



INTERIM REPORT CARD

6 Wins For Social Equity Network

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

So people can have the reliable, accessible transportation they need

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

So people can afford to live closer to jobs

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

So people can lead healthier lives

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

So people aren't displaced by development and high rent

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

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6 WINS FOR SOCIAL EQUITY NETWORK MEMBERS INCLUDE:

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

DO MTC & ABAG MAKE THE GRADE?

FOR: Metropolitan Transportation Commission & Association of Bay Area Governments

SUBJECT: One Bay Area FOR ALL

D

OVERALL GRADE:

Economic Opportunity

D

Transportation

D

Affordable Housing

D

Investment without Displacement

F

Health

C

Equity Analysis

B

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

One Bay Area FOR ALL: Do MTC & ABAG Make the Grade?

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