

Racial Equity and Social Justice Initiative

RESJ Tool: Fast-Track Version



INSTRUCTIONS

This abbreviated version of the full RESJ Tool is intended for issues on a short timeline or without a widespread impact.

Examples:

- single piece of legislation already drafted and introduced.
- creation of a single position description and job posting for an open position
- development of a single budget item proposal

For broader policies and legislation in its beginning phase, please use the full version of the RESJ Toolkit.

This tool should be completed by people with different racial and socioeconomic perspectives. When possible, involve those directly impacted by the issue. Include and document multiple voices in this process. The order of questions may be re-arranged to suit your situation.

Mission of the Racial Equity and Social Justice (RESJ) Initiative: To establish racial equity and social justice as core principles in all decisions, policies and functions of the City of Madison.

Equity is just and fair inclusion into a society in which all, including all racial and ethnic groups, can participate, prosper, and reach their full potential. Equity gives all people a just and fair shot in life despite historic patterns of racial and economic exclusion (www.policylink.org).

The persistence of deep racial and social inequities and divisions across society is evidence of bias at the individual, institutional and structural levels. These types of bias often work to the benefit of White people and to the detriment of people of color, usually unintentionally or inadvertently.

Purpose of this Tool: To facilitate conscious consideration of equity and examine how communities of color and low-income populations will be affected by a proposed action/decision of the City.

The “*What, Who, Why, and How*” questions of this tool are designed to lead to strategies to prevent or mitigate adverse impacts and unintended consequences on marginalized populations.

BEGIN ANALYSIS

Name of topic or issue being analyzed:

Idling ordinance. Restricting idling from 15 minutes to 3 minutes more in harmony with best practices in other cities.

Main contact name(s) and contact information for this analysis:

Alder Ledell Zellers and Heather Allen.

Names and affiliations of others participating in the analysis:

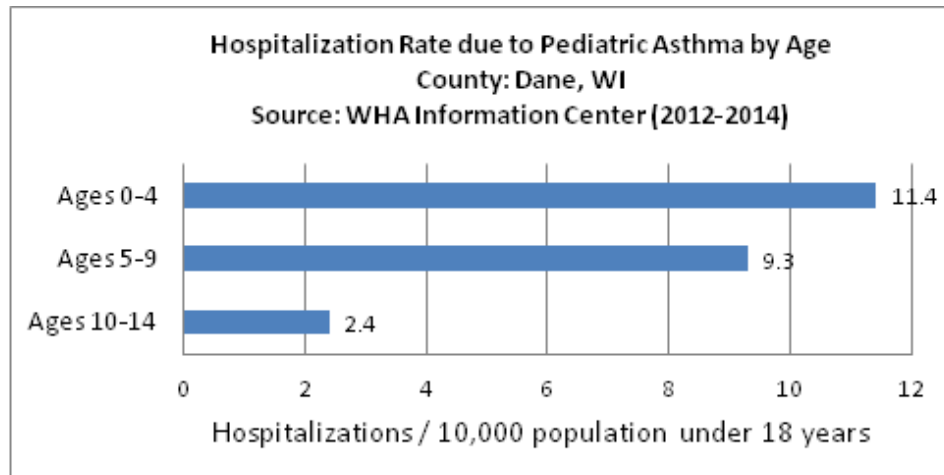
Brenda Konkel, homeless advocate
Kelly Ruppel (MMSD Chief of Staff), TJ Mertz (Board of Education), Michael LaCount (MMSD Transportation)
Sara Lawton, Tariq Saqqaf, Erin Nunez, William Vandebrook, Michael Dailey (City of Madison)
Paul Terranova and colleagues (Lussier Community Education Center)

1. WHAT

a. What does the policy, plan or proposal seek to accomplish?

Reduce the allowed time of idling to 3 minutes from the current 15 minutes.

b. What do available data tell you about this issue? (See page 3 for guidance on data resources.)



Dane County Hospitalization Rate due to Pediatric Asthma by Age
Source: Community Dashboard. Healthy Dane.org

- Pollution from idling vehicles is significant and “elderly members of the community, individuals with underlying heart or respiratory diseases, individuals with lower socioeconomic status, and patients suffering from diabetes are particularly at risk” from “exposure to poor air quality, chiefly the result of incomplete combustion of fossil fuels...” (*Madison and Dane County Environmental Health Report Card Series – 2014: Air Quality*)
- Pollution from idling vehicles can be a contributing cause of asthma and other respiratory disease for children. About one out of 10 Dane County adults and children has asthma. (*UW Health American Family Children’s Hospital. Facts About Asthma.* <http://www.uwhealthkids.org/kids-health-and-safety/facts-about-asthma/35415>)
- Children receiving free and reduced lunch and children of color are more at risk of asthma. “The Madison Metropolitan School District reports that approximately 33% of the enrolled children with an asthma diagnosis are African American, 35% are White, and 14% are Hispanic students.” (*Madison and Dane County Environmental Health Report Card Series – 2014*)
- Students with free and reduced lunch are more than four times as likely to have asthma as their peers. (*Madison and Dane County Environmental Health Report Card Series – 2014. Air Quality. Public Health Madison and Dane County. 2014.* <http://www.publichealthmdc.com/publications/documents/2014RptCardAir.pdf>)
- Hospitalizations for pediatric asthma in some Madison neighborhoods occur at twice the average rate in Wisconsin. (*Dane County Hospitalization Rate due to Pediatric Asthma by Age* Source: Community Dashboard. Healthy Dane.org)

c. What data are unavailable or missing?

We do not have specific data for the City of Madison, distinct from the County.

Nor do we have causal data which explains why each individual developed asthma, or what caused each asthma related hospitalization.

2. WHO

- a. Who (individuals or groups) could be impacted by the issues related to this policy, plan or proposal?
Who would benefit?

Impacted: Companies who own delivery vehicles, buses, semis, taxis as well as individual owners of cars/SUVs/trucks. Drivers of the same vehicles transportation and delivery vehicles. People living in their vehicles. People who utilize their vehicles as the “third place”, a respite away from home or work. People living in neighborhoods with higher rates of municipal citation and offenses (may be more likely to receive a ticket for idling).

Benefited: Especially children, those with asthma and allergies, low income people and people of color are more likely to have asthma and respiratory diseases (caused and exacerbated by idling and other air pollution. The general populace is also likely to benefit (though that benefit will be impossible to measure at the local scale) because idling exhaust increases rates of cancer, heart and lung disease. Local and global ecological benefits will accrue (at a small scale) since exhaust is a major source of carbon dioxide contributing to global warming and other air pollutants like NO₂.

Who would be burdened?

Difficult to say. Research points to limiting idling as saving on fuel costs so while some companies, drivers may feel burdened, they may end up saving money. Some people think that school buses need to idle to have buses warm for kids but research points to significant deleterious impact of the resulting pollution and notes that if timed correctly, there is little need for idling.

Possibly people who live in their vehicles. However there is a provision in the ordinance that allows for “Exceptions. The following periods of idling by any motor vehicle shall be exempted from sub. (2) of this section: (a) Idling as needed to operate defrosters, heaters, air conditioners, or other equipment to prevent a safety or health emergency.”

Individuals who use their cars for places to wait and stay warm or spend time alone. Or individuals who feel they may receive a disproportionate amount of police interaction. Here is a sampling of comments from people at the Lussier Education Center:

“My concern is that a lot of people leave their car on when it’s cold out to heat their car up so when they get in it’s nice and warm and not freezing cold, also some people like myself just like sitting in my car and listen to music and to just get kind of out the house even though it’s in the parking lot and relax, also even when I’m picking up someone I usually be early and have to wait until they are done so I leave my car on so I can be warm, I just think this new law is very stupid and unnecessary everyone would be getting tickets just for sitting there too long with their car on, there would be a bunch of complaints about it.”

“This is Wisconsin and it gets cold. If someone has to wait 15 minutes for someone it can get dangerously cold inside a car if you have to turn it off. Additionally, I have driven a car that I had to idle for 10 minutes every morning for the breaks to work. If this ordinance is passed it forces people to use cars before warmed up, and in some cases that means using a car whose breaks wouldn’t work. Not everyone can afford brand new cars which quickly heat up and work well in the cold.”

“I do not like this idea. I think that if it pass then it would be acted out unfairly especially on people of color. Also if I’m picking someone up I also don’t want to have to sweat about the 15 min it takes for my sibling to come out and if they don’t move fast enough I could get a ticket.”

Are there potential disproportionate impacts on communities of color or low-income communities?

Potentially, depending on enforcement patterns there may or may not be disproportionate impacts on communities of color. On the other hand, there may be larger benefits in air quality to communities of color and low-income communities because low-income communities are disproportionately impacted by poor air quality.

3. WHY

- a. What are potential unintended consequences (social, economic, health, environmental or other)?

See above

4. HOW: RECOMMENDATIONS SECTION

- a. Describe recommended strategies to address adverse impacts, prevent negative unintended consequences and advance racial equity (program, policy, partnership and/or budget/fiscal strategies):

There is a provision in the ordinance that allows for "Exceptions. The following periods of idling by any motor vehicle shall be exempted from sub. (2) of this section: (a) Idling as needed to operate defrosters, heaters, air conditioners, or other equipment to prevent a safety or health emergency." This is, in part, to address potential adverse impacts.

DATA RESOURCES FOR RACIAL EQUITY AND SOCIAL JUSTICE IMPACT ANALYSIS

City of Madison

- Neighborhood Indicators (UW Applied Population Lab and City of Madison):
<http://madison.apl.wisc.edu>
- Open Data Portal (City of Madison):
<https://data.cityofmadison.com>
- Madison Measures (City of Madison):
www.cityofmadison.com/finance/documents/madisonmeasures-2013.pdf
- Census reporter (US Census Bureau):
<http://censusreporter.org/profiles/06000US5502548000-madison-city-dane-county-wi>

Dane County

- Geography of Opportunity: A Fair Housing Equity Assessment for Wisconsin's Capital Region (Capital Area Regional Planning Commission):
www.capitalarearpc.org
- Race to Equity report (Wisconsin Council on Children and Families):
<http://racetoequity.net>
- Healthy Dane (Public Health Madison & Dane County and area healthcare organizations):
www.healthydane.org
- Dane Demographics Brief (UW Applied Population Lab and UW-Extension):
www.apl.wisc.edu/publications/Dane_County_Demographics_Brief_2014.pdf

State of Wisconsin

- Wisconsin Quickfacts (US Census):
<http://quickfacts.census.gov/qfd/states/55000.html>
- Demographics Services Center (WI Dept of Administration):
www.doa.state.wi.us/section_detail.asp?linkcatid=11&linkid=64&locid=9
- Applied Population Laboratory (UW-Madison):
www.apl.wisc.edu/data.php

Federal

- American FactFinder (US Census):
<http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>
- 2010 Census Gateway (US Census):
www.census.gov/2010census