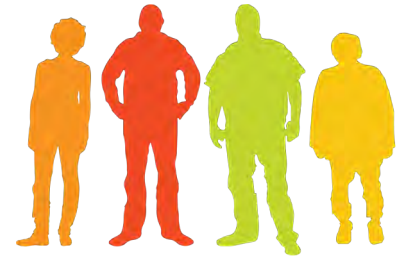
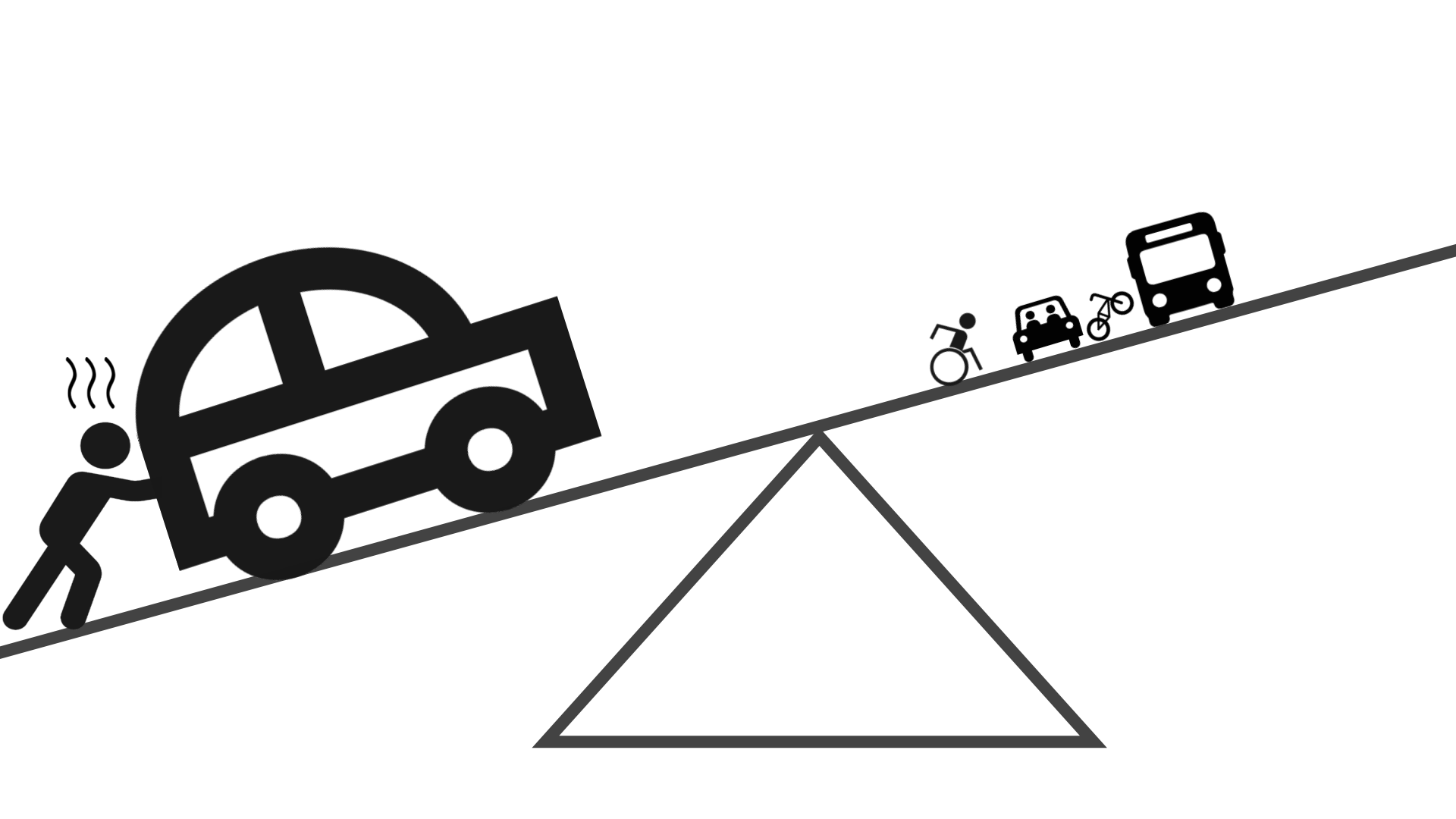


Just Transition in Transportation



**FRONT
— AND —
CENTERED**

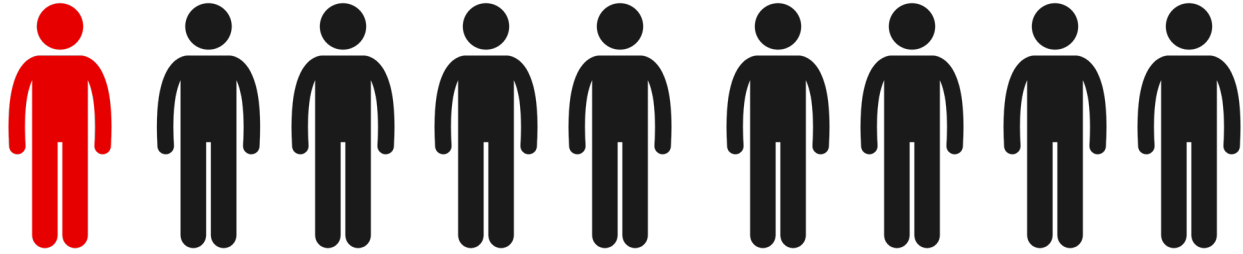


5 NUMBERS THAT TELL THE STORY

45%

Greenhouse
Gases



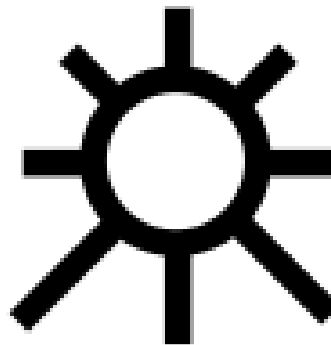


1/8 have

asthma

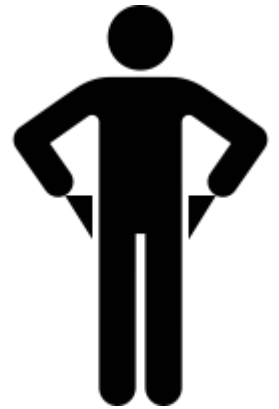
108F

Heat Dome



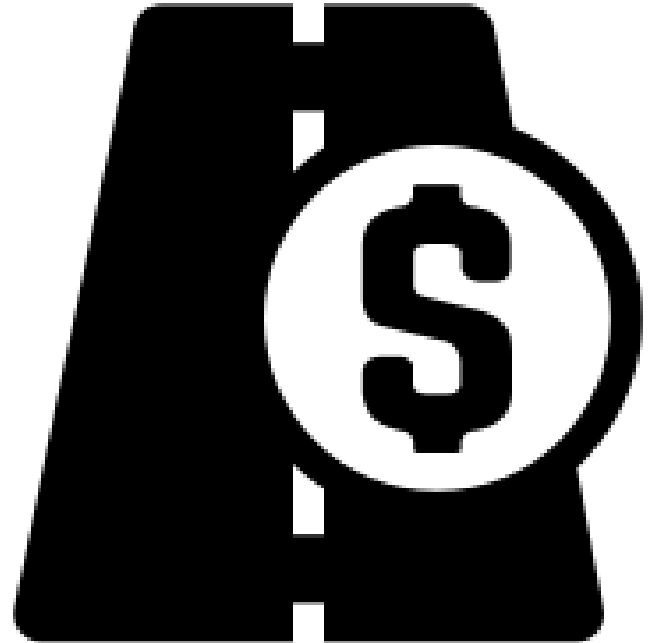
25%

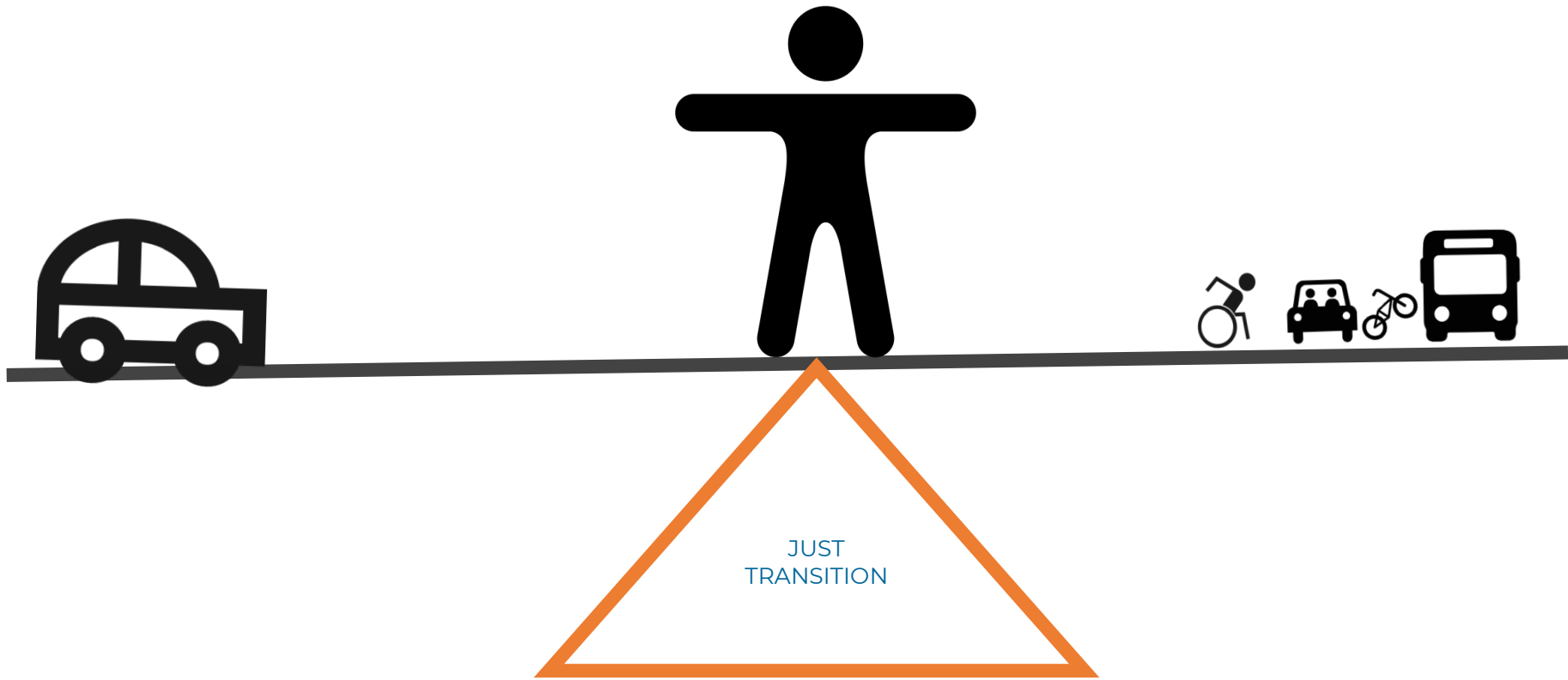
Don't drive



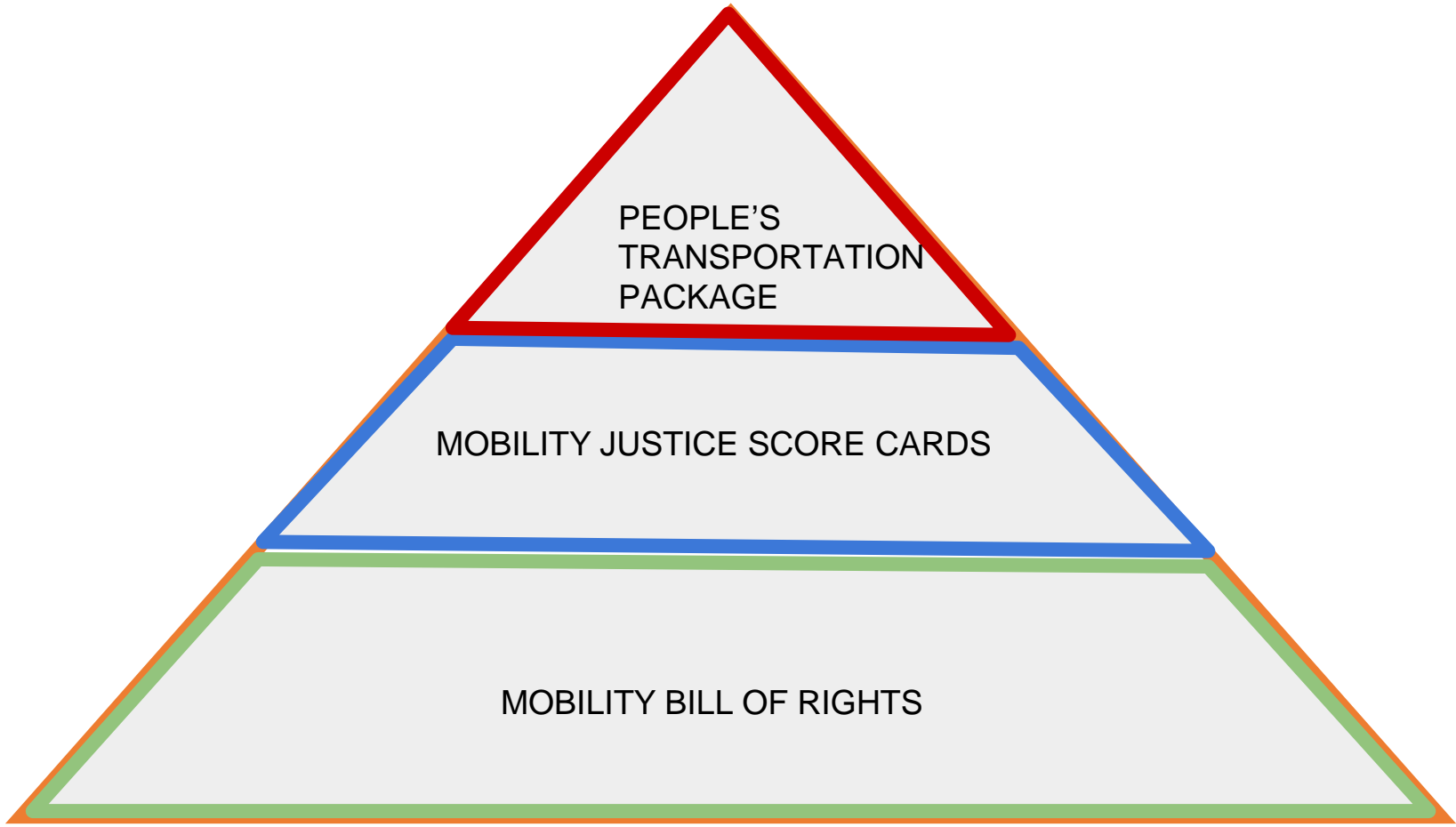
> 95%

Go to Autos





JUST
TRANSITION



Transportation Bill of Rights

1. No one dies or is seriously injured traveling on state roads, streets, and sidewalks
2. Every household can access fruits and vegetables within 20 minutes without a car
3. No one today is harmed by pollution or noise from transportation
4. We have the right to transportation that keeps us safer from the climate crisis and doesn't hurt future generations
5. All trips less than 1 mile are easily and enjoyably achieved by non-vehicle travel including for people with disabilities
6. No household should spend more than 45% of its income on housing, transportation, and energy
7. Every child who wants to can bike, walk or roll safely to school
8. Transit service must be frequent, and span the day and night so people can get to work and come back
9. The pursuit of happiness should not require a car

Highway Expansion Impacts in the Supplemental Transportation Bill

Environmental Health Context



- Projects impact **37** of the most overburdened census tracts impacted



- **174,160 people** live in these census tracts



- **7 out of 13** highway expansion projects impact census tracts deemed most overburdened

Climate Impact Context



- **185.6 miles** of new highway miles



- Between **640,000,000 - 954,000,000** additional vehicle miles travelled



- Between **2,900,000 - 8,800,000** metric tons of CO2 emitted

Map Legend

The darker the purple of a census tract, the more overburdened that census tract is with environmental risk

Highway projects funded or enabled by Supplemental Transportation Bill in most overburdened communities

What Does it Mean to be one of the Most Overburdened Census Tracts?

A census tract is considered one of the most overburdened communities if it ranks a **9** or a **10** on the [Environmental Health Disparities Map](#). This means that the *environmental risk* of that census tract puts it as one of the top 20% most impacted census tracts.

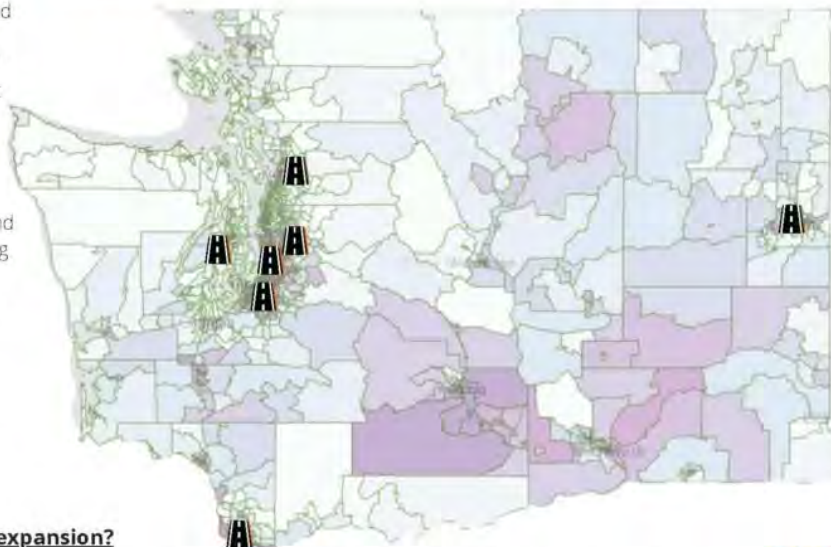
Environmental risk is determined by combining information on *environmental exposures* (like local diesel emissions), *environmental effects* (like proximity to superfund sites), *socioeconomic factors* (like race and populations living in poverty), and *sensitive population data* (such as rate of cardiovascular disease). All in all, 19 different factors go in to making up a census tracts environmental risk score.

Learn more at: <https://frontandcentered.org/just-transition-in-transportation/>

Explore the Environmental Health Disparities Map at: <https://fortress.wa.gov/doh/wtnibi/WTNIBL/>

Why do we care about the impacts of highway expansion?

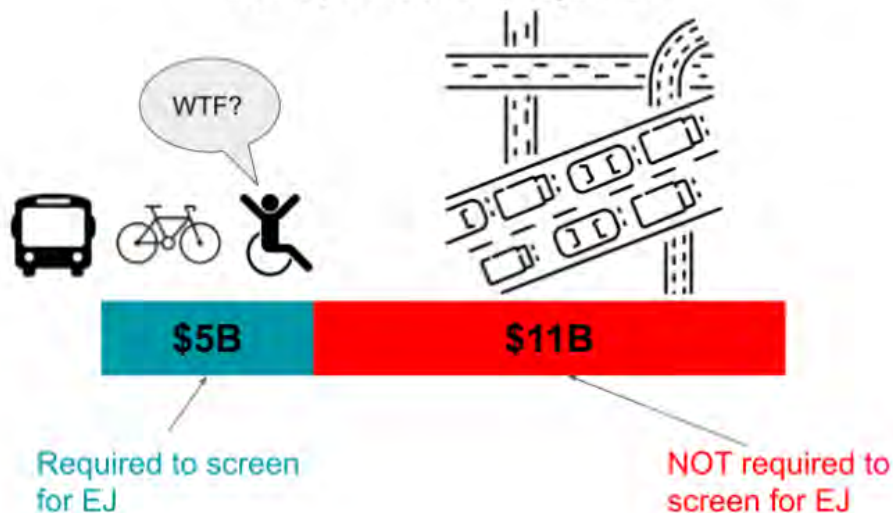
Although proponents argue that expanding highways will decrease congestion, research shows that *expanding highways only decreases congestion for a handful of years at best*. Eventually, expanding highways will lead to increased pollution in nearby communities while increasing Greenhouse Gas Emissions. Were we to build these highways, Washington State is *NOT* going to meet its GHG reduction targets.



Demand EJ From All Transportation Projects

What the Funding???

Ask legislators to require environmental justice from ALL transportation projects.



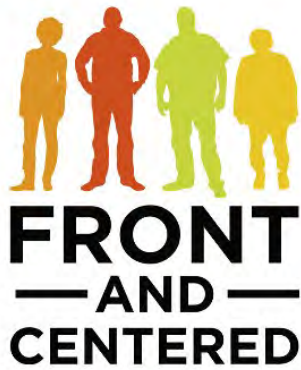


Photo: Joe A. Kunzler, Avgeek Joe Productions

Just Movement Listening Sessions and Survey Findings

Engagement

- ✔ 10 Listening sessions with member organizations: Afghan Health Initiative, Beacon Hill Neighborhood Council, Entre Hermanos, Nuestra Casa, Pacific Islander Health Board, Shiloh Baptist Church, Tacoma Good Samaritans, The Noble Foundation, Washington Coalition of African Community Leaders, Yakima APIC Chapter
- ✔ Over 200 participants
- ✔ 89 survey responses



Photo: Joe A. Kunzler, Avgeek Joe Productions

Strong support for walk, bike, transit and EVs

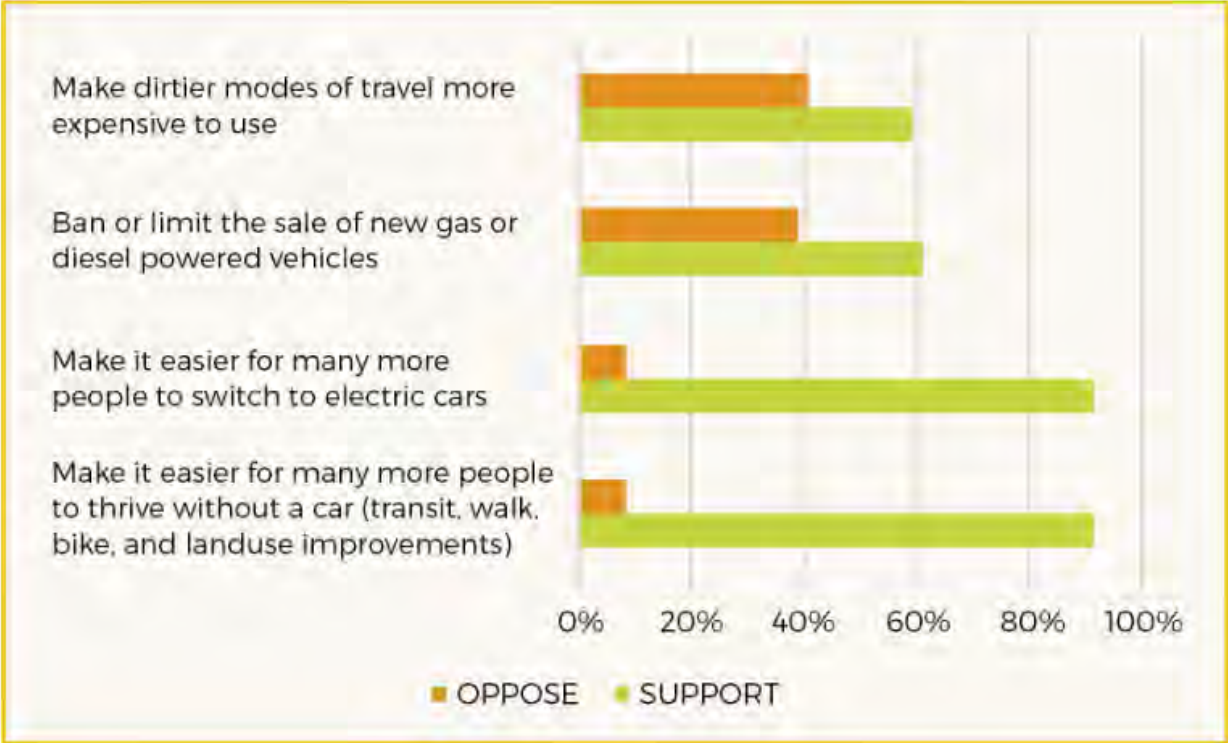
Respondents overwhelmingly supported efforts to reduce auto-dependence by **investing in walking, biking, and transit**. By similar margins, they supported efforts to ease the **switch to electric vehicles**. Actions to ban or limit gas or diesel vehicles or making these more expensive to use also received majority support — though a sizable group, about 40%, were opposed.

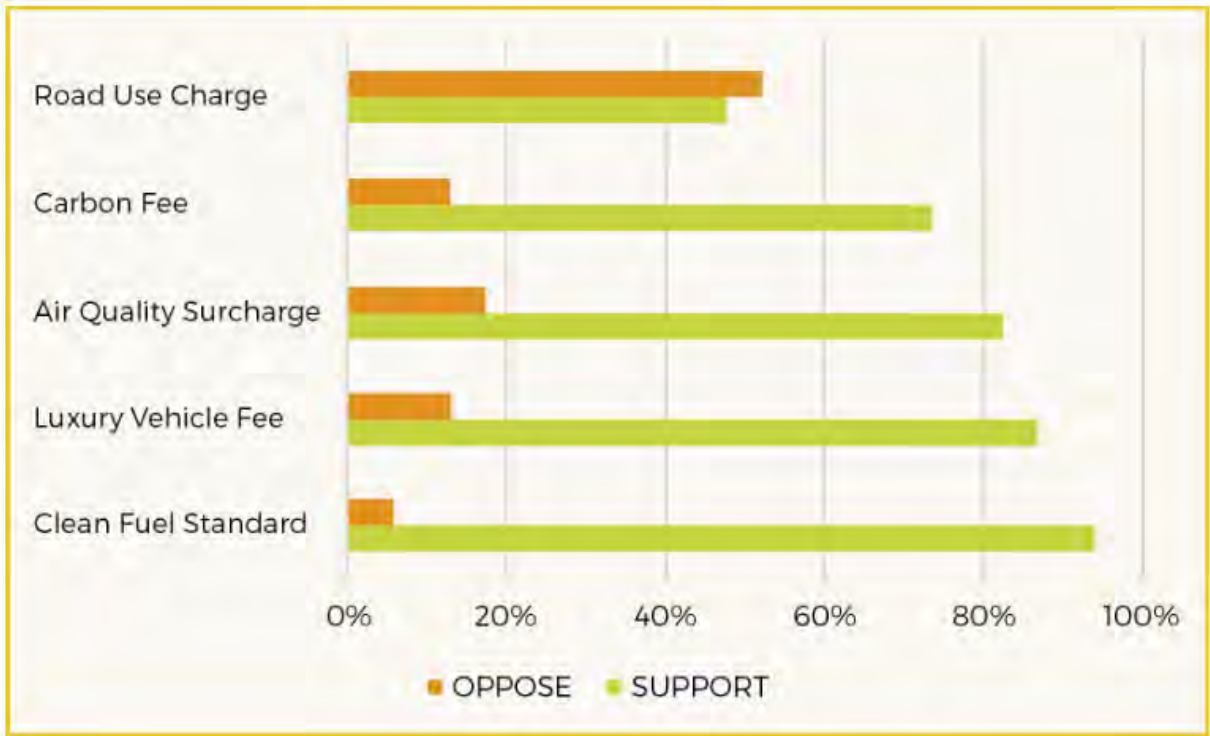
“I’ve always been frustrated at this issue; I live at least 15 minutes from my school driving. I feel like as a senior in high school I should be able to walk to school on a sidewalk. I have to walk on the road with just a guardrail. It’s scary. I don’t want to get hit by a car on my way to school. This is the reality for other POC.”

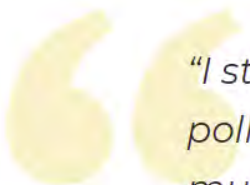
- Amanda (18), Cowlitz County



Question: "In the US, we create much more pollution in transportation compared to other countries. Would you support or oppose these strategies to reduce pollution?"



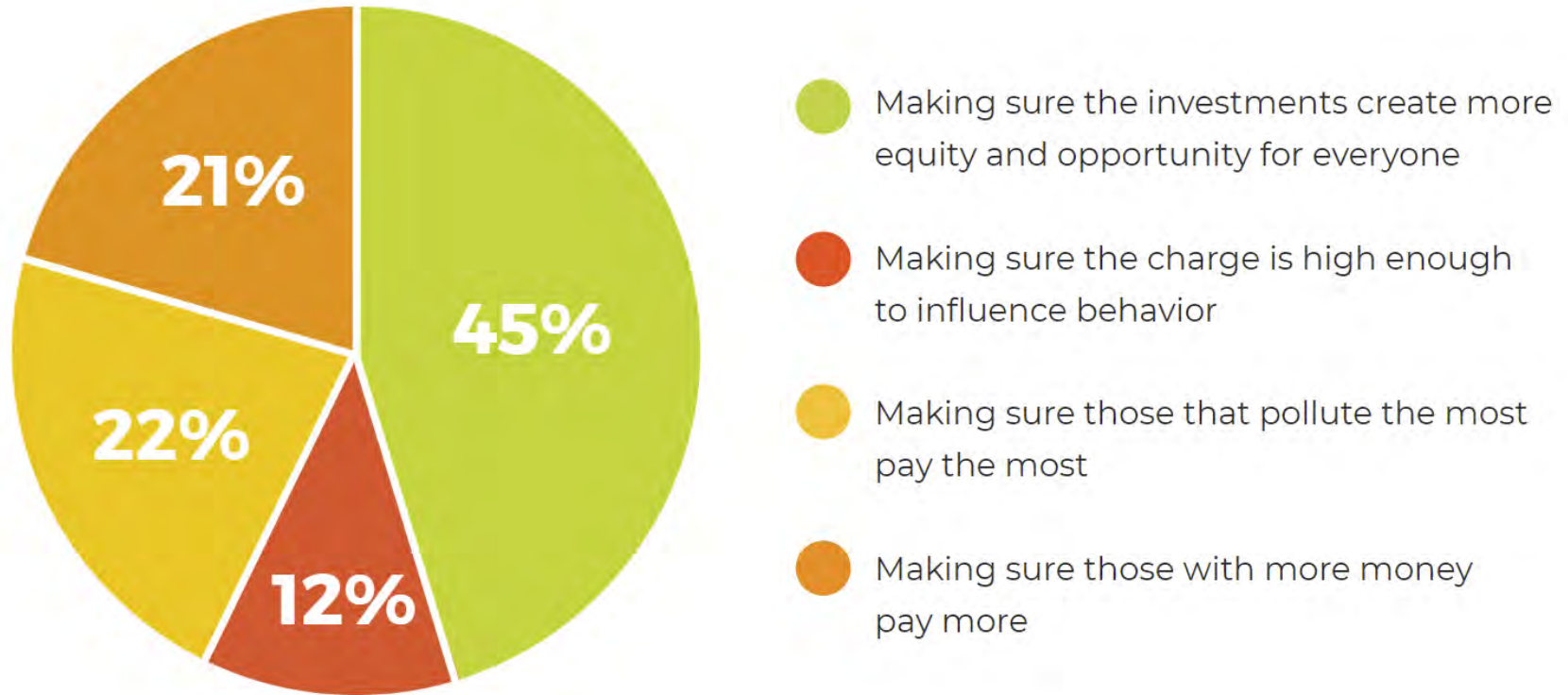




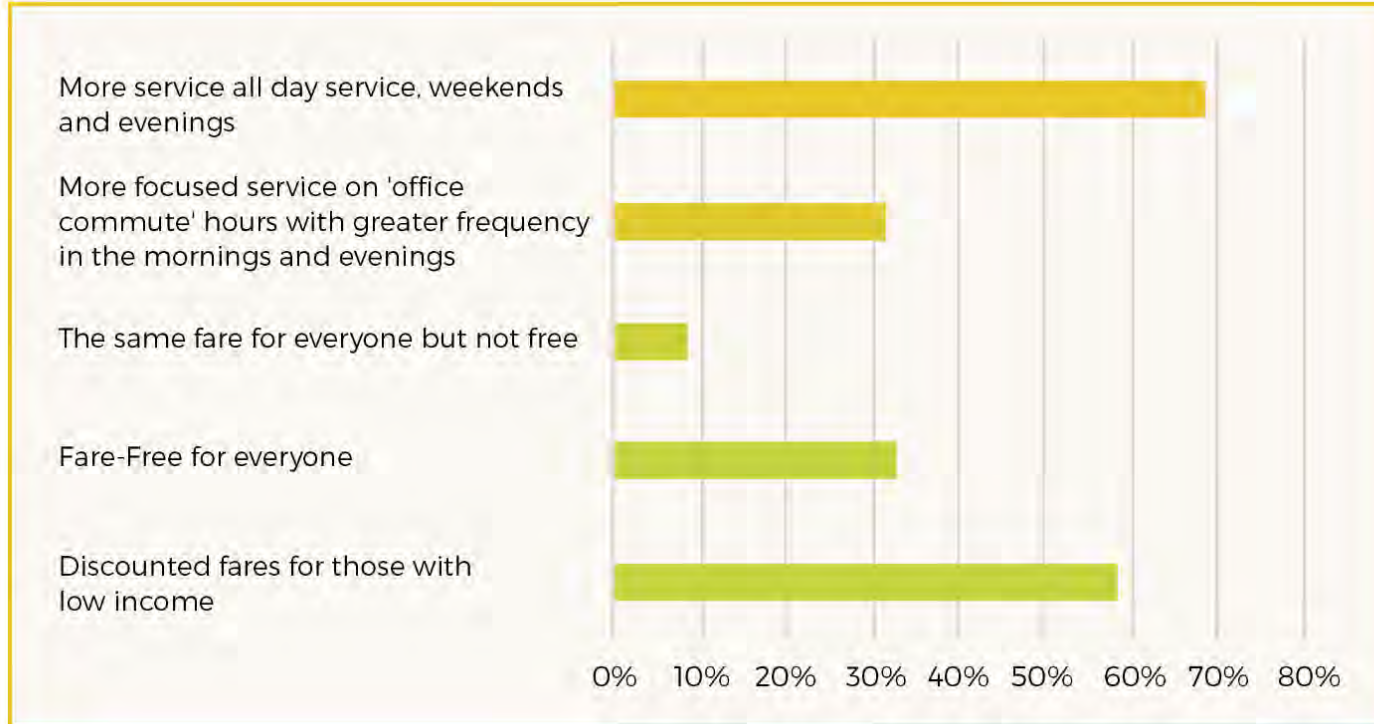
“I strongly support a clean fuel standard especially for companies that are heavily polluting neighborhoods. I think about the Ozarko plant in the Tacoma flats. It is so much bigger than just a tax — it is about accountability and what we are going to do about generations down the line.”

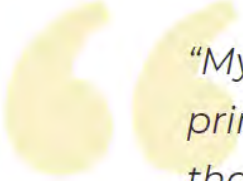
- Taniesha, Tacoma

Question: “To the extent that you have concerns about these fees, what would make them more acceptable to you?”



What is important to you about transit?





“My concern is that we are asking too much from people who are poor and are not primary polluters to overcome these issues. That is where the fight is. I’m thinking that the big polluters are those that are not providing efficient transportation. For instance, the Amazon fulfillment center in Kent. Why can’t they provide efficient buses for people not to drive there?”

Of course, the earth is already polluted and we have to do something. But punishing the poor to fix the problem caused by the billionaires is not fair. I like what Bellingham is doing for better air and what Portland is doing for free transit.”

- BretLina, SeaTac/Tukwila