Transportation 2035 Equity Analysis Preliminary Results

MTC Planning Committee

December 12, 2008

Purpose of Analysis

- Evaluate whether low-income and minority communities share equitably in benefits of Transportation 2035 Plan without bearing disproportionate share of burdens
- Today's discussion: Review results, initial feedback
- Final T2035 Equity Analysis report February 2009

Regional Trends: 2000–2007

Census 2000 and American Community Survey

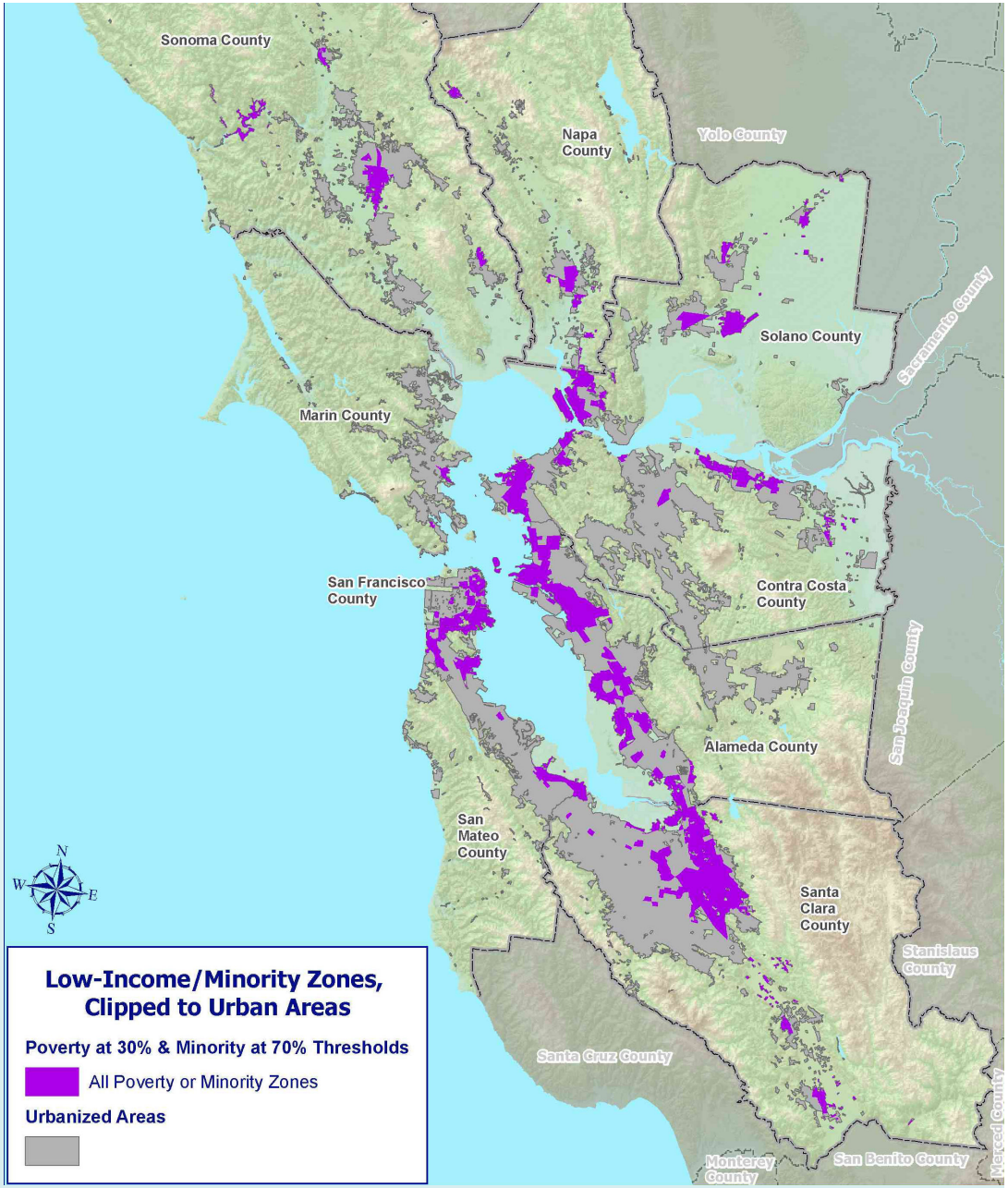
- Region continues to diversify: Asian and Hispanic/Latino populations growing fastest
- Rise in number and share of low-income population, movement out of central cities
- Increasing access to autos for minority and low-income households
- Increasing housing cost burden for all households

Equity Indicators

Type of Equity	Indicator	Measures
Inputs	1. Financial Analysis	Benefit
Outcomes	2. Access to Low-Income Jobs	Benefit
	3. Access to Non-Work Activities	Benefit
	4. Emissions	Burden
	5. Affordability	Either

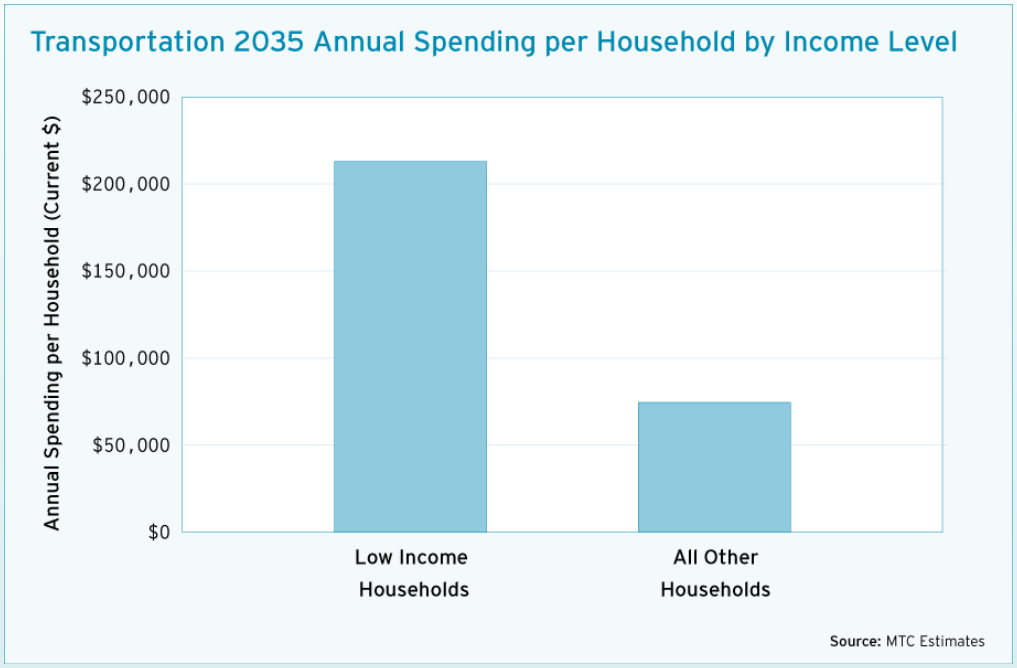
Communities of Concern

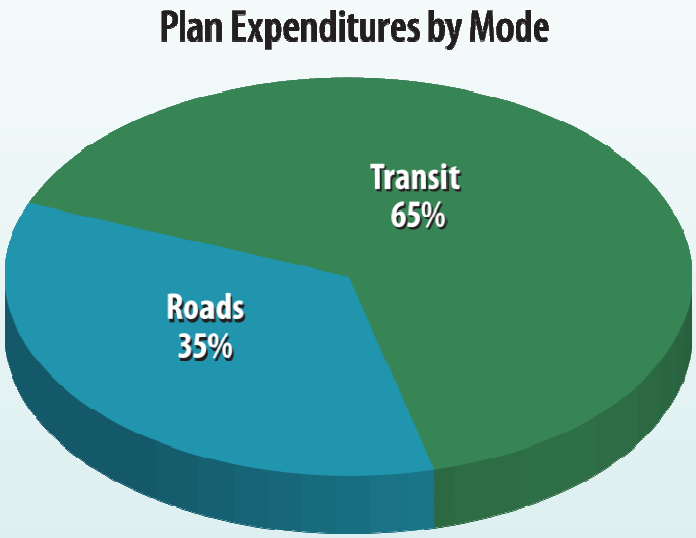
- 70% minority population OR 30% low-income population
- Identify regional *concentrations of poverty;* however, indicators also account for presence of lower-income households *throughout region*



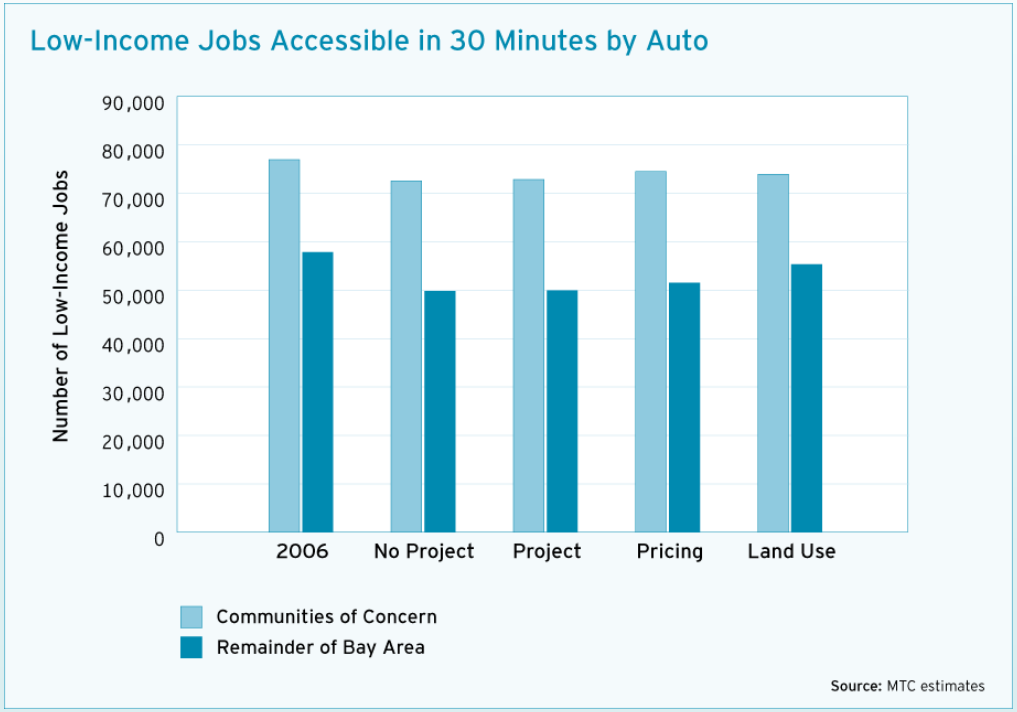
1. Financial Analysis

Preliminary Results





2. Access to Low Income Jobs
within 30 Minutes by Auto

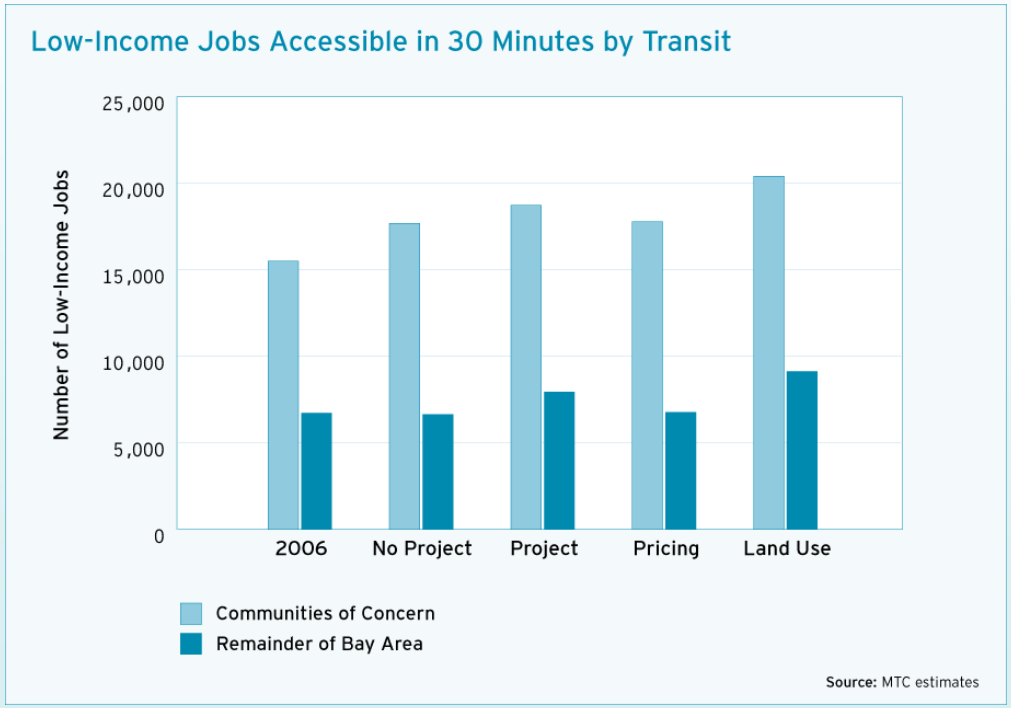


Difference: No Project to Project

	Absolute	Percent
Communities of Concern	+300	+0.4
Remainder of Region	+100	+0.2

- **Very small differences**

2. Access to Low Income Jobs
within 30 Minutes by Transit



Difference: No Project to Project

	Absolute	Percent
Communities of Concern	+1,000	+5.9
Remainder of Region	+1,300	+19.7

- **San Francisco accounts for much of gain in Remainder of Region**

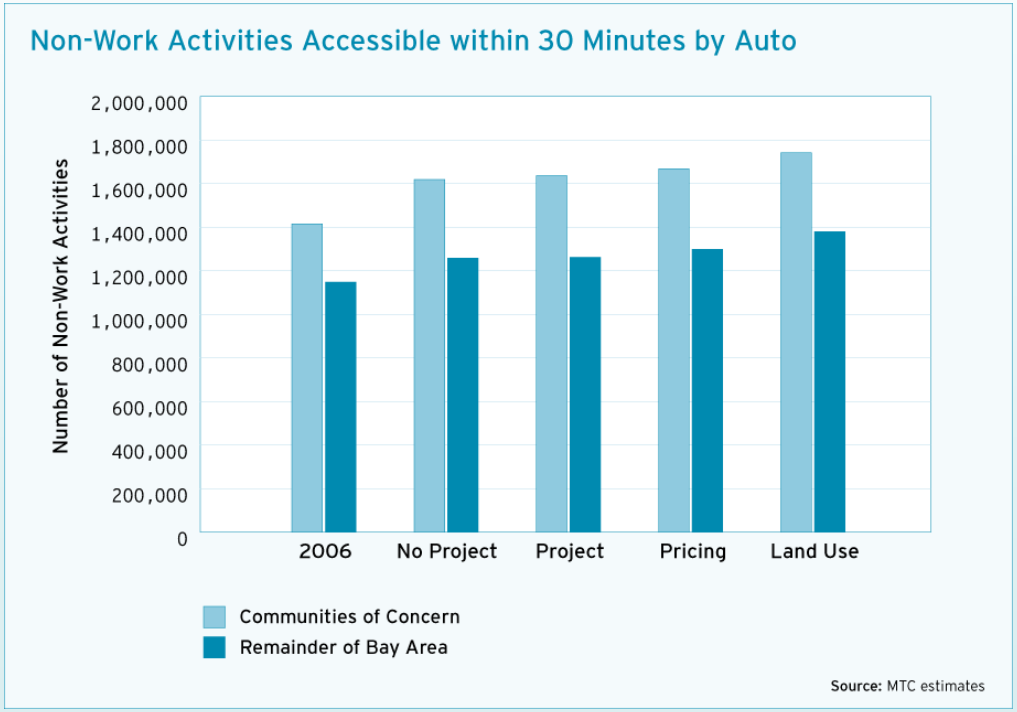
2. Access to Low Income Jobs

within 30 Minutes by Transit: Another View

Income Group	2006	No Project	Project	Difference: No Project to Project	
				Absolute	Percent
Low	11,700	13,700	14,900	+1,200	+8.8
Low-Mod	8,600	9,700	10,900	+1,200	+12.2
High-Mod	7,300	7,900	9,000	+1,100	+13.0
High	7,300	7,800	9,000	+1,200	+14.3

- **Captures the ~50% of region's low-income households that live <u>outside</u> of communities of concern**

3. Access to Non-Work Activities
within 30 Minutes by Auto

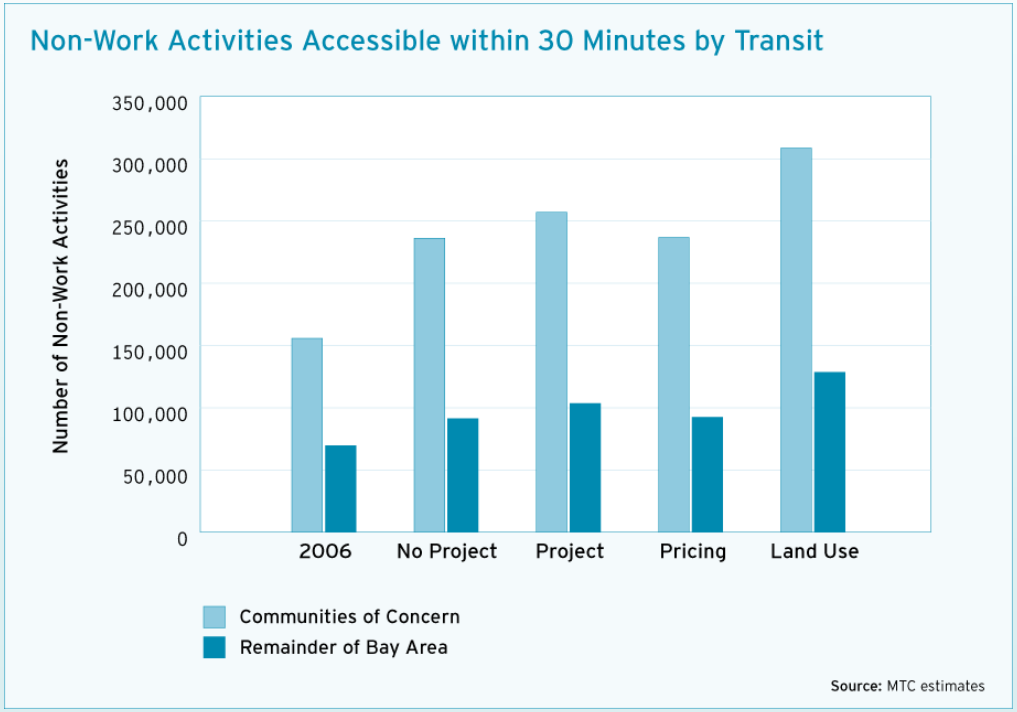


Difference: No Project to Project

	Absolute	Percent
Communities of Concern	+17,800	+1.1
Remainder of Region	+3,200	+0.3

- **Largest increases in access to Shopping/Medical/Other Activities**

3. Access to Non-Work Activities
within 30 Minutes by Transit



Difference: No Project to Project

	Absolute	Percent
Communities of Concern	+20,900	+8.9
Remainder of Region	+12,300	+13.4

- **San Francisco accounts for much of gain in Remainder of Region**

Narrowing the Accessibility Gap

Ratio of Accessibility by Auto and Transit

	Low-Income Jobs		Non-Work Activities	
	2006	2035	2006	2035
Communities of Concern	5.0	3.9	9.1	6.4
Remainder of Region	8.6	6.3	16.5	12.2
Low-Income	4.0	3.2	8.0	5.7
Not Low-Income	9.5	7.0	16.9	12.5

- **Value of 5.0 means can access 5 times more by auto than transit**
- **1.0 would be equivalent accessibility by auto and transit**

4. Emissions

Mobile Source Air Toxics Emissions Density

Diesel Particulates, Benzene, and Butadiene: Kg per average weekday per square mile

	2006	No Project	Project	Pricing	Land Use
Communities of Concern	5.92	1.29	1.26	1.24	1.29
Remainder of Bay Area	2.26	0.48	0.46	0.47	0.47
Total Region	2.94	0.64	0.61	0.61	0.63

Source: MTC estimates

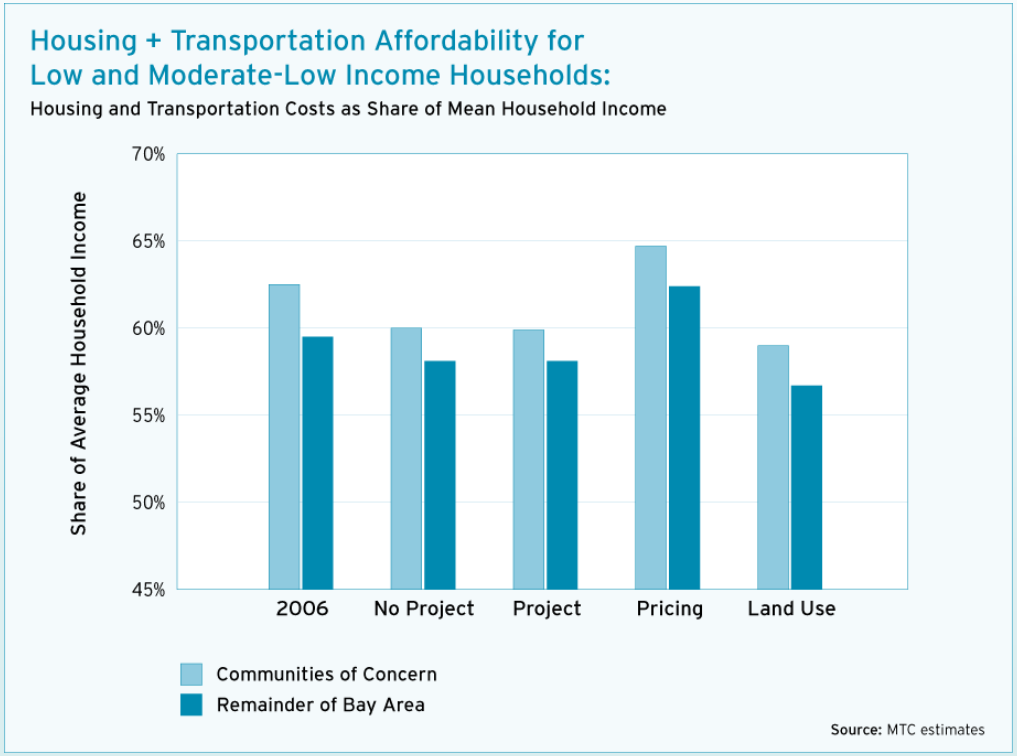
Difference:
No Project to Project

	Absolute	Percent
Communities of Concern	–0.03	–3.0
Remainder of Region	–0.02	–4.4

- **Big impact from technology**

5. Affordability

Test Measure



Difference: No Project to Project

	Absolute	Percent
Communities of Concern	–0.1	–0.1
Remainder of Region	0.0	0.0

- **Project has little impact compared to Pricing or Land Use scenarios**

Preliminary Conclusions

- Greater RTP expenditures per low-income household than other households
- Greater or similar absolute benefits accrue to communities of concern than remainder of region (distributional test)
  - Exception: Access by transit
- Plan helps close "accessibility gap" between auto and transit — but overall autos still provide greater access than transit

Preliminary Conclusions Cont'd

- Greater benefits come from more compact land use (accessibility) and technology (emissions) than transportation investments
- Affordability measure proved difficult to forecast, may be more relevant as shorter-term measure broken down neighborhood by neighborhood
  - Forthcoming report separate from Equity Analysis