

*This article is the authors' updated version of their Introduction to their 2007 book The Right to Transportation: Moving to Equity. We then asked several transportation-knowledgeable commentators to respond—that Forum appears directly following the article — CH*

### Transportation and Civil Rights

by Thomas W. Sanchez & Marc Brenman

**T**ransportation is vital. The Supreme Court has recognized the right to travel as one of the fundamental rights guaranteed by the Fourteenth Amendment to the U.S. Constitution. The Universal Declaration of Human Rights, at Article 13, states, "Everyone has the right to freedom of movement and residence within the borders of each state." Given this important role, it is expected that policymakers, advocates and users battle over transportation policy and its implementation. Too often, however, those battles are over specific project funding and construction in particular states, Con-

gressional districts, towns and neighborhoods, and scant attention is paid to larger social and economic effects.

The history of the Civil Rights Movement shows the importance of transportation to people of color. In the slavery-era South, African Americans had to possess passes to travel off their plantations. The Underground Railroad, while symbolic and not a real mode of transportation, signified escape to freedom. In 1955, the arrest of Rosa Parks for refusing to give her seat on a bus to a white rider sparked the Montgomery bus boycott. Freedom Riders faced violent attacks to assert the rights of African Americans to ride on integrated buses traveling interstate. Today, we have recurrent issues of racial profiling and police stops for "driving while black and brown." Many past and current transportation policies have limited the life chances of minorities and other traditionally discriminated against people by preventing timely access to places and opportunities at an acceptable level of accessibility, service, quality and safety.

Americans have become increasingly mobile and reliant on automobiles to meet their travel needs, due largely to transportation policies adopted after World War II that emphasized highway development over

public transportation. According to recent Census estimates, less than 5% of urban work trips were made by public transit; however, this varies significantly by race and location. Minorities are less likely to own cars than whites and are more often dependent on public transportation. Cold numbers are brought to life by examples like Hurricane Katrina, where many African Americans could not evacuate due to lack of transportation. The "transit-dependent" rely on public transportation not only to travel to work but also to get to school, obtain medical care, attend religious services, and shop for basic necessities such as groceries. These needs intertwine, often for the worse. For example, lack of accessibility to fresh

*(Please turn to page 2)*

*Thomas W. Sanchez (tom.sanchez@vt.edu) is professor and director of the Urban Affairs and Planning program at Virginia Tech.*

*Marc Brenman (mbrenman001@comcast.net) is a consultant, teacher, and former state and federal civil rights agency official.*

*Reprinted with permission from The Right to Transportation: Moving to Equity. © 2007 by the American Planning Association, <http://www.planning.org/APASTORE/Search/default.aspx?p=3655>*

*They would like to thank Richard Marcantonio, David Rusk and Chester Hartman for their valuable comments.*

#### CONTENTS:

<b>Transportation and Civil Rights .....</b>	<b>1</b>
<b>Comments .....</b>	<b>9</b>
<b>SNCC Reunion .....</b>	<b>3</b>
<b>Bill Taylor .....</b>	<b>5</b>
<b>PRRAC Update .....</b>	<b>7</b>
<b>Housing +</b>	
<b>Transp. Index .....</b>	<b>13</b>
<b>Resources .....</b>	<b>14</b>

(TRANSPORTATION: Cont. from page 1)

and healthy food leads to health problems, such as obesity and high blood pressure. The transit-dependent are often people with low incomes, and face economic inequities because transportation policies, and enormous subsidies of public funds, are oriented toward travel by car.

Through the years, a number of key Supreme Court civil rights decisions hinged on transportation issues, including ones concerning the right of owners to pursue fleeing slaves across state lines (*Dred Scott v. Sandford*, 1857), and creating the “separate but equal” concept of provision of services to African Americans (*Plessy v. Ferguson*, 1896).

## The Modern Civil Rights Movement and Transportation

Nearly 100 years after the *Dred Scott* decision, civil rights and transportation issues persisted. As alluded to above, on December 1, 1955, Rosa Parks, a black seamstress and civil rights activist, was arrested for refusing to obey a Montgomery, Alabama, bus driver’s order to give her seat up for a boarding white passenger as required by city ordinance. Such municipal and state laws designed to sepa-

rate the races were common in the South at the time. Outrage in Montgomery’s black community over the arrest sparked a boycott against the city’s bus line—the Montgomery bus boycott, one crucial incident igniting the modern Civil Rights Movement. The Rev. Dr. Martin Luther King, Jr. emerged as the president of the Montgomery Improvement Association (MIA), which organized the boycott. As the MIA’s demands expanded beyond open bus seating to include more equal access to other municipal services, white opposition increased. Preaching nonviolence, Dr. King was convinced that the cause could be won through a combination of dignified behavior and economic pressure on the part of the protesters.

### Transportation is vital.

The boycott ended in December 1956, over a year after it began. The U.S. Supreme Court ruled that segregation on city buses was unconstitutional. Desegregation of buses took place on December 20, 1956, after federal injunctions were served on the City and bus company officials, forcing them to follow the ruling. There was also a little-known six-month bus boycott in Tallahassee, Florida, in 1956, which was not successful in desegregating local bus service.

Another famous challenge to racial discrimination and transportation took place when a mixed group of whites and blacks, called Freedom Riders, was sent by the Congress Of Racial Equality (CORE) in May 1961 to lead a campaign forcing integration in bus terminals and challenge segregation in local interstate travel. Congressman John Lewis, a pioneer of the modern Civil Rights Movement and one of the original 13 Freedom Riders, has said: “It was almost impossible for blacks and whites to travel together from Washington, D.C., through the South to New Orleans...you had signs saying, ‘White Waiting,’ ‘Colored Waiting,’ ‘White Men,’ ‘Colored Men,’ ‘White Women,’ ‘Colored Women.’ Segregation was the order of the day. There was a tremendous amount of

fear...the Ride was going to test this decision, try to desegregate these places, but also...take the civil rights movement into the heart of deep South.”

At bus terminals, the black Freedom Riders would go to the white dining areas and waiting rooms, while the white Freedom Riders would go to the area reserved for blacks. The buses were attacked by mobs in Anniston, Alabama, where one bus was destroyed by a firebomb. There were riots in Birmingham and Montgomery, Alabama, when blacks attempted to use facilities reserved for whites; federal marshals and the National Guard were called out to restore order and escort the Freedom Riders to Mississippi. Many were arrested in Jackson, Mississippi, for violating the state’s segregation laws, and a long series of court battles began. These protests led in 1961 to an Interstate Commerce Commission ban on segregation in all interstate transportation facilities.

## Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin by recipients of federal financial assistance. It applies to all recipients of federal aid, such as state departments of transportation, metropolitan planning organizations (MPOs) and transit agencies. It also applies to all programs run by federal aid recipients, regardless of whether the specific program is federally funded. Prohibited discrimination includes denial of benefits or services, provision of inferior benefits or services, segregation, and any other treatment of an individual or a group differently and adversely because of race, color or national origin. The federal courts have defined these criteria to include limited English proficiency and accent based on national origin or race. For example, a Title VI violation would occur if a state transportation agency decided to

(Please turn to page 6)

*Poverty and Race* (ISSN 1075-3591) is published six times a year by the Poverty & Race Research Action Council, 1200 18th Street NW, Suite 200, Washington, DC 20036, 202/906-8023, fax: 202/842-2885, E-mail: info@prrac.org. Chester Hartman, Editor. Subscriptions are \$25/year, \$45/two years. Foreign postage extra. Articles, article suggestions, letters and general comments are welcome, as are notices of publications, conferences, job openings, etc. for our Resources Section. Articles generally may be reprinted, providing PRRAC gives advance permission.

© Copyright 2010 by the Poverty & Race Research Action Council. All rights reserved.

---

# SNCC—the Student Nonviolent Coordinating Committee—Gathers 50 Years After It Started: A Report on the Reunion

by Mike Miller

**H**eld April 15-18, 2010, at Shaw University, the nation's oldest historically Black institution of higher education, SNCC's 50<sup>th</sup> Anniversary Reunion Program notes on its cover page, "This conference was planned in strict accordance with SNCC's principles of decision-making. Therefore, we don't really know what will happen when until it does. An attitude of flexibility mixed with humor will help a lot." In fact, the reunion was tightly organized, and ran on time. That was all the more remarkable because more than 1,000 attended an event that many of its planners originally anticipated to be attended by a maximum of 500. Indeed, it was an earlier myth about SNCC that it was disorganized...though it became that in its later years.

## SNCC's History

For those who don't remember, or don't know, SNCC was born in April, 1960 when leaders of the sit-in movement convened at Shaw University at the invitation of legendary African-American organizer Ella Baker, then the Southern Christian Leadership

---

*Mike Miller was a SNCC Field Secretary from mid-1962 to the end of 1966. In the summer and early fall of 1963, he worked in Mississippi. Most of his work was in Northern California, and included support work for the Southern movement, co-coordinator of the United Farm Workers' Schenley Liquor boycott, and local community organizing in San Francisco.*

*He is author of A Community Organizer's Tale: People and Power in San Francisco (Heyday Books, 2009). He directs ORGANIZE Training Center, [www.organizetrainingcenter.org](http://www.organizetrainingcenter.org)*

Conference's acting Executive Director. SCLC hoped the student movement would become its youth arm. Baker advised the students to form an independent organization. They did, and wrote a major chapter of the Deep South Civil Rights Movement history from 1960-1965, then opened the debate over black power when SNCC chairman Stokely Carmichael made the slogan popular beginning in 1966.

---

## More than 1,000 attended.

---

In 1961, after the Southern Black student movement exploded with sit-ins and Freedom Rides, a small group left their college campuses to become full-time "Field Secretaries," using community organizing tools to attempt registration of Black voters in places where racist power depended on its exclusion. When SNCC threatened to self-destruct in an internal debate over direct action versus voter registration, Ella Baker's wisdom came to the rescue, and the organization decided to do both.

Working with the most marginalized low-income Black people in counties where they were as much as 85% of the population, SNCC's patient door-to-door canvassing led to the formation of grassroots organizations across the "Black Belt." In Albany and rural Southwest Georgia; Selma and Lowndes County, Alabama; Cambridge, Maryland; Danville, Virginia; the Mississippi and Arkansas Deltas, and more, SNCC organizers built or strengthened local movements for racial and economic justice and voting rights. The best known of these efforts resulted in the Mississippi Freedom Democratic Party and its 1964 challenge to the seating of the all-white delegation at

the Democratic Party National Convention, and rejection of a so-called "compromise" that offered MFDP two at-large delegates. While the rest of the Civil Rights Movement urged acceptance of the compromise, MFDP's delegation, with SNCC support, overwhelmingly rejected it.

Mississippi's 1964 visibility resulted from a Summer Project that invited 800+ Northern volunteers into the state, and the state murder of two of them along with a young local Black. Within SNCC, the Project was controversial because it threatened to overwhelm the still-fragile grassroots relationships SNCC had been cultivating, and because the mostly white volunteers would replicate historic patterns of deference to whites. CO-INTELPRO infiltration, and bitter internal debates on black power and

*(Please turn to page 4)*

## Some Big Losses....

We dedicate this issue of *P&R* to the lives and fulsome careers of:

**Benjamin Hooks**, long-time head of the NAACP from 1977-93 and the first black FCC Commissioner, who passed away in March; **Wilma Mankiller**, the first woman to lead a major Native American tribe (the Cherokee), who passed away in April; **Dorothy Height**, the legendary president (for 40 years) of the National Council of Negro Women, who fought hard and successfully for racial and gender human rights, also an April passing; and our close colleague **Bill Taylor**, who passed away in June (see p. 5).

(SNCC: Continued from page 3)

its meaning, the role of whites in the organization, the nature of the U.S. government, and more all combined to unravel SNCC; it disbanded in 1970.

## The Reunion

The reunion held within it all the elements of SNCC's history: deep feelings of comradeship ("a band of brothers ['and sisters' was later added], a circle of trust,"), humor, rich music of the gospel tradition, creative singing and song-writing of SNCC's Freedom Singers, bonds between Black and white SNCC workers that remain strong today, militant nationalism, Pan African Marxism, anger at what remains undone in the struggle for racial and economic justice. And there are people who don't talk to one another because of struggles 50 years ago or conflicts in planning this gathering. The SNCC experience was an intense one. As I reflect on it, it was an extraordinary privilege to work for five years in a Black-led organization dedicated to racial and economic justice and democratic participation by poor and illiterate Southern African Americans.

SNCC's accomplishments were celebrated in speeches and panels. Former SNCC Field Secretaries, who are now nationally and internationally recognized leaders, spoke, as did

other notables—the best-known of them: John Lewis, Member of Congress and a Majority Party Whip.

Rev. James Lawson, nonviolence teacher of the Nashville Movement; Julian Bond, past Chairman of the NAACP Board; Bob Moses, initiator of the Algebra Project, which uses experiential learning methods to teach math to low-performing middle- and high-school students; Bernice Johnson

---

### **An internal debate was over direct action vs. voter registration.**

---

Reagon, scholar and founder of Sweet Honey in the Rock. Each was greeted with thundering applause.

The 1964 Civil Rights and 1965 Voting Rights Acts resulted from the combination of earlier NAACP legal and local action, and CORE (Congress Of Racial Equality), SCLC and SNCC direct action and voting rights work in the South. SNCC added two crucial ingredients: When others were willing to compromise or were intimidated by violence, SNCC was not. CORE stopped Freedom Rides because of violence in Alabama; SNCC picked up the banner and continued the Rides into Jackson, MS where the Riders were all jailed. SCLC did short-term mobilizations designed to arouse white support in the North and put pressure on Congress and the President. SNCC dug deep roots in the Black Belt counties, and stayed over the long haul. During the 1960s, SNCC was denounced by the Kennedy and Johnson Administrations, and by many liberals and mainstream media (including the *New York Times*). At the reunion, Attorney General Eric Holder, representing the Obama Administration, paid homage to SNCC's courage and intelligence, saying, "There is a direct line between the sit-ins and President Obama in The White House." The City of Raleigh, State of North Carolina and President of Shaw University all gave greetings, and Shaw donated its facilities for the reunion.

One of the purposes of the reunion was to pass on experience to a younger generation. Student leaders and activists from Black and other colleges and universities in the South were present, as were the children of SNCC activists. The Young People's Project, an outgrowth of the Algebra Project, had a strong presence. A number of children of SNCC veterans spoke, expressed respect and love for their parents' generation, and demonstrated their own commitment to activism.

More than 20 panels and other sessions examined a multitude of questions, including: nonviolent philosophy; the shift from campus activism to full-time fieldwork; organization-building; national response to SNCC; Northern support work; the larger vision beyond civil rights; black power; Pan African Marxism; the role of whites; the role of women; SNCC's political impact; how SNCC evolved; the role of MFDP in reshaping the Democratic Party; why SNCC ceased to exist; organizing poor whites; SNCC's influence on Black art; current imprisonment of substantial numbers of young Black men; and more.

Additional plenary and general sessions included Harry Belafonte, Dick Gregory, Danny Glover, SNCC photography and SNCC music. A book party included 35 authors, most of them former SNCC staff. And a film festival featured documentaries and docudramas telling SNCC's story.

## Reviving SNCC?

Harry Belafonte's lunch talk, 45 minutes without a single note, took SNCC to task for indulging in self-congratulation. His remarks were well received, and he got several standing ovations. But conference planners rejected any idea of reviving SNCC and decided young activists in attendance would draw whatever they found useful from the reflections on the past. Some informal talk in the hallways and hotel bar expressed dissatisfaction at the lack of focused attention on past mistakes, why they were made and how today's activists

### **New on PRRAC's website**

Proceedings of the 4<sup>th</sup> National Conference on Assisted Housing Mobility, June 10-11, 2010 (papers, powerpoints, and a new annotated bibliography on housing mobility).

"A Prescription for a New Neighborhood? Housing Vouchers as a Public Health Intervention," by Kami Kruckenberg and Philip Tegeler.

and organizers might avoid them. SNCC's veteran field secretary Charlie Cobb once said to me, "We never figured out how to be an organization of organizers." Two clear and competing views might have been resolved had SNCC remained rooted in the communities where it worked. By 1965, that rootedness began to erode. An early 1967 Executive Committee meeting debated what organizing was and could not resolve the question.

My view is that with the first group to drop out of school to become full-

time workers in the Black Belt, SNCC's core mission became building Black people's power guided by justice values. It lost sight of that mission, and lost its rootedness in local people. The two losses are deeply in-

---

### **Conference planners rejected any idea of reviving SNCC.**

---

tertwined; I think they were a result of deepening despair at the pace of change in the South, and the murders

of Martin Luther King, Malcolm X and dozens of lesser-known Black leaders.

For me, the SNCC experience was one of the most meaningful of my life. It, and my subsequent work directing an organizing project for Saul Alinsky, infused my subsequent 45 years as a community organizer. As it was a privilege to be part of SNCC, so it was a privilege to be part of the reunion. One would have to travel far and wide to be in the presence of such a smart, joyful, committed and talented group of people. □

## **William Taylor, 1931-2010**

What a truly major civil rights force we have all lost with Bill Taylor's death. As a new Yale Law graduate in the fall of 1954, Bill began his legal career working directly with Thurgood Marshall, Robert Carter and Jack Greenberg at the NAACP Legal Defense & Educational Fund in the days immediately following the *Brown* decision. Bill played an important role in many early LDF cases, especially the Little Rock litigation in 1957, where he had key drafting responsibilities in the briefs that led to the Supreme Court's decision in *Cooper v. Aaron*. After working with Americans for Democratic Action and some of Joseph Rauh's efforts, Bill joined the Kennedy Administration in the early 1960s and collaborated closely with key members of the Kennedy White House staff on civil rights issues. He eventually became general counsel and staff director of the U.S. Civil Rights Commission, and directed research that undergirded much of the Kerner Commission Report's findings on the devastating effects of racially isolated schools. Bill also litigated many key school desegregation cases, including the Wilmington (DE), Cincinnati and Ft. Wayne cases, and notably, the long-running St. Louis case that sent tens of thousands of central-city students into St. Louis's suburbs and white students into St. Louis schools. He was, for many decades, a key and trusted counselor to the Leadership Conference on Civil Rights, where he helped lead the legislative struggle to enlarge the Voting Rights Act in



its 1982 reauthorization. He also helped form the Citizens' Commission on Civil Rights and became a principal influence on the Congressional shaping and reshaping of Title I and No Child Left Behind. More recently, Bill was an active member of the National Coalition on School Diversity. Bill's reports and writings graced the nation's preeminent law journals but also found their way into advocacy journals, and he taught law for years at Catholic University and Georgetown University Law School. His 2004 book *The Passion of My Times*, told much of his life's story with candor but essential modesty.

And of course, Bill was one of PRRAC's founding parents—a constant, faithful, fair but critical guide for all the rest of us, and a wonderful friend. Bill was a great spirit who never relinquished his quest for equal rights, present, as always, at our most recent, Spring 2010 board meeting, where he listened with interest to others' accounts of their initiatives, readily shared his own Washington insider's take on the unfolding Obama Administration, and asked for copies of new articles and reports on civil rights issues. He was a lover of jazz and tennis, and of his wife Harriett, his life's companion, who died in 1997. We will miss him greatly.

John C. Boger, PRRAC Board Chair  
Philip Tegeler, Executive Director  
Chester Hartman, Director of Research

---

(TRANSPORTATION: Cont. from page 2)

furnish replacement housing to whites but not to people of color being displaced because of a highway project.

In 2001, the U.S. Supreme Court in *Alexander v. Sandoval* ended the ability of private individuals to bring suit to enforce Title VI regulations. Federal regulations under Title VI prohibit recipients of federal funds from conducting activities that have a less favorable effect or “disparate impact” on members of one racial or ethnic group than on another. Disparate impact is discrimination that results from methods of program administration or facially neutral practices that, though uniformly applied to all persons, nonetheless have the effect of disproportionately excluding members of a protected class; denying them an aid, benefit or service; or providing them a lower level of service than others. Now individuals may bring lawsuits charging a violation of Title VI only when they can prove that an action was taken intentionally to discriminate. It is much harder to prove discrimination by intent than by disparate impact. Individuals can no longer rely solely on statistical evidence to show that an action had a disparate impact on persons of a specific race, color or national origin.

Federal agencies still can and must enforce these regulations. Individuals and groups can still file administrative complaints with federal agencies. These are supposed to be investigated and findings made. Federal agencies may suspend or terminate funding to obtain compliance with Title VI or may seek equitable relief, such as an injunction. However, this is rarely done, and there are allegations that federal agencies are not sufficiently vigorous in their enforcement of the law. Today, an agency like the Environmental Protection Agency has a backlog of approximately 300 Title VI complaints that it has not investigated or made findings on. The *Sandoval* decision argues for the federal government to more rigorously enforce Title VI because private lawsuits are now severely limited.

Federal agencies such as the Federal Highway Administration and the Federal Transit Administration have issued guidance on Title VI and environmental justice. In addition, Executive Order 12898 requires federal agencies to achieve environmental justice by “identifying and addressing disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The adverse impacts the Executive Order speaks of include “the denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities.” (DOT Order, 62 Fed. Reg. at 18381) The duty to “identify and address” these adverse impacts falls not just on the federal agencies, but also on their funding recipients. But the guidance has failed to address the concerns most often

---

### **Transportation equity is about metropolitan equity.**

---

raised by community groups about the accumulation of negative economic and environmental impacts caused by transportation projects, their location, and the distribution of resources and services across metropolitan communities. The guidance called for processes to review potential Title VI or environmental justice issues, but established no thresholds, expectations or standards. There is still debate as to what exactly is required, though a recent administrative complaint finding in 2010, in *Urban Habitat Program et al v. Bay Area Rapid Transit (BART)*, has indicated the need for a federal funding recipient to conduct an equity analysis of the impact of major service changes and fare increases on minority and low-income populations. In this case, BART wanted to extend a transit line to the Oakland Airport using stimulus funds provided by the American Reinvestment and Recovery Act. The line would have replaced existing bus shuttle service, but at double the fare;

the complaint also challenged the elimination from the half-billion dollar, 3.2 mile project of intermediate stops that would have provided low-income and minority residents of the surrounding East Oakland neighborhood with access to retail and hotel jobs along the way. Finding that BART had failed to conduct the required equity analysis, FTA withdrew \$70 million in stimulus funds from the project.

BART had initially claimed that it met the requirement in its environmental impact study for the project. But attempts to graft transportation equity onto environmental review requirements have not been notably successful. An example of this failure is the construction in 2004 of a site for construction of highway bridge parts on the site of a large Native American burial ground in Port Angeles, Washington. Although an extensive environmental impact statement was prepared, it failed to notice the burial site.

### **The Broader Framework**

In a broader sense, transportation equity is also about environmental justice, metropolitan equity and the just distribution of resources. These concepts represent an evolution in how civil rights and transportation are interrelated—especially when we look back on the early cases involving slave transport and the events precipitating the Montgomery bus boycott. These debates involve difficult and unsettled issues of what constitutes equity, justice and opportunity. A further debate involves looking forward versus repairing the errors and injustices of the past. The concept of affirmative action never took hold in transportation equity, and now, as the federal courts have largely discarded affirmative action, that window of opportunity may be gone. The current economic crisis in the U.S. means that transportation-disadvantaged people are stuck with the vestiges of a crumbling transportation infrastructure that never did serve them well. Instead, resources are put into dreamy and expensive

projects like high speed rail that will be prohibitively expensive for them to ride, and will cut through their communities one more time. Strong enforcement of a robust equity analysis requirement, on the other hand, could inject some meaningful “affirmative” requirements into the process of allocating billions of dollars for transportation projects. U.S. DOT’s environmental justice order, for instance, requires an analysis “to identify, early in the development of the program, policy or activity, the risk of discrimination so that positive corrective action can be taken.”

## More Recent Cases

One of the major breakthroughs of the transportation equity movement came when the Los Angeles Metropolitan Transportation Authority (LAMTA) and the Los Angeles Bus Riders Union, a project of the Labor/Community Strategy Center, negotiated a consent decree as part of a court settlement in 1996. In the case, *Labor/Community Strategy Center and Los Angeles Bus Riders Union v. Los Angeles Metropolitan Transportation Authority*, the court was asked to find that LAMTA had provided inferior services to Los Angeles’s largely minority and low-income bus riders. Furthermore, LAMTA was directing resources to its commuter rail lines, which served a more affluent and primarily white population, at the expense of its bus users. Prior to trial, the judge directed that the parties work to settle the case. This settlement included hundreds of millions of dollars for new buses, which are ridden primarily by people of color and low-income people.

The economic downturn has caused many transit providers across the country to consider or institute cutbacks in services or fare hikes. Since a high percent of bus riders are people of color and low-income, these cutbacks disproportionately affect those who are already transportation-disadvantaged. For example, in the Washington, DC area, the Washington

## PRRAC Update

- On May 5, at Seattle Univ., PRRAC held a meeting of the 11 King County/Seattle grantees in our latest round of research/advocacy grants, to review progress and results.
- We are pleased to announce that **Brian Smedley** has joined the PRRAC Board. He is Vice-President and Director of the Health Policy Institute at the Joint Center for Political and Economic Studies.
- Board member **John Powell** was honored by the Connecticut Fair Housing Center with their annual Mildred & Richard Loving Civil Rights Award (named for the couple who successfully challenged Virginia’s ban on interracial marriage).
- Former Board member **Florence Roisman**, now Prof. of Law at the Indiana Univ. School of Law in Indianapolis, received the Servant of Justice Award (along with Vernon Jordan, Jr.) from the Legal Aid Society of the District of Columbia, for her lifetime commitment to justice and her myriad achievements.

Past recipients include Eric Holder, Thurgood Marshall and Janet Reno.

- Board member **Maria Blanco** was the featured speaker at “Brigadistas and Activists: A Legacy Without Borders,” in Berkeley, CA, the 74<sup>th</sup> reunion of the Abraham Lincoln Brigade, Americans who fought against fascism in the Spanish Civil War; Maria’s father as a child left Spain and emigrated to Mexico, where Maria was born and raised. Her talk focused on Baltasar Garzón, the courageous Spanish judge who is using international human rights law to combat crimes against humanity in Chile and Spain, and who is currently being persecuted in Spain for his activism.
- Research Director **Chester Hartman** contributed “Steps Toward a Just Metropolis,” one of two dozen essays in the just-published volume *What We See: Advancing the Observations of Jane Jacobs*, eds. Stephen A. Goldsmith & Lynne Elizabeth (New Village Press), each recounting the influence Jacobs had on their work and lives.

Metropolitan Area Transportation Authority increased fares by 20% for buses, and 15% for Metrorail. Metrorail is a heavy-rail system ridden primarily by suburban commut-

---

### **Debate continues on the new surface transportation funding bill.**

---

ers and tourists. The Transportation Equity Network (TEN) and the Gamaliel Foundation are monitoring such impacts and advocating for greater attention toward public transportation needs.

Other civil rights cases are working their way through the courts, including a suit filed in 2010 by Arlington, Virginia, alleging that state and federal transportation officials violated Title VI in proposing to build high-occupancy toll lanes along a major highway that cuts through minority areas. It alleges that services to people of color along the corridor would be decreased, in favor of whiter and higher-income commuters from the outer suburbs. Once again, the realities of separated housing both drive transportation issues and are their effect. The U.S. District Court in the

*(Please turn to page 8)*

case, *County Board of Arlington v. Department of Transportation, et al.*, has permitted it to go forward. As noted above, however, it is notoriously difficult for civil rights intent cases to be proved.

Debate over the new surface transportation funding bill continues, with the bill on hold as of this writing. One element of the debate is how to fund surface transportation. The current method, based on a fuel tax paid by users, is drying up. We hope that it is replaced with a more equitable system, because currently it constitutes a flat tax that has economically regressive effects on low-income people. Economic issues inevitably intercede in transportation debates. Another example is the current popularity of tolling of roads, bridges and tunnels. If instituted simply, such tolls also have economically regressive effects. The long-term implications for declining social mobility in the U.S. are disturbing. There are methods around the problem, such as using some of the new tolling revenues to purchase more public transportation. But in the current poisonous partisan atmosphere, will there be room for such rational debate and solutions?

Another critical equity issue before Congress in the funding bill is the restoration of federal operating assistance for transit. Until it was eliminated by the Gingrich Congress, federal subsidies had supported not just transit capital projects, but also operations. The lack of adequate operating revenue often hits the local bus systems used by minority and low-income riders the hardest, since those systems are unable to recover the same farebox revenues as deluxe commuter rail systems that cater to a more affluent ridership. An early victory in restoring operating assistance was an amendment to the stimulus bill in Spring 2009 that allowed up to 10% of ARRA transit funds to be used for operating purposes. Many eyes are currently on a bill that would authorize \$2 billion for emergency transit operating assistance for transit systems across the

country.

In May 2010, the State of Arizona passed controversial anti-immigrant legislation, SB 1070, with provisions that many social justice advocates regard as discriminatory and punitive against Latinos. The American Civil Liberties Union, the Mexican American Legal Defense and Education Fund, and the National Immigrant Law Center have filed suit in federal court to challenge the legality of the statute. One of the causes of action in the suit concerns the constitutionally

---

### **The effects of limited transportation mobility persist.**

---

protected right to travel. It states that the Privileges and Immunities Clause of the U.S. Constitution, art. IV, § 2, cl. 1 and the Fourteenth Amendment prevent states from infringing upon the right to travel, including the right to be treated as a welcome visitor rather than an unfriendly alien when temporarily present in another state, without a rational or compelling justification. The suit states that SB 1070 interferes with the rights of out-of-state citizens to travel freely through the State of Arizona without being stopped, interrogated and detained. This resonates with the Freedom Rider cases, and shows how transportation concepts continue to be viable in the pursuit of civil rights.

### **What Is Transportation Equity?**

Transportation mobility is a hallmark of full membership in American society. The early challenges related to racial discrimination and segregation involved discriminatory practices that directly limited transportation access and mobility of people of color. The effects of limited transportation mobility persist. The lack of mobility helped create ghettos, de facto segregated schools and housing, and social and community isolation and lack of cohesion. Opportunities

for civic participation and public involvement were physically cut off. Promises made by the leadership of the dominant society, such as housing to replace that destroyed in “blight clearing” projects, are often unfulfilled. Whites in suburbs have forgone physical mobility for social cohesion, while destroyed inner-city neighborhoods have been left with neither mobility nor social cohesion.

Efforts to challenge discrimination, segregation and inequitable transportation policies have become increasingly sophisticated, encompassing a broad range of related social impacts. The term *transportation equity* refers to a range of strategies and policies that address inequities in the nation’s transportation planning and project delivery system. Community-based organizations of low-income and minority residents, with the important involvement and leadership of faith-based organizations, are recognizing transportation’s significant role in shaping local opportunities and disinvestment. Though the definition of transportation equity varies from place to place, most of these community residents would agree that an equitable transportation system should:

- Ensure opportunities for meaningful public involvement in the transportation planning process, particularly for those communities that most directly feel the impact of projects or funding choices.
- Be held to a high standard of public accountability and financial transparency.
- Distribute the benefits and burdens from transportation projects equally across all income levels and communities.
- Provide high-quality services—emphasizing access to economic opportunity and basic mobility—to all communities, but with an emphasis on transit-dependent populations.
- Equally prioritize efforts both to revitalize poor and minority communities and to expand transportation infrastructure.
- Repair some of the damage caused by previous policies that fueled ur-



---

ban disinvestment and suburban sprawl.

## Conclusion

Transportation infrastructure can displace residents and permanently damage community structure and integrity. Both the construction and operation of infrastructure can impair (or benefit) walkability and livability. Use of motor vehicles and rail cause air pollution, noise and pedestrian hazards, disproportionately affecting people living near them. Preferential investments in auto-centered transport have generated a transit-dependent subclass that has substantial barriers to access. Transportation systems facilitate race-, ethnic- and class-based segregation, contributing to environmental injustice.

On-road mobile sources contribute to the highest health risks near major roadways. Land use decisions should be made with an attempt to protect

sensitive individuals where air pollution is expected. There are lessons to be learned from environmental law and process. At the scoping stage in the National Environmental Policy Act (NEPA) process, there should be adequate consideration of Title VI and environmental justice. Minority and low-income populations should be identified early and their concerns examined and addressed, at the planning stage. Cumulative impacts need to be considered. The precautionary principle should be invoked. As the recent massive and catastrophic oil leaks in the Gulf of Mexico have shown, categorical exclusions to the need for a proper environmental impact statement (EIS) cannot be lightly granted by federal agencies. But even an EIS is not a solution if social needs and cultural history are not properly considered, as was shown in the Port Angeles case. The responsibilities of planners are more than legal, because a conservative federal judiciary has undercut legal requirements. Plan-

ners' responsibilities are also moral and ethical. Just as a number of faith-based organizations have undertaken environmental concerns due to a sense of responsibility for stewardship of God's creation, planners need to get back to their roots of responsibility.

Solutions need to be sought, not just by advocates and not just in faith, but also in legislatures and Congress. Fixing the *Sandoval* decision, returning the "private attorney general" provision for private right of suit under Title VI, and incorporating environmental justice concepts into statute would be important steps. Also important is avoiding panic-driven decisions to cut public transportation services to those who most need them. The ARRA "shovel-ready project" concept has led to funding too many pothole-filling efforts. The larger American polity needs to be considered, with a return to the American creed of social mobility and opportunity. □

---

## Comments

### Guillermo Mayer

To combat structural racism in transportation, federal statutory and regulatory reforms are needed. Existing legal frameworks exclude communities of color and low-income populations from an equitable share in the benefits of transportation investments. Some of these barriers come in the guise of seemingly innocuous and "race-neutral" policies that so far have largely escaped Title VI and environmental justice scrutiny. One significant example is the capital-only restriction imposed by Congress on the

use of federal transit dollars. This restriction has the effect of starving urban transit systems of the funding they need to *operate* existing and expanded transit service for their large transit-dependent and minority populations. Instead, the restriction favors the construction of expensive, mostly rail, capital projects that generally benefit disproportionately white and affluent "choice riders." The biases inherent in these policies have been slowly unmasked over the years by advocates in places like the San Francisco Bay Area, and are now being exposed nationally by a timely convergence of environmental justice, labor, transit and equity advocates pursuing federal legislation to fund transit operations.

Other legal barriers, such as the *Alexander v. Sandoval* case that Sanchez and Brenman refer to, will

require an even greater political "lift" to undo. A concerted effort in Congress to legislatively override *Sandoval* was in the works last year, but the legislation was not introduced. In the meantime, a parallel effort by the Transit Riders for Public Transportation campaign—a national coalition of grassroots groups representing transit riders in cities such as Los Angeles, New York, Chicago, Atlanta and New Orleans—has generated awareness and support for a partial *Sandoval* fix in the upcoming transportation reauthorization bill.

As the debate over the transportation reauthorization continues into next year, advocates appear to be well poised to pursue an array of legislative proposals to advance transportation equity. □

---

*Guillermo Mayer (gmayer@publicadvocates.org) is a Senior Staff Attorney with Public Advocates Inc., a non-profit civil rights law firm and advocacy organization based in San Francisco.*

---

## Angela Glover Blackwell

Transportation is back as a major civil rights issue. Today's focus is not on getting a seat at the front of the bus but on making sure the bus takes us where we need to go.

As Sanchez and Brenman point out, stark and persistent inequities exist in our nation's transportation system. Past transportation practices have resulted in skewed patterns of regional growth; destabilized neighborhoods; increased air pollution; contributed to the rise of obesity and other chronic conditions; and cut off many communities from meaningful work opportunities. All these consequences are

---

*Angela Glover Blackwell (agb@policylink.org) is the founder and CEO of PolicyLink, a national research and action institute advancing economic and social equity, and co-author of Uncommon Common Ground: Race and America's Future (W.W. Norton, 2010).*

worse for low-income people and communities of color.

Yet transportation investments have enormous potential to catalyze the development of communities of opportunity. Sanchez and Brenman describe several community organizations that have achieved admirable transportation equity victories. If such success stories guide federal policy, communities across the United States will benefit.

The authorization of our nation's surface transportation program will fundamentally shape our communities for years to come. With up to \$500 billion at stake, social equity advocates must show Congress and the Obama Administration a full picture of the benefits of an equitable, reformed transportation system—one that ensures access, mobility, and economic and social opportunity for all people and communities.

PolicyLink and Transportation for

America recently convened leaders from transportation, civil rights, health, community development, environmental justice, labor and faith organizations to advance four principles for the federal transportation authorization:

1. Create affordable transportation options for all people.
2. Ensure access to quality jobs, workforce development and contracting opportunities in the transportation industry.
3. Promote healthy, safe and inclusive communities.
4. Invest equitably and focus on results.

Charting a new course for our transportation system will not be easy. But like winning the right to sit anywhere on a bus, it takes us closer toward creating a stronger, more inclusive nation. □

---

## Eugene B. Benson

Sanchez and Brenman do a good job setting forth equity problems caused by a national, state and local transportation system that all too often shortchanges lower-income people and people of color. The Boston area is one example. In metropolitan Boston, government subsidizes the commutes of higher-income suburban white riders six times as much as it subsidizes the commutes of lower-income urban riders of color—and has spent more than two decades extending rail to distant suburbs, under-

---

*Eugene B. Benson (gene@acej.org) is Legal Counsel and Services Program Director at Alternatives for Community & Environment (ACE) in Roxbury, MA and counsel to the T Riders Union and On the Move. He also serves on the Transportation for America Executive Committee.*

funding public transit, and allowing subways to deteriorate to the point that delays are commonplace; and a 2009 study reported that parts of the subway system are unsafe to ride.

In Boston, the T Riders Union and *On the Move*: The Greater Boston Transportation Justice Coalition have been organizing transit riders and groups to fight for first-class service and transit equity—and they have achieved victories but not yet the systemic change that is required. *On the Move* has adopted this transportation justice agenda: 1) A public transit system that is reliable, affordable and safe, works for all riders, is equitable across transit types, and recognizes the special importance of public transit to people who cannot afford automobiles; 2) A transportation system in which clean air, environmental protection, environmental justice and protection of the public health are top

priorities and in which no community is overburdened with pollution or other adverse impacts of transportation; 3) A transportation funding system that provides adequate funds for reliable, affordable and safe urban transit and safe bicycle and pedestrian spaces on all our streets; 4) A transportation planning system in which transportation improvements further the creation of diverse livable communities with housing affordable to all income levels; and 5) A transportation decision-making system that is democratic, open, transparent and accountable to transit riders, and in which transit-dependent riders have a seat at the table.

It is time for the federal government to require transportation justice, insist that transit riders be at the decision-making table, and no longer accept a meaningless equity check-off box on funding forms. □

## Wade Henderson

The American Dream is premised on the bedrock of equal opportunity—the ideal that those who live in the United States should have equal access to quality education, employment, housing, and certainly transportation, which most directly affects access to all of those things. That’s why The Leadership Conference on Civil and Human Rights is committed to seeking greater equity in transportation policy and mobility for all people.

---

*Wade Henderson (Henderson@civilrights.org) is president and CEO of The Leadership Conference on Civil and Human Rights and The Leadership Conference Education Fund, and the Joseph L. Rauh Professor of Public Interest Law at the University of the District of Columbia Law School.*

When decisions are made about transportation resources and funding, those decisions are rarely made in consultation with or in consideration of low-income people who tend to rely heavily on public transportation as their main access to services. Not surprisingly, transportation spending programs do not benefit all populations equally; and the negative impacts of some transportation decisions—dissecting neighborhoods of low-income families and people of color, physically isolating them from needed services and businesses, and disrupting once-stable communities, among other things—are broadly felt and have lasting effects.

In many ways, the current fight to end these injustices is a continuation of the struggle that an earlier generation of civil rights champions fought to end segregated transportation poli-

cies. Rosa Parks’ refusal to give up her seat and her subsequent arrest sparked the Montgomery Bus Boycott. Likewise, the Freedom Riders helped bring an end to segregated bus terminals in interstate travel. Over the years, the fight has expanded to seek greater access for minority and disadvantaged communities to transportation-related jobs.

Notwithstanding the heroic efforts and the monumental social and economic gains made over the decades, transportation equity remains a key civil rights priority. Transportation provides access to opportunity and serves as a key component in addressing poverty, unemployment and equal opportunity goals. Now is the time to ensure transportation equity for all people. □

*(Please turn to page 12)*

### Resources

“**Advancing Social and Economic Equity in the Surface Transportation Authorization**” is a 2010 Framing Paper by PolicyLink and Transportation for America. For copies, contact Anita Hairston, PolicyLink at 202/906-8034 or [anita@policylink.org](mailto:anita@policylink.org)

“**The Transportation Prescription: Bold New Ideas for Healthy, Equitable Transportation Reform in America**” is a 2009 report by PolicyLink and Prevention Institute, commissioned by the Convergence Partnership. This policy guide analyzes the intersection of transportation, health and equity. To access this report, see the “Publications” section of the PolicyLink website: <http://www.policylink.org/publications/TransportationPrescription>

“**All Aboard! Making Equity and Inclusion Central to Federal Transportation Policy**” is a 2009 PolicyLink report. To access this report, see <http://www.policylink.org/publications/AllAboard>

“**An Engine of Opportunity: A User’s Guide to Advocate for Transportation Equity in the 2009 Recovery Act**” is a 2009 PolicyLink report. To access this report, see: <http://www.policylink.org/publications/EngineOfOpportunity>

“**A Bridge to Somewhere: Rethinking American Transportation for the 21st Century**” is a 2008 Brookings Institution report downloadable from: [http://www.brookings.edu/reports/2008/06\\_transportation\\_puentes.aspx](http://www.brookings.edu/reports/2008/06_transportation_puentes.aspx)

Joel Mason Batterman, “**Color Lines: Race and Rapid Transit in Metropolitan Detroit, 1969-1980**” (a 2010 Reed College thesis – contact [joelbatterman@gmail.com](mailto:joelbatterman@gmail.com) for a copy).

R.D. Bullard & G.S. Johnson, eds., ***Just Transportation: Dismantling Race and Class Barriers to Mobility***. Gabriola Island, BC: New Society Publishers, 1997

R.D. Bullard, G.S. Johnson & A.O. Torres, ***Highway Robbery: Transportation Racism and New Routes to Equity***. Boston: South End Press, 2004

David Rusk, “**Building Sustainable, Inclusive Communities**” (PRRAC and Building One America, 2010).

### Websites

**Transportation for America**  
<http://t4america.org/>

**Transit Riders for Public Transportation**  
<http://www.thestrategycenter.org/project/transit-riders-public-transportation>

**Reconnecting America**  
<http://www.reconnectingamerica.org/>

**Transportation Equity Network**  
<http://www.transportationequity.org/>

**Building One America**  
<http://www.buildingoneamerica.org>

---

## David Rusk

Assessing his 25 years as local Urban League executive, Rochester Mayor Bill Johnson memorably observed: “For years we prepared ourselves to walk through doors opened by the Civil Rights Revolution ... but all that time, we failed to realize that real opportunity was being relentlessly relocated beyond our grasp.”

“Transportation drives development,” author/developer Chris

---

*David Rusk (drusk@starpower.net) is president of the Metropolitan Area Research Corporation, a founding member of the Building One America coalition.*

Leinberger writes, and the highway-driven relocation of good jobs—“job sprawl”—ever farther from where the great majority of African Americans and Hispanics live has been federal/state transportation policies’ worst anti-civil rights impact.

By 2006, the Brookings Institution reports, 45% of jobs in our 98 largest metro areas were located more than 10 miles from the urban core. With job losses hitting city and inner-suburban employers hardest, the next post-recession survey will probably show over half of all jobs beyond the 10-mile zone.

Building One America, a coalition of grassroots regional equity organi-

zations and fair housing groups (including PRRAC) forcefully advocates that the next surface transportation authorization act must make creating racially and economically integrated communities an essential condition of any federal transportation assistance wherever development occurs—whether in outer suburban “greenfields” or older suburban and inner-city “brownfields” (especially in transit-oriented developments). Our policy proposals for reforming a wide range of federal programs are set forth in “Building Sustainable, Inclusive Communities,” accessible at [http://www.prrac.org/pdf/Sustainable Inclusive Communities.pdf](http://www.prrac.org/pdf/Sustainable%20Inclusive%20Communities.pdf). □

### **Policy and Research Briefs from the National Coalition on School Diversity:**

*Issue Brief 1: Key Principles for ESEA Reauthorization* (promoting racial and economic school integration through the Elementary and Secondary Education Act)

*Issue Brief 2: Federally Funded Charter Schools Should Foster Diversity*

Upcoming Research Briefs from the Charles Hamilton Houston Institute:

*Do Racially and Economically Diverse Schools Contribute to Gains in Math & Science Achievement?*

*How the Racial and Socioeconomic Composition of Schools and Classrooms Contributes to Literacy, School Discipline, Instructional Organization and High School Graduation Rates*

*The Impact of Racially Diverse Schools in a Democratic Society*

Go to: [www.prrac.org/projects/schooldiversity.php](http://www.prrac.org/projects/schooldiversity.php)

---

## Laura Barrett

Tom Sanchez’s and Marc Brenman’s “Transportation and Civil Rights” provides important context for the struggles the Transportation Equity Network is engaged in every day. Our many members across 41 states—especially people of color and low-income people—are living out the civil rights struggle for equitable transportation access in their work.

TEN is building leaders in our 350 member organizations who are working to transform the next surface transportation authorization act. As the article’s authors point out, the bill is a crucial one. It will determine how half a trillion dollars in federal transportation funds will be spent in the coming years—and they must be spent differently than in the past. Among TEN’s priorities for the bill are re-

storing the civil rights protections that have been eroded in recent years; instituting meaningful workforce equity requirements for federally-funded transportation construction projects; and shifting the overwhelming focus on highway construction toward a fairer balance with the transit systems that low-income people and people of color disproportionately rely on.

With the bill’s timing uncertain, the question is what Americans can do right now. Again, the authors point to a crucial battleground: the shortfalls in transit operating funds that are leading to service cuts and fare hikes in 84% of our nation’s transit systems. TEN is working to build support for bills by Rep. Russ Carnahan (D-MO) and Sen. Sherrod Brown (D-OH) that would let states use more federal funds for operating costs to keep these systems running.

If emergency transit operating funds do become available—and when a comprehensive transportation spending bill is passed—the work of local groups will be crucial to make sure that state Departments of Transportation and Metropolitan Planning Organizations allocate money in ways that produce equitable results. □

---

*Laura Barrett (laura@transportationequity.org) is the director of the Transportation Equity Network and the National Policy Director of the Gamaliel Foundation, a diverse, faith-based organizing network in 22 states. TEN is on the web at [www.transportationequity.org](http://www.transportationequity.org)*

# The “Housing + Transportation Index” and Fair Housing

by Philip Tegeler & Hanna Chouest

With their comprehensive “Housing + Transportation Index,” The Center for Neighborhood Technology (CNT) has developed a useful tool for estimating the combined cost of housing and transportation—the two largest shares of most family budgets — for homebuyers in 337 metro areas. The index can be used to move land use and development decisions away from sprawl, and to inform individual family choices by emphasizing the transportation costs associated with lower-priced exurban homes.

However, the index is inappropriate as a tool for siting new low-income family housing. To be fair, CNT has indicated that it intends the index to be consistent with fair housing goals, but without a strong fair housing overlay, the index has the potential to (once again) steer low-income families into more segregated, higher-poverty neighborhoods. Such a use of the index would reinforce separate and unequal development patterns that are the opposite of smart growth.

## The H + T Index does not reflect the true cost of housing location for low-income families:

For purposes of siting new assisted-housing units for low-income families, we agree that it makes sense to look not just at the cost of the housing, but also the other costs and benefits associated with a proposed location. In order to expand choice and access to opportunity, policymakers should consider all costs—not just transportation—in making location decisions. In particular, the overall costs of living in higher-poverty vs. lower-poverty communities should be considered.

---

*Philip Tegeler (ptegeler@prrac.org) and Hanna Chouest (hchouest@prrac.org) are, respectively, Executive Director and Law & Policy Fellow at PRAC.*

### Direct costs: Groceries

Research has shown that families living in poor neighborhoods pay more for the same groceries than those living in wealthier communities, due to a lack of large chain grocery stores in low-income neighborhoods, which leaves small stores lacking the range of products or the large economies of scale that help drive down prices at chain stores. Groceries can constitute a large portion of a low-income family’s household budget (one study suggests 17%). Thus, when calculating the cost of living in a particular neighborhood, ignoring increased food costs could lead to inaccurate assumptions about affordability.

### Direct costs: Financial Services

Low-income residents living in disadvantaged neighborhoods pay more for basic financial services such as check-cashing, short-term loans, tax preparation and money transfers than higher-income households. A low-income family can spend thousands of dollars more in extra costs for these services, depending on the extent to which they use them and the types of services they use. These high-cost options are much more densely concentrated in disadvantaged neighborhoods, where prime lending institutions remain underrepresented.

(Please turn to page 14)

## Resources

Center for Neighborhood Technology, *Penny Wise, Pound Foolish: New Measures of Housing + Transportation Affordability* (March 2010), <http://www.cnt.org/repository/pwvf.pdf>

Annie E. Casey Fdn., *Pursuit of the Dream: Cars and Jobs in America* (2008), <http://www.aecf.org/MajorInitiatives/FamilyEconomicSuccess/PursuitoftheDream.aspx>

Vicki Been, et al., *Building Environmentally Sustainable Communities: A Framework for Inclusivity*, Urban Inst. and Furman Ctr. for Real Estate & Urban Policy (2010)

The Brookings Institution Metropolitan Policy Program, *From Poverty, Opportunity: Putting the Market to Work for Lower Income Families* at 20 (2006)

Jason Reece and Samir Gambhir, *The Geography of Opportunity: Review of Opportunity Mapping Research Initiatives*, The Kirwan Institute (Sept., 2008).

Phillip R. Kaufman, et al., *Do the Poor Pay More for Food? Item Selection and Price Differences Affect Low-Income Household Food Costs*, (Food

and Rural Economics Div., Economic Research Service, U.S. Dept. of Agriculture. Agricultural Economic Report No. 759, 1997)

Rachel Garshick Kleit, “Neighborhood Segregation, Personal Networks, and Access to Social Resources,” in *Segregation. The Rising Costs for America* at 237-60 (James H. Carr & Nandinee K. Kutty, eds., 2008)

Deborah McKoy & Jeffrey Vincent, “Housing and Education: The Inextricable Link,” in *Segregation. The Rising Costs for America* at 128 (James H. Carr & Nandinee K. Kutty, eds., 2008)

Fiona Scott Morton, et al., *Consumer Information and Price Discrimination: Does the Internet Affect the Pricing of New Cars to Women and Minorities?* Working Paper 8688, National Bureau of Economic Research (2001);

Claudia Williams, et al., *Low-Income families’ Spending Patterns: Implications for Health Policy*, Kaiser Commission on Medicaid and the Uninsured (2004).

(INDEX: Continued from page 13)

### *Direct costs: Cars and Car-Related Products*

While the H+T Index does account for transportation costs, it does not reflect the fact that many low-income families pay a higher purchase price for a car than higher-income families, and often pay higher insurance rates, depending on where they live. Low-income consumers can pay on average \$500 more for the very same car than a higher-income person. Other car costs that are generally higher for low-income consumers living in cities include car loans and car insurance.

### *Indirect costs: Access to quality schools, employment, safe and healthy neighborhoods*

Indirect costs, while difficult to quantify, are important to take into

consideration when evaluating neighborhood costs and benefits. Indirect factors impacting the cost or “value” of a particular neighborhood include: graduation rates, resources, and overall quality of local schools; access to employment opportunities geared to individuals with a high school diploma or an associate’s degree; exposure to environmental hazards; exposure to crime; quality of health care resources in the community; availability of fresh foods; access to quality recreational facilities; access to different types of social networks; quality of local municipal services; and overall neighborhood health outcomes. When added up, these factors suggest that new low-income family housing be sited in lower-poverty, opportunity-rich communities. They are also a reminder of the need to dramatically improve services and outcomes for low-income families living in neighborhoods where

the government has located low-income housing in the past.

Overall, the H+T Index provides a comprehensive tool that can be used to estimate the cost of housing in a particular neighborhood. However, because it does not take into account fair housing considerations and it misses many of the other costs associated with housing location, it should be used cautiously as a factor in siting low-income family housing. A better approach is proposed in a new report from the Urban Institute and the NYU Furman Center (cited in the p. 13 resources box). This report combines opportunity metrics with access to transit and walkability to show how low-income families can benefit from smart growth policies without being further marginalized. □

## **“America Healing”: W.K. Kellogg Foundation Announces \$75 Million Effort**

PRRAC is honored to be one of the “national anchor groups” selected in the first phase of this innovative new foundation effort to tackle structural racism and expand opportunities for vulnerable children. The Kellogg Foundation’s new “America Healing” program is motivated by the knowledge that children of color are over-represented among the 29 million low-income children and families in this country, particularly among families living in concentrated poverty.

“The Kellogg Foundation’s vision is for a nation to marshal its resources to ensure that all children in America have an equitable and promising future,” said Sterling K. Speirn, president and CEO of the Foundation. “That is simply not the case in many communities across the country today. The goal of the America Healing initiative is to help make that vision a reality by engaging communities and supporting them in the hard work of racial healing and addressing the effects of historic and contemporary structural issues, such as residential segregation and concentrated poverty.”

During the first phase of America Healing, 119 organizations will receive grants totaling \$14,613,709 specifically to support community-based organizations’ healing efforts among racial and ethnic groups that address historic burdens, disparities and barriers to opportunity. Their efforts will focus within local communities to increase opportunities for children in educa-

tion, health and economic areas. Grantees represent 29 states and the District of Columbia.

“The mission of the W.K. Kellogg Foundation is to help communities create conditions that propel vulnerable children to succeed as individuals and as contributors to the larger community and society,” said Dr. Gail Christopher, Vice President of Programs. “Because children of color are so disproportionately represented in low-income families and impoverished communities, realizing our mission requires addressing historic and current structural barriers to opportunity, such as exposure to environmental toxins and under-resourced schools, which are a direct result of past policies and practices of racialization and privilege.”

At a recent launch of the initiative in D.C., U.S. Representative John Lewis (D-GA) commended the Foundation for its commitment: “At a time when our nation shows disturbing signs of becoming more polarized, this courageous effort by the W.K. Kellogg Foundation to promote healing within local communities is sorely needed. It reminds us of our true democratic ideals as a nation and of the inalienable right guaranteed by our founding documents to the free and unfettered opportunity that every human being deserves.”

To learn more about America Healing, please visit <http://www.americahealing.org>.

# Resources

Most Resources are available directly from the issuing organization, either on their website (if given) or via other contact information listed. Materials published by PRRAC are available through our website: [www.prrac.org](http://www.prrac.org). Prices include the shipping/handling (s/h) charge when this information is provided to PRRAC. "No price listed" items often are free.

When ordering items from PRRAC: SASE = self-addressed stamped envelope (44¢ unless otherwise indicated). Orders may not be placed by telephone or fax. Please indicate from which issue of P&R you are ordering.

## Race/Racism

- **Prof. David K. Yoo** has been appointed the new Director of the UCLA Asian American Studies Center (formerly headed by PRRAC Bd. member Don Nakanishi). [11967]

- ***Growing Up Filipino II: More Stories for Young Adults***, ed. Cecilia Manguerra Brainard (254 pp., 2010, \$21.95) — 27 short autobiographical stories, has been published by PALH, PO Box 5099, Santa Monica, CA 90409, 310/452-1195, [palhbook@gmail.com](mailto:palhbook@gmail.com) [11969]

- ***Invisible Enemy: The African American Freedom Struggle after 1965***, by Greta de Jong (248 pp., 2010), has been published by Wiley-Blackwell, [www.wiley.com/wiley-blackwell](http://www.wiley.com/wiley-blackwell) [11992]

- **"Facing Race: 2009 Legislative Report Card on Racial Equity: Washington [State]"** (42 pp.) is available (possibly free) from the Northwest

Federation of Community Organizations, 3518 S. Edmunds St., Seattle, WA 94118, 206/568-5400, [nwfco@nwfco.org](mailto:nwfco@nwfco.org), [www.nwfco.org](http://www.nwfco.org) [11999]

- ***Uncommon Common Ground: Race and America's Future***, by Angela Glover Blackwell, Stewart Kwoh & Manuel Pastor (240 pp.), has been re-issued in a new pb edition, from the American Assembly, 475 Riverside Dr., #456, NYC, NY 10115, 212/870-3500, [amassembly@columbia.edu](mailto:amassembly@columbia.edu) [12004]

- ***The Confederate and Neo-Confederate Reader: The "Great Truth" about the "Lost Cause,"*** eds. James W. Loewen & Edward H. Sebesta (368 pp., July 2010, \$25), has been published by University Press of Mississippi, 3825 Ridgewood Rd., Jackson, MS 39211, 800/737-7788. [www.upress.state.ms.us/books/1338](http://www.upress.state.ms.us/books/1338) [12008]

- **"Ending the Slavery Blame-Game,"** by Henry Louis Gates, Jr., was an op-ed in the April 23, 2010 *NY Times*. If you have trouble retrieving it, we can send you a photocopy if you will supply a SASE.

- **"A More Perfect Union: The State of Civil Rights"** was the June 12-16 Chicago 39<sup>th</sup> annual Rainbow PUSH conference. A re-cap of the conference is available from [publicservices@rainbowpush.org](mailto:publicservices@rainbowpush.org)

- **"Facing Race Conference,"** sponsored by the Applied Research Center, will be held **Sept. 23-25, 2010** in Chicago, [www.arc.org](http://www.arc.org) [12030]

## Poverty/Welfare

- **"Poverty on the Rise in the District: The Impact of Unemployment in 2009 and 2010"** (March 2010) is available from the DC Fiscal Policy Institute, 820 First St. NE, #460, Wash., DC 20002, 202/408-1080, [www.dcfpi.org/wp-content/uploads/2010/03/3-24-10EstimatingPoverty2009.pdf](http://www.dcfpi.org/wp-content/uploads/2010/03/3-24-10EstimatingPoverty2009.pdf) [12026]

- **"The Impact of State Income Taxes on Low-Income Families in 2009,"** by Phil Oliff & Ashali Singham (20 pp., April 2010), is available (possibly free) from the Center on Budget and Policy Priorities (headed by former PRRAC Bd. member Robert Greenstein), 820 First St. NE, #510, Wash., DC 20002, 202/408-1080, [www.cbpp.org/files/4-29-10sf2.pdf](http://www.cbpp.org/files/4-29-10sf2.pdf) [12028]

- **"The Worrying Return of Inequality,"** by Sherle R. Schwenninger & Lauren Damme, a 3-page, April 2010 Talking Points paper, is available (likely free) from the New America Foundation, 1899 L St. NW, #400, Wash., DC 20036, 202/986-2700, [www.newamerica.net](http://www.newamerica.net).

## Community Organizing

- **"Creating Spaces for Change: Working Toward a 'Story of Now' in Civic Engagement,"** a 2010 report from the Deliberative Democracy Consortium and the W.K. Kellogg Foundation, is available (possibly free) from Matt Leighninger at the Consortium, 131 Cherokee Ave., Hamilton, ON L8P 4P2

Canada, 905/972-0550, [deliberativedemocracy.net/index.php?option=com\\_docman&Itemid=93](http://deliberativedemocracy.net/index.php?option=com_docman&Itemid=93) [12042]

## Criminal Justice

- ***The War Before: The True Life Story of Becoming a Black Panther — Keeping the Faith in Prison, & Fighting for Those Left Behind***, by Safiya Bukhari (264 pp., 2010, \$15.95), has been published by the Feminist Press at CUNY. [11985]

- **"Reforming Criminal Justice Systems,"** by Janeen Buck Willison et al. (33 pp., April 2010), is available (possibly free) from The Urban Institute, 202/261-5709, [paffairs@urban.org](mailto:paffairs@urban.org)

- **"Life after Prison: Tracking the Experiences of Male Prisoners Returning to Chicago, Cleveland, and Houston"** (6 pp., May 2010) is a research brief from the Urban Institute Justice Policy Center, [www.urban.org/uploadedpdf/412100-life-after-prison.pdf](http://www.urban.org/uploadedpdf/412100-life-after-prison.pdf) [12015]

- **"Prison Count 2010: State Population Declines for the First Time in 38 Years"** (12 pp., revised April 2010 version) is an issue brief from the PEW Center on the States' Public Safety Performance Project, [www.pewcenteronthestates.org](http://www.pewcenteronthestates.org) [12016]

- **"Illegal Racial Justice Discrimination in Jury Selection: A Continuing Legacy"** (60 pp., June 2010) is available (possibly free) from the Equal Justice Center, 122 Commerce St.,

Montgomery, AL 36104, 334/269-1803, [eji.org/eji/files/Race%20and%20Jury%20Selection%20Report.pdf](http://eji.org/eji/files/Race%20and%20Jury%20Selection%20Report.pdf) [12029]

- **“Racial Disparities in Federal Prosecution”** is a 21-page, March 2010 joint project of the Brennan Center for Justice & the National Inst. on Law and Equity. Available (no price listed) from the Center, 161 Ave. of the Americas, 12th flr., NYC, NY 10013, [www.brennancenter.org](http://www.brennancenter.org) [12048]

- **“Racial Disparity in NYPD Stops-and-Frisks: The Center for Constitutional Rights Preliminary Report on UF-250 Data From 2005 through June 2008”** (21 pp., Jan. 2010) is available (possibly free) from the Center for Constitutional Rights, 666 Broadway, 7th Flr., NYC, NY 10012. [www.CCRJustice.org](http://www.CCRJustice.org) [12049]

## Economic/ Community Development

- ***Boulevard of Dreams: Heady Times, Heartbreak, and Hope Along the Grand Concourse in the Bronx***, by Constance Rosenblum (267 pp., 2009), has been published by New York Univ. Press. A marvelous social/architectural history of the 4.5 mile, 182' wide version of the Champs d'Elysee that ran virtually the borough's entire length (and—full disclosure—where the editor of *P&R* spent his first 17 years). [11961]

- ***What We See: Advancing the Observations of Jane Jacobs***, eds. Stephen A. Goldsmith & Lynne Elizabeth (384 pp., 2010, \$26.95), has been published by New Village Press, PO Box 3049, Oakland, CA 94609, 510/420-1361,

[bookorders@newvillagepress.net](mailto:bookorders@newvillagepress.net), 31 short essays — by Ray Suarez, Mindy Thompson Fullilove, Allan Jacobs, James Stockard, (PRRAC Dir. of Research) Chester Hartman, Roberta Brandes Gratz, Clare Cooper Marcus, Saskia Sassen, Ron Shiffman, Mary Rowe et al. — + a Study Guide. [www.newvillagepress.net](http://www.newvillagepress.net) [11980]

- **“Intractable Democracy: Fifty Years of Community-Based Planning,”** ed. Anusha Venkataraman (201 pp., June 2010), celebrating the 50<sup>th</sup> anniversary of the Pratt Institute City and Regional Planning Program (and dedicated to Ron Shiffman, Pratt's long-time faculty member and community activist), is available from Pratt, 81 St. James Place, #208, Brooklyn, NY 11205, \$20 at <http://www.pratt.edu.gcpe>.

- **“The Geography of Opportunity: Mapping to Promote Equitable Community Development and Fair Housing in King County, WA”** (12 pp. + App., April 2010), commissioned by the Northwest Justice Project and produced by the Kirwan Institute for the Study of Race and Ethnicity (headed by PRRAC Bd. member john powell), is available (likely free) from the Kirwan Inst., 433 Mendenhall Laboratory, 125 S. Oval Mall, Ohio St. Univ., Columbus, OH 43210, 614/688-5429, [www.kirwaninstitute.org](http://www.kirwaninstitute.org) [11984]

- **“Translating Green into Navajo: Alternative to Coal Mining and the Campaign for a Navajo Green Economy,”** by Yvonne Liu (19 pp., March 2010), is available (possibly free) from the Applied Research Center, [www.arc.org/greenjobs](http://www.arc.org/greenjobs) [12024]

- **“Black Depression: The Deepening Economic Crisis of New York's Black Men”** is the theme of the 60-page, May 2010 issue of *City Limits*. Available (\$4.95) from them, 105 E. 22 St., #901, NYC, NY 10010, 212/614-5397, [www.citylimits.org](http://www.citylimits.org) [12047]

## Education

- **“Reauthorization of Elementary and Secondary Education Act (‘No Child Left Behind’)”:** Richard Rothstein of the Economic Policy Institute ([rrothstein@epi.org](mailto:rrothstein@epi.org)) has published an analysis and critique of the Dept. of Education's set of principles (“The Blueprint”), sent to Congress. Available at [www.epi.org/publications/entry/a\\_blueprint\\_that\\_needs\\_more\\_work/](http://www.epi.org/publications/entry/a_blueprint_that_needs_more_work/) [11968]

- ***Rethinking Schools:*** Their Spring 2010 issue has a special section honoring Howard Zinn, plus several articles on Haiti and other current topics. Available (no price listed) from 800/669-4192, [RSBusiness@aol.com](mailto:RSBusiness@aol.com), [www.rethinking schools.org](http://www.rethinking schools.org) [11973]

- **“Student Mobility: Exploring the Impacts of Frequent Moves on Achievement: Summary of a Workshop,”** convened by the National Academies' Board on Children, Youth of Families (82 pp., 2010), has been published by National Academies Press. Available (possibly free) from Mary Ellen McConnell, National Academies, 500 Fifth St. NW, Wash., DC 20001, [moconnell@nas.edu](mailto:moconnell@nas.edu); downloadable pdf at [www.nap.edu](http://www.nap.edu). Presentations and papers commissioned for the Workshop available at [http://www.bocycf.org/children\\_who\\_](http://www.bocycf.org/children_who_)

[move\\_workshop\\_presentations.html](http://move_workshop_presentations.html) [11983]

- **“School Integration Efforts Three Years After Patents Involved,”** by Erica Frankenberg, Genevieve Siegel-Hawley & Adai Tefera, is available (possibly free) from The Civil Rights Project, 8370 Math Sciences, Box 951521, Los Angeles, CA 90095-1521, [www.civilrightsproject.ucla.edu](http://www.civilrightsproject.ucla.edu)

- **“The Economic Benefits of Reducing the Dropout Rate: An Analysis of Students of Color in the Nation's Largest Metropolitan Areas”** is a July 7, 2010 Webinar sponsored by the Alliance for Excellent Education and The Campaign for High School Equity. Registration at <http://www.newmediamill.com/webcasts/all4ed/registerjuly72010>. Questions? [all4ed@all4ed.org](mailto:all4ed@all4ed.org)

- ***Brown in Baltimore: School Desegregation and the Limits of Liberalism***, by Howell Baum (274 pp., 2010), has been published by Cornell University Press, [www.cornellpress.cornell.edu](http://www.cornellpress.cornell.edu) [11988]

- **“Working Together for Community Schools in the District of Columbia”** (19 pp. 2010[?]), from DC VOICE, the Institute for Educational Leadership and the Coalition for Community Schools, is available from the Coalition, 4455 Conn. Ave, NW, #310, Wash, DC 20008, 202/822-8405, x156 [11998]

- **“Rising to the Challenge: Hispanic College Graduation Rates as a National Priority,”** by Andrew Kelly, Mark Schneider & Kevin Carey (48 pp., March 2010), is available (possibly free) from the American Enterprise Inst., 1150 17th St.



NW, Wash., DC 20036, [www.aei.org/docLib/Rising-to-the-Challenge.pdf](http://www.aei.org/docLib/Rising-to-the-Challenge.pdf) [12022]

- **“Premature End of Federal Assistance to the States Threatens Education Reforms and Jobs,”** by Phil Oliff, Erica Williams & Nicholas Johnson (9 pp., May 2010), is available (possibly free) from the Center on Budget and Policy Priorities (headed by former PRRAC Bd. member Robert Greenstein), 820 First St. NE, #510, Wash., DC 20002, 202/408-1080, [www.cbpp.org/files/4-19-10sfp.pdf](http://www.cbpp.org/files/4-19-10sfp.pdf) [12023]

- **“Teaching Discipline: A Toolkit for Educators on Positive Alternatives to Out-of-School Suspensions,”** by Alexandra Dufresne, Annemarie Hillman, Carl Carson & Tamara Kramer (50 pp., June 2010), is available (no price listed) from Connecticut Voices for Children, 33 Whitney Ave., New Haven, CT 06510, 203/498-4240, [adufresne@ctkidslink.org](mailto:adufresne@ctkidslink.org), [ctkidslink.org/pub\\_detail\\_515.html](http://ctkidslink.org/pub_detail_515.html) [12050]

## Employment/ Labor / Jobs Policy

- **“The Ninth Annual Report to the President on Hispanic Employment in the Federal Government”** (18 pp., April 2010) is available (likely free) from the U.S. Office of Personnel Management, 1900 E St. NW, Wash., DC 20415, 202/606-1800, [www.opm.gov/Diversity/Hispanic/](http://www.opm.gov/Diversity/Hispanic/) [12020]

- **“Who Are the Chronically Unemployed?”** is testimony submitted by Wilhemina Leigh at the Congressional

Black Caucus hearing, “Out of Work but Not out of Hope: Addressing the Crisis of the Chronically Unemployed” (11 pp., March 2010), available from the Joint Center for Economic and Political Studies, [www.jointcenter.org](http://www.jointcenter.org) [12021]

- **“LaborFest 2010”** is the very impressive July 31 17th annual film/tours/forums/music/etc. Bay Area event. Details from them, PO Box 40993, San Francisco, CA 94140, 415/642-8066, [laborfest@laborfest.net](mailto:laborfest@laborfest.net), [www.laborfest.net](http://www.laborfest.net)

## Families/ Women/ Children

- ***Freedom Is Not Enough: The Moynihan Report and America’s Struggle Over Black Family Life from LBJ to Obama***, by James T. Patterson (264 pp., 2010, \$26.95), has been published by Basic Books, 212/340-8162, [Jessica.Krakoski@perseusbooks.com](mailto:Jessica.Krakoski@perseusbooks.com) [11962]

- **“A Growing Tradition? Examining the African American Family Foundation,”** by Marybeth Gasman (218 pp. + Apps., April 2010), is available (no price listed) from the Aspen Institute, 202/736-1491, [tracey.totten@aspeninstitute.org](mailto:tracey.totten@aspeninstitute.org). Full report, as well as a 15-page Executive Summary, can be downloaded for free at [www.aspeninstitute.org/psi](http://www.aspeninstitute.org/psi) [11978]

- **“America’s Future: Latino Child Well-Being in Numbers and Trends”** (39 pp., April 2010) is a data book produced by the National Council of La Raza and the Population Reference Bureau, [www.nclr.org/section/audience/](http://www.nclr.org/section/audience/)

[researchers/latino\\_child\\_well\\_being](http://researchers/latino_child_well_being) [12027]

- **“2010 Child and Youth Well-Being Index”** (29 pp.), from the Foundation for Child Development, 212/584-5000, x335, [awatkin@fenton.com](mailto:awatkin@fenton.com), [www.fcd-us.org/resources\\_show.htm?doc\\_id=1266393](http://www.fcd-us.org/resources_show.htm?doc_id=1266393) [12045]

## Health

- **“Deadly Delivery: The Maternal Health Care Crisis in the USA”** (12 pp., March 2010) - Summary version - is available (possibly free) from Amnesty International, 5 Penn Plaza, NYC, NY 10001, [www.amnestyusa.org](http://www.amnestyusa.org) [11990]

- **“Number of Uninsured Jumped to More Than Eight Million from 2007 to 2009,”** by Shana Lavarreda, E. Brown, Livier Cabezas & Dylan Roby (6 pp., March 2010), is a Research Brief [Calif. data] available (possibly free) from the UCLA Health Policy Center, 10960 Wilshire Blvd., #1550, LA, CA 90024, [www.healthpolicy.ucla.edu](http://www.healthpolicy.ucla.edu) [12013]

- **“Following the Money: Tracking Federal AIDS Appropriation to Address Disparities in HIV and AIDS Treatment in the United States,”** by Allen Herman & Winifred Smith (40 pp., April 2010), is available (possibly free) from the Joint Center for Political and Economic Studies, [www.jointcenter.org](http://www.jointcenter.org) [12014]

- **“Asian American, Native Hawaiian and Pacific Island Health”** is the theme of the May 2010 issue of *American Journal of Public Health*, available (no price listed) from APHA, 800 Eye St. NW,

Wash., DC 20001-3710, 202/777-APHA. [12038]

## Homelessness

- **The American Round Table to Abolish Homelessness**, headed by Philip Mangano, distributes a periodic newsletter. Contact them at [quest@abolitionistroundtable.com](mailto:quest@abolitionistroundtable.com) [11970]

## Housing

- ***Fair Housing News*** is a periodical from the John Marshall Law School Fair Housing Legal Support Center; possibly free, from 321 S. Plymouth Ct., #800, Chicago, IL 60604, 312/987-2397, [fairhousingcenter@jmls.edu](mailto:fairhousingcenter@jmls.edu) [11971]

- **“Out of Reach 2010”** has been published by the National Low Income Housing Coalition (headed by PRRAC Bd. member Sheila Crowley) in collaboration with the Housing Assistance Council. Available (no price listed) from the Coalition, 727 15th St. NW, #606, Wash., DC 20005, 202/662-1530, [taylor@nlihc.org](mailto:taylor@nlihc.org) [11977]

- ***The Colonias Reader: Economy, Housing, and Public Health in U.S.-Mexico Border Colonias***, eds. Angela J. Donelson & Adrian X. Esparza (296 pp., 2010, \$24.95), has been published by Univ. of Arizona Press, 520/621-3920, [holly@uapress.arizona.edu](mailto:holly@uapress.arizona.edu), [www.uapress.arizona.edu](http://www.uapress.arizona.edu) [11993]

- **“Are We Home Yet? Creating Real Choice for Housing Choice Voucher Families in Chicago”** (17 pp. + Figs., 2010), from the Illinois Assisted Housing Action Research Project, is available (likely free) from [www.housingactionil.org/](http://www.housingactionil.org/) [11995]

● **HUD's "Housing Strategic Plan, FY 2010-2015"** (76 pp.) is available at [www.hud.gov/strategicplan](http://www.hud.gov/strategicplan) [11996]

● **"The State of Fair Housing in Northeast Ohio: April 2010,"** by Jeffrey Dillman, Samantha Hoover & Carrie Pleasants (36 pp.), is available (possibly free) from the Housing Research & Advocacy Center, 3631 Perkins Ave., #3A-2, Cleveland, OH 44114, 216/361-9240, [jdillman@thehousingcenter.org](mailto:jdillman@thehousingcenter.org) [11997]

● **"(Un)Safe at Home: The Health Consequences of Sub-standard Farm Labor Housing,"** by Don Villarejo, Marc Schenker, Ann Moss Joiner & Allan Parnell (54 pp., Dec. 2009), is available (possibly free) from California Rural Legal Assistance (headed by PRRAC Bd. member José Padilla), 631 Howard St., #300, SF, CA 94105, [www.crla.org](http://www.crla.org) [12002]

● **"Staying Home: The Rights of Renters Living in Foreclosed Properties"** (68 pp., June 2010) summarizes the results of a 50-state survey of state laws passed since early 2009. Available (possibly free) from the National Law Center on Homelessness & Poverty, 1411 K St. NW, #1400, Wash., DC 20005, 202/638-2535, [etars@nlchp.org](mailto:etars@nlchp.org), [www.nlchp.org](http://www.nlchp.org) [12009]

● **"Fair Housing for All: The Disparate Response to Latino Housing in Frederick County, MD"** (12 pp., June 2010) is available (possibly free) from The Equal Rights Center, 11 Dupont Circle, #450, Wash., DC 20036, 202/234-3082, [www.equalrightscenter.org](http://www.equalrightscenter.org) [12010]

● **"A Count of Vacant Condos in Select NYC Neighborhoods"** (65 pp., June 2010) is available (possibly free) from the Right to the City-New York City Alliance, c/o FUREE, 81 Willoughby St., #701, Brooklyn, NY 11201 [12011]

● **"Foreclosure in the Nation's Capital: How Unfair and Reckless Lending Undermines Homeownership"** (26 pp., March 2010), a working paper, is available (possibly free) from the National Community Reinvestment Coalition, 725 15th St. NW, #900, Wash., DC 20005, [www.ncrc.org](http://www.ncrc.org) [12017]

● **"We Call These Projects Home: Solving the Housing Crisis from the Ground Up"** (82 pp., May 2010), from the Right to the City Alliance, is available (likely free) from Advancement Project, [www.advancementproject.org/digital-library-publications](http://www.advancementproject.org/digital-library-publications) [12018]

● **"'SEVRA': Housing Voucher Reform Bill Would Update and Streamline Program - But Deregulation Provision Holds Significant Risks,"** by Will Fisher (11 pp., May 2010 rev. version), is available (possibly free) from the Center on Budget and Policy Priorities (headed by former PRRAC Bd. member Robert Greenstein), 820 First St. NE, #510, Wash., DC 20002, 202/408-1080, [www.cbpp.org/files/9-22-09.hous.pdf](http://www.cbpp.org/files/9-22-09.hous.pdf) [12019]

● **"Countering Discrimination in Mortgage Lending in America: An NAACP Guide to Fair Lending"** (9 pp., May 2010) is available at [www.naacp.org/advocacy/economic/index.htm](http://www.naacp.org/advocacy/economic/index.htm) [12031]

● **"Illegal Trailer Park Grows Into a Community"** is a June 5, 2010 *Los Angeles Times* story about the positive developments at Duroville, the Riverside County, CA trailer park on Native American land that was saved from eviction/destruction by the forceful ruling from Federal Judge Stephen G. Larson — as recounted in the May/June 2009 *P&R*, p. 12. If you have trouble finding the *LA Times* story, we can send you a copy if you provide a SASE. [12039]

● **"2010 Report: California Tenants in Foreclosure Crisis"** has been published by Tenants Together, California's statewide organization for renter rights. Available at [tenantstogether.org/downloads/2010%20Report%20California%20Renters%20in%20the%20Foreclosure%20Crisis.pdf](http://tenantstogether.org/downloads/2010%20Report%20California%20Renters%20in%20the%20Foreclosure%20Crisis.pdf) [12041]

● **"Making Real the Desegregating Promise of the Fair Housing Act: 'Affirmatively Furthering Fair Housing' Comes of Age,"** by Craig Gurian & Michael Allen, appeared in the March/April 2010 issue of *Clearinghouse Review*, available at [www.povertylaw.org/clearinghouse-review/issues/2010/2010-march-april-clearinghouse-review/gurian](http://www.povertylaw.org/clearinghouse-review/issues/2010/2010-march-april-clearinghouse-review/gurian) [12043]

● **National Inclusionary Housing Conference** will be held **Nov. 3-5, 2010** in Wash., DC. A Call for Case Studies has been issued, with an Aug. 1 deadline—IHI-NIHC2010@inclusionary.org for submissions and further inf. 703/698-8151, [www.inclusionary.org](http://www.inclusionary.org) [12001]

## Immigration

● **"Women Immigrants in the United States,"** eds. Philippa Strum & Danielle Tarantolo (186 pp., 2002), is available (likely free) from the Woodrow Wilson International Center for Scholars, 1300 Pennsylvania Ave. NW, Wash., DC 20004, 202/691-4000, [www.wilsoncenter.org](http://www.wilsoncenter.org) [11963]

● **"The Hispanic Challenge? What We Know About Latino Immigration,"** eds. Philippa Strum & Andrew Selee (41 pp., 2004), is available (likely free) from the Woodrow Wilson International Center for Scholars, 1300 Pennsylvania Ave. NW, Wash., DC 20004, 202/691-4000, [www.wilsoncenter.org](http://www.wilsoncenter.org) [11964]

● **"Immigrants in Work Force: Study Belies Image"** was a front-page article in the April 16, 2010 *NY Times*. If you can't locate it, we can send you a photocopy if you provide a SASE. [11974]

● **"In the Child's Best Interest? The Consequences of Losing a Lawful Immigrant Parent to Deportation"** (19 pp., March 2010), from Univ. Calif.-Berkeley's International Human Rights Law Clinic and its Chief Justice Warren Inst. on Race, Ethnicity and Diversity (headed by PRRAC Bd. member Maria Blanco) and the Univ. of Calif.-Davis Immigration Law Clinic, is available (possibly free) from any of the 3 issuing groups. The UC-Berkeley phone # is 510/642-8568, [law.berkeley.edu/ewi.htm](http://law.berkeley.edu/ewi.htm) [11994]

● **"The C.A.P. Effect: Racial Profiling in the ICE Criminal Alien Program"** by Trevor

Gardner II & Aarti Kohli (8 pp., Sept. 2009), is available (possibly free) from the Chief Justice Earl Warren Institute on Race, Ethnicity & Diversity (headed by PRRAC Bd. member Maria Blanco), 2850 Telegraph Ave., #500, Berkeley, CA 94705, 510/642-8568, www.warreninstitute.org [12003]

## Rural

- **“Sexual Violence Against Farmworkers: A Guidebook for Legal Providers”** (April 2010) is available (possibly free) from the Southern Poverty Law Center, 400 Washington Ave., Montgomery, AL 36104, 334/956-8200, www.splcenter.org/get-informed/publications [12012]

- **“Out of Work, Sleeping in the Fields”** is a 2010 photodocumentary on the reality of life today in California’s Central Valley. Inf. from dbacon@igc.org [12046]

## Miscellaneous

- **Street Level Bureaucracy: Dilemmas of the Individual in Public Services**, by Michael Lipsky, has been re-published in a 30th anniversary expanded edition (300 pp., April 2010, \$18.95) by Russell Sage Foundation. Available at 800/524-6401. [11982]

- **“Filling the Gaps: COMMUTE and the Fight for Transit Equity in New York City,”** by Seth Wessler (20 pp., March 2010), is available (possibly free) from the Applied Research Center, www.arc.org/greenjobs [12025]

- **San Francisco Bay Area Capacity Builders of Color** is a newly (early

2010) launched online, searchable directory, from the San Francisco Foundation and the National Community Development Institute (900 Alice St., #300, Oakland, CA 94607, 510/763-4120), www.bayareaconsultantsofcolor.org/ [12032]

- **Hunger Fast for Justice - Stop MTA’s Racist Fare Hike**, a project of the Labor Community Strategy Center’s Bus Riders Union, was initiated May 20, 2010, to protest public transportation fare increases and service cuts that will disproportionately affect people of color. Inf. from the Center, 3780 Wilshire Blvd., #1200, LA, CA 90010, 213/387-2800, www.thestrategycenter.org/node/4031 [12035]

- **Inequality and the Great Recession** was the topic of a recent convening, sponsored by *The Nation* and the New America Foundation, featuring Jeff Madrick, Orlando Patterson, Katherine Newman & Jacob Hacker. Summary and video available; contact the Foundation, 1899 L St., NW, #400, Wash., DC 20036, 202/986-2700 [12044]

- **The National Legal Aid & Defender Association** is holding its Substantive Law Conference, **July 21-24, 2010** in Chicago. Inf. from h.evans@nlada.org, 202/452-0260, x219, www.nlada.org [12006]

- **The National Legal Aid & Defender Association** is holding its Litigation & Advocacy Directors Conference, **July 21-24, 2010** in Chicago. Inf. from 202/452-0260, x258, t.hackford@nlada.org [12007]

- **“Leadership for Diversity Institute,”** hosted by the National

Coalition Building Institute, will be held **Aug. 11-15, 2010** in Hunt Valley, MD. Contact NCBI, 1120 Conn. Ave. NW, #450, Wash., DC 20036, 202/785-9400, x10, gvollrath@ncbi.org, ncbi.org [12033]

- **“The 5th International Conference on Social Science Research”** will be held **Sept. 23-25, 2010** in New Orleans. July 1 proposal submission deadline. Race/Ethnic Studies, Sociology, Urban Studies among the many disciplines. www.socialscienceconf.net [12037]

## Job Opportunities/ Fellowships/ Grants

- **The National Law Center on Homelessness & Poverty** is hiring a **Policy Director**. Ltr./resume/writing sample/salary history & requirements to Vibha Bhatia at the Center, 1411 K St. NW, #1400, Wash., DC 20005, vbhatia@nlchp.org [11960]

- **The Washington Lawyers’ Comm. for Civil Rights & Urban Affairs** is seeking a **Fair Housing Litigation Project Director**. J.D. required. Ltr./resume/writing sample to Barbara Schmidt at the Comm., 11 Dupont Circle, #400, Wash., DC 20036, barbara\_schmidt@washlaw.org, with “Fair Housing Project Director Application” in subject line. [11979]

- **The Homeless Persons Representation Project** in Baltimore is seeking a **Staff Attorney**. Resume/ltr./writing sample/names-contact inf. of 3 refs. to jobs@hprplaw.org, 410/685-6589, x23. [11989]

- **The NAACP Legal Defense & Educ. Fund** is seeking an **Educational Policy Counsel/Advocate** in its DC office. Resume/ltr. to Monica Garcia, NAACPLDEF, 99 Hudson St., #1600, NYC, NY 10013, jobs@naacpldf.org

- **The New America Foundation** is hiring a **Policy Analyst** for its Asset Building Program. Resume/ltr. by July 23 to Human Resources, New America Fdn., 1899 L St. NW, #400, Wash., DC 20036, fax: 202/988-3698, jobs@newamerica.net

- **The Washington Legal Clinic for the Homeless** is hiring a **Staff Atty.** for its Affordable Housing Initiative. Ltr./resume/writing sample/3 refs. to WLCH, 1200 U St. NW, 3rd fl., Wash., DC 20009, job@legalclinic.org

- **Tenants and Workers United** (Wash., DC area) is seeking an **Executive Director**. Ltr./salary history/resume/contact inf. for 3 refs. by June 29 to info@tenantsandworkers.org [11991]

- **The Southern Calif. Human Rights Center** seeks a new **Executive Director**. \$90,000+, Aug. 13 applic. deadline. Resume/list of refs./1-2 page ltr. to HRC Search Comm., c/o Aaron Bloom, Esq., 1900 Ave. of the Stars, #2100, LA, CA 90067, fax: 310/201-2397, abloom@ggfirm.com

- **The Thelton E. Henderson Social Justice Prize** seeks nominations for this year’s award — July 12 deadline. Criteria at henderson.center@law.berkeley.edu, 510/643-5723. [12040]

# Poverty & Race Research Action Council

1200 18th Street NW • Suite 200  
Washington, DC 20036  
202/906-8023 FAX: 202/842-2885  
E-mail: [info@prrac.org](mailto:info@prrac.org)  
Website: [www.prrac.org](http://www.prrac.org)

Nonprofit  
U.S. Postage  
PAID  
Jefferson City, MO  
Permit No. 210

Address Service Requested

7-8/10

## POVERTY & RACE RESEARCH ACTION COUNCIL

### Board of Directors

#### CHAIR

**John Charles Boger**  
*University of North Carolina  
School of Law  
Chapel Hill, NC*

#### VICE-CHAIR

**José Padilla**  
*California Rural Legal  
Assistance  
San Francisco, CA*

#### SECRETARY

**john powell**  
*Kirwan Institute for the Study  
of Race & Ethnicity  
Ohio State University  
Columbus, OH*

#### TREASURER

**Spence Limbocker**  
*Neighborhood Funders  
Group  
Annandale, VA*

**Maria Blanco**

*Institute on Race, Ethnicity  
and Diversity  
University of California  
Law School  
Berkeley, CA*

**Janis Bowdler**

*National Council  
of La Raza  
Washington, DC*

**John Brittain**

*University of the District  
of Columbia School of  
Law  
Washington, DC*

**Sheryll Cashin**

*Georgetown University  
Law Center  
Washington, DC*

**Sheila Crowley**

*National Low Income  
Housing Coalition  
Washington, DC*

**Craig Flournoy**

*Southern Methodist  
University  
Dallas, TX*

**Olati Johnson**

*Columbia Law School  
New York, NY*

**Elizabeth Julian**

*Inclusive Communities  
Project  
Dallas, TX*

**Demetria McCain**

*Inclusive Communities  
Project  
Dallas, TX*

**S.M. Miller**

*The Commonwealth Institute  
Cambridge, MA*

**Don Nakanishi**

*University of California  
Los Angeles, CA*

**Dennis Parker**

*American Civil Liberties  
Union  
New York, NY*

**Anthony Sarmiento**

*Senior Service America  
Silver Spring, MD*

**Theodore Shaw**

*Columbia Law School  
New York, NY*

**Brian Smedley**

*Health Policy Institute  
Joint Center for Political and  
Economic Studies  
Washington, DC*

**Catherine Tactaquin**

*National Network for  
Immigrant & Refugee Rights  
Oakland, CA*

**Camille Wood**

*National Legal Aid &  
Defender Assn.  
Washington, DC*

*[Organizations listed for  
identification purposes only]*

**Philip Tegeler**

*President/Executive Director*

**Chester Hartman**

*Director of Research*

**Kami Kruckenberg**

*Policy Associate*

**Lauren Hill**

*Development & Government  
Relations Associate*

**Hanna Chouest**

*Law & Policy Fellow*

**Betsy Gwin**

*Law & Policy Intern*

**Catherine Yourougou**

*Law & Policy Intern*

**Caminee Pandit**

*Policy Intern*