

Spatial Planning and Inequality

Fourth Regional Plan Roundtable

February 23, 2015

Roundtable Objective

Identify strategies to improve economic opportunity and quality of life across racial, ethnic, income and geographic boundaries.

Key Questions

- ▶ What are the most important trends affecting income inequality, racial and economic segregation and access to opportunity?
- ▶ How does spatial planning affect these issues?
- ▶ What can the Fourth Regional Plan do to most effectively promote social equity?

Overview

Regional Plan Association is creating a plan for the next generation during an exceptional time. Income inequality is the highest it has been in decades, with regional numbers painting an even starker picture than national statistics. While racial segregation has decreased on average throughout the region since the 1990s, we remain one of the most racially segregated metropolitan regions in the country. Job growth has been strong in New York City, but many smaller cities and suburbs have had stagnant economies and rising poverty. Disparities among racial, ethnic and income groups continue to permeate many aspects of urban and suburban environments, from the quality of education that students receive, to the transportation options available to our region's diverse workforce. And yet, the region remains a place where people come to earn a better life for themselves and their children, with recent evidence showing that a person born into poverty in the New York region has a better chance of getting ahead than in most other parts of the United States.

The regional plan will address how the natural and built environment of the region—its landscapes, water systems, housing, office and industrial facilities, land use and infrastructure—can support greater prosperity and economic opportunity, a more climate-resilient and environmentally sustainable region and healthier communities with a high quality of life for all its residents. To achieve this, the plan will need to intentionally promote the well-being of those who have been excluded from the region's prosperity or face the steepest barriers to benefitting from its assets.

This is not simply a question of fairness and values. A growing body of evidence has shown that income inequality and segregation impede economic growth by preventing regions from developing the skilled workforce that drives the economy, creating inefficiencies in housing and labor markets, and adding to social costs and tax burdens.

RPA and Social Equity in Previous Regional Plans

RPA has a long history of addressing issues of social equity, with varying degrees of urgency and success. Each of the previous three regional plans was a product of its time.



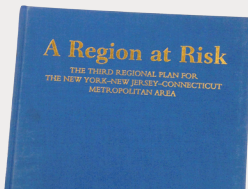
The First Regional Plan (1929) was a comprehensive and technocratic document, focused on the achievement of economic efficiency through spatial analysis and recommendations, and on the

philosophical defense of its endeavor. The plan largely treated the poor and ethnic and racial minorities as barriers to economic progress.



In a very different manner, the Second Regional Plan (1960s) acknowledged the deep problem that racial inequality presented society, citing segregation as a primary motivation at the outset.

The plan acknowledged redlining, predicted the diversification of New York City's suburbs, promoted neighborhood choice and racial integration and even foresaw future waves of gentrification. The plan recommended reforming the local property tax system for its inequality-increasing effects, and wrestled with the eradication of poverty as a goal for the region.



The Third Regional Plan (1996) similarly emphasized the problem of growing inequality, citing “equity” as the second of three “E’s” that were the focus of the plan – economy and environment

being the two others. The plan recommended workforce development strategies, education finance reform and human capital investments to broaden opportunities for poor, minority and new immigrant residents.

Recognizing the increasing negative impact of racial and income inequality on the ability of residents to live healthy productive lives, and the ability of the region to experience economic growth, RPA has worked to promote community development and expanded opportunity through transportation, housing, sustainability and economic development in neighborhoods and cities between and since the second and third regional plans. RPA's equity promoting work has included Camden, Newark, Paterson, Bridgeport, Harlem, the South Bronx, Yonkers, and Newburgh.

This briefing paper defines social equity as the ideal condition where individuals of all incomes, races, ages and genders are afforded equal opportunities to live full, healthy and productive lives regardless of starting point.

The goal of promoting social equity is implicit in the plan's objectives, and is to be incorporated in strategies and initiatives under development across eight program areas—housing, economic development, transportation, community design, energy, climate, parks and landscapes and financing and governance. The paper attempts to provide a framework for discussing how best to achieve this goal.

How Spatial Planning Affects Inequality

Spatial planning uses natural systems and the built environment to promote physical, economic and social well-being. Since it deals with fixed assets such as land and water, or expensive capital assets such as transportation or communications infrastructure, it is usually focused on long-term strategies and investments.

While regional planning needs to ensure that metropolitan systems work efficiently, promote sustainable economic growth and improve public health and safety, the choices we make on where to allow or encourage different types of housing and commerce, where to build new train lines or roadways, how to redevelop existing communities or business districts and how to use and preserve scarce natural resources have a profound effect on who benefits from these decisions. Depending on where you live, these choices can make it easier or harder to find a job and commute to work, live in decent housing, go to a good school or breathe clean air. The way that we pay for the region's infrastructure and public assets will also have different effects on the cost of living depending on household location, level and source of income, housing tenure and family structure. And the combination of racial segregation and high rates of poverty for blacks and Hispanics means that future decisions will either aggravate or reduce racial and ethnic disparities.

Actions that we take now also need to account for past policies that resulted in current disparities between economic classes and racial and ethnic groups. Policies at the federal, state, metro-

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politan and municipal levels have greatly shaped the opportunities available and unavailable to our region's residents.

Many of the more fundamental planning and policy decisions that supported an expanding economy also supported better lives for generations of impoverished citizens and immigrants. Both the building and resurrection of the transit system, for example, were essential to the region's economy and provided low and moderate-income residents with affordable transportation. Reductions in crime and three decades of public investment in New York City's deteriorating housing stock improved living conditions for thousands of the region's poorer residents while paving the way for a reinvigorated economy. But on many levels, policies have deepened and perpetuated inequality, often limiting the region's overall prosperity and livability in the process.

At the federal level, loan programs established by the Federal Housing Administration and Veteran Administration to subsidize and guarantee single-family, suburban home mortgages after the World War II set the framework for redlining. Basing mortgage approval on the ethnic or racial composition of neighborhoods, federal policy set the stage for increasingly racially segregated communities. These policies were reinforced by legally enforceable racially restrictive covenants and exclusionary zoning practices, which kept out low- and moderate-income tenants by inhibiting the construction of affordable housing, at the local level. These policies explicitly and implicitly excluded specific racial and ethnic groups from residing in particular neighborhoods. Exclusionary zoning and other land use regulations have also served to create long-lasting barriers for lower income households to live in economically diverse neighborhoods by limiting the development of affordable housing.

While many municipal subsidized housing efforts have improved the quality of the housing stock and the supply of affordable homes in low-income neighborhoods, concentrating subsidized housing in these neighborhoods has necessarily heightened economic segregation. For instance, New York City's subsidized rental housing is increasingly located in low-income, low-opportunity neighborhoods.¹

This has resulted in reinforcement of the segregated geography of primary educational opportunities. While a larger volume of research has shown that students from all backgrounds benefit from racially and economically integrated schools, the highest performing schools are located in communities with higher shares of white residents and higher median incomes.

Disparate access to economic opportunity and healthy neighborhoods has also been shaped by infrastructure investments and policies. From World War II on, federal highway policies encouraged white and middle class flight from urban

areas, and specific projects, such as the Cross-Bronx Expressway, left a legacy of blight, divided communities and pollution. The Manhattan-centric orientation of the region's public transportation network has left many communities without adequate transit options, limiting job access for marginalized populations.

Perhaps the greatest challenges for the next regional plan are to create more livable neighborhoods that benefit existing residents, and robust economic growth that provides upward mobility. Improvements in housing, transit and public amenities in a region with a seemingly insatiable demand for affordable, walkable neighborhoods raises housing prices, retail rents and land costs, often making it impossible for less affluent residents and businesses to remain or move in. And discrimination and shrinking options for affordable housing lower the odds of moving to a better neighborhood. Similarly, creating the type of high-value business districts that are necessary to compete globally will not intrinsically create enough middle-

income jobs to provide career ladders for those without advanced education. With scarce land and fiscal resources, providing the conditions for diversified job growth will be a central challenge both for municipalities and for the region as a whole.

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How Does the Region Measure Up on Indicators of Inequality and Opportunity?

How does the tri-state region compare to other metropolitan areas with respect to economic disparities, segregation, access to quality primary schools, intergenerational mobility and quality of life indicators? While the New York area fares worse than most comparable regions in terms of inequality and segregation, there are areas which we do well. Intergenerational mobility in the region is high in comparison to other parts of the country, and we have made substantial strides in improving many measures of quality of life. Our region is faced with a daunting set of challenges, yet has the potential to leverage strengths in promoting policies that afford equal opportunities to live full, healthy and productive lives regardless of starting point for all residents.

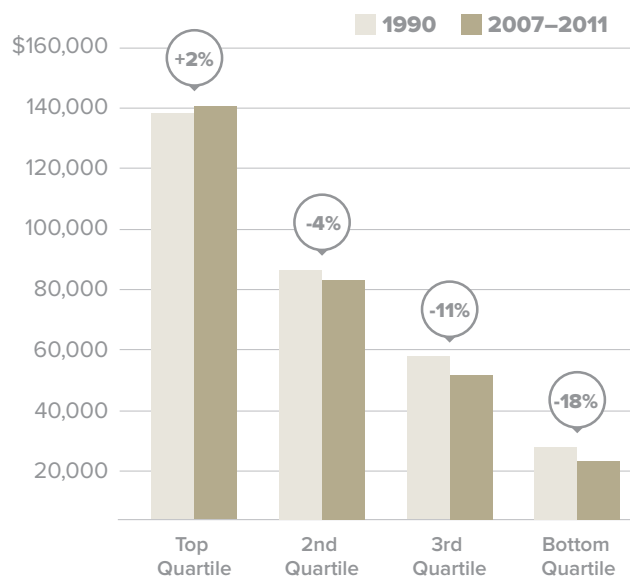
¹ NYU Furman Center. "Report: High-Opportunity Neighborhoods In New York City Are Losing Affordable Housing..." Last modified January 14, 2015. http://furmancenter.org/files/pr/NYUFurmanCenter_HousingOpportunity_14JAN15.pdf

Economic Growth and Inequality

Median household incomes have declined for three-fourths of the region's households since 1990.

While median household income has remained stagnant in the United States as a whole, the New York-New Jersey- Connecticut region's median household income decreased between 1990 and 2010, from \$64,441 to \$61,927 after adjusting for inflation. But not all households saw their incomes decline. The wealthiest residents of the region saw a 2% increase in median household income between 1990 and 2010, while median household income declined for the bottom three-quarters of the income distribution.

Household Income, New York Metropolitan Region



Note: U.S. census, 2007-2011 American Community Survey via Steven Ruggles, J. Trent Alexander, Katie Genarek, Ronald Goeken, Matthew B. Schroder, and Matthew Sobek. Integrated Public Use Microdata Series: Version 5.0 [Machine-readable database]. Minneapolis: University of Minnesota, 2010

Poverty has increased across the region but has grown more rapidly in the suburbs.

Poverty has remained highest in the most urban parts of our region like New York City, with over 20% of the five-borough residents living below the poverty rate in 2010. However, poverty in places like southwestern Connecticut and Long Island has grown more rapidly.

Poverty Rate

	Hudson Valley	Long Island	Northern NJ	NYC	South-western CT	NY Region
1980	7.9%	5.6%	9.3%	20.0%	8.1%	12.5%
1990	7.2%	4.2%	7.4%	19.3%	6.7%	11.3%
2000	9.3%	5.6%	8.5%	21.2%	7.8%	12.9%
2010	9.9%	6.0%	10.3%	20.1%	10.1%	13.3%

Source: Census (1980,1990,2000), ACS (2010)

When compared with other large metropolitan areas, the New York Metropolitan area ranked the highest in income inequality, with a Gini coefficient of 0.502.²

The Gini Index measures the extent that household income distribution deviates from equal distribution; with a coefficient of 0 signifying that each household has equal income and a coefficient of 1 signifying that all of the metropolitan area's income is concentrated in a single household.

Gini Index of Household Income Inequality for Metropolitan Areas of Over 1 Million 2005-2009,

New York-Northern New Jersey-Long Island, NY-NJ-PA	0.502
Miami-Fort Lauderdale-Pompano Beach, FL	0.493
Los Angeles-Long Beach-Santa Ana, CA	0.484
Houston-Sugar Land-Baytown, TX	0.478
Memphis, TN-MS-AR	0.478
New Orleans-Metairie-Kenner, LA	0.476
San Francisco-Oakland-Fremont, CA	0.473
Birmingham-Hoover, AL	0.472
United States	0.467
Chicago-Naperville-Joliet, IL-IN-WI	0.466
Boston-Cambridge-Quincy, MA-NH	0.465

Source: United States Census Bureau. "U.S. Neighborhood Income Inequality in the 2005-2009 Period." Last modified October 2011. <http://www.census.gov/prod/2011pubs/acs-16.pdf>

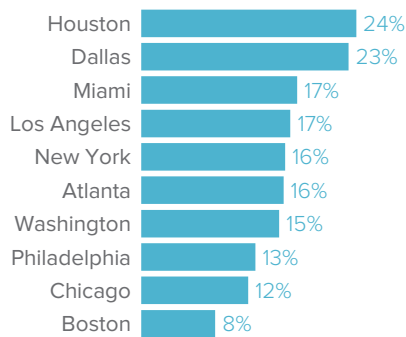
² Metropolitan region defined as New York-Northern New Jersey-Long Island, NY-NJ-PA

Racial and Economic Segregation

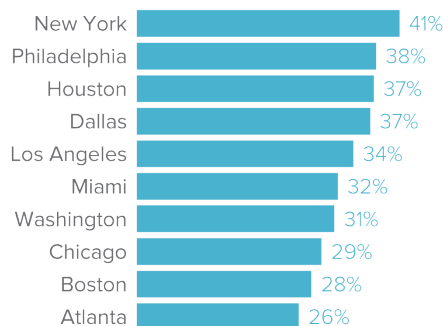
Economic segregation has increased since 1990, and the New York metropolitan area remains one of the most economically segregated regions in the United States.

An increasing percentage of the region's lower-income residents are living in majority lower-income neighborhoods. As of 2010, 41 percent of low income households in the New York metropolitan region lived in lower income census tracts, ranking highest of the ten largest metropolitan areas. This share has increased from 36% since 1980.³ In addition, 16 percent of upper income households in the New York metropolitan area lived in majority upper-income tracts. Up from 13 percent in 1980, the region ranked 5th within the ten largest metropolitan areas.

Share of Lower-Income Households Residing in Majority Lower-Income Census Tract, 10 Largest Metros, 2010



Share of Upper-Income Households Residing in Majority Upper-Income Census Tract, 10 Largest Metros, 2010

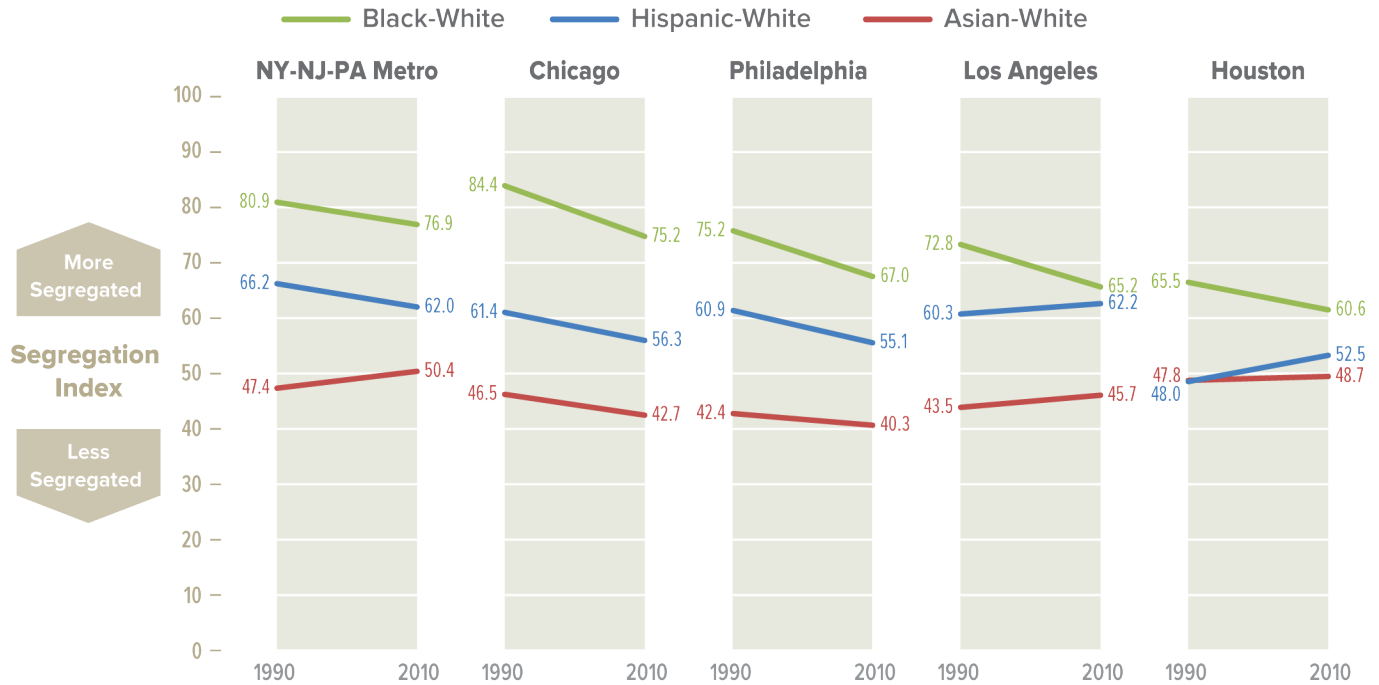


Notes: The geographic area refers to the entire metropolitan area, not just the city. So, for example, New York refers to the three-state area included in the New York metro area, home to 19 million people in 2010. Source: Pew Research Center tabulations of 2006-2010 American Community Survey (ACS) 5-year file.

³ Pew Research Center: Social & Demographic Trends. "The Rise of Residential Segregation by Income." Last modified August 1, 2012. <http://www.pewsocialtrends.org/2012/08/01/the-rise-of-residential-segregation-by-income/>.

Segregation by Metro

Note: The Segregation index is the percent of a group that would have to move in order to de-segregate. The higher the percent, the more segregated a place is. Source: 1990 & 2010 U.S. census, analysis by Brown University



The New York metropolitan area has become less segregated by race and ethnicity. However, it continues to rank as one of the most racially and ethnically segregated regions in the United States

Racial segregation is measured using the dissimilarity index, which compares two racial or ethnic groups within a metropolitan area and calculates the percentage of one of those groups that would have to move out of their neighborhoods or census tracts in order for each neighborhood to have a demographic make-up that mirrors the demographic distribution of the larger metropolitan area. For example, a dissimilarity index of 76.9 for black and whites in the New York-New Jersey metro area signifies that 76.9% of the white (or black) residents of that region would have to move in order for the region to have even black and white distribution of residents across all census tracts. Trends in racial segregation since 1990 were similar for the New Haven-Milford metropolitan area, but deviated for the Bridgeport-Stamford-Norwalk area, where dissimilarity indices indicate an increase in segregation between 1990 and 2010.

Among the ten largest metropolitan areas in the country, segregation levels in the New York region remain highest between black and white households, despite having decreased in all ten metros since 1990. Segregation levels between Hispanic and white households and Asian and white households have been more varied across metros, with some regions like the New York metro experiencing increasing segregation between Asian and white residents.

Access to Opportunity

The tri-state region has relatively high levels of intergenerational mobility, while varying in its rankings for measures that are highly correlated with upward mobility, including levels of residential segregation, income inequality, quality of education, levels of social capital and family stability.

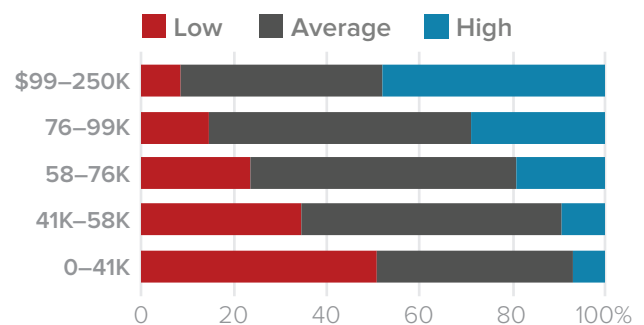
In the New York area (defined more narrowly than the tri-state region), a child born to parents with incomes in the bottom fifth of households has a one in ten chance of getting to the top fifth of household income as an adult—odds that are slightly less than for someone born in the San Francisco area, but comparable to Boston or Washington and much higher than Atlanta, Dallas or Chicago. The reasons are complex, but Raj Chetty et al. identify high mobility areas as having lower levels of residential segregation, less income inequality, better primary schools, greater social capital (the strength of social networks and engagement in community organizations in local areas) and greater family stability.⁴ Other factors, such as lower levels of sprawl, are also correlated with upward mobility. Though the authors are careful to note that their study only identifies correlations, not causation, the study provides clues for where our region does relatively well—good K-12 schools and access to jobs—and where it does not—income inequality, racial segregation and social networks.

Low performing schools are concentrated in low- income and nonwhite neighborhoods.

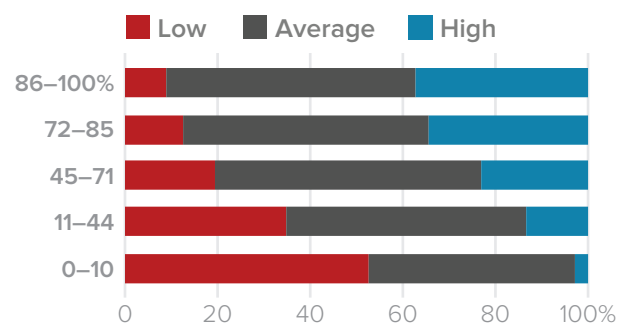
Nearly 50% of the region's highest performing elementary schools are located in communities with median household incomes that exceed \$99,000. In comparison, over 50% of the region's worst performing schools are located in communities with median household incomes lower than \$41,000. Children living in primarily white communities are 4 times more likely to live near a high performing elementary school than children who live in neighborhoods where white households make up less than 10% of the population.

Children in New Jersey living in neighborhoods with the lowest income quintile are 5.5 times more likely to live near a poor performing school than a good performing school, whereas those children in Connecticut are 8 times more likely to live near a poor performing school.

Elementary School Performance By Community Median Household Income



Elementary School Performance by Share of White Population



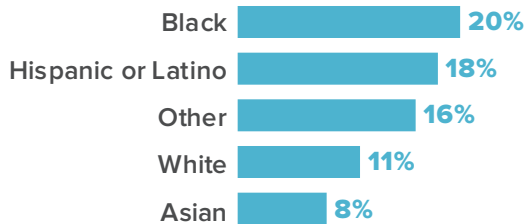
Note: For the school data each state's 4th grade public school english/reading and math scores were analyzed separately and ranked from the lowest to highest. Then these were ranked by percentage (0–1) for each state and then those files were combined to create the school performance rank. Sources: National Center for Education Statistics; NYS Department of Education; NJ Department of Education; CT Department of Education

⁴ Chetty, Raj, Nathaniel Hendren, Patrick Kline, and Emmanuel Saez. "Where is the land of opportunity? The Geography of Intergenerational Mobility in the United States." Last modified June 2014. http://obs.rc.fas.harvard.edu/chetty/mobility_geo.pdf

Lower-income households and black and Hispanic residents have less access to the internet at home than their white and middle- and upper-income counterparts.

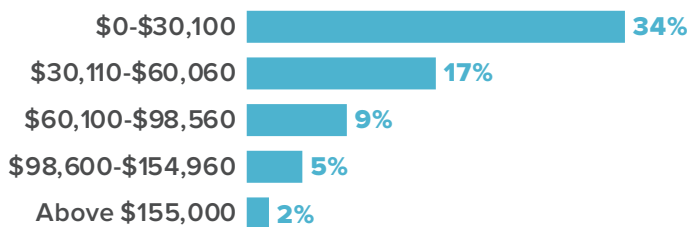
Households earning less than \$30,000 a year are over five times more likely to be without internet access at their home or apartment than households making over \$99,000. Black households in the tri-state area are nearly twice as likely as white households to lack internet access at home. The situation is similar for Hispanic households in the region.

Share of households in the RPA region without access to the internet at home, by race or ethnicity



Source: American Community Survey 2013

Share of households in RPA region without access to internet at home, by income quintile



Source: American Community Survey 2013

While the New York metropolitan area has one of the most expansive public transportation networks in the nation, many of the region's lowest income residents remain burdened by long commutes and limited access.

Most low-income neighborhoods within the five boroughs are within walking distance of a subway station, but several communities with high poverty and a high share of auto-less households are not, including Morrisania and East Tremont in the Bronx, East Harlem in Manhattan, East New York, Flatlands and Canarsie in Brooklyn, and Elmhurst, Corona and South Jamaica in Queens. Many of these communities are also further burdened by slow and infrequent bus service.

Outside of a New York City, where public transit options are more limited, 31 percent of low income households do not have access to a car, greatly limiting access to employment and ability to get to school, medical appointments and other services. For the region as a whole, 1.2 million households making less than \$35,000 don't have access to a car.

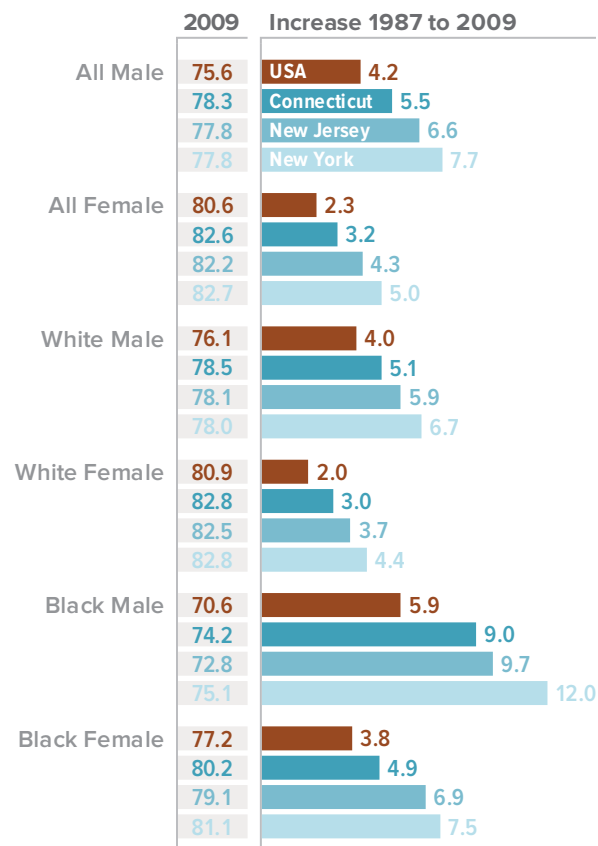
Quality of Life and Vulnerability

Black men and women in our region have made larger gains in life expectancy between 1987 and 2009 than white men and women.

However, the average white resident of New York, New Jersey and Connecticut still lives over three years longer than the average black resident of these states. The New York metropolitan area has made dramatic gains in life expectancy since the late 1980s. Today on average New York metropolitan region residents live longer than the average American. In addition, over the past twenty years life expectancy for the residents living in New York, New Jersey and Connecticut has substantially increased, particularly for black men and women. Black men living in New York State in 2009 had an average life expectancy that was 12 years longer than their counterparts living in New York in 1987. In comparison, the life expectancy of white New Yorkers increased by 6.7 years over the same time period.

Despite these substantial improvements, the life expectancy of black men and women continues to lag behind that of their white counterparts. This difference is especially prominent in New Jersey where black men are expected to live 5.4 years less than white men, and black women are expected to live 3.4 years less than white women.

Life Expectancy

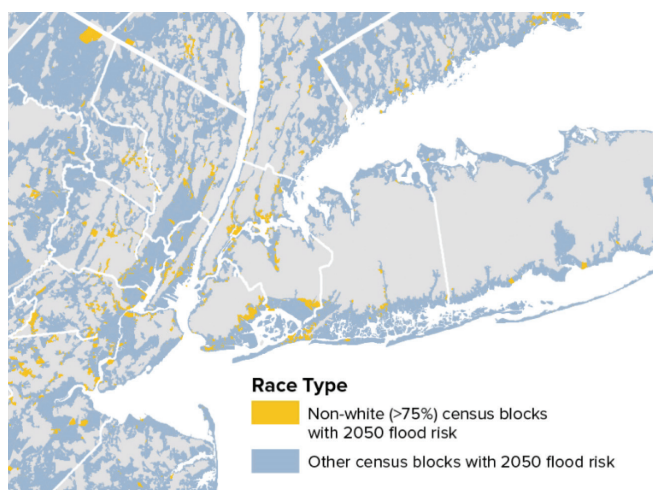


Source: Institute for Health Metrics and Evaluation

When considering vulnerability to natural disasters, low income, racial and ethnic minority families with limited relocational capacity must be given special consideration.

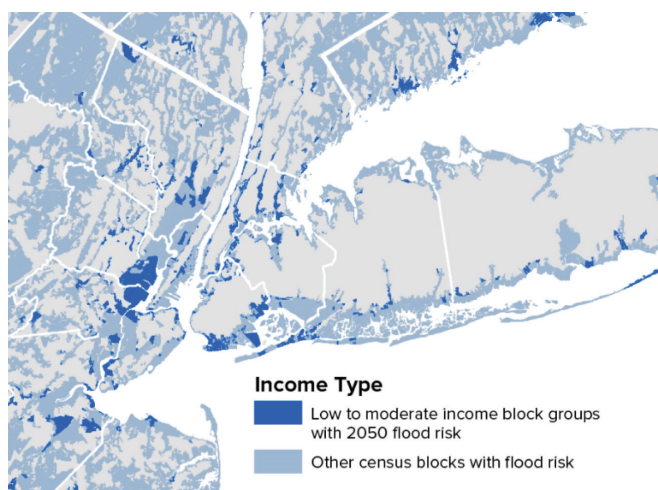
While race and income are not inherently related to adaptation or resilience, they are important factors to consider in analyzing vulnerability to natural disasters, because natural disasters tend to amplify existing vulnerabilities experienced by these populations. Vulnerable populations may start off with fewer resources, making disaster recovery especially challenging for these groups.⁵ Of the region's population, 11% are living in the 2050 flood zone and of these: 12% are non-white, 11 percent speak poor English, 12% are over 65 years of age, 12% are renters, 12% do not have access to a car and 12% have incomes below \$50,000. The figure below shows where the environmentally vulnerable non-white and low-income populations live.

Non-white (>75%) Areas with 2050 Flood Risk



Source: RPA composite 2050 flood plain, with inputs from FEMA National Flood Hazard Layer, NOAA 2050 Sea Level Rise projections, and TNC SLR+ Storm Surge data

Low- to Moderate-Income Areas with 2050 Flood Risk



Source: RPA composite 2050 flood plain, with inputs from FEMA National Flood Hazard Layer, NOAA 2050 Sea Level Rise projections, and TNC SLR+ Storm Surge data

Planning Strategies for Equity and Opportunity

The goals of expanding opportunity and improving social equity are imbedded in the primary objectives for the fourth plan:

1. Provide the infrastructure and development capacity for sustainable and equitable economic growth.
2. Expand access to opportunity and a high quality of life for all races, ethnicities and income levels.
3. Provide affordable residential and commercial options across a full range of incomes.
4. Create more sustainable patterns of development that expand choices for living and working.
5. Establish more resilient built and natural systems and reduce and capture carbon emissions.
6. Improve the effectiveness of regional institutions and regulatory systems.

Potential strategies and policy recommendations will be evaluated for how well they advance each of these objectives. For example, a proposal for a new transit service would be evaluated not only for its impact on service levels and economic growth, but also for how much it expands economic opportunity and improves quality of life for low-income and minority residents and advances sustainability objectives. Housing proposals will be evaluated not only for how much they improve affordability for different income levels, but also for how they will support a growing economy, improve opportunity across race and ethnicity, create more sustainable patterns of development and improve resilience to climate change.

⁵ Graif, Corina and Waters, Mary. "Moving to Opportunity in the Wake of Disaster: From Spatial Displacement to Neighborhood Attainment." Last modified on September 23, 2011. <http://www.riskproject.org/wp-content/uploads/2012/05/2011.Graif-Waters.MovingToOpportunity.pdf>

Potential Game Changers

Future conditions will not necessarily follow past trends. In fact, new technologies, changing demographics and structural changes in the economy will present a different set of challenges and opportunities that a long-term regional strategy will need to anticipate and address. Among the most important changes that are likely to affect inequality and opportunity are the following:

- ▶ **Technology is likely to accelerate the hollowing out of middle-skill, middle-income jobs.** Digital technology and robotics are becoming increasingly adept at handling both routine and even some cognitive functions. While new occupations and jobs are likely to emerge, these are more likely to require higher level education and skills.
- ▶ **Traditional full-time work will become increasingly rare.** The fastest growing parts of the job market are part-time and contract work. Job tenures are also decreasing, leaving larger portions of the workforce vulnerable to fluctuating incomes and irregular hours.
- ▶ **The same disruptions that are weakening stable, middle-income employment can also open new opportunities that can be exploited by entrepreneurs and workers with access to the right skills, capital and information.** The sharing economy and on-demand services can have lower entry barriers and low capital requirements, and often tap into social networks that racial and ethnic minority communities can use to their advantage.
- ▶ **Younger generations are more racially and ethnically diverse, more technologically savvy and are more inclined to rent, use transit, delay marriage and have fewer children.** The Millennials, now in their 20s and early 30s, will soon be in positions of authority, making decision in both private and public sectors.
- ▶ **Downtowns and transit-accessible locations are likely to attract a larger share of jobs,** potentially increasing the number of jobs that most people have access to.
- ▶ **Mobile devices and broadband connections are changing how people interact,** and are becoming more essential for accessing information and educational and career opportunities. These have the potential to reduce household costs for everything from energy to transportation, but also isolate those who cannot afford standard devices or who have limited access to broadband in homes and communities.

Many of these trends affect the live and work choices of all residents, but importantly, these trends affect different subgroups of the populations in different ways. These potential game changers will make it increasingly urgent to close gaps in access to quality primary education and beyond for low- and moderate-income groups, especially in ethnic and racial minority communities. Other implications include the need for multiple approaches to

move low and moderate income families toward stable, living wages, maximize opportunities for creation of well-paying jobs through the construction of transportation and other infrastructure and expand the innovative economy to include opportunities for the informal sector.

Propositions

Strategies that are most appropriate for the plan are those that are regional and long-term in scope, and that are related to planning for the metropolitan area's natural and built environment. Using these criteria, there are several directions that the plan could take to improve economic opportunity and quality of life across racial, ethnic, income and geographic boundaries. The propositions below highlight potential strategy areas that the plan could develop. These areas are not comprehensive or mutually exclusive, but provide a launching point for our roundtable conversation and potential pathways for addressing social equity in the Fourth Regional Plan.

- 1. Support diversified economic growth:** A central cause of stagnant incomes and widening inequality is the decline of middle-income jobs, particularly those that require less than a college degree. This can be a difficult goal for regional policies to achieve, since it pushes against market forces that are international in scope. However, there are actions that could mitigate these trends, including but not limited to the following:
 - Preserve industrial land and promote urban manufacturing
 - Promote sectors, such as goods distribution or care work, with middle wage jobs
 - Create innovation districts that build on community assets and networks, including two- and four-year colleges and local business networks.
 - Connect place-based strategies to workforce training programs and other policies that assist racial and ethnic minorities, English-language-learners, disconnected youth and adults and low-wage earners.
- 2. Revitalize urban and suburban downtowns:** Depressed or underutilized downtowns in older cities and suburbs can be a source of accessible jobs and improve the tax base and amenities of impoverished communities. Regional strategies can support local efforts through a range of interventions:
 - Support transportation, water and sewer infrastructure investments that facilitate equitable and sustainable redevelopment
 - Promote tools such as generic environmental impact statements or tax increment financing that facilitate development

- Promote model zoning codes and other best practices

3. Increase supply of affordable housing: Expanding the overall supply of housing that is affordable at multiple income levels can improve choice and reduce cost burdens for low and moderate income households. The plan could promote a number of actions that would expand supply and reduce housing costs:

- Reform zoning and related regulations to permit higher densities, more multi-family development and accessory apartments
- Revise permitting, approvals, labor regulations and other actions to reduce construction costs
- Expand the use of inclusionary zoning to leverage market rate development for low- and moderate-income housing

4. Promote mixed-income, multi-racial neighborhoods:

Integrated communities expand opportunities and access to the most essential economic and quality of life assets—decent housing, good schools, jobs and a healthy environment. The following are examples of regional actions that could promote integration in both urban and suburban settings:

- Create effective state fair share regulations to require and incentivize affordable housing in areas with high opportunity
- Strengthen housing preservation in low-income and gentrifying neighborhoods
- Create regional institutions to develop metropolitan housing plan; set municipal targets and distribute housing vouchers

5. Create healthier and more resilient communities:

Environmental burdens, poor health and vulnerability to disaster fall heaviest on low-income and black and Hispanic communities. Potential regional actions could include the following:

- Promote policies and design guidelines, such as complete streets legislation, that improve safety, physical activity and public amenities
- Advocate for reform of federal financing guidelines to promote mixed-use, walkable neighborhoods
- Improve access to quality parks and a network of regional greenways
- Build in resiliency standards and guidelines to new development and building retrofits

6. Improve access to jobs and entrepreneurship: Better transportation and information can connect low-income residents to more jobs, educational opportunities and both

clients and workers for small businesses. Types of actions could include the following:

- Extend rail and bus service and improve service to underserved neighborhoods
- Expand and subsidize demand-response transportation service for “last mile” service or low-density areas
- Implement reduced fares for low-income transit users
- Build municipal and regional broadband services to expand coverage and lower cost

7. Reform property taxes and education finance: Local taxes can fall disproportionately on poorer municipalities, and current state-local school finance can help perpetuate education disparities. Potential actions at a state or metropolitan scale could include a number of actions:

- Consolidate school districts to reduce costs and expand access to quality schools
- Implement regional tax-sharing, building on models such as in the NJ Meadowlands
- Replace local school taxes with statewide education taxes

The roundtable will provide an opportunity to amend, add to and flesh out these propositions and examples, as well as begin to prioritize those that are most important for the plan to address.

