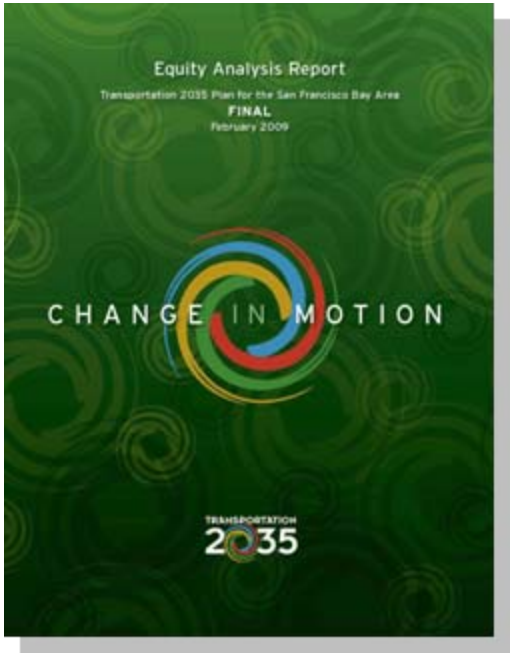
Transportation 2035 Equity Analysis Follow-Up

MTC Planning Committee
November 13, 2009

Recap: T-2035 Equity Analysis

- Geographical forecasts for low-income/minority communities of concern:
  - Accessibility
  - Affordability (housing + transportation)
  - Emissions (toxic air contaminants)
- Substantial methodological limitations
  - Location of future minority and low-income residents unknown
  - Half of today's low-income population lives outside communities of concern
- Continued lack of stakeholder support for methodology



Context: Federally Required Environmental Justice & Equity-Related Planning Activities

Work Product	Required Target Populations	Last Completed	Next Scheduled Update
RTP Equity Analysis	• Minority • Low-Income	2009	Next RTP
Coordinated Public Transit-Human Services Transportation Plan	• Low-Income • Seniors • Disabled	2007	Next RTP

- Minimal Federal planning guidelines for these products do not effectively meet the region's equity-related planning needs

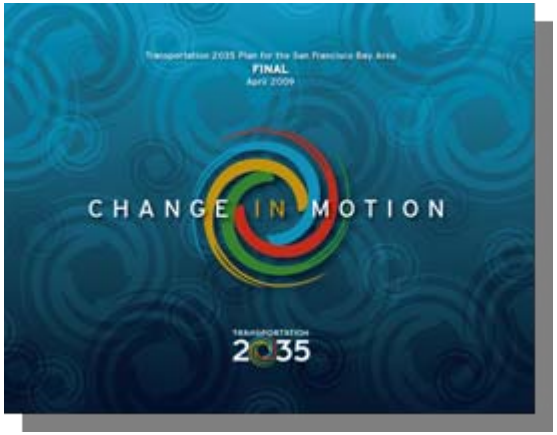
Current Context

Coordinated Plan

Stakeholder Input

Development of RTP Goals/Perf. Measures

RTP Equity Analysis



An Alternative Approach: Develop a Snapshot Analysis Methodology

- Began with base-year findings for all communities of concern from RTP Equity Analysis
  - Accessibility better than remainder of region
  - Affordability worse
  - Emissions density worse
- Snapshot objectives:
  - Better understand transportation-related differences between communities of concern today
  - Track changes over time
- Focus on transportation-related conditions and metrics
- Worked closely with MCAC Equity Analysis Subcommittee to develop list of key questions to address via an exploratory process
  - Not every high-priority question could be answered

Sample Key Questions and Associated Measures

Key Question	Associated Recommended Measures
How frequent is transit available in communities of concern?	✓ Transit supply (service availability/frequency) ✓ Walkability ✓ Auto availability*
How accessible are essential destinations?	✓ Access to destinations by auto* ✓ Access to destinations by transit*
How affordable is transportation to residents?	✓ Housing + transportation costs as % of household income* ✓ Transportation costs as % of household income*
How safe is it for residents to get to their destinations?	✓ Number of pedestrian & bicycle collisions
What is the emissions density of fine diesel particulates and how does the transportation system impact it?**	✓ Fine diesel particulate emissions ($DPM_{2.5}$) from cars and trucks* ✓ Share of total $DPM_{2.5}$ inventory from cars & trucks

** Indicates measures which MTC has forecasted in past RTPs*

*** Uses regional emissions inventory data from BAAQMD*

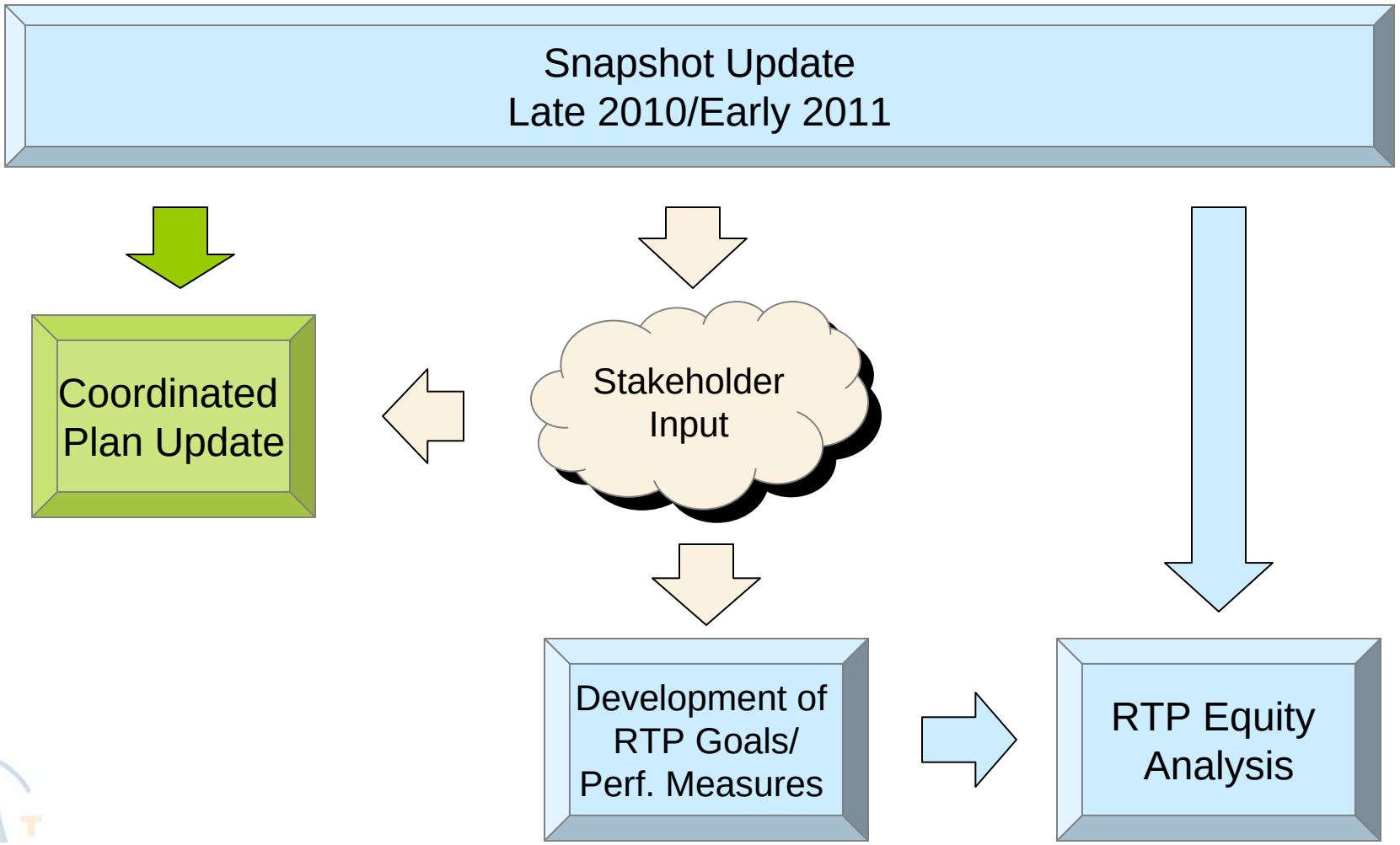
Unanswered Priority Questions from MCAC Subcommittee

- Can low-income people afford to get where they need to go?
- How safe is it for low-income people and people of color to get to their destination by transit, walking, and biking? How secure are transit facilities?
  - Perceptions of physical safety and personal security
- What is the air quality of low-income neighborhoods, and how does the transportation system impact it?
  - BAAQMD's CARE Program addresses air quality at the community level but does not isolate transportation sources
- How reliable is the transit system in low-income communities?

Snapshot Benefits

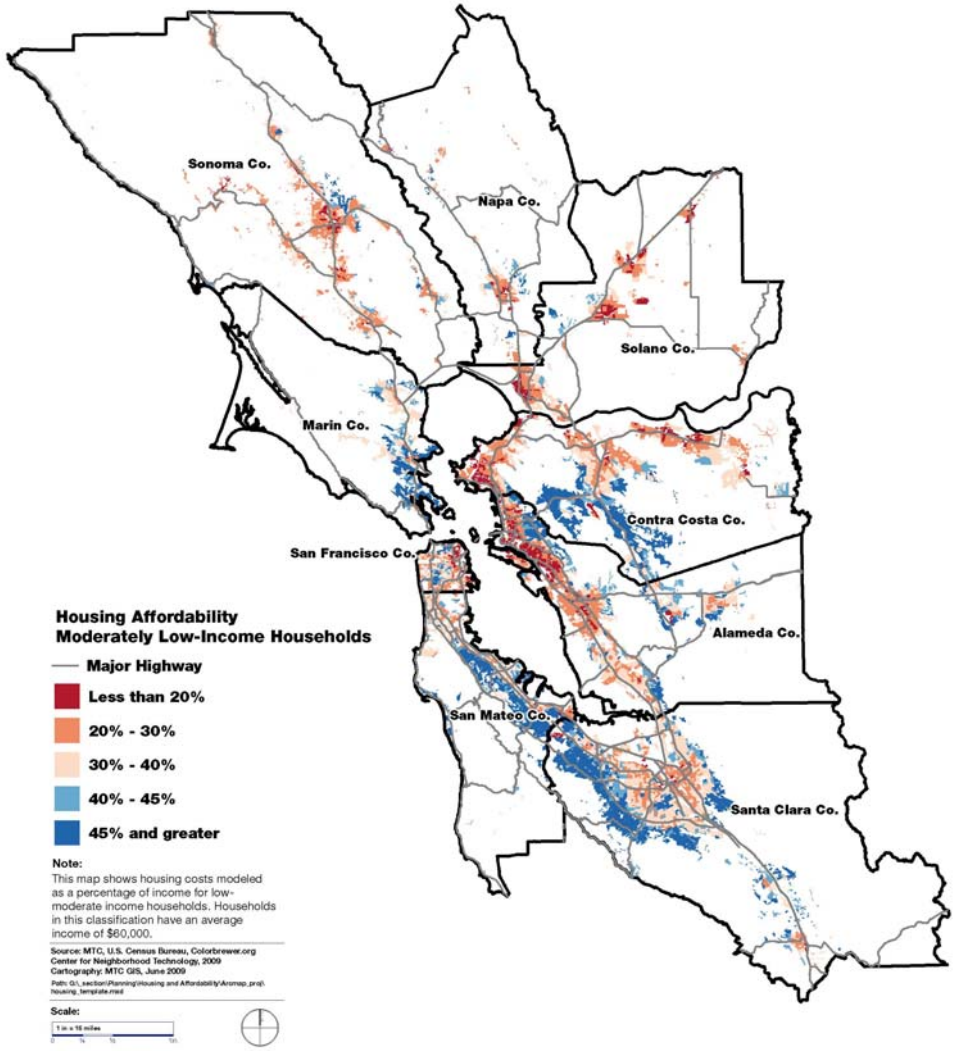
- Flexible approach applicable to multiple planning efforts
- Information more accessible to stakeholders via mapping
- Baseline data available at beginning of RTP process, not end
- Straightforward to update regularly with readily available data, minimizes “reinventing the wheel”
- Better addresses “**How** are we doing?” — not just “**What** are we doing?”

Proposed Snapshot Context



Bay Area Affordability Study

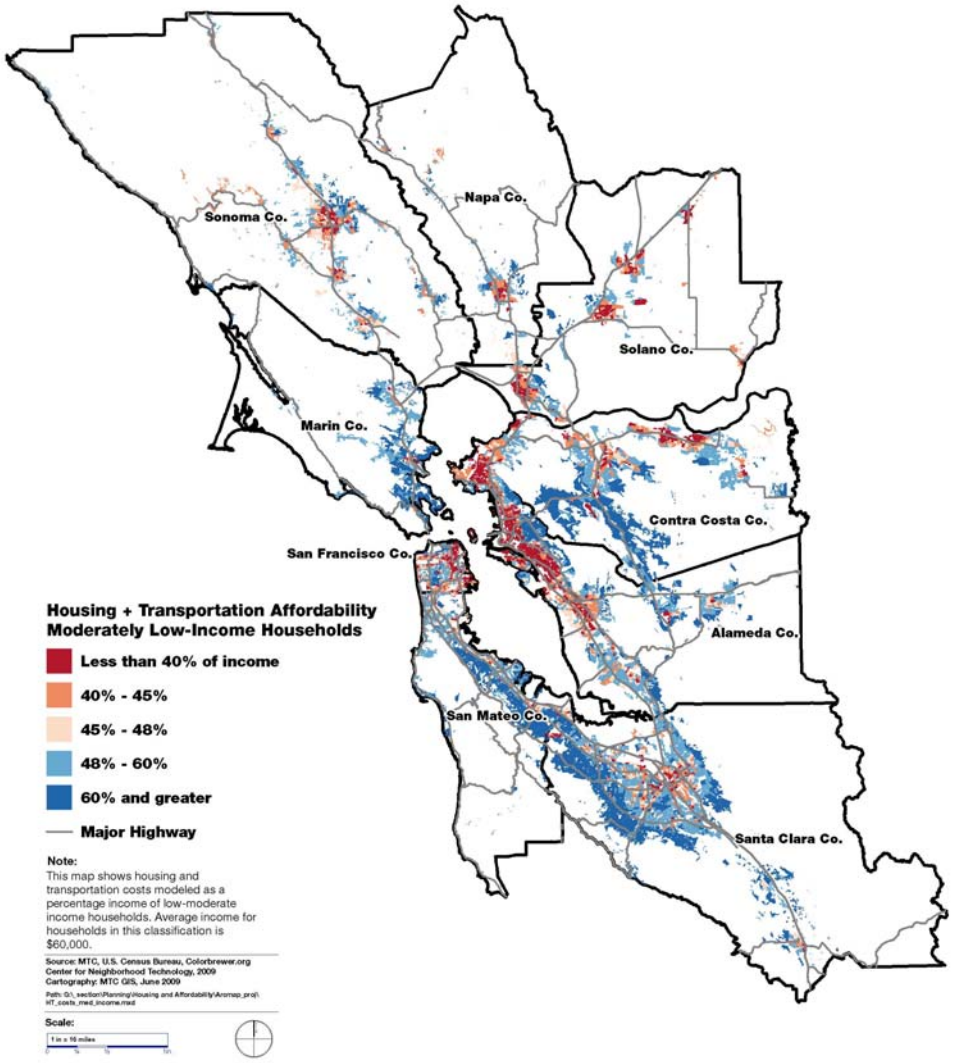
<u>Housing</u> Costs as % of Income for Moderately Low-Income Households ($35-60K)



Average housing costs in many communities place them out of reach of moderately low-income households, but pockets of affordable housing exist.

The Region Looks Less Affordable Through a Housing + Transportation Lens

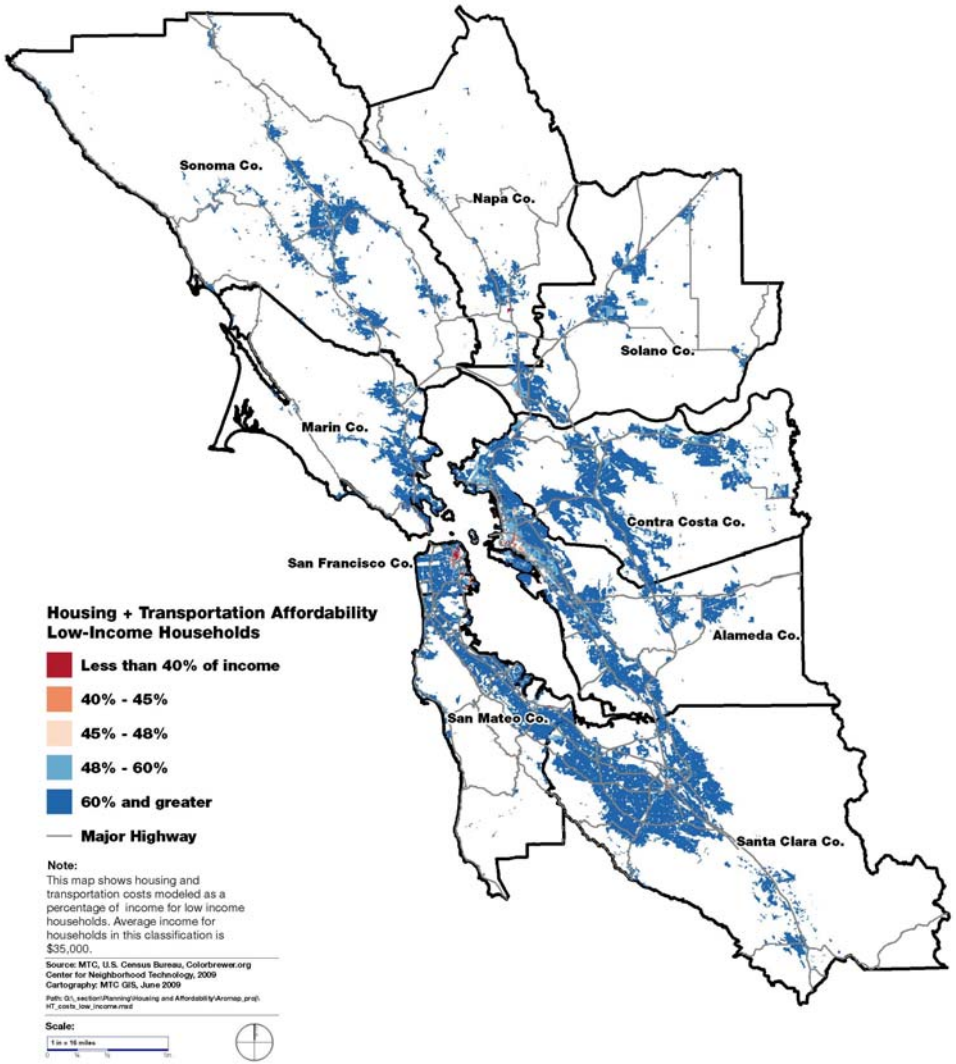
Housing + Transportation Costs as % of Income for Moderately Low-Income Households ($35-60K)



The number of communities affordable to moderately low-income households shrinks when transportation costs are added to housing costs (H+T).

Low Income Households Have Few Affordable H+T Options

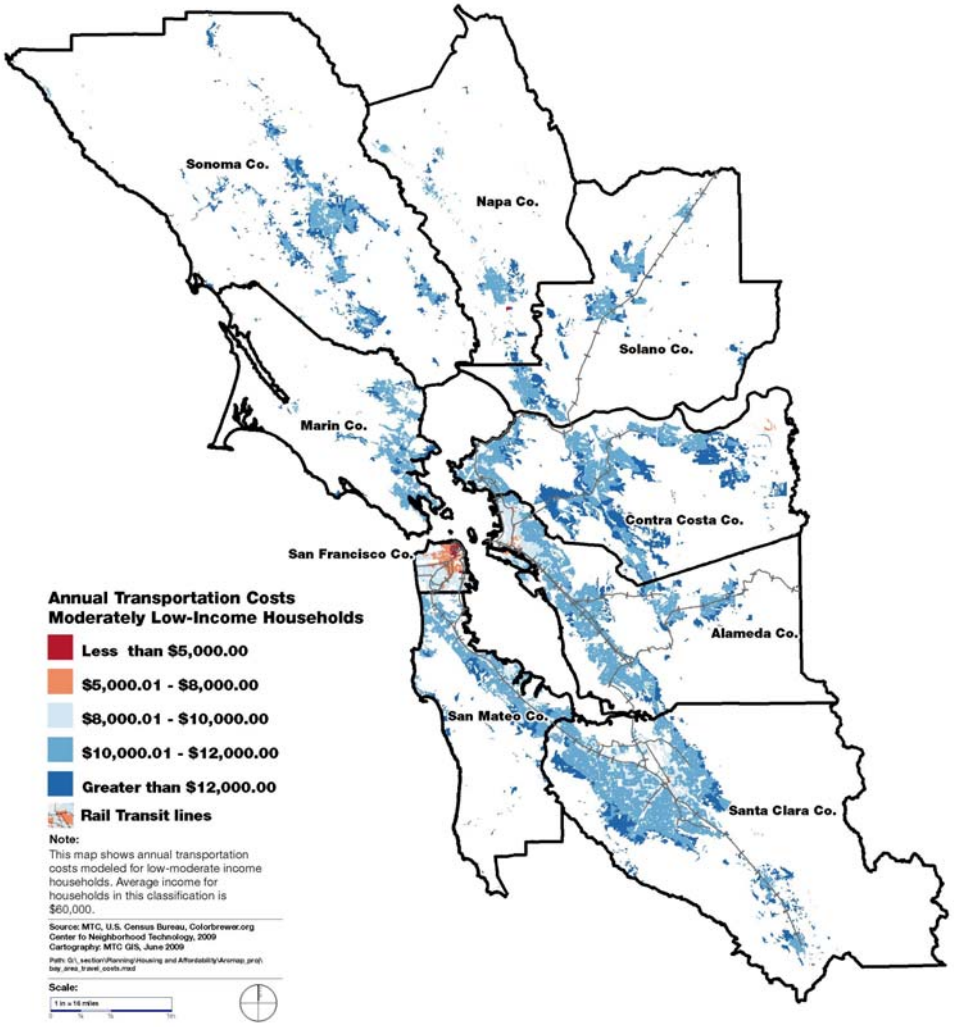
H+T Costs as % of Income for Low-Income Households (< $35K)



The region's 600,000 low-income households have very few location options for keeping housing and transportation costs below 48%of income.

Transit Makes the Bay Area More Affordable

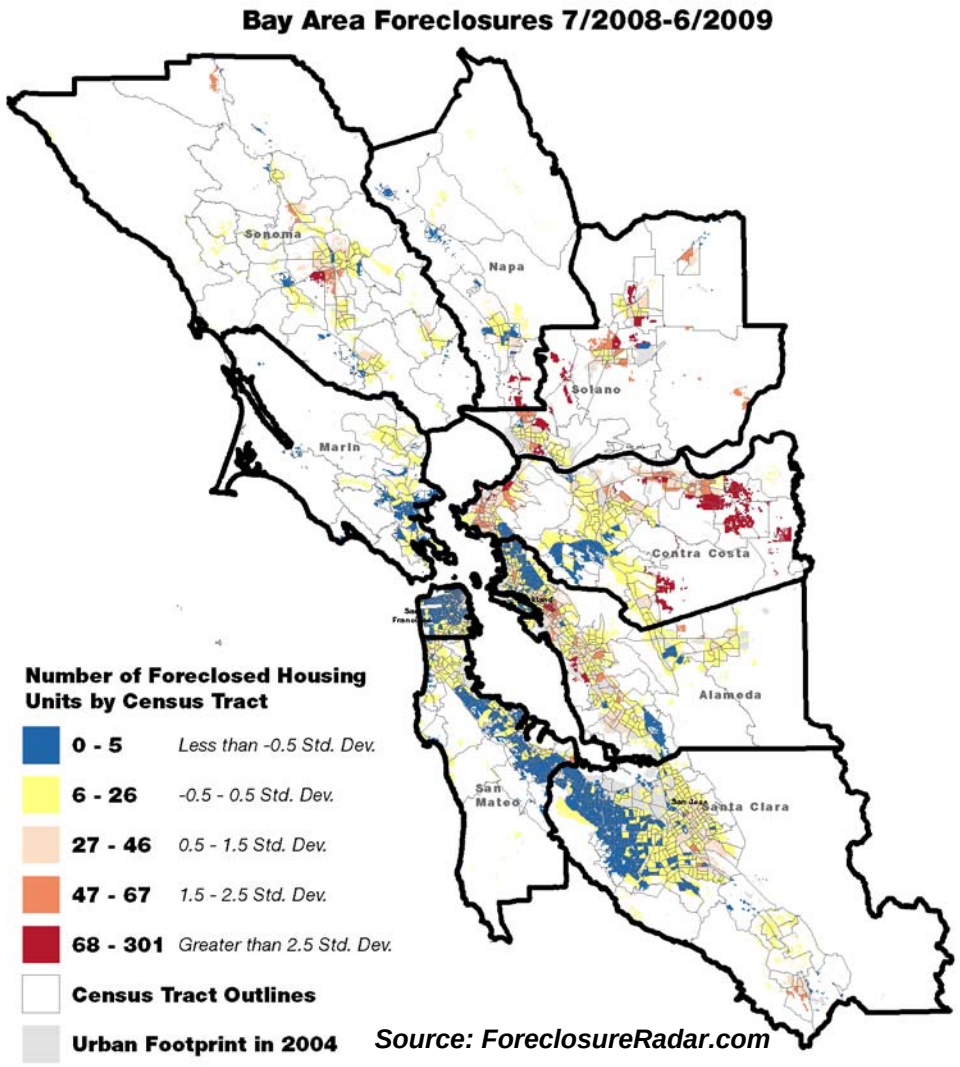
<u>Transportation</u>
Costs for
Moderately
Low-Income
Households
($35-60K)



Transportation costs are lowest in the region's urban core and lower along the region's transportation corridors.

Study Conclusions: Preserve and Promote Affordable Choices

- Location and urban form influence housing and transportation affordability trade-offs in the region
- “Drive till you qualify” does not meet the region’s need for affordable options when transportation costs are factored in
- Lower-income households face a disproportionate affordability burden and limited choices



Next Steps

1. Staff continues to work with MCAC members and other stakeholders to refine metrics and assess data-gathering opportunities

2. Final metrics and recommendations to be developed in early 2010