



The Citizen's TCI Policy Action Event Recap • Saturday, November 16, 2019

The 2BridgeCDX is an independent consultancy specializing in active citizenship that works across the region offering expertise in facilitation of community influence in policy with the community-based Brandywine TB Southern Region Neighborhood Coalition Executive Community Citizen's Board and the Union of Concerned Scientists hosted a community transportation and air pollution forum.

On behalf of everyone at the 2Bridge Community Development eXchange (CDX) we thank all who attended the Citizen's Policy Action Forum 1st Series in Brandywine Maryland. We hope attendees learned something new about our increasingly complex pollution and transportation sector and made some fruitful connections throughout the day.

The conference was made possible through the generous support of The Union of Concerned Scientist there community-based engagement, the hard work and advocacy of Paulina Muratore and Cecilia P. Moura, through our collaborative partnership through community participation to engage communities and the outstanding support organizations that included the National Maryland Sierra Club- Lindsey Mendelson along with the Maryland League of Conservation Voters- Ramon Palencia-Calvo.

The Transportation and Climate Initiative (TCI) is a regional collaboration of 12 Northeast and Mid-Atlantic States and the District of Columbia that seeks to improve transportation develop the clean energy economy and reduce carbon emissions from the transportation sector. The participating states are: Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Virginia. These states are supported by the Georgetown Climate Center, who coordinates the regional collaboration.

- Tailpipe pollution is deadly. Every year, more people die prematurely from traffic pollution-related health impacts than traffic accidents.
- Low-income communities and communities of color are disproportionately exposed to traffic pollution and are overburdened with higher rates of asthma, cancer, and cardiovascular disease. A recent study found that people of color are exposed to 66% more tailpipe pollution than white communities in the Northeast and Mid-Atlantic region.

Transportation & Climate Initiative: <https://www.transportationandclimate.org>

The Brandywine TB Southern Region Neighborhood Coalition (BTB Coalition) working with community in a 2BridgeCDX CeDap process that involves a Community Strengthening Network within our framework Dyce involvement and public participation activities.

We spent four hours talking about the science behind air pollution; transportation particulate matter in Maryland; the Transportation and Climate Initiative as one part of the solution; other clean, modern transportation solutions that street level residents would like to see or could envision in their communities.

During the first part of the Forum

1. Communities voiced their concerns regarding the TCI and their visions for ensuring healthy and sustainable communities.
2. In the second, government agency representatives, social institutions, non-profits and business organizations were asked to describe what role they could play to help these communities achieve their and the TCI visions. In addition, to avoid having concerns and recommendations reduced to sanitize phrases in the final Public Dialogues report, organizers made every effort to accurately reflect the voices of community members. As such, the supporting report information contains extensive quotes from Dialogues participants throughout the group text.

Together, these actions resulted in a robust set of recommendations and action items for involving communities more directly in the TCI efforts.

An effective carbon-pricing program should deliver equitable results:

- Engage & be responsive to the needs of impacted communities throughout the policy design and implementation process.
- Set a strong cap/price that holds polluters accountable for the true cost of pollution.
- Dedicate funds targeted directly at overburdened and underserved communities to offset new cost burdens resulting from the carbon price AND to create net positive environmental and economic benefits for these communities.
- Ensure direct emissions reductions in communities hit first and worst by transportation emissions, including through complementary policies.

The breakout groups main themes that came across from the three collaborative breakout groups were:

1. **Process:** communities need more education about things like TCI. State officials need to meet people where they are (webinars don't work). TCI in each state should have a community body/board that helps oversee the process and ensures transparency in investment decision-making. Overall their need to be more opportunities for public input that put community voices first. Consistent and regular information to community members.
2. **Investments:** strong agreement on the need for more and better mass transit, options for walking (many areas don't even have sidewalks or crosswalks). Also, strong agreement around the idea of a "cash for clunkers 2.0" to get people out of super polluting cars and trucks. No more investing in highway expansion unless it's for priority bus lanes; Overall theme: prioritize communities/areas already burdened by pollution.
3. **Complementary Policies:** enhanced smart growth policies (no more sprawl); transit-oriented development with permanently affordable housing. Garage EV charging incentives – people could set up their garages as a charging point for others to use and make a little money from it; better broadband internet and options for working from home; elder care and transport services that truly address the mobility needs of elders in our community who are stuck in their houses.

Common ideas across all groups – highlighted.

Group/Table 1

- ❖ More dedicated and intentional public transport
 - Connectivity – rail to bus
 - Transit oriented development – hear about this but don't see it
- ❖ No more funds for roads – make more mass transit opportunities.
- ❖ Sidewalks & Crosswalks (better walkability)
- ❖ Connect with purple line; Rails we already have – use them more efficiently
- ❖ Be smarter about how we use the resources we already have
- ❖ Coalitions and connecting; stronger together
 - Lack of education in the community – need the education so people will want to participate
- ❖ Hyper local – safety of the roads we have
 - Better visibility and,
 - Sightlines
- ❖ Smart light systems to help manage traffic
- ❖ Paying folks to get 40-year-old dump trucks off the road
 - Cash for clunkers but designed better using other models that have worked well for other places
- ❖ Vehicles should ALL be efficient – state fleets; school buses; personal cars.
- ❖ More state incentives for hybrid & electric cars
- ❖ Not expanding the beltway for cars – make express lanes for buses only (bus rapid transit)
- ❖ Mono rail around beltway
- ❖ Finish off western parkway and invest in smart growth
- ❖ More education – meet people where they're at (webinars don't work)

■ Public libraries

■ Reaching out to the faith community

■ Stakeholder meetings

- ❖ Annual meetings and dissemination of information
- ❖ Central information that the community can use to share data
- ❖ Existing structures don't work

Group/Table 2:

- ❖ Program ambition – want to make sure this program has real emissions reductions
- ❖ Put forward more mass transit
- ❖ Cash for clunkers program to electrify fleets
- ❖ Prioritize areas overburdened and make sure these investments are for clean solutions only
- ❖ Address VMT
- ❖ Public engagement: important to do it through town halls, websites, electronically, two-way information – not just communities listening. More ways to provide feedback
- ❖ Meet people where they are – get elected officials involved
- ❖ People have relationships with public officials but nothing about TCI – how to bring these two things together
- ❖ How to measure progress – transparency in the whole process
- ❖ Benchmarks – progress reports – metrics (public)
- ❖ Investments – no more fossil fuel development; no highway expansion;
- ❖ Complementary policies – internet access; tele-commuting; affordable housing next public transportation hubs
- ❖ TCI body with officials, community members, and others to increase accountability in the whole process

Group/Table 3:

- ❖ Key: public engagement and getting people excited
 - Groundswell to get people to care about what is going on
- ❖ Work with Google to build a smart city? This is all sprawl homes –
- ❖ Redevelop and retool existing spaces
- ❖ cleaning up polluted areas that are here
- ❖ MTA centers with bus lanes
- ❖ Possibility for light rail
- ❖ Smart growth – complementary
 - Built out existing communities and bring new in
- ❖ We have never picked a well paying industry to set up here
- ❖ Effective communication to engage and inform the community
 - Come up with things that deal with action
 - In NH there was a bill passed where they actually set up garages to make money off charging
- ❖ Make it easier for people to participate in the planning process locally – people don't have time to click through lots of web pages to figure out what is going on.

- ❖ Need more chances for public input
- ❖ Just emails don't work
- ❖ Educating the community about the planning process
 - Community development corporation should form
 - Plans available for your community
 - People need to know about that and hear what they can do
- Consistent community engagement
- ❖ Building areas with sidewalks – we have townhomes and even fire trucks can't get in
- ❖ More community oriented
- ❖ Public transportation to the aquatics center – sidewalks there too
- ❖ Working with transportation networks
- ❖ County could work with fed or state to set people up in their homes if they are stuck there – getting to local store; doctor appt;
- ❖ Emergency response and testing
- ❖ Have a first aid kit in your home – shortage of EMTs
 - Monitor all of this and check

In Conclusion

Facilitating increased efforts to involve the public by giving citizens, industry, environmental groups, and academics a much greater opportunity to play key roles in environmental decision-making.

First and foremost Public participation activities need to represent the full spectrum of actions and processes that 2BridgeCDX uses to involve the public in the work of an Agency. Public participation activities and processes allow the public to participate in Agency actions and hold the Agency accountable for its decisions.

Trust between the public is a crucial component of any community involvement or public participation initiative in order to ensure an effective working relationship. However, trust between Agencies and stakeholders can take time to develop. Historically, some communities and organizations have had adverse relationships with government agencies that carry into the present. In other instances, statutory or regulatory limitations may lead to a break down of trust between communities and agencies.

Transportation Policy Objectives and Actions

Transportation & Climate Initiative in Maryland is one initiative, but we need more (just in discussion phase - cap & invest program - needs more public involvement). Having accountability and monitoring systems in place.

In response to these issues, social equity and environmental justice related transportation policy objectives, and actions:

Policy Objectives

1. Provide equitable and accessible transportation services for all residents, regardless of income, age, or ability.
2. Ensure that the benefits and potential burdens of transportation projects have equity.

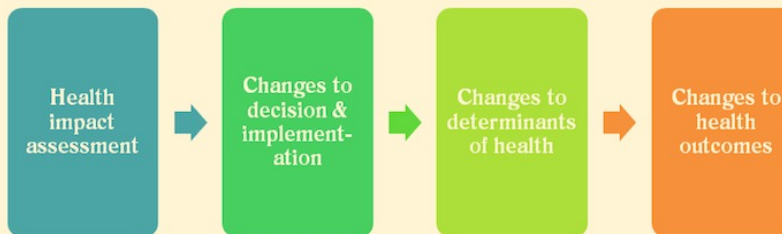
Actions

1. Ensure that transit is accessible, available, and within the financial reach of as many residents as possible.
2. Design new transportation projects in such a way that they do not result in disproportionate health-related and environmental impacts on any community.
3. Ensure that the development review process addresses the transit planning needs both within and adjacent to proposed developments.
4. Develop and implement programs that improve transportation options for seniors and persons with disabilities.
5. Develop Transportation Project Evaluation Criteria based on the preliminary criteria themes in the TCI in order to prioritize transportation funding and transit service in areas.

Without proper planning, and participation transportation systems can be disruptive to communities. The construction of roads, freeways, and rail-transit systems has placed health burdens on many lower income and minority communities. At times, transportation systems have physically divided communities, resulting in long-lasting social and economic costs. Additionally, transportation planning must be done in a way that provides for accessibility to low income and minority communities, seniors, and persons with disabilities. Transportation planning must be done with a wide variety of communities in order to promote regional equity.

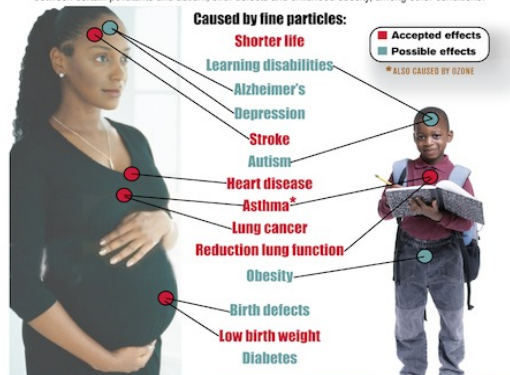
If you have any feedback for us regarding events – or are interested in hosting one of your own in collaboration with 2BridgeCDX – please contact the facilitator of this even at btbcoalition@gmail.com.

HIA

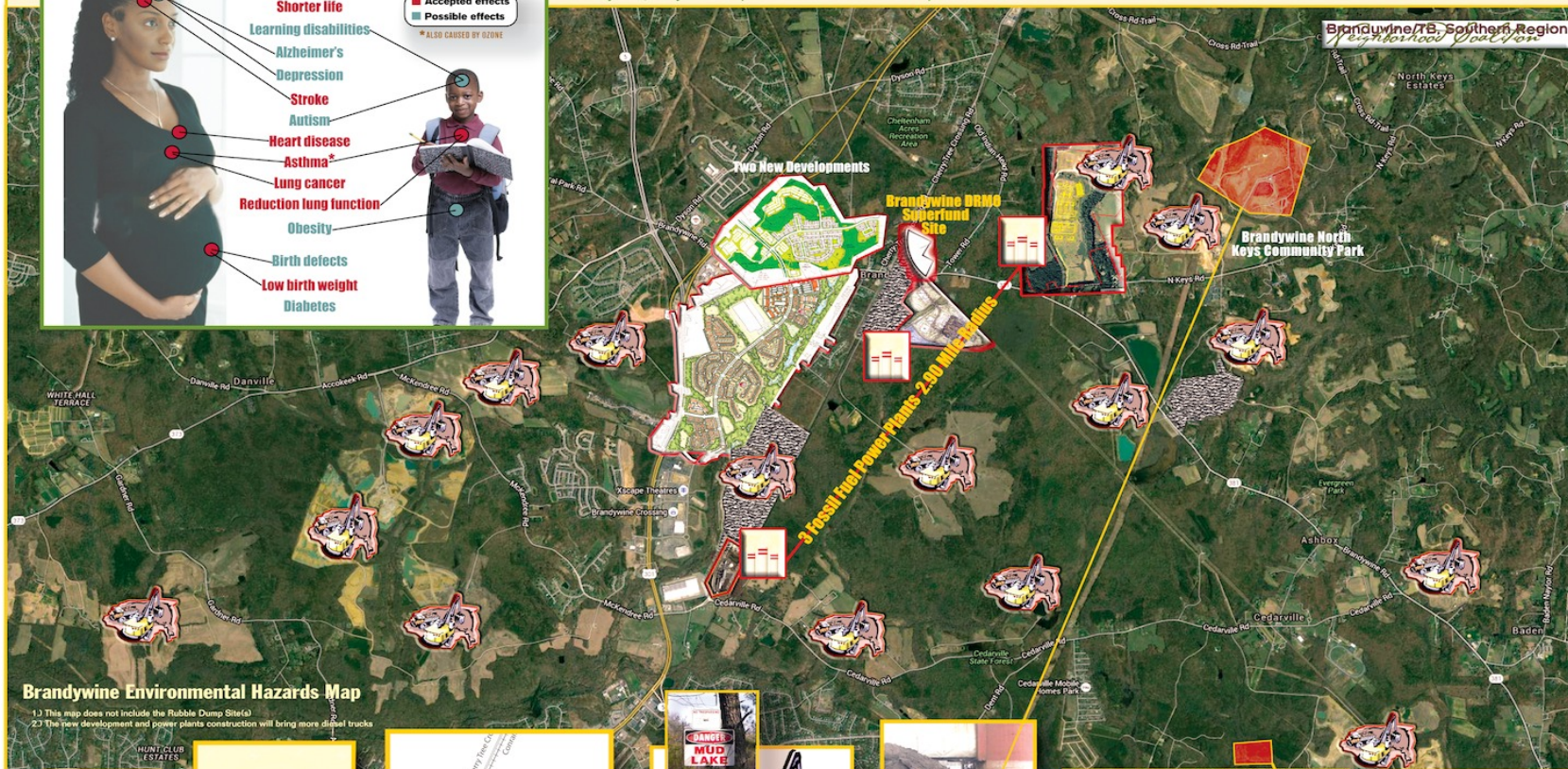


POLLUTION MATTERS

Thousands of studies have shown how air pollution can harm people, causing heart attacks, lung problems and other ailments, and shortening lives. New research is finding possible link between certain pollutants and autism, birth defects and childhood obesity, among other conditions.



Chronic Disease Prevention... environmental and zoning inequality and chronic diseases such as heart disease, cancer, diabetes and asthma are the leading causes of death and disability in disproportionately affect communities of color populations. Developing successful prevention strategies starts with recognizing the complex interplay of social factors that drive chronic diseases, and Brandywines' community Local Resilience and Responsible Planning. adverse effects of development projects on human health, and on the promotion of healthy environments. Therefore, the development and promotion of instruments for the systematic evaluation and mitigation of health impacts of development is a primary concern. Prince George's County, Brandywine, Maryland has poorer health outcomes compared to the rest of the counties over 60% of deaths are related to chronic diseases.



Brandywine Environmental Hazards Map

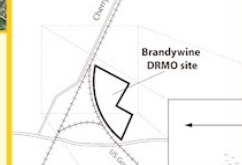
1) This map does not include the Rubble Dump Site(s)
2) The new development and power plants construction will bring more diesel trucks



13 Heavy Industrial Zone



3 Fossil Fuel Gas Power Plants



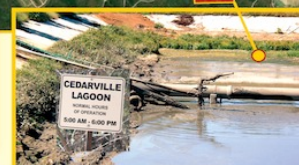
Brandywine DRMO Superfund



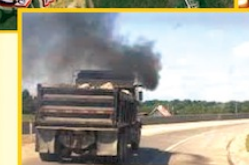
Aggregate Surface Mining Wash Plants • Mud Ponds



Coal Mine Fly Ash Site



Sludge Lagoon



Diesel Fumes & Carbon Emissions



Transportation,



Kamita Gray


2Bridge Foundation

Building Resourceful Initiatives Developing Growing and Empowerment

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