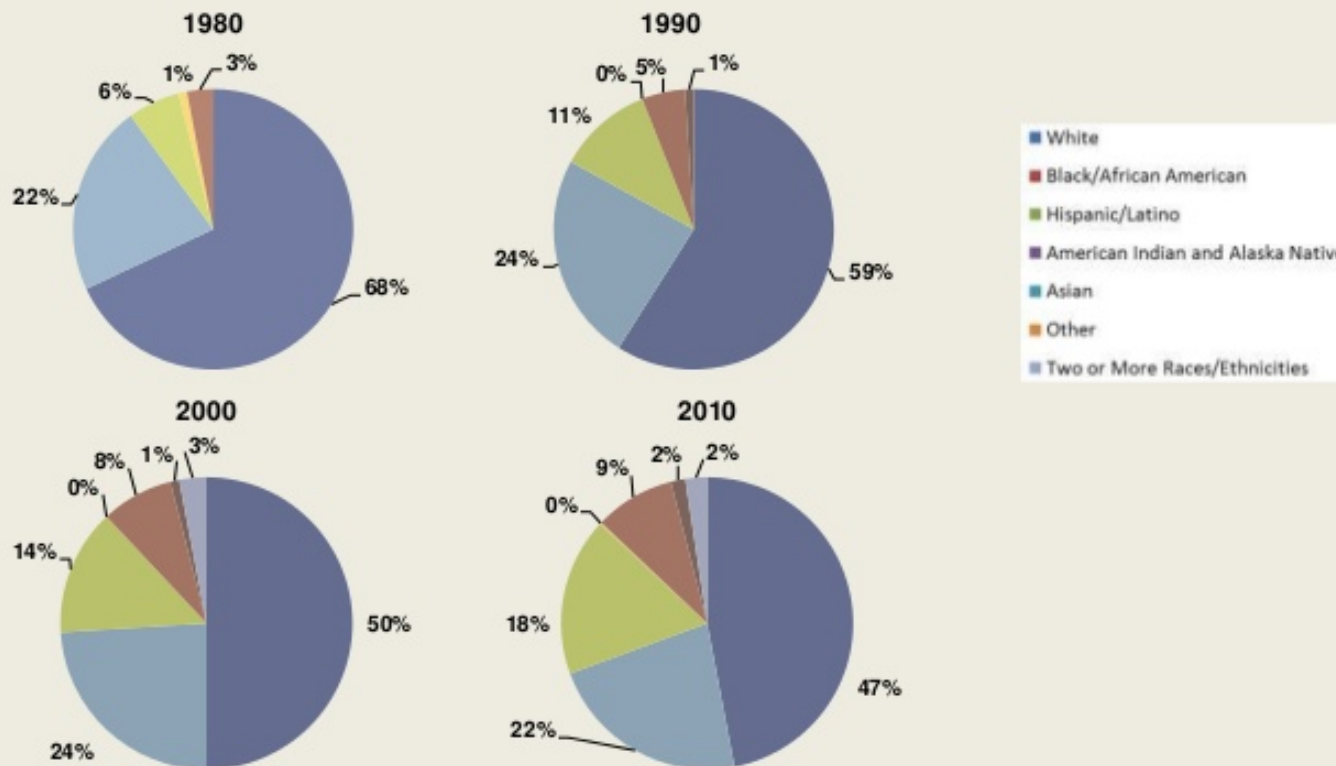


•*Dukakis Center definition used in development of equity components of sustainable transportation indicators*

Demographic Change

Racial and Ethnic Breakdown for Boston's Population, 1980-2010

- Over the last several decades, the racial and ethnic composition of Boston has changed a great deal
- In 1980, close to 70% of Boston was white. Today, only half the city is white.
- The last two Census reports show Boston as a "majority-minority" city.



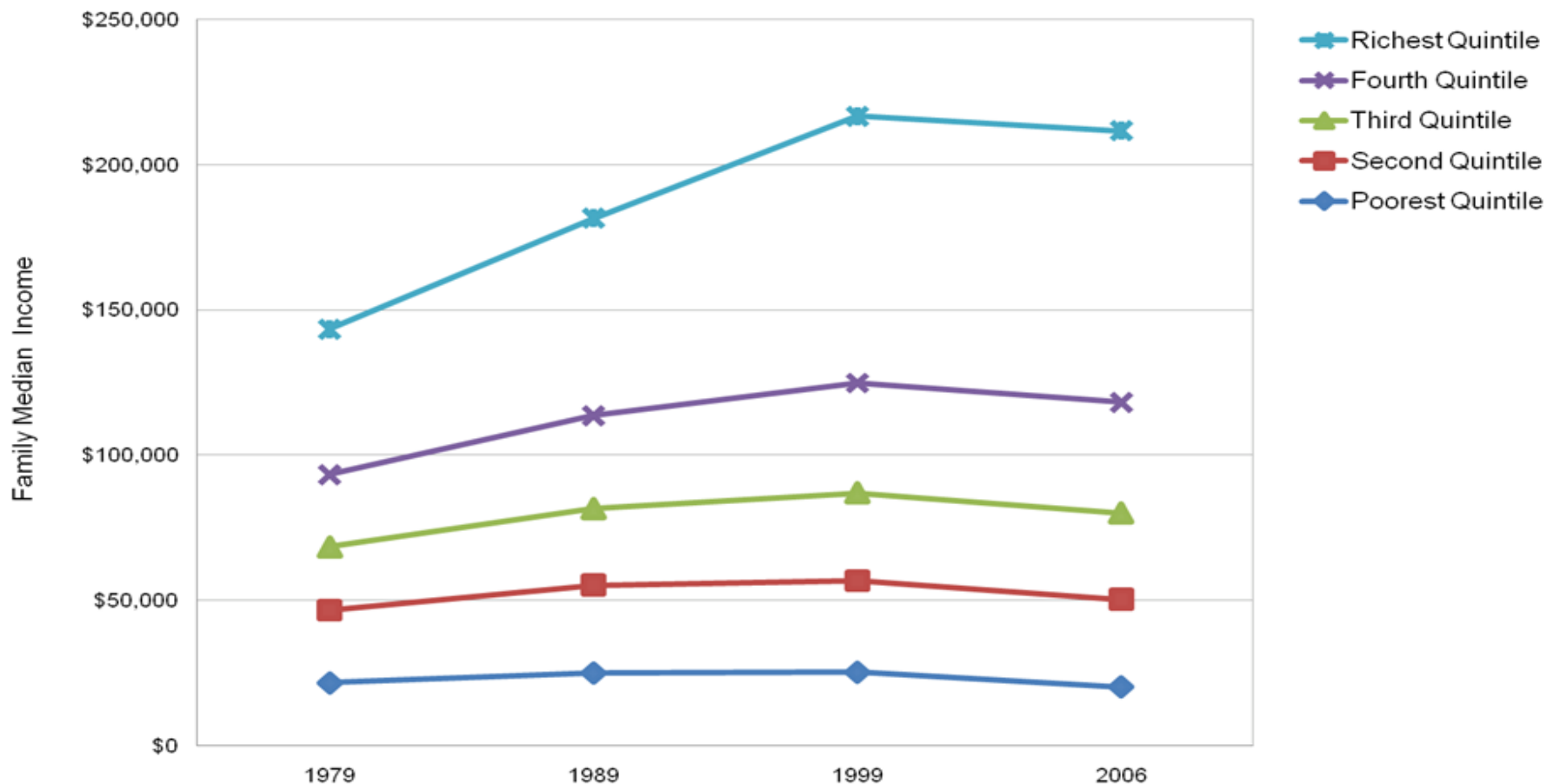
Source: U.S. Census Bureau, BRA Research Division Analysis.
Note: 2000 was the first year the Census compiled data on individuals who identified themselves as "multiracial"





Metro Boston Income Gap

The Richest 5th of the Population Earns More than
10 Times that of the Poorest 5th



Source: Decennial Censuses in 1980, 1990, 2000, American Community Surveys in 2005 & 2006

Regional Transit Decision-Making

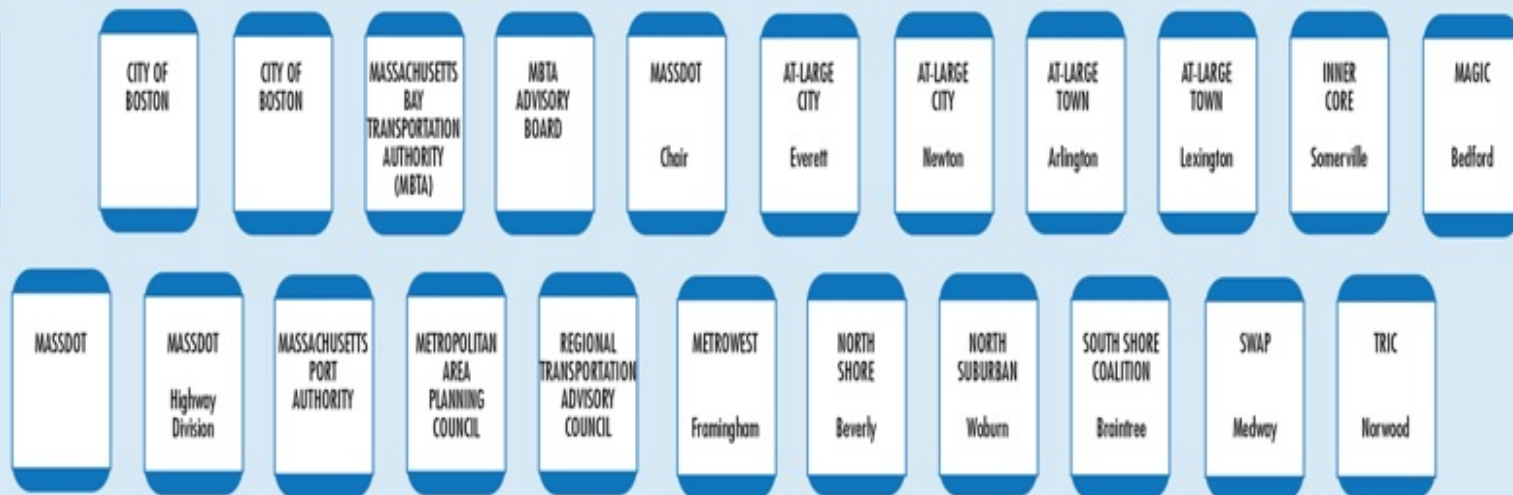
MBTA/MASSDOT Board of Directors

- 7 Members: 4-year staggered terms
- Appointed by Governor
- Members include:
 - Secretary of Transportation
 - Experts in Fields of:
Engineering (1),
Finance (2), Transportation
Planning (2)

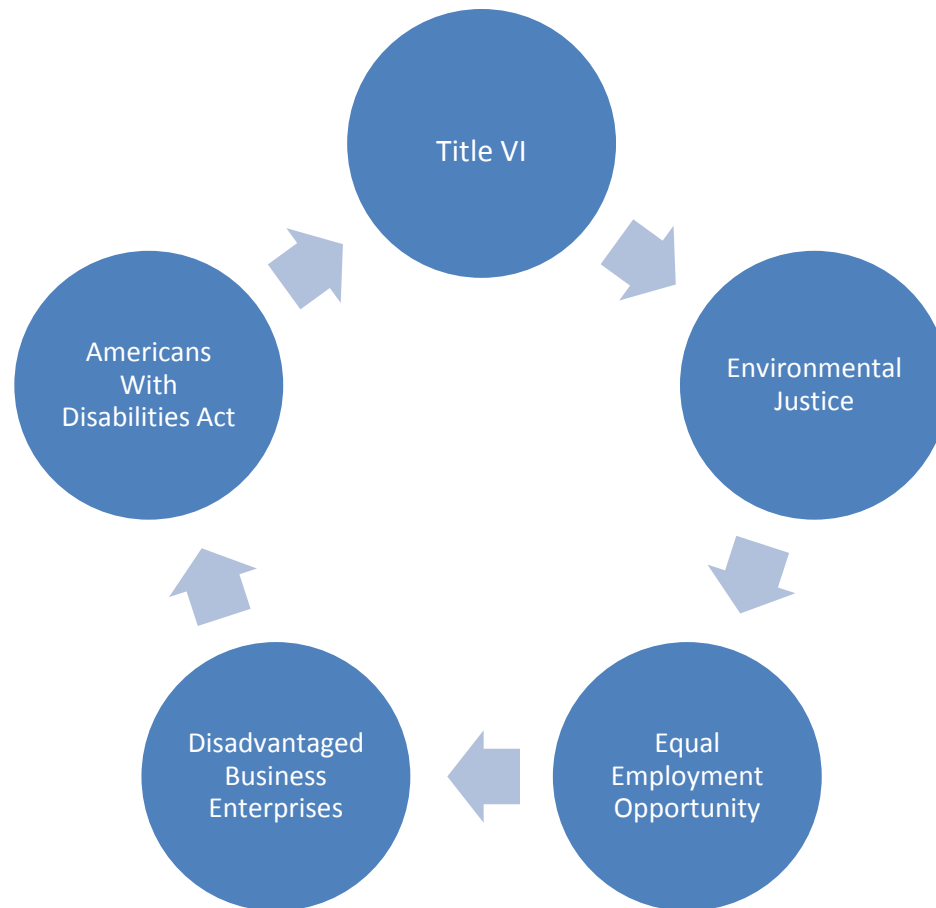


Regional Transit Decision-Making

BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

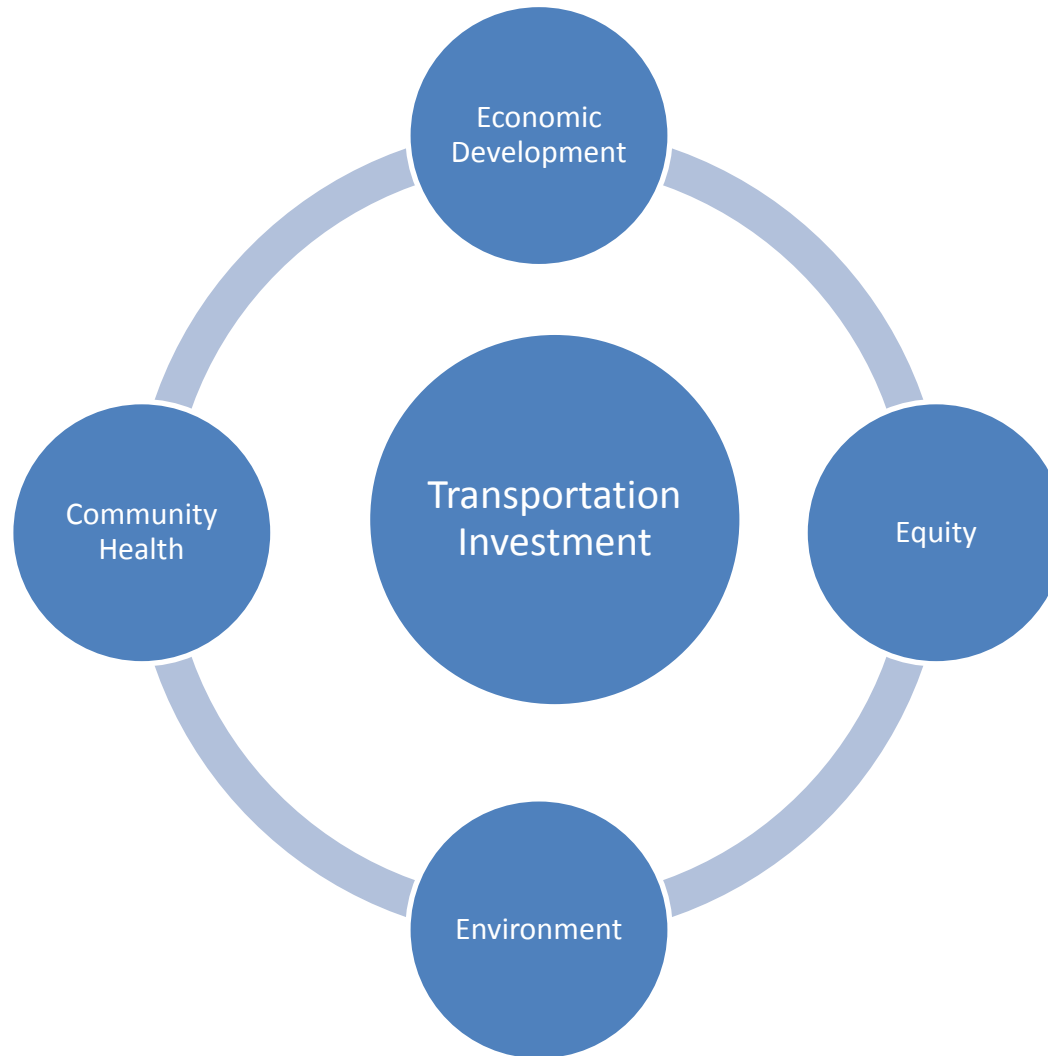


Federal Transit Civil Rights Regulatory Framework





Decision-Making Considerations



EQUITABLE ACCESS

■ Process

- Civic Engagement
- Participation in decision-making

■ Outcomes

- Transit Service Quality
- Access to Jobs
- Access to Affordable Housing
- Access to basic needs (major medical, educational, recreational and shopping facilities)
- Healthy communities





Barbara Major

**New Orleans Regional
Transit Authority
Board of
Commissioners**

REGIONAL EQUITY ADVOCACY SAN FRANCISCO BAY AREA

September 27,
2013

Presented to
PolicyLink
webinar:

All Aboard:
Making Equity
Central in
Transportation
Planning

Sam Tepperman-
Gelfant,
Public Advocates Inc.

Jeff Hobson,
TransForm





9/30/2013





SAN FRANCISCO BAY AREA

- Population: 7 million (2011) to 9 million (2040)
- Median home price = \$555,000 (down from \$700k+)
- Households earning \$20-50k devote 63% of budget to housing & transportation (highest % in U.S.)
- It would take 5+ minimum wage jobs to afford 2-bedroom apartment in most SF neighborhoods
- Oakland lost 1/3 of African American population between 1990 and 2010



PLAN BAY AREA TIMELINE

2010	Agencies start process Advocacy platforms & Coalition Building
2011	Performance Targets + Project Performance Analysis Equity, Environment & Jobs (EEJ) scenario proposed
2012	Preferred Alternative adopted Agencies agree to model EEJ Scenario
2013	EEJ = “Environmentally Superior Alternative” Plan Bay Area Adopted

BROWN V. BOARD OF EDUCATION



WHITE FLIGHT TO SUBURBS



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



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

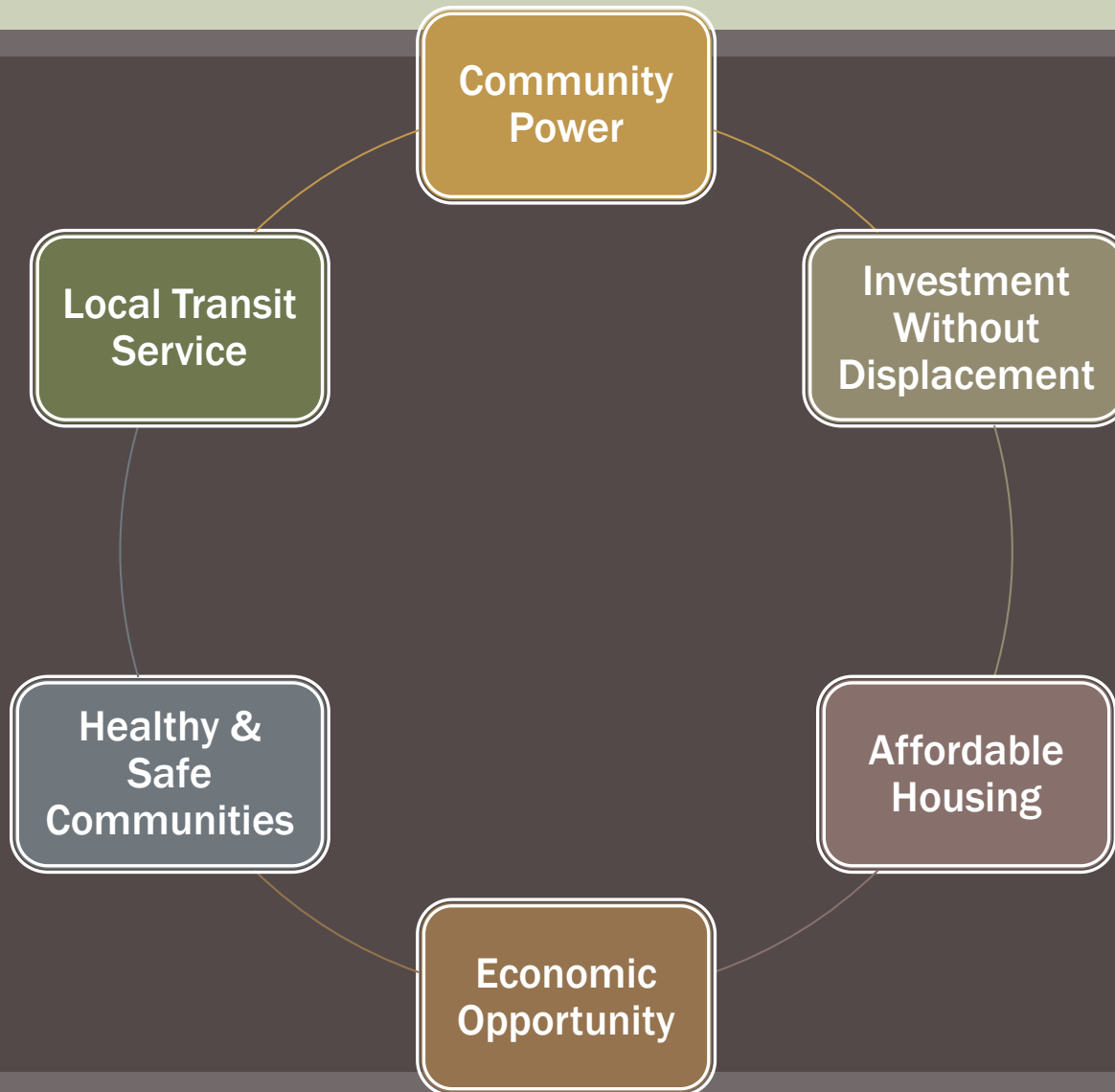
SPARKED UNSUSTAINABLE PATTERNS



PATTERNS PERSIST TODAY



6 BIG WINS FOR SOCIAL EQUITY



Equity, Environment, & Jobs Scenario



Photo credit:
Paloma Ravel

KEY INGREDIENTS OF THE *EEJ* SCENARIO

- Distribute Housing Growth Equitably:
Increase quality affordable housing options in *both* urban and suburban job centers
- Protect against Displacement:
Ensure that lower-income communities are not displaced by TOD
- Improve Local Transit Service:
Increase funding for transit operations, especially in low-income communities & communities of color
- Fund high-performing projects:
Prioritize scarce transportation dollars for highest performing investments

EEJ: THE “ENVIRONMENTALLY SUPERIOR ALTERNATIVE”

Education and Advocacy Day



Media & Communications



Turnout & Testimony



Building Broad Support

HIGH LEVEL OUTCOMES

- Preferred Alternative adopted relatively unchanged (EEJ *not* adopted wholesale)
- Key Amendments Won that Set-up Future Advocacy
 - Regional Transit Operations and Maintenance Program
 - Transparent Public Process to allocate Cap and Trade Revenue
 - Stronger framing of displacement risk and strengthening anti-displacement policies
 - Labor policies and best practices
- Progressive groups provide strong organizing and political mobilization in face of vocal right-wing anti-planning contingent



OUTCOMES: AFFORDABLE HOUSING & INVESTMENT WITHOUT DISPLACEMENT

Wins

OneBayArea Grant Program links transportation funding to local housing and land use policies

Needs improvement

Affordable housing growth concentrated in low-income areas

Next steps

Strengthen neighborhood stabilization protections
Identify regional funding for affordable housing



OUTCOMES: TRANSIT & PROJECT PERFORMANCE

Wins

More focus than ever on existing buses, trains, streets

Regional Transit Operations/Maintenance program

Project performance assessment rejected worst projects

Commitment to study converting existing lanes for High-Occupancy Toll (HOT) lane network

Needs improvement

Don't know if region can afford transit network needed to make the rest of the plan work

Proposed HOT network has 270 miles of new highways

Next steps

Win transit funding in county/local measures

Ensure HOT network dedicates revenues to transit, considers converting existing lanes



LESSONS LEARNED

For advocates:

- Strong + early regional organizing
- Lead with equity
- Build policies and relationships across issues
- Organizing + policy analysis = more power
- Momentum for status quo (county agencies)
- Political limits of data-driven decision making

For agencies:

- Set targets + analyze performance: TRY to use data
- Value of integrated transportation & land use planning
- Communicate & collaborate with advocates

MORE INFORMATION

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Questions and Answers

Please use the webinar “chat” function to submit your questions.



THANK YOU!

For more information, visit www.policylink.org or contact Anita Hairston (anita@policylink.org) or Kalima Rose (Kalima@policylink.org).

Please complete the post-webinar survey which will appear shortly on your screen.