

City of Seattle

Racial Equity Toolkit (RET) Summary Sheet: Cover Sheet and Questions

*Please fill in
below to
identify the RET
completed:*

Department/Office: Sustainability & Environment

Name of policy, program, etc. analyzed: Drive Clean Seattle

Names and titles of key staff that led this RET process: Chris Bast, Climate & Transportation Policy Advisor

Dates of RET process (e.g., 8/2015 – 10/2015): 9/2016 – 12/2016

This Summary Sheet should be completed by those who worked on this RET with input from Change Team members and department leadership. Representatives from these different groups should review the final version so that there is consensus on content before it is shared with the Mayor's Office. Please fill out a separate Summary Sheet for each of the 4 required RETs that your department named in your director's Performance Plan with the Mayor.

For questions about using this Summary Sheet, please contact your OCR RSJI Liaison.

***Please respond
to the following
questions on a
separate
document (no
more than two***

pages.

Please include this page as the cover sheet along with your response.

1. List the racial equity outcome(s) that you set in Step 1 of the RET process. (Max 300 characters)

- Improve air quality in the places where EEI communities* live, learn, work and play.
- Bring economic benefit to EEI communities through an increase in green transportation jobs and a decrease in transportation costs.
- EEI communities have equitable access, accountability, and decision-making power in Drive Clean Seattle.
- Highlight the clean transportation stories and experiences of EEI communities.

*EEI Communities refers to a focus on communities of color, immigrants, refugees, people with low-incomes, youth, and limited-English proficient individuals. Shortened here because of space restrictions.

2. Which stakeholders (groups and/or key individuals) did you engage in this RET? In what ways did you engage them?
(Max 600 characters)

We collaborated with the Equity & Environment Initiative (EEI) to host a workshop with the EEI Community Partners Steering Committee on November 3. The meeting was intended to share goals about DCS, identify existing work happening in the community that is connected to DCS, identify and share creative and unusual ideas to advance the Equity & Environment Agenda through DCS, surface barriers, assumptions, and questions to full participation in DCS from communities of color, and establish a collaborative relationship with members who had participated in the EEI.

Prior to the workshop, DCS and EEI met with Jill Mangaliman from Got Green, a leader within the environmental justice community who was heavily involved with the E&E Agenda. Participants included representatives of the East African community, InterIM CDA WILD, King County, Got Green, Latino Community Fund, Chinese Information Services Center, Puget Sound Sage, and the Duwamish River Cleanup Coalition. City stakeholders involved include the Mayor's Office, OSE, SDOT, SCL, SDCl, and OED.

3. Please describe up to five key benefits and/or burdens for people of color of this policy, program, project, or other decision, which the RET process helped you to identify or confirm. (Max 300 characters each)

1. Left to develop on its own and without good public policy frameworks, the benefits of transportation electrification could accrue primarily to wealthy white people and drive further inequality based on race and wealth. Drive Clean Seattle provides a benefit because it puts these policy frameworks in place based on equity.
2. Environmental benefits such as better air quality, decreased climate pollution, and less stormwater pollution – all environmental hazards which disproportionately affect communities of color.
3. By electrifying transportation, Drive Clean Seattle is creating a less costly and more convenient transportation experience, resulting in an electric dividend in individuals' pockets.
4. Other potential economic benefits include green jobs in clean transportation or in related electrical work and more money circulating in local economies as fuel dollars are kept at home.
5. More EV infrastructure in communities and, especially, in multifamily housing parking facilities could increase rents or other cost of living indicators as EVSE is currently still seen as luxury and not necessity.

4. Please describe up to five key actions – things that you will do differently or begin to do now – of this policy, program, project, or other decision, which will increase opportunity and/or minimize harm for people of color. (Max 300 characters each)

1. Use an Equity Idea Bank to create, vet, prepare and potentially fund project ideas. Funding for DCS projects will be opportunistic and we want to be able to go after funding for developed ideas and turn them into on-the-ground projects when given an opportunity.
2. Utilize creative, culturally relevant strategies and foster community cohesion by connecting EV and transportation programs to cultural anchors.
3. Seek to provide direct financial incentives.
4. Understand more about how building code changes which would increase EV infrastructure may unduly burden EEI populations.

- Partner directly with community-based organizations, work in close collaboration with the Equity & Environment Initiative, and build partnerships with service industry anchors.

5. How will leadership ensure implementation of the actions described in question 4? (Max 800 characters)

- We will complete RET analysis for each of the major projects within DCS with outcomes that are nested in the outcomes of this RET – which, in turn, has outcomes that flow from the Equity & Environment Agenda.
- Evaluate and report impacts on racial equity over time by including a standing agenda item for racial equity at the monthly DCS core team meetings and devoting a single meeting once a quarter to advancing the equity goals of the initiative.
- We will raise awareness about racial inequity related to this issue by holding partners accountable; building a broader narrative about the connections between race and clean transportation; and focusing government-directed investment toward EEI populations.

6. How have/will you report back to your stakeholders? (This includes the people who were directly engaged in this RET process, those who will be affected by decisions made, and other departments or divisions impacted by the RET findings and the actions described in question 4.) (Max 800 characters)

- We will work with the new Environmental Justice Committee to establish a process for reporting back on progress related to the RET outcomes.
- We will complete RET analysis for each of the major projects within DCS with outcomes that are nested in the outcomes of this RET – which, in turn, has outcomes that flow from the Equity & Environment Agenda.
- Evaluate and report impacts on racial equity over time by including a standing agenda item for racial equity at the monthly DCS core team meetings and devoting a single meeting once a quarter to advancing the equity goals of the initiative.
- Stakeholder participation and partnership will be integral to our efforts and their participation will continue because everyone in the City is reliant on the transportation network. Electrifying the transportation sector at scale will require greater efforts as the vehicles and modes to be replaced get heavier and more reliant on oil. This scaling of both the problem and solution will help drive our partnerships forward.

7. What additional racial equity issues did this RET reveal? Consider how these unresolved issues present opportunities for structural transformation (i.e. working across departments, and with other institutions and sectors to achieve racial equity). (Max 800 characters)

- Funding for these projects remains a significant challenge and the change in the federal government presents further uncertainty about the future of funding the transportation electrification space from federal departments like Energy and Transportation. Funding is likely to come mostly from government and foundation grants and private sector partnerships. Strings attached to any funding opportunity will impact the work.
- The Environmental Justice Committee will be a key partner in this work. However, that committee was only recently formed and, while many members were part of the outreach that included the Community Partners Steering Committee, this relationship must be built in 2017.