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

Breakthrough Communities Learning Action Project
Earth House Center
5275 Miles Avenue
Oakland, CA 94618
Telephone: (510) 652-2425
www.BreakthroughCommunities.info

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WELCOME TO THE PLANNING HEALTHY AND JUST COMMUNITIES FOR ALL TOOLKIT.

This toolkit has been developed to help communities in California with new equitable and planning strategies as the state seeks to reduce its CO2 emissions and reduce over reliance on automobiles. The toolkit draws on insights developed by community based organizations as they seek to respond to new opportunities created by state legislation, SB375 and Health in All Policies (HiAP) Executive Order Executive Order S-04 – 10.

The toolkit features the following elements:

- An approach to land use and transportation planning incorporating community based strategies to promote healthy communities, social and health equity. It is designed for use by NGOs, social justice advocates, and health professionals.

- A big picture perspective that links understanding of climate change, land use and transportation policy, with health outcomes;

- A quick review of ways that land use and transportation policies have contributed to health inequities in the past;

- An explanation of why future land use and transportation planning in the age of climate change must include measures to improve social and health equity;

- An introduction of new statewide planning tools (SB375 and HiAP) to plan healthy communities;

- Presentation of land use and transportation strategies (six big wins) developed by community based groups to overcome racial segregation and concentrated poverty; and,

- New land use and transportation strategies to promote access to nutritious foods, active living public safety, and reduction of community violence.

Breakthrough Communities would like to acknowledge all the organizations and individuals whose work has been the inspiration for this toolkit.
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OVERVIEW

Summary:

Historically, California’s land use and transportation policies have contributed to racial, economic, and health inequities, negatively affecting communities of color¹ and vulnerable populations around the state. However, in response to the threat and reality of global warming, recent legislation is restructuring transportation and land use throughout the state.

In 2006, the California State Legislature passed and Governor Schwarzenegger signed AB 32, the Global Warming Solutions Act of 2006. This law was designed to set targets and early actions for reduction of greenhouse gas emissions throughout the state by the year 2020. Following AB 32, the Sustainable Communities and Climate Protection Act (SB 375) became effective January 1, 2009. SB375 requires the creation of regional plans under the guidance of California's 18 Metropolitan Planning Organizations (MPOs) to reduce emissions from vehicle use throughout the state. These agencies must create "Sustainable Community Strategies" (SCS), integrated land use and transportation plans, and to meet proposed reduction targets by 2020 and 2035. On February 2010, Governor Schwarzenegger created Executive Order S-04- 10, California's Health in All Policies Task Force enabling state agencies to advance a healthier and more sustainable California, including inter departmental collaboration of statewide land use and transportation policies.

These new initiatives are creating new opportunities to plan healthy communities, an opening to begin addressing long-standing health inequities caused by the built environment in California. Communities of color, and their social justice allies are engaging in the formal processes established by the Metropolitan Planning Organizations to implement the legislation. They are gaining access to seats at the table, learning about the approaches being advanced by professional planners, city, and suburban governments. But they are bargaining hard for solutions that can deliver real benefits to their communities. And they are bringing to the task a brand of bottom up innovation born of decades of struggle on the streets of their own neighborhoods.
**Purpose and Organization of the Toolkit:**

This Toolkit, mounted on the web and regularly updated, is intended as a guide to track social equity, healthy communities and health equity in the SB375 process. It seeks to support collaboration between community organizers, transportation and land use planners, and community health professionals seeking to address the challenges of health inequity in California as climate change accelerates. The Toolkit is for autonomous organizations grounded in communities that are currently marginalized. But it visualizes a time when such communities are not marginalized, and when elected officials and transportation and land use professionals will be drawn increasingly from these emerging communities of color. In this toolkit, we call attention to our growing awareness of the connection between the phenomenon of global warming, our everyday environments, and the challenges of public health.

The Toolkit is organized in five sections, each corresponding to a stage represented in the *Compass for Planning Healthy and Just Communities*, introduced on the following page. Each section of the Toolkit has a brief 250 to 500-word discussion, set up by a goal statement for the section. This is followed by paragraphs lifting up and developing one to three key ideas. Each major idea is linked on the web to a longer essay or resource in which the idea is developed. This essay may be something that we have written, or it may draw from relevant documents prepared by others. The section ends with one to three questions for discussion. The questions are intended to elicit responses drawing on the background and experiences of the participants, building their capacity to work together towards transformative action.

The toolkit is intended to support a public Workshop of 20 to 50 people, which may be completed in four hours, or covering more detail, extend to two days. However, the highlights of the toolkit and Workshop, with the accompanying multimedia elements can be presented in other formats. For example, an abbreviated form of the material including a twenty-minute PowerPoint lecture and a forty-minute discussion with a larger group can be completed in an hour. Alternatively, the lecture and PowerPoint for each section of the toolkit can be presented in about ten minutes. Allowing for a twenty-minute discussion, this format would require half an hour for each section. A series of five separate Workshops, all the material included in the Workshop can be conducted over a period of several weeks.
Compass for Planning Healthy and Just Communities:

The Breakthrough Communities Compass for Planning Healthy and Just Communities, used in this Toolkit, is a guide for understanding how grassroots organizations can meet the challenge of creating a better world for future generations of all life in California. It is intended to serve as a resource to strengthen collaboration between community organizers, transportation and land use planners, and community health professionals to achieve health equity outcomes through land use and transportation policies and practices. The Compass offers a way for people to organize their thinking and action in response to this landmark opportunity.

The Compass for Planning Healthy and Just Communities is an idea that emerged from a ten-year investigation of social justice advocates and communities of color seeking to link equity outcomes, sustainability practices to progressive policies and strategies in America’s metropolitan regions. From this investigation, documented in our book, *Breakthrough Communities, Sustainability in the Next American Metropolis*, we saw that the work of the most effective organizations unfolded in roughly five stages.

- In the first stage, we observed communities waking up to connections between other communities, similarly or differently situated, the issues they faced, and emerging dynamics in the larger world around them.

- In the second stage, they found compelling ways to say no to outrageous circumstances that threatened their survival.

- In the third stage they discovered they had to get grounded in a fundamentally new reality. They had to ask themselves, “Who are “we” as a community? What is happening to our place in the world? What are the larger forces shaping the world we live in?

- In the fourth stage, armed and confident, with a new understanding of the answers to these questions, effective social justice advocates reached out to explore new horizons, world views different from their own, new technologies, new understandings of their own roles in the larger community.

- In the fifth stage, these communities say “yes” to engaging in new transformative ways, establishing strong community and regional participation, and actively creating our new world.
Individuals engaged in the community planning processes have within themselves many resources for understanding the needs of communities, altering the community’s concept of what is possible and what is worth doing. These resources are not necessarily visible to the staffs of state, regional or local agencies. An important part of a bottom up planning process is creating an atmosphere where each participant in the process can make his or her unique contribution to the whole. This Toolkit and the Workshop process is intended to create that atmosphere.

Planning practices to support engagement of marginalized communities are different from processes that begin with dominant assumptions about power and inclusiveness. The challenge of planning in this context is not only how to come up with the right land use or transportation plan but also how to support the long-term empowerment of communities, their authentic leadership and organization. The Compass should be understood as part of a larger arsenal of community organizing strategies.

In the early stages of planning for the Workshop, Breakthrough Communities collaborates with a sponsoring organization or steering committee to determine what the goals of the process are, and what outcomes are necessary for the sponsoring organization and Workshop participants. The final Workshop agenda is shaped by this assessment. A sample agenda is included in the Toolkit Appendix.

In the development of this Toolkit, Gamaliel of California was our organizing partner for three regional Workshops. Each workshop was co-sponsored by a local group –Justice Organizing Boundaries (JOB) in San Diego, the North County Organizing Project in Sonoma, and the Coalition for Regional Equity in Sacramento. Each Workshop was different, and we learned a great deal from this process.
The Compass for Planning Healthy and Just Communities
1. Waking Up: Connections between Global Warming, Transportation, Land Use, and Healthy Communities.

Historically, California’s land use and transportation policies have contributed to racial, economic, and health inequities, negatively affecting communities of color and vulnerable populations throughout the state. However, in response to the threat and reality of global warming, recent legislation is restructuring transportation and land use throughout the state. Communities of color and their social justice allies are engaging in the formal processes established by the Metropolitan Planning Organizations to implement the legislation. This section of the Toolkit and Workshop quickly reviews the basics of SB375, discusses how social justice activists are engaged in the process to deliver real benefits to communities. The Workshop focuses on ways that NGOs and other organizations can participate in the process.
2. **Saying No: Racial, Economic and Health Inequities in California’s Transportation and Land Use System.**

The health inequities we experience in California today are in part a legacy of transportation and land decisions made over the past two generations. This section explores how over reliance on the single occupancy automobile helped to create suburban sprawl and inner city disinvestment which helped to promote metropolitan apartheid in California, with its geography of health disparities between the white middle class on one side, and communities of color and the poor on the other. We discuss the ways the world wide movement for health equity is bringing about a revolution in how we move about in our cities, recovering public streets through walking, riding bicycles, and public transportation.
3. Getting Grounded: Pursuing Justice and Resilience in the Coming Age of Climate Change
Climate change is already underway. And it is already negatively effecting people, especially the poor in the United States and around the world. We must act now to prepare for the more radical changes to come. Our response to the threat and reality of global warming is also a remarkable opportunity to create a healthy and just society. This section of the Workshop and Toolkit focuses on the human side of the coming post carbon world, what it means for race, class, gender, intergenerational engagement and relationships between people and the natural world. In this section we begin building a foundation for resilience and health equity as these ideas and practices apply to transportation and land use in the coming generation.
4. Exploring New Horizons: California’s Sustainable Communities & Climate Protection Act (SB 375)
Engaging in regional land use and transportation politics represents a new horizon for social and health equity. Communities of color, working families and their social justice allies throughout California are engaging in the formal processes established by the Metropolitan Planning Organizations to implement this landmark legislation. They are gaining access seats at the table, learning about the approaches for change being advanced by professional planners, city and suburban governments. This section of the Workshop and Toolkit offers an assessment of the statewide process, where it is going and what you can do to insure that the process is fair, that it meets the goals of Green House Gas reduction, and delivers on the promise of social and health equity.
5. Saying Yes: Healthy And Just Communities For All.
Social justice advocates and communities of color are building a political base and bargaining hard for solutions in the SB375 process that can deliver real benefits to their communities. And they are bringing to the task a brand of bottom up innovation born of decades of struggle on the streets of their own neighborhoods. In this section of the Toolkit and Workshop, you learn about and contribute to social justice strategies that are emerging and how you can join in to develop a strategy for your own community to engage in this historic process.
San Diego Workshop
Sonoma Workshop
WAKING UP

to connections between global warming, the built environment & public health
1. Waking Up to Connections:  
Global Warming, the Built Environment, and Public Health

In the face of massive economic, environmental and demographic transitions that our communities face, the goal of Part One of the Toolkit is to help participants develop new ways of thinking and acting, confronting large scale global and regional changes that are affecting our everyday lives. Historically, California’s land use and transportation policies have contributed to racial, economic, and health inequities, negatively affecting communities of color and vulnerable populations throughout the state. However, in response to the threat and reality of global warming, recent legislation is restructuring transportation and land use throughout the state. Communities of color, and their social justice allies, are engaging in the formal processes established by the Metropolitan Planning Organizations to implement the legislation. This section of the Toolkit and Workshop quickly reviews the basics of SB375, and discusses how social justice activists are engaged in the process to deliver real benefits to communities. The Workshop focuses on ways that community based groups, and other organizations can participate in the process.

Signs of the Times: Confronting Large Scale Global and Regional Change

All around the world, records show increases in global average temperatures, of the air and ocean. Warming of the earth’s polar regions is causing the melting of ice, with ominous consequences for rising sea levels on the whole planet, effecting coastal cities and estuaries. The world’s glaciers are retreating, and extreme weather related disasters are becoming everyday events around the world. A close watching of these events has led the Intergovernmental Panel on Climate Change to conclude in February 2007 that warming of the world’s climate system is “unequivocal.” Global warming is the continuing rise in the average temperature of Earth's atmosphere and oceans caused by increased concentrations of greenhouse gases in the atmosphere, resulting from human activities.

In the popular conception, the biggest effect of climate change is its altering sea ice conditions and melting the habitat of polar bears, or its radical reduction in the size and diversity of tropical rain forests. Often overlooked is the fact that global warming is bad for people, here at home in the United States and around the world. It is especially bad for the health and safety of vulnerable populations, people of color, and the poor.
Automobiles and Global Warming

Scientists say automobiles, the second largest source of pollutants contributing to global warning, is creating nearly 1.5 billion tons of CO2 annually. And the amount of pollution is growing. In 2007 emissions from the transportation sector accounted for 36% more than it did in 1990, 2/3 of it from cars and trucks. Not only is over reliance on automobiles, and the associated transportation infrastructure investment a major cause of global warming. Over use of the private petroleum based vehicle is also contributing to health inequities at home in California, in the United States, and abroad.
Automobiles and the Built Environment

Use of private vehicles as the dominant mode of transportation in the United States has radically transformed the American landscape since the 1950s. The national Highway Defense Act of 1956 led to exploding metropolitan regions across the nation as suburbs grew and left cities behind. Americans began to travel great distances every day that would have been unthinkable two decades earlier when commuters relied on walking or trolley cars to go most places. Billboards and fast food restaurants sprung up along the nation’s freeways. Today a third of all the land in the City of Los Angeles is paved over with streets, roads, parking lots and garages. From 1956 until the present the federal government gave the lion’s share of its subsidies to highway construction, with only a paltry amount for mass transit for urban locations.

The Public Health Connection

Today, over-reliance on automobiles is resulting in a public health crisis of enormous proportions, most notably in a widespread obesity epidemic, and respiratory and cardiovascular disease caused by air pollution, with negative impacts on the most vulnerable populations. With the rising tide of traffic congestion, the inconveniences of parking, sky rocketing gasoline costs, the reality of pollution and global warming is that many people who fled the cities are considering a return to the cities, and a life without automobiles.

The Sustainable Communities and Climate Protection Act of 2008,

In 2008, the California legislature passed the landmark Sustainable Communities and Climate Protection Act, also known as Senate Bill 375 or SB 375, requiring reduction of statewide greenhouse gas emissions by cutting down on the use of cars and trucks throughout the state. Passenger vehicles are the single largest source of greenhouse gas emissions statewide, accounting for 30% of total emissions. The Metropolitan Planning Organization for each region must develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use and housing policies to plan for achievement of the emissions target for their region.
How You Can Participate

- Understand the signs of the times, the threats and opportunities that global warming presents to your community.
- Learn How Your Community has been affected by bad land use and transportation planning in the past.
- Work with Non Profit Organizations, local governments, or County Health Departments to plan and develop projects to improve your community.

WEB RESOURCES
Health in All Policies (HiAP), Executive Summary

VIDEO RESOURCES
Health In All Policies
SAYING NO

to racial, economic and health inequities
caused by transportation and land use
“Compared with a White child born in the Oakland Hills, an African American born in West Oakland is 1.5 times more likely to be born premature or low birth weight, seven times more likely to be born into poverty, twice as likely to live in a home that is rented, and four times more likely to have parents with only a high school education or less. As a toddler, this child is 2.5 times more likely to be behind in vaccinations. By fourth grade, this child is four times less likely to read at grade level and is likely to live in a neighborhood with twice the concentration of liquor stores and more fast food outlets. Ultimately, this adolescent is 5.6 times more likely to drop out of school and less likely to attend a four-year college than a White adolescent. As an adult, he will be five times more likely to be hospitalized for diabetes, twice as likely to be hospitalized for and to die of heart disease, three times more likely to die of stroke, and twice as likely to die of cancer. Born in West Oakland, this person can expect to die almost 15 years earlier than a White person born in the Oakland Hills.”

Dr. Tony Iton
Life and Death from Unnatural Causes
Health and Social Inequity in Alameda County
Executive Summary

Before we look at the social justice opportunities and challenges of California’s Sustainable Communities & Climate Protection Act (SB 375), and the Health in All Policies Executive Order, we must briefly examine how transportation and land use developments in California in the past half-century have contributed to racial, economic, and health inequities in communities of color and low income communities throughout the state. Civil rights, environmental justice and health equity advocacy groups have organized to address many of these issues for decades.

As we approach a new generation of public policies, it is important to know how land use and transportation policies during the past fifty years have contributed to massive gaps in opportunity between whites and communities of color. (Advocates of a new generation of climate policies seem reluctant to make these connections.) The goal of Part Two of the Toolkit is to help participants understand this background.
In 1956, with creation of the National Highway Defense act, the federal government began construction of a system of controlled-access highways designed and built specifically for high-speed vehicular traffic. The massive highway and tax subsidies in suburban development and corresponding disinvestment in the inner cities since the 1950s has contributed to social, economic, and environment, and health inequities between racial groups in California’s metropolitan regions. The earlier pattern of metropolitan growth in the United States defined by walkable neighborhoods served by public transit has been replaced by a large scale, sweeping pattern of explosive suburbanization and central city decline.

This racially defined pattern of metropolitan development conferred multiple advantages on middle class white suburban home owners, positioned to capture health supporting benefits: good schools, low taxes, access to jobs, parks and open space, participation in local government. These benefits were unavailable to African Americans trapped by segregation in the housing market facing the social and economic consequences of inner city decline and growing concentration of poverty. The transportation and land use developments in California since the ‘50s have continued to contribute to racial, economic, and health inequities in low income communities of color throughout the state.

Freeways contribute to health inequities in at least four ways:

1. Disproportionate impacts of highway pollution and locally unwanted land uses on communities of color. Highway interchanges and bus depots are often “locally undesirable land uses.” Poor people and people of color disproportionately live near these locations and suffer associated health consequences— the effects of diesel air pollution, noise pollution, injury risks, Stresses, and oppressively ugly surroundings.

2. Highways divide communities, buttressing racial segregation and reinforcing health inequity. Highways are free standing structures, surrounded by what Jane Jacobs called “border vacuums.” They are cut off from communities with no crossings via other roads, railways, or pedestrian paths. “Racial residential segregation is a fundamental cause of racial disparities in health,” according to David R. Williams, and Chiquita Collins, “By determining geographic access to education and employment opportunities, segregation also creates conditions inimical to health in the social and physical environment”
3. Highways shape metropolitan growth in ways that limit communities of color access to opportunity -- to jobs, to schools, to parks, to healthy foods, to public services, thus undermining health equity. Transportation systems do not provide poor people with convenient, practical access to employment, medical care, and other necessities undermine their health in numerous ways. The spatial mismatch between where poor people live and where jobs are available, as well as the inability to get to good jobs, consigns people to ongoing poverty, a principal predictor of poor health.

4. Lack of racial diversity in public decision-making excludes people of color from participating in shaping community environments. For decades, transportation planning in California has been a closed, top down process dominated by the automobile industry, petroleum companies, the highway lobby, home builders and elite suburban governments, who made decisions about how our cities and regions should grow, placing the expansion of the market for automobiles above the best interest of the people. Social movements are a major vehicle for ordinary people's participation in public politics. Very often, such movements begin with protest against existing conditions, an act of resistance, saying no to policies and practices which are unfair. An example is the civil rights movement, a struggle led by African Americans in the mid-1950s to late 1960s to achieve civil rights equal to those of whites. The civil rights movement included the quest for equal opportunity in employment, housing, and education, as well as the right to vote, the right of equal access to public facilities, and the right to be free of racial discrimination.

**Framing Health Equity, Land Use and Transportation**

A new movement for health equity is emerging in the United States and around the world. This movement views health as a human right. Health Equity is the absence of differences in health between groups with differential exposure to those social and economic policies and practices that create barriers to opportunity. (Source VA Dept of Public Health)

An equitable pattern of human centered development, protecting our natural resources, safeguarding the rights of the most vulnerable populations, sharing the burdens and benefits of climate change in ways that overcome racial, economic and health disparities caused by unfair social and economic policies.

*People of color are now the majority population in California*, yet they continue to face higher rates of morbidity and mortality, higher incidences of disease, across a broad spectrum of illnesses and injuries, than whites.
GETTING GROUNDED
pursuing justice and resilience in the coming age of climate change
3. Getting Grounded:
Pursuing Justice in the Age of Global Warming

“Urban development that places health equity as a central policy goal will improve health, reduce social inequity and support communities to cope with, and avert further, global environmental change.”

Global Research Network on Urban Health Equity

In the previous section of this toolkit, we talked about how public transportation and land use policies have historically reinforced, racial, economic, and environmental and health inequities between population groups in US metropolitan regions. Our historic patterns of investment in automobiles, freeways and suburban sprawl have not only created burdens for communities of color and others left behind by the exploding metropolis during the past half century. But, scientists say, they have been also contributing to the worldwide phenomenon of global warming.

Getting Grounded
By getting grounded we mean creating a shared foundation for learning and action during this period of rapid transition from a post industrial society increasingly challenged by global warming. All segments of the society have a stake in the outcome of this transition. The stakes are high for vulnerable communities. They have a great deal to lose, if the shift to so-called sustainable patterns is also to a new generation of policies and practices that reinforce racial and economic segregation.

As we seek to make a transition to a more sustainable society in the Age of Global Warming, we must to continue to pursue goals of social justice and health equity in California and the nation.

Global Warming is Real

Global warming is real. It is bad for people, bad for the most vulnerable populations, and bad for health equity. All segments of society must act now to prevent, mitigate threats of global warming to the whole society and find the life support system of the planet. We must also find new ways to adapt to the coming realities of climate change. By creating greater capacity for all groups to respond to the impacts of global warming transportation and land use strategies can play an important role in helping society meet these challenges.
According to scientists at the Intergovernmental Panel on Climate Change from 2007, unequivocal evidence that global warming is happening is present in at least six global trends that are documented in climate models: extreme heat, floods & droughts, melting polar caps and glaciers, rising ocean waters, hurricanes and other storms, and ecosystem and agricultural changes. For example, in The Weather of the Future, Heidi Cullen explains, “the European heat wave of 2003, an extreme weather event that killed more than 35,000 people, offers the best example of how climate models can help us see global warming embedded within our weather. Public health officials were shocked at the scale of the human casualties caused by the heat…The summer of 2003 has been described as the biggest natural disaster in Europe on record…According to [the latest climate models], by the 2040s such summers will be happening every other year.” Another striking example within the United States is Hurricane Katrina. Cullen goes on to explain “because global warming results in warmer oceans, most experts on hurricanes agree that this warming of the ocean waters will make hurricanes more powerful.”

**Global Warming is Bad for Vulnerable Populations, and Bad for Health Equity.**

The Age Of Global Warming is a stage in the evolution of human development on a planetary scale. In this stage, the life support system of the planet is severely threatened. Constraints and opportunities of all societies will be radically shaped by the realities of climate change. There are two basic reasons why social justice advocates should care about this challenge: (1) the threats of global warming will fall most heavily on poor and vulnerable human populations; (2) The silver lining is that the challenge of climate change may offer new opportunities for achieving social justice outcomes.

Global warming affects people everywhere in critical ways: the availability of clean water, the ability to grow enough food, the spread of infectious diseases, the occurrence of extreme weather events, the damage to property and more. Unfortunately, the people most directly affected by this environmental crisis are the least equipped to respond. They are poor and often illiterate. “Over the next 50 years,” says one report by Friends of the Earth, “poor countries will experience more flooding, declining food production, more disease and the deterioration or extinction of entire ecosystems on which many of the world’s poorest people depend.”

All members of society should equitably share the burdens, and have access to the opportunities created in making the transition to a world of reduced greenhouse gas emissions. A high priority in making this transition is protecting the most vulnerable populations. Currently, those least responsible for causing global warming are suffering the most from its consequences. A principle of fairness suggests that those most responsible for causing CO2 emissions, have the greatest responsibility for reducing the damages to affected human communities and to the planet’s life
support system, The principle of justice does not suggest that the poor should seek to pollute as much as the rich. Rather as they seek to overcome inequities, they should also pursue a path toward greater sustainability and resilience for themselves and the human community as a whole.

Global Warming places disproportionately negative impacts on poor and marginalized communities in the United States as well. According to the National Hispanic Environmental Council, Latinos have an increased risk of developing acute and chronic illnesses like asthma and other respiratory and pulmonary disease from exposure to air pollution because a disproportionate number of Latinos live in areas failing to meet one or more federal standards for clean air.

The Joint Center on Policy and Economic Studies reports “African Americans disproportionately bear the substantial public health burden caused by climate change. The primary effect of changing weather patterns on health is likely to be an increase in the prevalence of heat-related deaths. Secondary health effects are expected to include increased asthma and cancer deaths and related illnesses from air pollution, as well as changes in the range of communicable diseases, and energy associated health problems. Globally, climate change already causes an estimated 160,000 deaths annually, and the number will worsen as the rate of change increases over the coming decades.”

Historic patterns of racial segregation is connected to sprawl and greenhouse gas emissions. Racialization of space and mobility has been a significant cause of climate change because it requires vast amounts of fossil fuels while devouring inordinate amounts of land. Greenhouse gases began to rapidly rise in the decades after WWII as whites abandoned the core cities and moved to the suburbs. Suburbanization reproduced new forms, a privilege while simultaneously increasing auto dependency, necessitating increased vehicular travel and fossil fuel consumption

**Resilient Communities:**
Transportation and land use policies that seek to reduce CO2 emissions must simultaneously and explicitly reduce the climate related health risks for most vulnerable human populations. However, as we invest in new patterns of sustainable and healthy communities, we must also invest in resilient communities, communities that, by design, have the capacity to withstand or recover quickly from difficult conditions. There is a need for increased investment in selected public health functions that will improve health now, and reduce future vulnerability to climate change. Included in this category are policies that lead to reduction of concentrations of poverty, and creating more housing and transportation choices for the most vulnerable populations.

Decreasing health inequities, and promoting resilience of California’s most vulnerable populations should be explicit performance standards for implementation of California’s Sustainable Communities & Climate Protection Act (SB 375).
EXPLORING NEW HORIZONS

California’s sustainable communities & climate protection act - SB375
4. Exploring New Horizons:
California’s Sustainable Communities & Climate Protection Act (SB 375)

In Part Three we laid important ground work for a learning / action agenda pursuing social justice in the coming era of global warming. We observed that many organizations have begun to mobilize their communities within this framework. We presented information suggesting why a focus on land use and transportation in the context of climate change could result in social justice and health equity benefits for currently marginalized communities in our state. We suggested an equitable pattern of human centered transportation and land use development, protecting our natural resources, while safeguarding the rights of the most vulnerable populations, sharing the burdens and benefits of climate change in ways that overcome racial, economic and health disparities caused by unfair social and economic policies.

The first section of Part Four introduces California’s Sustainable Communities & Climate Protection Act (SB 375), and describes how social justice activists are exploring new horizons, beginning to engage with the SB 375 process. Because the issues are complex, rapidly changing, and variable in different parts of the state, the goal of this section is to present an over view of the main ideas that are being debated throughout the state. Greater detail will be presented in the context of the Workshops.

For many social justice activists and health professionals, regional planning, land use and transportation planning is unfamiliar territory. Discovering new roles to be effective in this context requires both imagination and creativity. Part Four is intended to highlight aspects of this process that are important for achieving social and health equity. This offers some preliminary suggestions about how the SB 375 process might more effectively engage and produce better outcomes for marginalized constituencies through out the state. Finally, Part Four presents an overview of the potential of the new California Executive Order, Health in All Policies.

What is SB375?

There are many good websites describing SB 375, so we’ll mention a few key provisions and include a few links to websites in the resources section of this tool kit.
SB 375 Changes California Planning and Transportation Law in Four Basic Ways:

1. It adds a sustainable communities strategy that links climate policy with transportation and land use planning to the regional transportation plan (RTP)

2. It aligns the program for the regional distribution of housing to be consistent with the sustainable communities strategy

3. It adds new provisions to the California Environmental Quality Act to encourage land use decisions that implement the sustainable communities strategy.

4. It adds new modeling provisions to accurately account for the transportation impacts of land use decisions

The goal of SB375 is to reduce greenhouse gas (GHG) emissions caused by autos and light trucks in each of 18 regions. Metropolitan Planning Organizations, with billions of dollars to invest in each region are empowered to incorporate sustainable community strategies in regional transportation plans to reduce auto dependence.

SB 375 strengthens regional planning in California, by aligning transportation goals to achieve GHG reduction. The MPOs also have authority to set targets for housing allocation for each municipal jurisdiction throughout each region. However, each jurisdiction retains control over when and where the housing actually gets built.
Communities of color and their social justice allies in California are engaging in these new processes established by the Metropolitan Planning Organizations to implement this landmark legislation. They are gaining access seats at the table, learning about the approaches being advanced by professional planners, city and city and suburban governments. This section of the Workshop and Toolkit offers an assessment of the statewide process, where it is going and what you can do to insure that the process is fair, that it meets the goals of green house gas reduction, and delivers on the promise of social equity.

Participating in transportation and land use planning represents a new horizon for many NGOs. First, these disciplines are a new method for social justice organizing. Second, organizing at the metropolitan level is a new scale for many groups. Third, thinking and acting within a 25-year time horizon presents significant challenges for most groups, who must secure short term wins over the short run to keep their constituencies engaged.

Fourth, as automobile companies and other vested interests become less influential in developing regional transportation planning, democratic participation will become more important. We will need new civic institutions cutting across traditional community organizing silos to develop goals and strategies, and forms of knowledge that support civic engagement.

Social Justice advocates have been involved in SB 375 campaigns in the five most populated regions throughout the state of California: Central Valley, Los Angeles, San Diego, Sacramento, Central Valley, and San Francisco Bay Area.

The purpose of Part Four is to give users of Toolkit and participants in Workshop a sense of the whole SB375 process including the range outcomes for social equity, health and health equity that might be possible in development and implementation of Sustainable Community Strategies.

**Community Planning and Design Outcomes**

California’s Sustainable Communities & Climate Protection Act (SB 375) is intended to implement a new vision of urban, suburban and rural development throughout the state. The goal of this effort is to reduce private automobile use and greenhouse gas emissions. Ostensibly organized around a vision of sustainability that includes the three
“E’s” – the environment, economy, and equity, however in practice the social equity outcomes are poorly developed, and may represent significant opportunities for low-income and other marginalized communities. Some of the community planning innovations are listed below.

- **Complete Streets.** Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

- **Design for Active Living.** A comprehensive public health program should include community design, public policies, and communication strategies to increase physical activity in daily life. Pioneered by the Robert Wood Johnson Foundation and the School of Public Health at the University of North Carolina, the program promotes urban design to support walking, bicycling, and exercise.

- **Priority Conservation Areas.** Priority conservation areas are places of regional significance that have broad community support and an urgent need for protection. These areas provide important agricultural, natural resource, historical, spiritual, cultural, scenic, recreational, and/or ecological values and ecosystem functions.

- **Priority on Focused Development Areas.** Priority Development Areas (PDA’s) are locally-identified, infill development opportunity areas within existing communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. To be eligible to become a PDA, an area had to be within an existing community, near existing or planned fixed transit or served by comparable bus service, and planned for more housing.

- **Transit Oriented Development.** A transit-oriented development (TOD) is a mixed use residential or commercial area designed to maximize access to public transport, with features to encourage transit ridership. A TOD neighborhood typically has a center with a transit station or stop (train station, metro station, tram stop, or bus stop), surrounded by relatively high-density development with progressively lower-density development spreading outward from the center. TOD’s generally are located within a radius of one-quarter to one-half mile (400 to 800 m) from a transit stop, as this is considered to be an appropriate scale for pedestrians.
• **Urban Planning Corridor.** A linear urban beltway within or connecting one or more jurisdictions focused on public transit, walking, bicycling, compact infill housing to improve access to jobs, services, entertainment recreation, and regional sustainability now and in the future. Such corridors seek to provide an alternative to ugly and ecologically unsustainable strip malls and commercial corridors that favor automobiles.

• **Walkable Communities.** Walkable Communities are places in which most trips are made without a car, places that give their residents safe transportation choices and improved quality of life. Increased walkability also helps improve resource responsibility, safety, physical fitness and social interaction.

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**Tracking Equity in the Statewide SB 375 Process**
As a requirement of Title VI of the 1964 Civil Rights Act, agencies that receive federal funding for transportation projects, including state, regional and local governments must ensure that they meet federal guidelines for non-discrimination, on the ground of race, color or national origin. If an agency is found in violation of Title VI, that agency can lose its federal funding.

**The Health in All Policies Task Force**
California’s Health in all Policies Task Force was established by Executive Order S-04-10 of Governor Arnold Schwarzenegger on February 23, 2010, under the auspices of the California Strategic Growth Council SGC. The Task Force was charged with identifying priority actions and strategies for state agencies to improve community health while also advancing the other goals of the SGC. Between April and November of 2010, representatives from 19 California agencies, departments, and offices came together in multiple individual and Task Force meetings, participated in public workshops, and received written comments from a diverse array of stakeholders. These State leaders have developed a broad-ranging set of recommendations on feasible strategies and actions to promote health while also meeting other objectives of the SGC.

The Task Force defined a healthy community as one that meets the basic needs of all residents, ensures quality and sustainability of the environment, provides for adequate levels of economic and social development, achieves health and social equity, and assures social relationships that are supportive and respectful. The Task Force also identified the following aspirational goals, which provide a structure for the recommendations contained in this report:
• Every California resident has the option to safely walk, bicycle, or take public transit to school, work, and essential destination.

• All California residents live in safe, healthy, affordable housing.

• Every California resident has access to places to be active, including parks, green space, and healthy tree canopy.

• Every California resident is able to live and be active in their communities without fear of violence or crime.

• Every California resident has access to healthy, affordable foods at school, at work, and in their neighborhoods.

• California’s decision makers are informed about the health consequences of various policy options during the policy development process.

Recommendations

By the summer of 2011, the Strategic Growth Council was considering or had adopted a number of recommendations of its Health in All Policies Task Force including: promotion of active transportation, housing, air quality, and the siting of transit-oriented development, parks, urban greening, and places to be active, community safety through violence prevention, expansion of the availability of affordable and locally grown produce through “farm-to-fork” policies and programs, and incorporating health and health equity criteria into state grant programs. Social justice advocates throughout the state have been tracking policies and proposals for healthy communities, social and health equity outcomes. Many of these organizations are listed in the Resource Section of the Toolkit.
SAYING YES
to healthy and just communities for all
5. Saying Yes
To Healthy and Just Communities for All

Communities of color, social justice advocates, and other grassroots organizations are taking advantage of the opening created by AB32 and SB375, and the Health in All Policies Task Force Recommendations to promote community benefits. They are seeking strategies that help to reduce green house gas (GHG) emissions by helping people get out of their cars while promoting social and health equity.

The purpose of Part Five is to explore how these activists are mobilizing to capture opportunities in land use and transportation planning to promote health equity.

**Background: Goals Of The Six Big Wins Coalition**

The Six Big Wins Coalition in the San Francisco Bay Area is a prominent effort to achieve healthy communities, social and health equity in the SB375 process. Among its goals are:

- To strengthen capacity, effective engagement, and power of non-profit organizations seeking to influence outcomes of the Bay Area SB375 process;

- To secure tangible short term wins and long range victories in transportation, housing, health and economic outcomes for low-income communities through participation in regional planning processes.

Between now and early 2013, the Bay Area will develop its first Sustainable Communities Strategy (SCS) with the goal of aligning transportation investment, land use, and housing policies to meet GHG emission reduction targets. The outcome of these processes, including the adoption of a Regional Transportation Plan, and a Regional Housing Needs Assessment, will determine the allocation of $218 billion of Bay Area public investment over the next 25 years.

Senate Bill 375 (SB375), the legislation which mandates the Sustainable Communities Strategies, also requires extensive public participation. By law, the process must be open and transparent. This requirement presents both significant threats and opportunities for low-income communities.
The Threat
The participation process is complex, and in many ways it inherently favors more privileged populations in the region. There is no guarantee that, even after extensive engagement, low-income communities will have substantive gains from the process. Indeed, there is evidence that the process could have very unfavorable outcomes for some low-income neighborhoods and populations.

The Opportunity
On the other hand, the regional planning processes could open long overdue public dialogue and yield more equitable outcomes for working families, and marginalized racial and economic groups throughout the region.

Our Collaboration
At the invitation of the San Francisco Foundation, six regional social equity organizations have come together over the past several months to explore efforts to address opportunities and challenges of SB375. The groups, whose programmatic competence focused on public health, climate change, transportation, housing, land use and community leadership development, convened a series of meetings culminating in a retreat on October 6, 2010 to explore ways to strengthen citizen engagement, and potential social equity outcomes of the SCS process. The groups which served as a host committee for the retreat included: Breakthrough Communities, Genesis, Non Profit Housing Association of Northern California, Public Advocates, Public Health Law and Policy and Urban Habitat. The retreat brought together 35 groups representing a strong cross section of issues and affected communities.

The Retreat
The major accomplishments of the retreat have been (1) outlining six areas of potential benefit for citizen engagement in the SCS process; (2) identifying clusters or networks of NGOs throughout the region, committed to working in each of these six areas; (3) confirming the lead/ co-chair within the Host Committee for each benefit area; (4) developing a preliminary database of NGOs interested in each benefit area. (5) Deepening the understanding of potential opportunities for low income and marginalized communities engaging in the SCS process. We believe that the groups who participated in this process have an essential technical understanding of the full range of issues as well as a commitment to address potential impacts of the SB375 process on working families and low-income communities throughout the SF Bay area.
The groups participating in the process represent a critical mass of issues and affected communities. We have reached a strong preliminary consensus on the threats and potential benefits of the process for working families and low-income populations throughout the region. We are open to reshaping this consensus through further participation of affected communities, in order to strengthen our collective voices. We are committed to working together until the SCS process reaches completion.
FACT SHEET 1: IMPROVING INNER CITY AIR QUALITY
AND SUPPORTING ENVIRONMENTAL JUSTICE

Background and Definition of “Win”:

Reducing the number and length of trips by automobiles and light trucks will help to mitigate emission of Greenhouse gases and other harmful air pollutants with detrimental health effects.

How Does This “Win” Relate to SB 375?

SB 375 promises to decrease traffic-related air pollution in California’s metropolitan regions, including inner city neighborhoods. Traffic-related air pollution is one of the primary causes of illness, harm to the environment, and property damage in urban regions. Common mobile source air pollutants include particle pollutants (often referred to as particulate matter), ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. Of these six pollutants, particle pollution and ground-level ozone are the most widespread health threats. The EPA sets permissible levels for these "criteria" air pollutants and they are regulated based on human health and/or environmental-health criteria.

How Does This “Win” Promote Social Justice and Equity?

In response to reducing vehicle use, many California regions are planning urban in-fill with higher density residential buildings and shops along transportation corridors. Infill development is an excellent approach to reducing regional traffic-related air pollution. However, not all communities are impacted equally by traffic-related air pollution. Urban infill may expose the people living along the transportation corridor to higher levels of emissions. According to a recent study undertaken by the South Coast Air Quality Management District, people who live, work, or travel

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2 I want to distinguish between important initiatives that address the stationary sources of air pollution and the complex statewide transportation and land use system.
downwind of a major freeway or busy intersection are exposed to potentially hazardous particle concentrations many times greater than normal background concentrations.¹

Rajiv Bhatia and Thomas Rivard of the San Francisco Public Health Department provide excellent guidance for how to obtain maximum air quality co-benefits for infill development without over-burdening any one segment of the population.²

**How Does This “Win” Relate to Health Equity?**

According to Earth Justice, a non-profit environmental law firm, detrimental health effects of mobile sources of pollution include unacceptable “risks for cancer, neurological and reproductive disorders, blood disease, birth defects, developmental damage, kidney and liver damage, and respiratory disease.”³ According to the Bay Area Air Quality Management District, in the San Francisco Bay Area, diesel PM from on and off-road heavy-duty diesel trucks and construction equipment accounts for approximately 80% of the cancer risk from airborne toxics.⁴ This finding is consistent with those made by the South Coast Air Quality Management District in the MATES I and II studies and with Air Resource’s Board’s statewide findings that in addition to the toxic effects of diesel PM, all fine particulate matter aggravates heart and respiratory disease, including asthma. The highest diesel PM emissions occur in the urban core areas of eastern San Francisco, western Alameda, and northwestern Santa Clara Counties. Another major contributor to acute (short term) as well as major (long term) non-cancer health effects in the Bay Area is acrolein, a chemical formed from the combustion of fossil fuels and photochemical reactions in the atmosphere. Major sources of acrolein in the Bay Area include on-road mobile sources and aircraft. Commercial areas, military airports and areas near freeways are exposed to high levels of acrolein.⁵

According to Phase I Findings and Policy Recommendations Related to Toxic Air Contaminants in the San Francisco Bay, “children living near freeways are more likely to develop asthma and are likely to be more sensitive to the effects of TAC [toxic air contaminants]… it is clear that areas with high rates of childhood asthma are important targets for reductions in TAC emissions. Comparison of the maps of demographic and health data to TAC emissions
reveals that high TAC emissions occur near areas with low-income and sensitive populations. vi

In addition to reducing air pollution, SB375 legislation provides incentives for redesigning California neighborhoods for active commuting through walking and biking. Opportunity for exercise can lower blood pressure, decrease risk of adverse cardiovascular outcomes, and increase weight reduction. Community planning can also increase access to healthy foods and to green spaces for recreation, both contributing to the overall potential health benefits of transforming our transportation and housing systems.

For more information contact:

California Walks. California WALKS is a member organization, founded by its members, to help organize and train local pedestrian advocacy groups in dealing with the pedestrian issues at the state level.

- 1904 Franklin St, Ste 709 □ Oakland, CA 94612
  Email: info@californiawalks.org
  Phone: (510) 684-5705
  Wendy Alfsen, Executive Director

Regional Asthma Management and Prevention Initiative (RAMP). Ramp is a collaboration that promotes strategies for reducing asthma through a broad and comprehensive approach that includes clinical management and environmental protection.

- RAMP □ 180 Grand Ave. Suite 750 □ Oakland, CA 94612 □ Phone: (510) 302-3365 □ Fax: (510) 451-8606 □ info (at) rampasthma (dot) org
  Azibuike Akaba, Policy Analyst
FACT SHEET 2: INVESTMENT WITHOUT DISPLACEMENT

Background and Definition of “Win”:

According to *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions* published by the Urban Land Institute, policies that encourage mass transit use, compact development, and reduced driving can significantly curb greenhouse gas emissions. The report recommends a combination of land use and transportation strategies to help curb human-induced global climate change. ULI Senior Vice President Dean Schwanke explains, "To really make a dent in carbon emissions, solutions are needed that incentivize more concentrated and pedestrian-friendly development patterns that reduce auto dependency." However, encouragement of pedestrian friendly mixed income infill development in places already well served by public transit may displace low-income, working-class, and/or communities of color. To address these challenges and promote health equity, new local and regional policies are needed to mitigate burdens and secure benefits for existing low-income residents in neighborhoods designated for infill development.

How Does This “Win” Relate to SB 375?

Sustainable Community Strategies throughout California are projected to grow more concentrated housing development in places served by public transit under SB 375.

How Does This “Win” Promote Social Justice and Equity?

Attracting compact, mixed income housing development with investment in resilient local economies and community services without displacing current low-income residents is a crucial step towards ensuring that currently marginalized populations will not bear a disproportionate burden from implementation of SB 375 strategies, and will help us transition to a more socially just and equitable society.
How Does This “Win” Relate to Health Equity?

According to the Center for Disease Control and Prevention, gentrification and displacement are health equity issues. Higher rent, mortgages, and property taxes resulting from public investment may cause displacement of long-time residents and businesses, undermining vulnerable community’s history and social capital. Studies indicate that displaced populations often have shorter life expectancies, higher rates of cancer, birth defects, infant mortality, asthma, diabetes, and cardiovascular disease, as well as higher stress levels and risk of injuries, violence and crime, mental illness and an unequal share of residential exposure to hazardous substances.

Numerous strategies are being developed in California and around the country to prevent displacement of low-income communities and promote renewed access for such communities to urban life. For example, The Association of Bay Area Governments (ABAG) has developed a “Best Practices for Equitable Development” strategy to increase equity and address displacement in San Francisco, Richmond and Oakland. Right to the City has emerged as a national alliance of membership-based organizations to build a united response to gentrification and displacement. PolicyLink’s Kalima Rose has written a succinct essay, “Beyond Gentrification,” describing these issues and strategies for Shelter Force Magazine.

Elected officials, environmental justice organizations, and community health, land-use and transportation professionals should support compact transit oriented development to reduce driving and curb GHG emissions. However, they must also advocate for public policies, strategies, and resources that insure equal distribution of benefits and prevent accrual of health-consequences in low-income populations living in neighborhoods designated for infill development.

For more information contact:
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.

- 131 Steuart St # 300  San Francisco, CA 94105-1241 (415) 431-7430
  Parisa Fatehi, Staff Attorney
  Richard Marcantonio, Staff Attorney
  Samuel P. Tepperman-Gelfact, Staff Attorney
FACT SHEET 3: AFFORDABLE HOUSING IN OPPORTUNITY RICH NEIGHBORHOODS

Background and Definition of “Win”:

Current metropolitan patterns in the United States have created a highly economically and racially polarized society. California’s affordable housing stock has typically been located in inner city neighborhoods, while jobs, good schools, and other regional assets have been built in the suburbs where wealthy populations live. This “win” of developing affordable housing in opportunity-rich neighborhoods suggests the importance of creating mixed-income neighborhoods and integrating populations across lines of class and race. Implementation of this strategy would mean promoting construction of affordable housing with access to good jobs, schools, parks and open spaces, thereby creating integrated communities of people with varying economic backgrounds and vocations. New housing should be constructed in opportunity-rich neighborhoods so that poor and currently marginalized populations can afford to live in them.

How Does This “Win” Relate to SB 375?

By creating affordable housing in opportunity-rich neighborhoods and jurisdictions, the amount of driving required to get to work, school, and businesses can be reduced. Affordable housing should be created for the populations that serve current residents of wealthy neighborhoods (such as maids, clerks, and gardeners) that enable them to live where they work. Under existing circumstances, average VMT is very high because of the distance people must travel to get to work. Construction of affordable housing close to where people work would reduce VMT and therefore reduce CO2 tailpipe emissions.

How Does This “Win” Promote Social Justice and Equity?

Through adoption of this strategy, lower income populations could share in the benefits of more privileged communities, including access to well-funded schools, libraries, parks, and recreational opportunities. This strategy is a counterpart (and should work in conjunction with) re-investing in inner-city communities and reintegration of more wealthy communities into our cities.
How Does This “Win” Relate to Health Equity?

Studies have documented that racial and economic segregation leads to health inequities. Two such manifestations include high levels of stress in poor neighborhoods and a lack of access to medical facilities. In *Racial Residential Segregation: A Fundamental Cause of Racial Disparities in Health*, David R. Williams and Chiquita Collins explain, “Racial residential segregation is a fundamental cause of racial disparities in health. The physical separation of the races by enforced residence in certain areas is an institutional mechanism of racism that was designed to protect whites from social interaction with blacks. Despite the absence of supportive legal statutes, the degree of residential segregation remains extremely high for most African Americans in the United States. The authors review evidence that suggests that segregation is a primary cause of racial differences in socioeconomic status (SES) by determining access to education and employment opportunities. SES in turn remains a fundamental cause of racial differences in health. Segregation also creates conditions inimical to health in the social and physical environment. The authors conclude that effective efforts to eliminate racial disparities in health must seriously confront segregation and its pervasive consequences.”

For Information contact:

**The Non-Profit Housing Association of Northern California (NPH).** NPH is the collective voice of those who support, build and finance affordable housing. NPH promotes the proven methods of the non-profit sector and focuses government policy on housing solutions for lower income people who suffer disproportionately from the housing crisis.

- Non-Profit Housing Association of Northern California
t  369 Pine Street,
  Suite 350 San Francisco, CA 94110
  Phone: 415 989 8160
  Fax: 415 989 8166

  Evelyn Stivers, Field Director
FACT SHEET 4: OPERATING FUNDS FOR RELIABLE PUBLIC TRANSIT CONNECTING NEIGHBORHOODS AND REGIONAL ASSETS

Background and Definition of “Win”:

The current layout of metropolitan regions favors the use of automobiles. Based on this old paradigm, resources for operating public transit have not been made available. However, increased use of public transportation and reduction of vehicle miles of travel by automobile will aid in easing congestion and supporting more efficient land use patterns.

How Does This “Win” Relate to SB 375?

According to the American Public Transportation Association, public transportation can reduce energy consumption and harmful CO2 emissions by up to 37 million metric tons annually. These savings represent the beginning of public transportation’s potential contribution to national efforts to reduce greenhouse gas emissions and promote energy conservation.

How Does This “Win” Promote Social Justice and Equity?

Currently, poor populations are the predominant users of our under-funded public transit system. By providing reliable operating funds for public transit, the public transportation system can increase its ridership to include middle and upper-income families and can better serve existing users by providing improved access to crucial assets such as jobs, schools, and medical facilities. Howard Frumpkin, guest editor of Environment Health Perspectives, contends, “The term ‘built environment’ conjures images of places—buildings, neighborhoods, and parks. But transportation infrastructure forms the connective tissue that links these places together and represents an integral part of the built environment. Equity concerns in transportation take at least
two forms. First, certain elements of transportation infrastructure, such as highways and bus depots, are “locally undesirable land uses.” Poor people and people of color disproportionately live near these locations and suffer associated health consequences—the effects of diesel air pollution, noise, injury risks, and lack of aesthetic appeal. Second, transportation systems that do not provide poor people with convenient, practical access to employment, medical care, and other necessities undermine their health in numerous ways. Perhaps most importantly, the spatial mismatch between where poor people live and where jobs are available, as well as the inability to get to good jobs, consign people to ongoing poverty, a principal predictor of poor health.

How Does This “Win” Relate to Health Equity?

A lack of efficient alternatives to automobile travel disproportionately affects vulnerable populations such as the poor, the elderly, the disabled and children by limiting access to jobs, health care, social interaction, and healthy foods. Access to public transit also supports more active living by increasing walking and bike use. These activities could help to reduce many of the negative health impacts of our current transportation system and reliance on motor vehicles. In *Evaluating Public Transportation Health Benefits*, Todd Litman explains, “Public transportation can help achieve several public health objectives including improved traffic safety, reduced pollution emissions, increased physical activity and fitness, increased community cohesion, improved access to medical services, and increased transport affordability which reduces mental stress. Public transit service tends to be particularly beneficial to physically, economically and socially disadvantaged people. Public transit has direct impacts when it is used, plus indirect impacts when high quality public transit affects land use development patterns and per capita vehicle ownership. These indirect impacts are often larger than direct impacts, so comprehensive evaluation is needed to understand the full potential health impacts of planning decisions that affect public transit quality and use.”

For Information Contact:

- **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.

  436 14th Street # 1205 Oakland, CA 94612

  (510) 839 9510     --     Lindsay Emai, Transportation Justice Coordinator
FACT SHEET 5: CREATING ECONOMIC OPPORTUNITY

Background and Definition of “Win”:

The investment of public transportation funds and housing allocations throughout the state and should support reductions in economic polarization, increase economic opportunity for currently marginalized populations throughout California.

How Does This “Win” Relate to SB 375?

Creating economic opportunity for low income and working families and overcoming polarization are potential co-benefits of the SB 375 process. Linking public transportation to existing employment centers and locating new employment centers in areas with access to public transit could make an important contribution to reduction of VMT and CO2 emissions. According to Jed Kolko at the Public Policy Institute of California, “Transit ridership depends on proximity to transit, especially workplace proximity. Employment density is more strongly associated with transit ridership than residential density is…. Employment patterns are at least as important for transit ridership as residential patterns are.”

How Does This “Win” Promote Social Justice and Equity?

Public investment should promote fair and equal opportunity for all members of society. Linking low-income workers to jobs and business opportunities throughout the region can address a number of our community’s equity-related challenges. Access to jobs could reduce the vulnerability of low-income populations to criminal activity and could help encourage investment in educational and career opportunities. Creating economic opportunity in poor neighborhoods could also aid in overcoming society’s social and racial fragmentation. Possible strategies include: (1) Preserving  

existing blue collar jobs in the goods movement sector, and developing strategies to buffer these uses from adjacent low income neighborhoods. For example, the SF Bay Area goods producing industries and goods movement industries account for over 10% of region’s employment. These industries support job diversity. Efficient goods movement also contributes to the competitiveness of the region. (3) Develop strategies to retrofit suburban corporate campuses and edge cities in order to increase transit access to low-income communities, develop affordable housing adjacent to employment centers served by transit, and develop bus rapid transit (BRT) connecting employment opportunities throughout the region.  

How Does This “Win” Relate to Health Equity?

The most immediate effect of unemployment is the inability to meet one’s financial obligations. This can affect one’s mental health and possibly result in serious health effects. Unemployment places individuals at a heightened risk of malnutrition, illness, mental stress and loss of self-esteem. According to a study conducted by Margaret W. Linn, PHD, Richard Sandifer, BS, and Shayna Stein, PHD, on the health of 300 men assessed every six months “men who became unemployed after entering the study were compared with an equal number, matched for age and race, who continued to work. Psychological and health data after unemployment were compared between the two groups by multivariate analysis of variance and covariance. After unemployment, symptoms of somatization, depression, and anxiety were significantly greater in the unemployed than employed. Large standard deviations on self-esteem scores in the unemployed group suggested that some men coped better than others with job-loss stress. Further analysis showed those with higher esteem had more support from family and friends than did those with low self-esteem. Furthermore, unemployed men made significantly more visits to their physicians, took more medications, and spent more days in bed sick than did employed individuals even though the number of diagnoses in the two groups were similar.”

For more information contact:  **Breakthrough Communities:** The mission of Breakthrough Communities is to build multiracial leadership for sustainability and justice in California and the nation.

5275 Miles Avenue, Oakland, CA 94618  --  (510) 652 2425  
Carl Anthony, Co-Director  
Paloma Pavel, PhD, Co Director  

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FACT SHEET 6: BUILDING COMMUNITY POWER AT THE METROPOLITAN REGIONAL SCALE

Background and Definition of “Win”:

This “win” aims to create an alignment between a broad cross-section of stakeholders throughout California.

How Does This “Win” Relate to SB 375?

This “win” would strengthen the social cohesion of population groups across lines of race, class, gender, and occupation, enabling us to build the political support needed to make the transition from unsustainable to more sustainable patterns of livelihood, from high rates to lower rates of CO2 emissions, and from over-use of automobiles to building a more reliable public transportation system.

How Does This “Win” Promote Social Justice and Equity?

Building institutional power to overcome geographic, racial, class, gender, and inter-generational isolation and fragmentation promotes social equity. A strong community consensus is an important aspect of the implementation of SB 375.¹ The theory of strategic urbanism provides a framework for our conversations with city builders and public officials including the real-estate industry, banks and other financial institutions, and developers. In *Welcome to the Urban Revolution: How Cities Are Changing the World*, Jeb Brugmann contends that residents, users, builders, developers, bankers, and public officials should collaborate in order to increase their collective advantage.¹⁶ Such a process clearly runs counter to current urban development in the U.S., many decisions are made by large-scale developers concerned with maximizing profit. Transformative leadership and community empowerment can help us create opportunities for historically marginalized populations in building the next American metropolis.

Compass for Planning Healthy and Just Communities
Source: Breakthrough Communities, Earth House Center
How Does This “Win” Relate to Health Equity?

Studies of public health have documented that community empowerment leads to positive health outcomes, enhancing the capacity of all population groups to achieve health outcomes. Nina Wallerstein, a prominent academic and advocate for community empowerment, has found “distinct links between empowerment and health outcomes”. She found that “empowerment strategies are promising in their ability to produce both empowerment and health impacts.” According to a study conducted in 2006 by the World Health Organization, “Research on the effectiveness of empowerment strategies has identified two major pathways: the processes by which it is generated and its effects in improving health and reducing health disparities. Empowerment is recognized both as an outcome by itself, and as an intermediate step to long-term health status and disparity outcomes. Within the first pathway, a range of outcomes have been identified on multiple levels and domains: psychological, organizational, and community-levels; and within household/family, economic, political, programs and services (such as health, water systems, education), and legal spheres. Only a few researchers have used designs resulting in evidence ranked as strong in the traditional evidence grading systems. Yet there is evidence based on multi-level research designs that empowering initiatives can lead to health outcomes and that empowerment is a viable public health strategy.”

For Information contact:

- **Genesis**: Genesis, founded in 2007, is a regional, faith and value based community organization in the Bay area affiliated with the Gamaliel Foundation, an international network of faith and value based organizations. Members represent religious congregations, associations, union locals, and other community organizations.

  1707 Gouldin Rd. □ Oakland, CA 94611 □ Phone: (510) 290-6955

  Mary Gonzales, Lead Organizer
Appendix A: Glossary Of Terms Used

(ToBe Added)
Appendix B: The Workshops

In May and June, 2011, Breakthrough Communities collaborated with Gamaliel of California in conducting three pilot Workshops, each with a goal of 50+ participants in 3 different locations throughout the State, including one predominantly rural site, to test community response and get feedback on findings and recommendations of the project.

The first Workshop on May 21, 2011, conducted at the Jacobs Center in San Diego California, was co-sponsored by Justice Overcoming Boundaries (IOB), an affiliate of Gamaliel of California.

• **Lessons Learned**

The second Workshop on June 4, 2011, conducted at Temple Baptist Church in Santa Rosa, was co-sponsored by the North Bay Organizing Project, an affiliate of Gamaliel of California of California.

• **Lessons Learned**

The third Workshop on June 13, 2011, conducted at the Stockton Boulevard Partnership in Sacramento was co-sponsored by the Coalition for Regional Equity, ARC of California and the UC Davis Center for Regional Change.
Appendix C: Sponsoring Organizations

- Breakthrough Communities Learning Action Project
  - Gamaliel of California
- Justice Overcoming Boundaries
- North Bay Organizing Project
- Coalition for Regional Equity