



Environmental Justice
WORKGROUP
dvrpc

October 9, 2014 EJ Work Group Highlights

Attendees:

Michael Boyer	DVRPC
Valinicia Darby	Department of Interior
Eileen Divringi	Federal Reserve Bank of Philadelphia
Justin Dula	Delaware County Planning Department
Patty Elkis	DVRPC
David Feldman	Right-Sized Homes
Thomas Flaherty	Energy Coordinating Agency
Sue Gibbons	Gannett Fleming, Inc.
Jennifer Hurley	Hurley-Franks & Associates
Ivy Ibrahim	City of Wilmington, DE
Jasper Jones	UB EA Community Trust, Inc.
Roy L. Jones	National Institute for Healthy Human Spaces
Aimee Lala-Milligan	Cornerstone West/West Side Grows Together
Tom Lane	Policy Map
Dick Linderman	Chester Business Association
Jane Meconi	DVRPC
Karin Morris	DVRPC
Lynn Odom	
Judith Robinson	
Rebecca Ross	Delaware County Planning Department
Julianne Schieffer	Penn State—Ecosystem Science
Tahirih Smith	Sustainable Lawrence
Travis Smith, Sr.	
Candace Snyder	DVRPC
Bill Swiatek	WILMAPCO
Meredith Curran Trego	Montgomery County Planning Commission
Elise Turner	DVRPC
Keith Waldrip	Federal Reserve Bank of Philadelphia

Upcoming Events, Outreach, and Recent Publications:

- DVRPC recently released its Environmental Justice at DVRPC—FY 2014, available at: http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=TM15017.
- The Indicators of Potential Disadvantage (IPD) data has been updated to more recent census data, and the online EJ map viewer has been redesigned with new features: <http://www.dvrpc.org/webmaps/EJ2014/>

- The next DVRPC Public Participation Task Force meeting is scheduled for October 28, 2014. Dinner will be served at 5:30 PM, and a presentation on the Economy League of Greater Philadelphia's *World Class Index* will begin at 6:00 PM. This meeting is part of the PPTF's *Facing the Future* discussion series. To RSVP, please contact Jane Meconi at 215-238-2871 or jmeconi@dvrpc.org.
- DVRPC is now accepting applications for membership to the Public Participation Task Force. Applications must be submitted by October 31, 2014. For more information, visit: <http://www.dvrpc.org/ASP/committee/committee.aspx?p=PPTF>

Presentation:

Small Legacy Cities, Equity, and a Changing Economy... *Eileen Divringi, Community Development Research Analyst, Federal Reserve Bank of Philadelphia*

Ms. Divringi presented the primary conclusions of "Small Legacy Cities, Equity, and a Changing Economy," a report completed by a group of graduate students from the University of Pennsylvania's Department of City and Regional Planning in spring 2014. With the Federal Reserve's Department of Community Development Studies and Education acting as client, the students were tasked with evaluating the extent to which economic revitalization strategies in Wilmington, DE, Lancaster, PA, and Bethlehem, PA had led to equitable outcomes for low- and moderate-income residents.

Equitable development refers to a set of *processes and outcomes* that advances opportunities, choices, and access for all citizens with particular regard for disadvantaged groups and individuals. Equity as a strategic priority must be integrated into local economic development efforts.

The report is available at: <https://www.design.upenn.edu/city-regional-planning/graduate/work/small-legacy-cities-equity-and-changing-economy> and a pdf of the presentation is attached. Participants discussed issues such as health issues in affordable housing, connecting small businesses to larger economic development goals, building community capacity, and encouraging better communication between municipalities and the public.

DVRPC Futures Working Group... *Brett Fusco, DVRPC Senior Transportation Planner*

Earlier this year, Mr. Fusco conducted a workshop for EJ Work Group members to envision various scenarios that may impact the region over the next thirty years. This initial step will inform DVRPC's next iteration of its long-range plan. A Futures Working Group of stakeholders has also been convened. Mr. Fusco provided an update on the activities of the Futures Group and the connection of equity to land use, energy, and transportation issues of the future. Moving forward, there will be a continued refinement of the predictions that stakeholders have proposed—what is most likely to happen? What will have the greatest impact? A handout of global driving forces distributed at the meeting is attached. Further discussion of ideas at today's meeting included:

- the hydrogen economy—compatible with existing infrastructure
- public health
- access to low cost food through urban agriculture
- equity impacts to ride sharing and bike sharing, and other shared economy programming
- percent of income dedicated to housing costs in urban and suburban areas, as well as associated costs such as transportation and energy
- shift in preference to renting from home buying
- geoengineering
- incarceration and recidivism

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MEMORANDUM 2. DRAFT GLOBAL DRIVING FORCES

This memorandum notes the global driving forces of change that came out of the brainstorming session during the first meeting of the Greater Philadelphia Futures Group, held at DVRPC's offices on September 17, 2014. For ease of reviewing the global driving forces identified in the brainstorming session they have been classified by social, technological, economic, environmental, and political (STEEP) categories. These forces will be further revised based on the Futures Group meeting 2 discussion on October 15, 2014.

SOCIAL

1. Golden Years

Lifespans get significantly longer, thanks in part to cures for cancer and other diseases. People are able to live more active lifestyles much later in life. But many urban development patterns and housing units do not accommodate people with mobility impairments.

2. Emergency!

Greater Philadelphia's role as a major economic center is tested by the challenge of responding to increasing numbers of major crises, such as acts of terrorism, pandemics, major weather events, etc.

3. Enduring Urbanism

Urban locational preferences of millennials and empty nesters are just the start of a long-term trend, as future generations show an even stronger desire for city living and alternative transportation.

4. Is there a Doctor in the House?

Chronic health conditions such as diabetes, obesity, heart disease, stroke, cancer, and arthritis hamper the region's workforce, shorten lifespans, and increase the demand for, and cost of, healthcare.

5. Lessennial Generation

High levels of student loan debt and unemployment during the millennial generation's formative years, starts them on a path where they become the first generation with a lower standard of living than their parents.

6. Magnet Education

Use of performance measures, big data, and additional funding have led to improvements in pre-K and K-12 education in urban schools, helping to retain, and even attract families into the region's core.

7. Priced out of the City

As poverty shifts to the suburbs, U.S. cities begin to resemble European Cities with the wealthy largely residing in the region's core, and poor and minority communities, and the middle class to a lesser extent, located further out.

8. TGITH (Thank God it's Thursday)

The work week is shortened to just three or four days, as demand for labor shrinks relative to demand.

TECHNOLOGICAL

9. Automation Nation

Manufacturing returns to the region as robotics, 3-D printing and other emerging labor saving technologies flatten global production cost differentials.

10. Bike Lanes, Trains, and Automobiles

Increased mobility and connectivity, along with big data and apps to use it, allows transportation system users to seamlessly navigate a balanced, multimodal network of car sharing, taxi, ride sharing, transit, biking and bike sharing, and walking to get around.

11. Sharing a Lyft

When autonomous vehicles fail to take hold, ride sharing services such as Uber, Lyft, and Sidecar, along with emerging models such as Las Vegas 100 and Bridj, overcome regulatory hurdles and capture significant trip modeshare.

12. Intelligent Infrastructure

There are rapid advances in infrastructure technology, such as 3-D printing, low cost sensor technologies, road-embedded energy collection and distribution, nanotechnology, and stronger composite construction materials.

13. It's a Small World

Internet and communications technologies create wider social networks, allow ideas to flow faster, and more collaboration across sectors. Telecommuting becomes more common and one's job becomes more disconnected from where one chooses to live.

14. Robocars

Thanks to increased road safety and capacity enhancements, self-driving cars, trucks, and buses overcome cost, legal, liability, and regulatory hurdles in an astonishingly short amount of time. By 2045, they constitute the majority of the vehicle fleet.

ECONOMIC

15. Haves and Have Nots

Income inequality is worsened due to reasons such as: declining union power, reduced buying power of the minimum wage, and an increasing technological divide.

16. Instantaneous Delivery

Demand grows for same-day delivery, which leads to more overnight deliveries in thriving downtown areas, and strategically located consolidation centers (where multiple shippers bring goods into an area, and a single truck delivers them). Ride sharing services and delivery drones may also help to serve this market.

17. Keeping up with the Jones

The growing global middle class increases demand for finite supplies of energy and raw materials and leads to rapidly rising costs and negative environmental impacts.

18. Megaregional Mobility

Higher performance passenger rail improves access between major cities and airports all along the Northeast Corridor and reduces intra-megaregion air travel demands, freeing up airspace for more international and long-distance flights at PHL.

19. No College Left Behind

Delivery of education moves online, reducing the place based draw of regional colleges and universities. Some liberal arts colleges reposition themselves as technical training schools, helping to keep the region's workforce competitive in a fast changing global economy.

20. Off the Beaten Path

After merging with US Airways, American Airlines pulls out of Philadelphia as a hub. Funding constraints mean Amtrak is unable to make substantial improvements to the NE corridor.

21. The Pennsylvania Energy Boom

As a net producer of energy, Pennsylvania benefits from removing restrictions on petroleum exports. Meanwhile, the next generation of smart grids, micro grids, and distributed energy generation helps to make energy distribution more efficient, leading to an abundance of domestically produced energy.

22. Putting the Ship Back in Shipping

Improved logistics, technology, larger ships (which Greater Philadelphia cannot currently serve), and the wider Panama Canal reduces shipping costs.

23. Take Two Aspirin and Skype Me in the Morning

Virtual reality and web-based communications reduce the need to visit doctor's offices and hospitals, allowing the elderly and other patients to stay home for most basic treatment and care. 3-D printers can print prosthetic or even replacement body parts, changing how healthcare is performed.

ENVIRONMENTAL

24. Confronting Climate Change

World leaders come to a joint resolution, with teeth, to significantly reduce carbon emissions by government regulation and changing consumer preferences. Options such as pricing, vehicle restrictions, better land use decisions, alternative transportation, technology, and cost competitive clean energy sources become viable.

25. The Parched Landscape

Worldwide water scarcity is worsened by increasing pressure on limited clean water resources.

26. PhilAmsterdam

Demand for regional bikability rises. E-bikes and other small electric vehicles, and the bicycle become a significant portion of trip modeshare.

27. What's for Dinner?

Global food insecurity increases importance of regional and local food systems, and the ability of regions to feed themselves.

28. When it Rains it Pours

Little progress is made in terms of mitigating climate change, and the region must prepare for the worst case scenario: hotter and wetter weather, more frequent storms, and rising sea levels.

POLITICAL

29. The New New Deal

Substantial new governmental investment in infrastructure, education, and other core governmental services is achieved either by: governments raising taxes at all levels, or the federal government using inflation as the only limiting factor on public spending (post Keynesianism, or modern market theory).

30. Partisan Paralysis

Partisan politics and fiscal austerity hamper governmental effectiveness. Increasing personal, business, and government (especially for pensions) debt levels limits willingness to fund major new investments, public or private. Economic growth is slow, to nonexistent. Aging and increasingly complex systems overwhelm the capacity of governments and their partners to respond to challenges and opportunities.

31. Sabergovernmetrics

Government becomes more efficient using existing resources through: regional cooperation, municipal consolidation and shared services, planning regulations to permit more compact development, and use of big data for better decision-making. Government and the private sector increasingly join forces to solve problems, through the use of public-private partnerships. Entrepreneurial non-profits emerge to fill other gaps.