

Transportation Justice Working Group
Regional Transportation Plan (RTP) Equity Platform

Our Vision

We seek to create a San Francisco Bay Area where *all* residents enjoy full access to a world-class transportation system that meets their daily transportation needs while enhancing the health, air quality and economic wellbeing of their communities.

Specific Goals

A world-class transportation system that supports healthy communities is characterized by the following:

- Around the clock, frequent and reliable transit service¹
- Affordable fares
- Accessible transit services & facilities
- Short (under 30 minute) travel times to essential destinations
- Safe, clean and well-maintained transit vehicles & facilities

In order to achieve a world-class transportation system and healthy communities for all, the transportation planning and policy-making process must:

- ensure equitable outcomes by race and ethnicity, including equitable public subsidies, equitable service levels, and equitable outcomes related to access, mobility, and environmental health; and
- ensure transparency in decision-making, and facilitate the public's participation in the decision-making, particularly by those communities most often excluded from the process such as low-income people, people of color, limited-English speaking individuals, youth and immigrants.

Recommendations for the Regional Transportation Plan

1. Prioritize the transportation needs of low-income and people of color communities by closing identified gaps in their bus routes and fully funding projects identified in the Community Based Transportation Plans. This includes:
 - updating the 2001 “Lifeline Transportation Network Report for the 2001 RTP” study which identified routes serving low-income communities that needed more frequent service or night/weekend hours, as well as areas needing new bus routes; and
 - identifying and providing funding to transit operators so they can fill critical gaps in Lifeline transit routes based upon the updated data.
2. Fix it First: Ensure that the region's existing transit system is as reliable and affordable as possible, particularly in low-income and people of color communities, by prioritizing funding for operating and maintenance. This includes:
 - prioritizing filling transit operating shortfalls and gaps in existing transit service before transit expansion by: 1) swapping all funds eligible to be used as operating funds to agencies that need them (rather than being diverted to capital uses) and 2)

¹ The goal of “around the clock”, frequent and reliable transit service should be defined as: 24/7 transit service with at least 15 minute headways during peak hours and 30 minute headways during off-peak hours for routes such as those identified in the “*Lifeline Transportation Network Report for the 2001 RTP*” .

- reducing the region's responsibility for BART car replacement and system rehabilitation, due to its very heavy capital requirements, and place those costs in a separate category;
- ensuring a sustainable system that will support the region's planned growth; and
 - filling local streets and roads maintenance shortfalls before road and highway expansion.
3. Make fares affordable for low-income riders by establishing a funding program to enable transit operators to offer reduced fares to low-income individuals.
 4. Ensure transportation investments, outputs and outcomes are equitable by race, ethnicity and income.
 5. Meaningfully involve the public, particularly low-income communities and people of color, in a highly transparent RTP decision-making process, such that the public's concerns are clearly addressed, particularly in terms of outcomes, in the final RTP. MTC should engage residents with language specific workshops and written materials as well as schedule meetings at times that would allow more of the general public the opportunity to participate.
 6. Improve air quality and traffic safety in low-income communities and communities of color, those most impacted by current transportation, freight movement and land-use conditions and policies, through and in addition to MTC's planned efforts to reduce Vehicle Miles Traveled (VMT) and emissions.

ENDORSEMENTS:

Alameda County Health Department
 Assemblymember André Swanson
 Bay Localize
 Building Opportunities for Self Sufficiency (BOSS)
 Communities for a Better Environment (CBE)
 East Bay Alliance for a Sustainable Economy (EBASE)
 Ella Baker Center
 Environmental Justice Institute
 Grassroots Leadership Network of Marin

Greenbelt Alliance
 Greenlining Institute
 Healthy San Leandro
 Parent Leadership Action Network (PLAN)
 Urban Habitat
 West Berkeley Neighborhood Development Corporation

About the Transportation Justice Working Group (TJWG): In 2003, the TJWG grew out of the Social Equity Caucus, a multi-sector, multi-issue coalition dedicated to equitable development in the Bay Area. The TJWG is a regional network of non-profits, researchers, advocates and concerned citizens working together to make equity a top priority in transportation planning and funding. We use data, analysis, advocacy and community organizing to demand that transportation decision makers consider race and economic justice in their planning and funding decisions. Our Statement of Purpose is to:

- *advance transportation planning and policies that ensure that benefits and burdens are distributed equitably; and*
- *organize campaigns for the fair distribution of public resources across all communities paying particular attention to the environmental health and transportation needs of low income communities and people of color.*

More information at: <http://urbanhabitat.org/tj/tjwg>

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